

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** October 21-22, 2020

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 3.9, Information Item

**Prepared By:** Kyle Gradinger, Chief  
Division of Rail & Mass Transportation

**Subject:** **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM SEMI-ANNUAL REPORT**

### **SUMMARY:**

The California Department of Transportation (Department) is presenting to the California Transportation Commission (Commission) the Semi-Annual Report for the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This report includes an overall program update and a status for all 74 awarded projects from all four funding cycles.

### **BACKGROUND:**

The TIRCP was created by Senate Bill 862 and modified under Senate Bill 9 to continuously appropriate to CalSTA, the ability to provide Cap-and-Trade auction proceeds to fund transformative capital improvements that will modernize California's intercity, commuter and urban rail, bus and ferry transit systems. In addition, Senate Bill 1 provides a significant funding increase to the program, generating an additional \$250 million annually.

To date, CalSTA has awarded over \$5.4 billion in TIRCP funds to 74 projects over four award cycles (2015, 2016, 2018 and 2020). In the most recent award cycle announced in April 2020, CalSTA awarded \$500 million to 17 recipients.

As a condition of project selection and allocation, implementing agencies are required to submit to the Department reports on activities and progress made towards implementation of their projects. The purpose of this reporting requirement is to ensure that projects achieve the goals and benefits of the program, and that projects are executed in a timely fashion and are within the scope and budget identified at the time of selection.

Attachment

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

Transit and Intercity Rail Capital Program (TIRCP) Semi-Annual Report  
January 1, 2020 – June 30, 2020



# Semi-Annual Report Transit and Intercity Rail Capital Program

Prepared for CalSTA by Caltrans Division of Rail and Mass Transportation  
October 2020

The purpose of this report is to provide information on the projects in the Transit and Intercity Rail Capital Program (TIRCP).

## Background

The objective of the TIRCP is to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services). Funding focuses on priority populations, contributing direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households.

In Cycles 1 and 2, the TIRCP was exclusively funded by 10 percent of annual State Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund (GGRF). Beginning with Cycle 3 and beyond, GGRF funding is enhanced by Senate Bill 1 (SB 1) funding. All projects are awarded by the California State Transportation Agency (CalSTA) through a competitive grant process.

The primary goals of the TIRCP are:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate rail service of the state's various rail operations, including integration with the high-speed rail system
4. Improve transit safety

## Awards to Date

Through June 30, 2020, there have been four award cycles. CalSTA has awarded over \$5.4 billion in TIRCP funds to 74 projects. \$1.675 billion was awarded to seven projects in Cycle 3 that represent multi-year funded projects. These multi-year funded projects are allocated over a ten-year period instead of a five-year period, pursuant to legislative appropriation and/or generated revenues.

## Summary of Cycle 1 (Awarded June 2015)

Cycle 1 of the TIRCP awarded \$224 million to 14 projects, which included \$25 million of 2014-15 funds as well as 10 percent of annual State Cap-and-Trade auction proceeds from the GGRF. The TIRCP adopted a program of projects that funded FY's 2014- and 2015-16 for both transit and rail investments, including demonstration projects.

The selected projects support approximately \$720 million in public transportation investments and reduce an estimated 860,000 metric tons of carbon dioxide (MTCO<sub>2e</sub>), the equivalent to taking 180,000 cars off the road.

## Summary of Cycle 2 (Awarded August 2016)

In FY's 2016-17 and 2017-18, the TIRCP received 41 applications and awarded \$391 million to 14 projects. Although not considered a TIRCP project, Senate Bill 132 (SB 132) identified the ACE Merced Extension as a recipient of \$400 million with appropriation authority from the Public Transportation Account to the TIRCP, to extend the Altamont Corridor Express to Ceres and Merced, which is being administered by Caltrans through Cycle 2 award funding.

These projects, valued at more than \$3.8 billion, will reduce 4,129,500 of MTCO<sub>2e</sub> and 13 projects directly benefit priority populations.

## Summary of Cycle 3 (Awarded April 2018)

In April 2018, the TIRCP awarded \$2.6 billion over a five-year cycle to 28 projects that were selected from 47 applications received. An additional \$1.675 billion made available to seven selected of those recipients through multi-year funding agreements, providing funding through FY 2027-2028.

Cycle 3 projects have a total construction value of over \$19 billion, reduce 31,942,000 of MTCO<sub>2e</sub>, and 26 projects are located within priority populations.

## Summary of Cycle 4

In April 2020, the TIRCP awarded \$500 million to 17 projects over a five-year cycle. Cycle 4 projects have a total project cost of over \$5.4 billion and will reduce 5,016,000 of MTCO<sub>2e</sub>. All 17 projects are located within priority populations.

## Program Funding Sources

- Cycle 1, 2-year cycle; GGRF funding only
- Cycle 2, 2-year cycle; GGRF and SB 132 funding (additional \$400 million)
- Cycle 3, 5-year cycle; includes GGRF and SB 1 funding (7 projects have multi-year funding agreements, extending to FY 2027-2028)
- Cycle 4, 5-year cycle: includes GGRF and SB 1 funding

## Program Status Attachments

To date, over \$5.4 billion in TIRCP funds have been awarded to 74 projects across four award cycles (2015, 2016, 2018 and 2020). The table in Attachment 1 represents the current funding status of the program as well as the funding status from the last Semi-Annual Report (March 2020).

Attachment 1 shows over 88 percent of allocated dollars in Cycle 1 have been expended, and 9 of 14 projects have been completed. In Cycle 2, 78 percent of awarded funds have been allocated with one project completed. Cycle 3 has allocated over \$1 billion since 2018, and Cycle 4 has already allocated over \$30 million dollars since awards were announced in April 2020.

Attachment 2 provides the award recipient, project title, project description, award amount, third-party contract award date, allocation amount, allocation date, phase, unallocated balance, expended amount, percent of allocations expended, and expected completion date. Attachment 2 also includes a narrative description of the benefits and status of each project as of June 30, 2020. For an ADA-compliant version of the attachment, please [follow this link](#).

## Accountability

This report reflects the TIRCP's status and represents another element of the California Department of Transportation's commitment to transparency and accountability. TIRCP reports are presented to the California Transportation Commission semi-annually, consistent with other program reports. This document is intended to provide the Commission with meaningful and useful information on the progress and status of the TIRCP.

## Attachments

Transit and Intercity Rail Capital Program Semi-Annual Report Attachment 1

<b>TIRCP Cycle Status October 2020</b>	<b>Cycle 1 Last Report</b>	<b>Cycle 1 Current Report</b>	<b>Cycle 2 Last Report</b>	<b>Cycle 2 Current Report</b>	<b>Cycle 3 Last Report</b>	<b>Cycle 3 Current Report</b>	<b>Cycle 4 Last Report</b>	<b>Cycle 4 Current Report</b>	<b>Current Totals</b>
<b>Number of Awarded Projects</b>	14	14	14	14	28	28	-	17	74
<b>Award Amount In \$000s</b>	\$224,278	\$224,278	\$390,893	\$390,893	\$4,325,000	\$4,325,000	-	\$500,000	\$5,440,171
<b>Amount Allocated in \$000s</b>	\$224,278	\$224,278	\$262,964	\$306,881	\$585,200	\$1,053,877	-	\$30,997	\$1,616,053
<b>Percent Allocated</b>	100%	100%	67.2%	78.5%	13.5%	24.3%	-	6.1%	29.7%
<b>Expended Amount in \$000s</b>	\$127,000	\$200,104	\$127,145	\$145,637	\$60,200	\$113,897	-	\$0	\$459,638
<b>Expended Percent (Related to Awarded)</b>	56.6%	88.1%	32.5%	37.5%	1.3%	2.6%	-	0%	8.4%
<b>Expended Percent (Related to Allocated)</b>	56.6%	88.1%	48.3%%	47.8%%	10.2%	11.4%	-	0%	28.4%
<b>Completed Projects</b>	5	9	0	1	0	0	-	0	10

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
<b>TIRCP Cycle #1</b>												
2015	1	Antelope Valley Transit Authority	Regional Transit Interconnectivity and Environmental Sustainability	Purchase of 29 zero-emission electric buses for bus rapid transit route and long-distance commuter routes	\$24,403,000	\$24,403,000	CON 10/22/2015	3/14/2016	\$0	\$15,779,367	65%	Mar-22
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through implementation of new services, improved integration with other transit and rail services and access of services for disadvantaged communities.</p> <p><b>Status:</b> The articulated buses are in use and providing service as proposed and required under this grant. As a result of failed Altoona testing, the recipient had to terminate the commuter portion of the procurement contract with the bus manufacture and enter into another contract with a different bus manufacture to order the 16 45-foot commuter buses. The first five commuter buses are scheduled to be received by July 2021, with all remaining units expected to be delivered by the end of 2021. All charging equipment has been installed and is operational.</p>												
2015	2	Capitol Corridor Joint Powers Authority	Capitol Corridor Travel Time Reduction	Track and curve improvements along designated portions of Union Pacific Railroad track between San Jose and Benicia	\$4,620,000	\$4,620,000	CON 05/19/2016	6/1/2016	\$0	\$4,620,000	100%	Complete 6/1/2019
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through service frequency improvements, reduced passenger travel times, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Project is complete. Awaiting final report.</p>												
2015	3	Los Angeles County Metropolitan Transportation Authority	Willowbrook / Rosa Parks Station and Blue Line Light Rail Improvements	Blue line station and infrastructure improvements, including signal and crossover upgrades	\$38,494,000	\$38,494,000	CON 06/30/2016	6/28/2017	\$0	\$38,494,000	100%	Jun-21
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through improved service frequency and infrastructure improvements, improved reliability and safety, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Customer Service Center and Mobility Hub are being prepared for turnover to LA Metro and final Mezzanine work ongoing at West Green Line entrance. Work continuing at the new pedestrian crossing for late summer opening. Completed construction demolition of Central Plaza and parking lot, and contaminated soil removal has begun. Project completion date has been extended to June 2021. Overall project remains at 90 percent complete.</p>												
2015	4	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Pacific Surfliner Transit Transfer Program	Collaborative effort among LOSSAN and 12 transit agencies to demonstrate the ability to increase use of transit for access to and from intercity rail service by providing free or discounted transfers	\$1,675,000	\$1,675,000	CON 12/10/2015	1/6/2016	\$0	\$211,903	13%	Jun-21
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through improved passenger transfers and connectivity with other transit and rail services.</p> <p><b>Status:</b> Coordination efforts to expand program awareness continue, although this effort has slowed recently with the decline in ridership due to the COVID-19 pandemic. The program was extended an additional fiscal year during this time period to June 2021.</p>												
2015	5	Monterey – Salinas Transit	Monterey Bay Operational and Maintenance Facility/Salinas Transit Service	Renovation and expansion of 37-year old Monterey maintenance facility to accommodate additional buses and reduced non-revenue "deadhead" trips	\$10,000,000	\$10,000,000	CON 05/19/2016	11/3/2016	\$0	\$10,000,000	100%	Complete 6/11/2018
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through operational improvements, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> All scoped project activities are complete. Line 41 service frequency expansion on E. Alisal Street continued until COVID necessitated scaled back operations in March 2020. Some additional service to Line 41 has been restored, and MST anticipates fully restoring service levels to the community once businesses re-open. The maintenance facility is complete and a site inspection was conducted by Caltrans staff in September 2018. 840-miles of deadhead savings (during normal non-COVID operations) has been achieved. MST was able to finalize a lease of a remote bus operations yard in Marina, California, and the contractor moved operations and vehicles over to the new site on April 1, 2020. MST is ready to close out the project.</p>												

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2015	6	Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	Purchase of five 40-foot Compressed Natural Gas buses to launch second rapid bus route	\$2,320,000	\$2,320,000	CON 10/22/2015	11/30/2015	\$0	\$2,320,000	100%	Complete 2/11/2018
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through implementation of new bus rapid transit service, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Due to COVID-19, the Bravo! 560 service has been inactive since March 2020. The recipient is evaluating when regular scheduled service can commence on this route. No decisions have been made yet.</p>												
2015	7	Sacramento Regional Transit District	Refurbishment of Seven Light Rail Vehicles	Refurbishment of seven vehicles acquired from Santa Clara Valley Transportation Authority to support 15-minute peak hour service on Blue and Gold Lines	\$6,427,000	\$6,427,000	CON 08/27/2015	10/21/2015	\$0	\$6,268,372	98%	Complete 6/30/2020
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through improved service frequency and reliability, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> All vehicle related parts have been purchased and are awaiting delivery. SacRT staff is working on the Close Out Report for this project.</p>												
2015	8	San Diego Association of Governments	South Bay Bus Rapid Transit	Construct the remaining 11-mile segment of route 21 that will operate between Downtown San Diego and Otay Mesa International Border Crossing via eastern Chula Vista. Includes the purchase of 15, 60-foot, low-floor articulated CNG buses	\$4,000,000	\$4,000,000	CON 08/27/2015	1/8/2016	\$0	\$4,000,000	100%	Complete 9/30/2020
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through implementation of new frequent service, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> The final phase of construction on the last segment is at 95 percent completion, with guideway already completed and operational for the buses currently operating the route.</p>												
2015	9	San Diego Metropolitan Transit System	Trolley Capacity Improvements	Design and construction of new terminal station, including acquisition of eight new light rail vehicles for the new Blue and Orange Lines	\$31,936,000	\$713,000	PS&E 01/21/2016	-	\$0	\$713,000	100%	Complete 6/30/2018
						\$27,463,000	CON 10/20/2016	11/1/2016	\$0	\$27,463,000	100%	Complete 11/1/2019
						\$3,760,000	CON 06/29/2017	7/24/2017	\$0	\$0	0%	Complete 6/29/2020
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through expanded service and infrastructure improvements, improved connectivity with other rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Due to COVID-19, trolley ridership has dropped approximately 60 percent. Prior to COVID-19, the additional cars allowed for extra trips on the Blue and Orange Line, with an daily average of 1,025 passengers on the additional trips on the Blue Line and 237 passengers on the Orange Line.</p>												
2015	10	San Francisco Municipal Transportation Agency	Expanding the SFMTA Light Rail Vehicle Fleet	Purchase eight zero-emission light rail vehicles to support fleet expansion	\$41,181,000	\$41,181,000	CON 12/10/2015	3/27/2018	\$0	\$41,181,000	100%	Complete 12/10/2018
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through improved frequency and service expansion, improved reliability and safety, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> The project is 100% complete with the purchase and service implementation of all 8 LRVs planned for this project. As part of increasing service frequency and passenger capacity, new zero emission expansion light rail vehicles are being deployed during peak service periods to accommodate system-wide ridership demand. The LRV Metro System was closed for half of the reporting period from 4/1/20 to 6/30/20 due to the ongoing pandemic so these vehicles were not used during that time.</p>												



Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
2015	11	San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	Installation of wayside power sources at ACE's new Regional Maintenance Facility in Stockton	\$200,000	\$15,000	PS&E 08/17/2017	-	\$0	\$15,000	100%	Complete 11/13/2019
						\$185,000	CON 01/31/2018	2/2/2018	\$0	\$185,000	100%	
<p><b>Benefits:</b> Benefits include operational improvements and noise pollution adjacent to disadvantaged communities.</p> <p><b>Status:</b> As of July 2018 the Wayside Power sources at the Stockton RMF are operational. The project is 100% complete and has been closed out.</p>												
2015	12	San Joaquin Regional Transit District	BRT Expansion: MLK Corridor and Crosstown Miner Corridor	Bus rapid transit infrastructure along the MLK Corridor and Crosstown Miner Corridor, including the acquisition of 12 new zero-emission electric vehicles	\$6,841,000	\$6,841,000	CON 03/16/2016	6/23/2017	\$0	\$6,841,000	100%	Complete 3/30/2020
<p><b>Benefits:</b> Benefits include reduction in CO2 emissions, increased ridership through improved service frequency, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> The Final Notice of Completion for the construction of MLK and Miner Crosstown BRT Corridors and installation of bus shelters, bus benches and trash receptacles was issued by RTD on 3/31/2020 for the Date of Completion (Acceptance) January 10, 2020. The construction of the last charging station on the MLK Corridor at the Union Transfer Station (UTS) is complete and became operational on February 28, 2020. To support the stay at home order for the State of California, RTD has been operating the weekend service schedule for the funded BRT corridors during weekdays as well as weekends beginning March 23, 2020. RTD has fully spent TIRCP funds and received final disbursement. The TIRCP award is ready for closeout.</p>												
2015	13	Southern California Regional Rail Authority	Purchase of Nine Fuel-Efficient Tier 4 EMD F-125 Locomotives for Metrolink Commuter Rail Service	Purchase of nine Tier 4 locomotives to support expanded service	\$41,181,000	\$41,181,000	CON 08/27/2015	10/15/2015	\$0	\$33,762,800	82%	Sep-22
<p><b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through improved service frequency and reliability, reduced travel times, improved connectivity with other transit and rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Eight of the nine locomotives from the second batch and funded with TIRCP dollars, have been conditionally accepted and are pending final testing and full acceptance, with one locomotive in simulated services. Since the F125 locomotive is a new prototype design, there were several unexpected maintenance incidents that impacted the readiness of the locomotives for revenue service. The new prototype design has also created the need for many engineering upgrades that resulted in physical modifications to the locomotives. These changes are now being applied to each locomotive and once modifications are fully implemented, final inspections will continue. Recipient has begun and will continue to bill Caltrans during this calendar year as work proceeds.</p>												
2015	14	Sonoma-Marin Area Rail Transit District	SMART Rail Car Capacity	Purchase of four rail cars to support additional passenger capacity	\$11,000,000	\$11,000,000	CON 03/17/2016	4/6/2016	\$0	\$8,250,000	75%	Dec-21
<p><b>Benefits:</b> Projected benefits include increased ridership through implementation of new service, improved passenger capacity, and infrastructure improvements.</p> <p><b>Status:</b> The recipient deployed the cars in service, though the impacts of COVID have resulted in less service deployed overall and dramatically reduced ridership. Service is at 86% of the weekday average year over year, and even further down than the opening of Larkspur in December 2019, resulting in the January/February 2020 weekday average ridership up 26% from the year prior. The recipient continues to wait for the final warranty period on the cars to pass prior to final payment. That date is already built into the modified grant agreement.</p>												
<b>TOTAL – TIRCP Cycle #1</b>					<b>\$224,278,000</b>	<b>\$224,278,000</b>	<b>--</b>		<b>\$0</b>	<b>\$200,104,442</b>	<b>89%</b>	<b>2022</b>
<b>TIRCP Cycle #2</b>												

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
2016	1	Antelope Valley Transit Authority	Zero Emission Bus and Vanpool Expansion in the Antelope Valley, Kern County and the Coachella Valley	Acquisition of 15 zero-emission buses for AVTA and Kern Regional Transit	\$8,930,000	\$6,481,000	CON 01/19/2017	3/22/2017	\$0	\$4,656,719	72%	Sep-21
				Acquisition of four zero-emission battery buses for SunLine Transit		\$2,449,000	CON 01/19/2017	5/16/2017	\$0	\$2,449,000	100%	Complete 5/16/2020
<p><b>Benefits:</b> Projected benefits include reduction of 64,000 tons of CO2, increased ridership through expanded services, improved integration with the Metrolink services and local bus services, and direct access of services for disadvantaged communities.</p> <p><b>Status:</b> All buses under this award have been received and are operating in revenue service. The recipient is continuing with the lease of the four buses approved under a scope revision and expects to conclude the lease agreement by October 2021. All community outreach and educational activities have been completed.</p>												
2016	2	Capitol Corridor Joint Powers Authority	Increased Rail Service to Roseville, Service Optimization, Standby Power	Standby Power	\$8,999,000	\$200,000	CON 03/16/2017	1/9/2019	\$0	\$50,766	25%	Jun-24
				Optimization Study		\$320,000	CON 05/17/2017	6/1/2017	\$0	\$172,650	54%	Jun-21
				Sacramento to Roseville Third Mainline Track		\$926,000	R/W 12/06/2017	-	\$0	\$0	0%	Feb-24
						\$2,000,000	PS&E 12/06/17	-	\$0	\$0	0%	Feb-24
						\$0	CON FY 22/23	Mar-25	\$5,553,000	\$0	0%	Mar-28
<p><b>Benefits:</b> Projected benefits include reduction of 2,500 tons in CO2, increased in ridership and service frequency, improved integration with intercity rail service and future high-speed rail, improves corridor safety and access of services for disadvantaged communities.</p> <p><b>Status:</b> In the prior TIRCP report, the 25% design was reviewed by UPRR, the track owner, and they suggested infrastructure design changes that have resulted in a downscoping of the 25% design. CCJPA's engineering consultant has been reacting to those changes in the intervening time and will have updated 25% design level cost estimates by September 2020. Optimization study component remains in progress with only the "Service Optimization: Operations" element yet to be delivered in coordination with other Bay Area centric rail projects being analyzed in parallel. The scope for this last element was supplemented by CCJPA for an expanded scope and delivery to renegotiate CCJPA service limitations with UPRR. Standby power component was costed much lower than was ultimately offered by prospective contractors during CCJPA's procurement process. The timeline for CCJPA to enter a subcontract for the standby power component has been extended and will likely be re-scoped to support the transition to renewable diesel (after a year-long test using RD is completed). CCJPA wishes to impress upon CTC that the planned, anticipated, and expected dates in this report are subject to change due to continuing negotiations with UPRR. All third-track work dates depend on design schedule and negotiations with UPRR. Service optimization is a planning study only, not construction, though it is phased as CON.</p>												
2016	3	Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	Acquisition of 20 zero-emission battery buses to extend Route 486 to the Pomona Metrolink Station	\$5,000,000	\$0	CON FY 20/21	Dec-21	\$5,000,000	\$0	0%	Dec-24
<p><b>Benefits:</b> Projected benefits include reduction in 32,000 tons of CO2, increased ridership through service frequency and expanded service, improved integration with Metrolink services and improved services for disadvantaged communities.</p> <p><b>Status:</b> After analyzing the In-Depot Charging and Planning Study for battery electric buses, the recipient is evaluating alternative zero-emission technology and will submit to Caltrans a request proposal to modify the type of vehicles to be purchased under this grant prior to requesting allocation of programmed funds.</p>												
2016	4	City of Fresno	Fresno Metropolitan Rapid Transit and Rail	Modernized Fare Payment	\$8,000,000	\$4,083,000	CON 12/07/2016	1/13/2017	\$0	\$2,856,157	70%	Dec-22
				Bus Stop Improvements		\$3,917,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Jun-24
<p><b>Benefits:</b> Projected benefits include reduction of 27,000 tons of CO2, increased ridership through service frequency and payment modernization, safety improvements at stations and access of services for disadvantaged communities.</p> <p><b>Status:</b> Property dedications are approximately 15 percent complete for the corridor, with others pending. Allocation of remaining funds for the bus stop improvements component took place in June 2020. Request for Proposals for the construction contract and bus stop maintenance vehicle procurement will be released and awarded in the next reporting period. Overall project remains on budget as originally planned. It is unknown at this time if COVID-19 related delays will impact the procurement or construction timelines of this project.</p>												

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
2016	5	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96th Street Station/Metro Green Line Extension to LAX	Construct new transit station that links Los Angeles International Airport's new people mover to the Metro Green and Crenshaw Lines and bus service	\$40,000,000	\$40,000,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Nov-24
<b>Benefits:</b> Projected benefits include reduction of 641,000 tons in CO2, increased ridership through improved airport access, improved passenger mobility and improved access of services to disadvantaged communities.												
<b>Status:</b> Design document for the Airport Metro Connector station will be complete in January 2020 and construction work on the station is scheduled to begin in October 2020 following allocation in June 2020.												
2016	6	Los Angeles County Metropolitan Transportation Authority	Metro Red and Purple Line Capacity Improvements	Environmental Assessment	\$69,209,000	\$1,671,000	PA&ED 12/04/2019	-	\$0	\$1,670,733	100%	Jun-22
				Final Design		\$3,101,000	PS&E 06/29/2017	-	\$0	\$3,101,000	100%	5/21/2019
				Construction		\$64,437,000	CON 12/04/2019	3/26/2020	\$0	\$0	0%	Jul-24
<b>Benefits:</b> Projected benefits include reduction of 946,000 tons in CO2, increased ridership through service frequency and improved capacity, and improved access of services within disadvantaged communities.												
<b>Status:</b> The construction contract was awarded in March 2020 and submittals, mobilization, and early works and preparations are being performed. The project remains on schedule with an overall project completion of 28 percent.												
2016	7	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	All Aboard: Transforming Southern California Rail Travel	Elvira to Morena Double Track	\$82,000,000	\$61,383,000	CON 02/01/2018	1/14/2019	\$0	\$56,158,506	91%	Oct-20
				Carlsbad Poinsettia Station		\$4,617,000	CON 06/29/2017	2/3/2018	\$0	\$3,160,515	68%	Jan-22
				North Robust Timetable		\$500,000	CON 10/18/2018	1/14/2019	\$0	\$247,755	50%	Dec-21
				LOSSAN Wide Network Integration and Strategic Investment Planning		\$500,000	CON 10/18/2018	1/14/2019	\$0	\$247,755	50%	Dec-21
				Travel Time Savings		\$0	CON FY 20/21	Jun-21	\$15,000,000	\$0	0%	Jun-25
<b>Benefits:</b> Projected benefits include reduction of 606,000 tons in CO2, increased ridership through corridor-wide infrastructure and equipment upgrades, increased service frequency, improved integration with other transit services along the corridor, and improved access to services for disadvantaged communities located within or near stations along the service corridor.												
<b>Status:</b> Progress on Elvira to Morena Double Track continues with 99 percent complete and completion expected now in Fall 2020. 100 percent of the proposed double track is now open for revenue service. Progress at Carlsbad Poinsettia Station continues including implementation of additional ADA compliance activities. Progress on the North Robust Timetable, and LOSSAN Wide Network Integration and Strategic Investment Planning continues, however, due to delays caused by the COVID-19 pandemic, an additional 15-months is needed to complete work by December of 2021. Overall project remains within budget.												
2016	8	Orange County Transportation Authority	OC Streetcar and System-Wide Mobile Ticketing	System-Wide Mobile Ticketing Investments	\$28,000,000	\$2,414,000	CON 10/20/2016	11/21/2016	\$0	\$2,413,997	100%	2/1/2018
				Construct OC Streetcar project connecting Santa Ana and Garden Grove with zero-emission service		\$25,586,000	CON 8/16/2018	11/19/2018	\$0	\$0	0%	May-22
<b>Benefits:</b> Projected benefits include reduction of 539,000 in CO2, increased ridership through new service and payment modernization, integration with Metrolink, Pacific Surfliner and local transit services at key station locations, and improved access of services to disadvantaged communities.												
<b>Status:</b> As of March 2020, the recipient began implementing rear door boarding, though mobile ticketing is still operational, keeping the ability to use the readers located at the front of the buses. Once driver barriers are installed, front door boarding, and usage of mobile ticketing will resume. Earned work progress is now at 26 percent and 115 and 112 running rail have been accepted. Overall project remains on schedule and within budget.												

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2016	9	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification	Acquisition of new electric trainsets to provide more frequent and faster service once the Peninsula Corridor	\$20,000,000	\$20,000,000	LONP 12/8/2016 CON 06/29/2017	8/15/2016	\$0	\$12,313,091	62%	Aug-22
<p><b>Benefits:</b> Projected benefits include reduction of 734,000 tons of CO2, increased ridership through service frequency and improved technology, reduction in noise impacts to communities, improved safety with implementation of Positive Train Control technology, integration with transit and intercity rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> During the past six months, COVID-19 has caused disruptions to the production of rail vehicles given travel restrictions, supply chain shortages and required social distancing measures in production facilities. To date, 34 cars have been shipped to Stadler's Salt Lake City facility and are in various stages of completion. The procurement is approximately 25% complete.</p>												
2016	10	Sacramento Regional Transit District	Downtown/Riverfront Sacramento – West Sacramento Streetcar	Construct new streetcar line linking Sacramento and West Sacramento providing new-zero emission service	\$30,000,000	\$0	CON FY 26/27	Dec-27	\$30,000,000	\$0	0%	Oct-30
<p><b>Benefits:</b> Projected benefits include reduction of 75,000 tons of CO2, increased ridership through new streetcar service, provides important connections to intercity rail services and future high-speed rail, and access of service for disadvantaged communities, colleges and major employment centers.</p> <p><b>Status:</b> Recipient continues to evaluate alternatives and best approach to deliver project benefits, while working with partner agencies including the Federal Transit Administration, City of Sacramento, and the City of West Sacramento on next steps to achieve project benefits.</p>												
2016	11	San Bernardino County Transportation Authority	Redlands Passenger Rail	Construct new rail system that connect the University of Redlands and downtown San Bernardino with fast, frequent service	\$9,204,000	\$9,204,000	CON 10/18/2018	5/15/2019	\$0	\$3,132,338	34%	Jul-22
<p><b>Benefits:</b> Projected benefits include reduction of 79,000 tons of CO2, increased ridership through a nine-mile rail corridor expansion, integration with other transit and rail services and direct access of services for low-income and disadvantaged communities.</p> <p><b>Status:</b> Progress on the mainline continues with 60 percent complete based on expenditures with an anticipated completion date of November 2021.</p>												
2016	12	San Francisco Municipal Transportation Agency	Light Rail Modernization and Expansion Program	Acquisition of ten expansion light-rail vehicles for more capacity and improved service	\$45,092,000	\$45,092,000	CON 05/17/2017	9/7/2018	\$0	\$45,092,000	100%	Complete 5/7/2020
<p><b>Benefits:</b> Projected benefits include reduction of 161,000 tons of CO2, increased ridership through fleet expansion and expanded service, improved operational safety, improved integration with other rail services, including future high-speed rail, and access of services for disadvantaged communities.</p> <p><b>Status:</b> The project is 100% complete with the purchase and service implementation of all 10 LRVs planned for this project. As part of increasing service frequency and passenger capacity, new zero emission expansion light rail vehicles are being deployed during peak service periods to accommodate system-wide ridership demand. The LRV Metro System was closed for half of the reporting period from 4/1/20 to 6/30/20 due to the ongoing pandemic so these vehicles were not used during that time.</p>												
2016	13	San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program	Lengthen Platforms	\$16,459,000	\$250,000	PA&E 8/17/2017	-	\$0	\$0	0%	Deallocated
						(\$250,000)	Deallocated			0%	Deallocated	
				\$500,000		PS&E 6/27/2018	-	\$0	\$414,658	83%	Jan-22	
				\$0		CON FY 21/22	Sep-22	\$8,459,000	\$0	0%	Sep-25	
			Tier 4 locomotive to allow busiest train to add seating capacity		\$7,500,000	CON 08/17/2017	4/20/2018	\$0	\$7,499,999	100%	Apr-21	
<p><b>Benefits:</b> Projected benefits include reduction of 65,000 tons of CO2, increased ridership through fleet expansion, infrastructure improvements and service frequency, improved network integration with other rail services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> Testing on the Tier 4 locomotive that was delivered in September 2019 has been completed and the locomotive is operational along the ACE Corridor. A time extension of 12 months for the platform extension PS&amp;E has been requested due to delays associated with Union Pacific Railroad (UPRR) negotiations and complexities in the development of the related ACE Extension Lathrop to Ceres/Merced and Valley Rail projects. The PS&amp;E delays have pushed back completion of the platform extension component to 2022. The project is at 20% completion.</p>												

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2016	14	Santa Clara Valley Transportation Authority	BART Silicon Valley Phase II Extension	Procurement of BART Vehicles for BART to San Jose Extension	\$20,000,000	\$0	LONP 12/06/2018 CON FY 20/21	Dec-23	\$20,000,000	\$0	0%	Jun-30
<p><b>Benefits:</b> Projected benefits include reduction of 158,000 tons of CO2, increased ridership through extended service frequency and improved passenger mobility to key destinations along the BART system, improved integration with other rail services and improved access of services for residents within disadvantaged communities.</p> <p><b>Status:</b> Tunnel alignment selected, tunnel engineering and parcel acquisition coordination continues. The project is maintaining its last reported schedule of completion in 2030. There have been no unexpected delays in engineering, property acquisition, or preconstruction preparations.</p>												
2016	15	San Joaquin Regional Rail Commission	ACE Merced Extension (SB132)	ACE Extension Lathrop to Merced and Related Systems	\$400,000,000	\$87,947,248	SB 132	2/7/2020	\$312,052,752	\$30,656,740	35%	Dec-27
<p><b>Benefits:</b> Projected benefits include reduction in CO2, increased ridership through expanded service and infrastructure improvements, improved integration with other transit and rail services.</p> <p><b>Status:</b> Final design for stations, track work and layover facilities, including on-call rail engineering support services is still underway. Construction of new Tier 4 locomotives is ongoing. A Request for Proposals for the joint procurement of new passenger rail cars has been released.</p>												
<b>TOTAL – TIRCP Cycle #2</b>					<b>\$390,893,000</b>	<b>\$306,881,000</b>	<b>---</b>		<b>\$84,012,000</b>	<b>\$145,637,639</b>	<b>37%</b>	<b>2030</b>
<b>TOTAL – TIRCP Cycle #2 and SB132</b>					<b>\$790,883,000</b>	<b>\$394,828,248</b>	<b>---</b>		<b>\$396,054,752</b>	<b>\$176,294,379</b>	<b>45%</b>	<b>2027</b>
<b>TIRCP Cycle #3</b>												
2018	1	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Acquisition of 40 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur- Grand corridor	\$14,000,000	\$0	CON FY 20/21	11/1/2020	\$6,500,000	\$0	0%	Apr-24
				Facility and Bus Charging Infrastructure		\$0	PS&E FY 20/21	11/1/2020	\$1,000,000	\$0	0%	Oct-21
						\$0	CON FY 21/22	Oct-21	\$6,000,000	\$0	0%	Oct-23
				Network Integration		\$500,000	CON 10/28/2018	4/19/2019	\$0	\$0	0%	<b>Complete 6/30/2020</b>
<p><b>Benefits:</b> Projected benefits include reduction of 14,000 tons in CO2, increased ridership through fleet replacement and service expansion, improved integration with other transit and rail services and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> The Network Integration phase of the project was completed in March 2020. The project is awaiting allocation of funds for the bus purchase and design phases of the project, which is anticipated in October 2020.</p>												
2018	2	Anaheim Transportation Network	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	Acquisition of 10 Micro-Cruisers	\$28,617,000	\$802,000	CON 08/16/2018	2/13/2019	\$0	\$604,055	75%	<b>Complete 6/30/2020</b>
				Acquisition of 40 Zero-Emission Electric Buses		\$22,857,000	CON 12/06/2018	7/23/2019	\$0	\$0	0%	Jun-23
				Construction of Operations and Maintenance Facility		\$4,958,000	CON 10/09/2019	<b>4/3/2020</b>	\$0	\$589,008	12%	Apr-23
<p><b>Benefits:</b> Projected benefits include reduction of 61,000 tons of CO2, increased ridership through new and expanded service, improved integration with other transit services and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Following temporary service disruptions due to COVID-19, micro-transit services has resumed, including service expansion to near-by neighborhoods and central recreational destinations. Delivery of all 40 buses is expected between September 2020 – March 2021, with delivery of two buses every two weeks until all 40 buses are delivered. A construction contract has been awarded for the maintenance/administration and operations facilities. Overall project remains on schedule and within the original budget.</p>												
2018	3	Antelope Valley Transit Authority and Long Beach Transit	From the Desert to the Sea: AVTA and LBT Transit Zero Emission Bus Initiative	Purchase of 5 zero-emission battery electric buses for LBT	\$13,156,000	\$3,951,000	CON 10/18/2018	12/20/2019	\$0	\$0	0%	Mar-22
				Purchase of 12 zero-emission battery electric buses for AVTA		\$7,755,000	CON 10/18/2018	7/2/2019	\$0	\$677,461	9%	Jul-21
				Facility Improvements for AVTA		<b>\$1,200,000</b>	<b>CON 05/14/2020</b>	<b>7/13/2020</b>	\$0	\$0	0%	Jul-23



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<p><b>Benefits:</b> Projected benefits include reduction of 9,000 tons of CO2, increased ridership through service frequency, improved connectivity to key destinations and access of service for low-income communities and low-income households.</p> <p><b>Status:</b> Following bid proposal review in March 2020, all bidders were found to be non-responsive due to exceptions requested to the technical specifications. As a result, all bids had to be rejected by the City Council. The technical specifications have been edited for clarity, and a new advertise bid was released in July 2020. Although project remains within budget, it is unknown at this time if COVID-19 related delays will impact the procurement delivery timeline.</p>												
2018	7	City of Los Angeles DOT	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Zero-Emission Electric Buses, Supporting Infrastructure, and Facility	\$36,104,000	\$35,854,000	CON 08/16/2018	10/25/2019	\$0	\$0	0%	Oct-22
				Network Integration		\$250,000	CON 08/16/2018	8/16/2018	\$0	\$0	0%	Oct-22
<p><b>Benefits:</b> Projected benefits include reduction of 196,000 tons of CO2, increased ridership through fleet replacement, expanded service and service frequency on all bus routes, improved integration with other transit and rail services, upgrades to supporting infrastructure, and access of service for low-income communities and low-income households.</p> <p><b>Status:</b> Manufacturing of the first bus was scheduled to occur during this reporting period but has been postponed due to COVID-19. The bus production line closed and re-opened July 2020. Recipient continues to work on the Network Integration component internally. Project remains on budget with potential delay of the original schedule due to COVID-19 impacts.</p>												
2018	8	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica's Big Blue Bus	Purchase ten zero-emission battery electric vehicles and supporting infrastructure	\$3,050,000	\$3,050,000	CON 06/27/2019	2/3/2020	\$0	\$0	0%	Feb-23
<p><b>Benefits:</b> Projected benefits include reduction of 17,000 tons of CO2, increased ridership through cleaner technology and implementation of new express service, improved integration with other rail services, improved connectivity to key destinations along the route, and improved air quality and mobility for disadvantaged communities and low-income communities.</p> <p><b>Status:</b> A Notice to Proceed was issued for all ten buses. Overall project remains on schedule and within the original budget. Expected delivery of the buses remains February 2021.</p>												
2018	9	Livermore Amador Valley Transit Authority	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	Construction of a new multi-level parking structure to accommodate increased BART ridership demand	\$20,500,000	\$20,000,000	CON 10/09/2019	Dec-20	\$0	\$0	0%	Jul-22
				Network Integration		\$500,000	CON 12/06/2018	6/3/2019	\$0	0	0%	Dec-20
<p><b>Benefits:</b> Projected benefits include improved integration with other regional and local bus services and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Schematic design for the parking garage construction project continued in this period, including initial value-engineering prior to advertisement in accordance with approved scope. The project is expected to be advertised in August with the completed schematic design and specifications, with award of the design-build construction contract expected in November 2020. The Tri-Valley Hub Network Integration Study kicked off in January and is proceeding on schedule per scope.</p>												
2018	10	Los Angeles County Metropolitan Transportation Authority	Los Angeles Region Transit System Integration and Modernization Program of Projects	Gold Line Foothill Light Rail Extension Azusa to Pomona	\$1,088,499,000	\$249,200,000	LONP 8/16/2018 CON 06/24/2020	8/14/2019	\$0	\$0	0%	Jan-25
				Gold Line Foothill Light Rail Extension Pomona to Montclair		\$0	CON FY 24/25	Dec-25	\$41,000,000	\$0	0%	Jan-25
				Orange/Red Line to Gold Line BRT Connector		\$0	CON FY 22/23	Dec-23	\$50,000,000	\$0	0%	Jun-26
				East San Fernando Valley Transit Corridor		\$0	CON FY 23/24	Dec-24	\$204,999,000	\$0	0%	Jun-29
				West Santa Ana Light Rail Transit Corridor		\$0	CON FY 23/24	Dec-24	\$300,000,000	\$0	0%	Jun-30
				Vermont Transit Corridor		\$0	CON FY 20/21	Jun-22	\$5,000,000	\$0	0%	Jun-29
				Green Line Light Rail Extension to Torrance		\$0	CON FY 24/25	Dec-25	\$231,300,000	\$0	0%	Jun-31

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				Network Integration		\$7,000,000	CON 12/06/2018	2/27/2020	\$0	\$0	0%	Nov-23
<p><b>Benefits:</b> Projected benefits include reduction of 7,966,000 tons of CO2, increased ridership through capacity expansion of light rail and bus rapid transit services, improved integration with other transit and rail systems, and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Major construction has commenced ahead of schedule on the Gold Line Foothill Extension component, with a 3-month closure of Gladstone Avenue grade crossing, within the City of San Dimas. Additional forthcoming grade crossing closures and other major construction activities will be communicated by a new interactive construction map webpage found at <a href="https://construction.foothillgoldline.org">https://construction.foothillgoldline.org</a>. Preliminary engineering contractor has begun initial design work and the West Santa Ana Branch draft environmental document is being prepared and is anticipated to be released for public comment in mid-2021. Coordination with State Historic Preservation Office, Union Pacific Railroad, Caltrans and 13 local jurisdictions is ongoing. The Request for Proposal for the Vermont Transit Corridor Environmental Study was delayed due to FY 21 budget re-evaluation/prioritization and is expected to be released by October 2020 with anticipated contract award and environmental review to begin in Spring 2021. The Green Line Light Rail Extension to Torrance is in the initial stages of environmental and advanced conceptual engineering phase with scoping meetings planned for January 2021 pending COVID-19 guidelines. The first of three planned Network Integration project studies for the San Bernardino corridor have been completed and the scopes for the other two studies are being finalized.</p>												
2018	11	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	All Aboard 2018: Transforming Southern California Rail Travel	North San Diego County Fencing	\$40,412,000	\$259,000	PS&E 10/18/2018	-	\$0	\$55,260	94%	Jun-21
						(\$200,000)	P&E 1/30/20	-	\$0	\$0	0%	Jun-21
						\$1,241,000	CON 01/30/2020	Nov-20	\$0	\$0	0%	Nov-23
				Wireless Mesh Node		\$0	CON FY 20/21	6/30/2022	\$5,208,000	\$0	0%	Jan-22
				BNSF Junction Control Point		\$0	CON FY 20/21	6/30/2022	\$597,000	\$0	0%	Jun-22
				OTC Pedestrian Crossing		\$0	CON FY 21/22	12/31/2022	\$1,313,000	\$0	0%	Jun-22
				Signal Train Control Replacement		\$0	CON FY 21/22	Dec-22	\$5,697,000	\$0	0%	Mar-23
				Sorrento Valley Grade Crossing and CP Improvements		\$0	CON FY 21/22	Dec-21	\$3,085,000	\$0	0%	Jan-23
				On-Time Performance Program		\$2,299,000	CON 12/06/18	1/2/2019	\$0	\$2,299,000	100%	Complete 11/12/2019
						\$4,367,000	CON 10/9/19	1/2/2019	\$0	\$3,218,179	74%	Dec-22
						\$0	CON FY 20/21	1/2/2019	\$3,907,000	\$0	0%	Dec-23
						\$0	CON FY 21/22	1/2/2019	\$3,448,000	\$0	0%	Dec-25
						\$0	CON 22/23	1/2/2019	\$8,941,000	\$0	0%	Dec-26
Network Integration	\$0	CON FY 20/21	Dec-21	\$250,000	\$0	0%	Dec-23					
<p><b>Benefits:</b> Projected benefits include reduction of 957,000 tons of CO2, increased ridership through on-time service improvements, safety enhancements and rail corridor capacity, improved integration with other rail services and access of services for low-income communities and low-income households. Overall project remains on schedule and within the original budget.</p>												



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<p><b>Status:</b> Additional time was needed to allow NCTD to complete the public outreach and input process that has been delayed due to COVID-19. Specifically, NCTD intends to publicly release the Trespasser Risk Mitigation Study that provides critical information regarding the project needs, benefits, and risk mitigation strategies. During the months of June through September 2020, the study report will be presented at city council meetings for public input. NCTD will present the study report and feedback at its October 2020 Executive Committee Meeting, with Board of Director's approval slated for November 2020. On-time performance activities continue to with no reported delays.</p>												
2018	12	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	Island Centralized Traffic Control	\$147,930,000	\$1,500,000	PS&E 10/18/2018	07/29/2020	\$0	\$0	0%	Jun-22
						\$0	CON FY 20/21	Dec-21	\$15,140,000	\$0	0%	Dec-24
				Upgrade of Non- Powered Switches		\$2,500,000	PS&E 10/18/2018	07/29/2020	\$0	\$0	0%	Jun-22
						\$0	CON FY 20/21	Dec-21	\$3,200,000	\$0	0%	Dec-24
				Canada Honda Bridge Replacement		\$0	PSE FY 20/21	Dec-21	\$2,500,000	\$0	0%	Dec-24
						\$0	CON FY 21/22	Dec-22	\$8,526,000	\$0	0%	Dec-25
				Pre 1949 Rail Replacement		\$6,034,000	CON 05/14/2020	May-21	\$0	\$0	0%	May-23
						\$0	CON FY 20/21	Dec-21	\$9,066,000	\$0	0%	May-23
				Goleta Layover Facility		\$180,000	PS&E 05/16/2019	Jun-21	\$0	\$0	0%	Jun-22
						\$0	CON FY 20/21	Dec-21	\$9,682,000	\$0	0%	Mar-24
				Narlon Bridge Replacement		\$6,474,000	CON 05/14/2020	May-21	\$0	\$0	0%	May-23
						\$2,500,000	CON 5/14/2020	May-21	\$0	\$0	0%	May-23
				Rail Tie Replacement		\$0	CON FY 20/21	Dec-21	\$6,400,000	\$0	0%	Dec-23
						\$0	PS&E FY 20/21	Dec-21	\$2,500,000	\$0	0%	Dec-24
				Carpenteria Second Track & Platform		\$0	CON FY 21/22	Dec-22	\$8,177,000	\$0	0%	Dec-24
						\$0	CON FY 21/22	Dec-22	\$3,445,000	\$0	0%	Dec-25
				Camarillo Station Improvements		\$0	CON FY 20/21	Dec-21	\$3,055,000	\$0	0%	Jun-24
Corridor Hardening Improvements	\$0	CON FY 20/21	Dec-21	\$487,000	\$0	0%	Jun-24					
Safety Improvement Program	\$0	CON FY 20/21	Dec-21	\$487,000	\$0	0%	Jun-24					
On-Time Performance Program	\$4,284,000	CON 12/6/18	Jun-21	\$0	\$0	0%	Dec-21					
	\$0	CON FY 20/21	Dec-21	\$52,280,000	\$0	0%	Dec-26					
<p><b>Benefits:</b> Projected benefits include reduction of 1,160,000 tons of CO2, increased ridership through service frequency and infrastructure improvements.</p>												
<p><b>Status:</b> Negotiations are progressing with Union Pacific Railroad in preparing and executing an agreement for the design and construction of the Centralized Traffic Control and siding upgrades, as well as defining the capitalized track access and incentive rates. Execution of an agreement with Union Pacific expected in the coming months with subcomponents identified and scheduled. Overall project remains on schedule and within the original budget.</p>												

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2018	13	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Expansion	Corridor Wide Broadband Communication	\$164,522,000	\$1,525,000	PS&E 10/18/2018	-	\$0	\$158,692	10%	Jun-21
						-\$1,475,000	PS&E 08/12/20	-	\$0	\$0	0%	Deallocated
						\$1,475,000	CON 8/12/20	Aug-21	\$0	\$0	0%	Aug-24
				Procurement of Electric Multiple Units		\$58,000,000	CON 10/18/2018	12/14/2018	\$0	\$54,453,803	94%	Dec-24
						\$59,182,000	CON 08/12/2020	Aug-21	\$0	\$0	0%	Dec-24
						\$0	CON FY 23/24	Dec-24	\$42,815,000	\$0	0%	Jun-28
						\$3,000,000	CON 8/15/2018	10/10/2018	\$0	\$2,825,677	94%	Oct-21
<p><b>Benefits:</b> Projected benefits include reduction of 737,000 tons of CO2, increased ridership through enhanced seating capacity and all-electric service on the corridor, infrastructure upgrades, and integration improvements with other transit services.</p> <p><b>Status:</b> During the past six months, COVID-19 has caused disruptions to the production of rail vehicles given travel restrictions, supply chain shortages and required social distancing measures in production facilities. To date, 34 cars have been shipped to Stadler's Salt Lake City facility and are in various stages of completion. For the Bike component, JPB worked with the consultant team to refine station plans for bike parking. Additionally, a contract to purchase a minimum of 632 on demand bike lockers was out to bid and will be awarded in summer 2020. For Broadband, the design consultant has completed and delivered the Phase 1 report. Design of the preferred alternative is anticipated to begin in summer 2020. Caltrain has used network integration planning funds in combination with other matching sources to support three critical planning efforts.</p>												
2018	14	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	Acquisition of New Low-Floor Light Rail Vehicles	\$64,350,000	\$30,932,000	CON 12/05/2019	3/31/2020	\$0	\$5,995,530	9%	Feb-26
				Track and Station Improvements		\$0	CON FY 21/22	Dec-22	\$33,168,000	\$0	0%	Jun-26
				Network Integration		\$250,000	CON 06/27/2019	6/27/2019	\$0	\$0	0%	Jun-22
<p><b>Benefits:</b> Projected benefits include reduction of 234,000 tons of CO2, increased ridership through improved service frequency, capacity enhancements and fleet replacement, improved integration with other transit and rail services, and access of services for low-income and</p> <p><b>Status:</b> Recipient has awarded a contract to Siemens for the purchase of new low-floor light rail vehicles and issued a notice to proceed on the building of the first 20 new LRVs (the first since 1991). Recipient has selected a consultant for the Network Integration component and plans to have a kick off meeting with Caltrans in Early September 2020. Recipient is working towards completing environmental clearance for side track. Station modifications cost estimates and design have been finalized and construction work will begin in the coming months.</p>												
2018	15	San Bernardino County Transportation Authority	Diesel Multiple Unit Vehicle to Zero-or-Low Emission Vehicle Conversion and West Valley Connector Bus Rapid Transit	DMU Conversion and Supporting Infrastructure	\$30,000,000	\$500,000	PA&ED 08/16/2018	-	\$0	\$0	0%	Jun-21
				DMU to ZMU Conversion		\$3,000,000	PS&E 12/05/2019	-	\$0	\$962,911	32%	Jun-21
						(\$1,500,000)	PSE 12/05/19	-	\$0	\$0	0%	Deallocated
						\$12,000,000	CON 08/16/2018	11/13/2019	\$0	\$0	0%	Nov-22

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
				Vehicle Procurement		\$11,500,000	CON 12/05/19	11/13/2019	\$0	\$0	0%	Nov-22
						\$0	CON FY 21/22	Dec-22	\$4,500,000	\$0	0%	Dec-23
<p><b>Benefits:</b> Projected benefits include reduction of 67,000 tons of CO2, development of renewable technology, and access of services for low-income residents along the corridor.</p> <p><b>Status:</b> Stadler, the vehicle manufacturer started conceptual design in December 2019 and concept design is scheduled to complete by September 2020. Initial propulsion concept will be presented to the Federal Railroad Administration in September 2020. Next phase of the vehicle development is the preliminary design. Environmental clearance process for the fueling facility is underway and environmental document is due to be complete in Fall 2020. Coordination with stakeholders and agencies such as Metrolink and Caltrans continues. Overall project remains on schedule and budget with 11 percent completion.</p>												
2018	16	San Diego Association of Governments	Ride Between the Line: Enhancing Access to Transit in San Diego	Construction of multi-modal ADA Compliant transit islands, including rapid boarding stations, along 2.3 miles of University Avenue in the city of San Diego	\$5,763,000	\$0	CON FY 21/22	Dec-22	\$5,763,000	\$0	0%	Jun-25
<p><b>Benefits:</b> Projected benefits include reduction of 7,000 tons of CO2, increased ridership through infrastructure upgrades, safety improvements and service frequency, improved connections to other rail services and access of services for low-income communities and low-income households along the route.</p> <p><b>Status:</b> Final design remains at 95 percent completion and submittal to the City of San Diego's Development Services Department now expected in Fall 2020. Environmental clearance was received during this reporting period on July 2020.</p>												
2018	17	San Diego Metropolitan Transit System	Blue Line Rail Corridor Transit Enhancements	Design of Blue Line improvements	\$40,098,000	\$1,555,000	PS&E 03/14/2019	-	\$0	\$0	0%	Jun-21
				ZEB South Bay Infrastructure Design		\$372,000	PS&E 03/25/2020	-	\$0	\$0	0%	Jun-22
				Blue Line Trolley Corridor Improvements		\$0	CON FY 20/21	Dec-20	\$30,577,000	0	0%	Dec-22
				Middletown Double Crossover		\$4,977,000	CON 10/09/2019	12/27/2019	\$0	0	0%	Dec-22
				Old Town Transit Center		\$2,367,000	CON 12/05/2019	8/11/2020	\$0	0	0%	Aug-23
				Network Integration		\$250,000	CON 01/31/2019	6/13/2019	\$0	0	0%	Complete 1/31/2020
<p><b>Benefits:</b> Projected benefits include reduction of 68,000 tons of CO2, increased ridership through capacity enhancements to station and rail infrastructure, including expanded and improved service frequency, improved integration with other transit and rail services, and access of services for low-income communities and low-household communities.</p> <p><b>Status:</b> Construction contract for the Middletown Double Crossover component has been executed and design work for the other components are expected to be complete by early 2021. Overall project remains on schedule and within the estimated budget.</p>												
2018	18	San Francisco Municipal Transportation Agency	Transit Capacity Expansion Program	Procurement of Additional Eight Zero-Emission Expansion Light Rail Vehicles	\$26,867,000	\$26,867,000	CON 08/16/2018	9/7/2018	\$0	\$14,989,578	56%	Aug-21
<p><b>Benefits:</b> Projected benefits include reduction of 156,000 tons of CO2, increased ridership through fleet and service expansion, improved operational safety, improved integration with other transit services, and access of services for disadvantaged communities.</p> <p><b>Status:</b> The project is now 75% complete with the purchase of all 8 LRVs planned for this project. As part of increasing service frequency and passenger capacity, new zero emission expansion light rail vehicles will be deployed during peak service periods to accommodate system-wide ridership demand. Recipient plans to have all 8 vehicles in service within the next 18 months. However, this is subject to change due to the ongoing pandemic that forced the recipient to close the LRV Metro System from 4/1/20 to 8/21/20. The recipient is also temporarily adjusting the LRV Metro System routes, frequency, and schedules starting on 8/22/20 to better serve public needs and public safety.</p>												
				Environmental Clearance and Preliminary Engineering		\$12,699,000	PA&ED 10/18/2018	-	\$0	\$1,362,137	11%	Jun-21

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2018	19	San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission	Valley Rail	Final Design (Oakley Station)	\$500,500,000	\$626,000	PS&E 10/18/2018	-	\$0	\$0	0%	Jun-21
				Design for BNSF Track Improvements		\$450,000	PS&E 05/14/20	-	\$0	\$0	0%	Jun-22
				Final Design		\$0	PS&E FY 21/22	-	\$5,340,000	\$0	0%	Jun-23
						\$0	PS&E FY 22/23	-	\$7,000,000	\$0	0%	Jun-24
				Acquisition of Right of Way		\$0	R/W FY 21/22	-	\$13,829,000	\$0	0%	Jul-23
						\$0	R/W FY 22/23	-	\$8,963,000	\$0	0%	Jun-24
				Rolling Stock/Equipment		\$15,500,000	CON 10/09/2019	5/4/2020	\$0	\$4,108,919	27%	May-23
				Procurement, Station Construction, Station Tracks, Layover Facilities and Improvements		\$0	CON FY 21/22	Sep-22	\$435,093,000	\$0	0%	Sep-25
Network Integration	\$1,000,000	CON 10/18/2018	12/1/2018	\$0	\$374,177	37%	Dec-21					
<p><b>Benefits:</b> Projected benefits include reduction of 4,369,000 tons of CO2, increased ridership through expanded service and infrastructure improvements, improved integration with other rail and transit services, and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Work on network integration, preliminary engineering, and environmental assessments is continuing to take place. The draft Environmental Impact Report (EIR) was released in April 2020 with the final EIR expected to be released October 2020. A vendor was approved at the April 2020 SJRRC Board Meeting for the procurement of new passenger railcars. Delivery of the first railcars is scheduled for November 2021. The project is at 20% completion.</p>												
2018	20	San Mateo County Transit District	SamTrans Express Bus Pilot	Procurement of 37 New Zero-Emission Electric Buses for Limited-Stop Express Bus Routes Along US 101 in San Mateo, Santa Clara, and San Francisco Counties	\$15,000,000	\$0	CON FY 21/22	Dec-22	\$15,000,000	\$0	0%	Jun-26
<p><b>Benefits:</b> Projected benefits include reduction of 47,000 tons of CO2, increased ridership through improved service frequency and reliability and reduced travel times, and improved integration with other transit and rail services.</p> <p><b>Status:</b> Recipient is coordinating the scope and schedule for the bus procurements and required charging infrastructure with their larger efforts to electrify the entire SamTrans bus fleet to battery electric as part of the CARB Innovative Clean Transit rule. While COVID-19 has resulted in some delays in project planning, the overall project remains on schedule and within the original anticipated budget.</p>												
2018	21	Santa Barbara County Association of Governments	Coastal Express/Pacific Surfliner Peak Hour Service Expansion and Integration	Transit Facility Improvements	\$9,600,000	\$300,000	PS&E 10/18/18	-	\$0	\$0	0%	Jun-21
				Central Coast Regional Transit Facility		\$1,200,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Jun-22
						\$3,800,000	R/W 06/24/20	Jun-21	\$0	\$0	0%	Jun-24
						\$4,300,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Jun-24
<p><b>Benefits:</b> Projected benefits include reduction of 7,000 tons of CO2, increased ridership through service enhancements and expansion, and reduction in passenger travel times.</p> <p><b>Status:</b> Following allocation for vehicle procurement, the BYD C10 electric coach is the only product currently available and the recipient's grant partner may request issuing a Request for Proposal rather than purchase the C10 from the State administered vehicle procurement approved list. Overall project remains on schedule and within the original budget with approximately 10 percent completion and significant milestones expected to be delivered in late 2020.</p>												

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2018	22	Santa Barbara County Association of Governments	Goleta Train Depot	New Multi-Modal Facility Adjacent to Antrak Train Station	\$13,009,000	\$590,000	PA&ED 10/18/2018	-	\$0	\$539,092	91%	Jun-21
						\$960,000	PA&ED 8/15/19	-	\$0	\$0	0%	Jun-22
						\$0	PS&E FY 20/21	-	\$1,212,000	\$0	0%	Jun-24
						\$0	CON FY 20/21	Jun-22	\$9,597,000	\$0	0%	Dec-23
				\$400,000		CON 10/09/2019	Mar-21	\$0	\$0	0%	Mar-24	
				\$250,000		CON 10/18/2018	10/18/2018	\$0	\$0	0%	Dec-21	
<p><b>Benefits:</b> Projected benefits include reduction of 73,000 tons of CO2, increased ridership through new service and infrastructure improvements, improved integration with other transit and rail services, and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Due to COVID-19, there has been a delay in awarding the contract for the vehicles and supporting infrastructure. The Department of General Services (DGS) postponed evaluating the vehicles under consideration as part of the eProcure system for 6-months due to the on-going health crisis. DGS expects to include the vehicles to the eProcure list by October 2020 and once the vehicles are added, the recipient will proceed with the vehicle purchase order. The Administrative Draft Environmental Impact Report (EIR) is under way and will be completed in September 2020 and following initial review by the City of Goleta and the recipient, the Administrative Draft EIR will be available for Caltrans review in October 2020. The City has engaged with local Native American Tribes to discuss the incorporation of tribal elements into the project design. The Draft EIR is scheduled for public release in December 2020 and final approval of the EIR is targeted for April 2021.</p>												
2018	23	Santa Clara Valley Transportation Authority	VTA's BART Silicon Valley Extension Phase II	BART Rail Service Extension to San Jose	\$730,000,000	\$0	CON FY 21/22	Dec-22	\$730,000,000	\$0	0%	Jun-30
<p><b>Benefits:</b> Projected benefits include reduction of 4,063,000 tons of CO2, increased ridership through improved frequency, service expansion and capacity, improved connectivity to other transit and rail services, and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Tunnel alignment selected, tunnel engineering and parcel acquisition coordination continues. The project is maintaining its last reported schedule of completion in 2030. There have been no unexpected delays in engineering, property acquisition, or preconstruction preparations.</p>												
2018	24	Shasta Regional Transportation Agency	North State Intercity Bus System	Procurement of seven battery- electric over-the-road coaches and supporting infrastructure for new service between North State and Sacramento	\$8,641,000	\$8,641,000	CON 10/18/2018	May-21	\$0	\$0	0%	May-24
<p><b>Benefits:</b> Projected benefits include reduction of 26,000 tons of CO2, increased ridership through implementation of new service, connectivity with other rail and transit services, and access of services for low-income communities and low-income households.</p>												

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
<p><b>Status:</b> The project is 1.5% completed with product availability being the limitation in proceeding with bus purchases. SRTA competed a request for proposal for battery-electric buses that was cancelled because proposed battery-electric buses could not meet the intercity bus system's requirements. SRTA then followed the state's Department of General Services request for zero-emission buses that occurred in two phases, ending in July 2020, and little prospect for a viable option. SRTA is working with Caltrans Division of Rail and Mass Transportation on options during the summer of 2020. At this time there are no changes to the current completion date of 2021. If it is determined that the project will transition to a fuel-cell electric coach, the completion date will be pushed out as no such vehicle exists on the market currently.</p>												
2018	25	Solano Transportation Authority	Solano Regional Transit Improvements	Capital Investments for Improved Transit Services	\$10,788,000	\$5,875,000	CON 10/18/2018	11/15/2018	\$0	\$2,706,691	46%	Jun-22
				Charging Vehicle Infrastructure		\$2,000,000	PS&E 03/25/2020	-	\$0	\$0	0%	Jun-22
				Vehicle Procurement		\$0	CON FY 23/24	Dec-24	\$2,663,000	\$0	0%	Jun-28
				Network Integration		\$250,000	CON 01/31/2019	10/8/2019	\$0	\$0	0%	Complete 8/30/2020
<p><b>Benefits:</b> Projected benefits include reduction of 138,000 tons of CO2, increased ridership through improved service frequency and reduced travel times, improved integration with other transit and rail services and access of services for low-income communities and low-income households.</p>												
<p><b>Status:</b> York Street project has been delayed due to COVID-19 and is now expected to be open to the public in December 2020. Fairfield Transportation Center will release CON bidding soon with CON expected to start in Spring 2020 or Winter 2021. SolTrans and FAST are both procured consultants and are working on a electrification transition plan and design engineering for their maintenance yard. Network Integration component, with a focus on SMART rail to Solano coordination is nearly complete with a presentation to STA Board occurring next month. Procurement of a fully electric 45ft over-the-road coach is being negotiated with the goal of allocation of funding in March 2021.</p>												
2018	26	Sonoma-Marín Area Rail Transit District	SMART Larkspur to Windsor Corridor	Capital Investments for Improved Transit Services	\$21,000,000	\$20,000,000	CON 08/16/2018	9/19/2018	\$0	\$2,540,458	13%	Dec-21
				Network Integration		\$1,000,000	CON 08/16/2018	9/19/2018	\$0	\$168,934	17%	Dec-21
<p><b>Benefits:</b> Projected benefits include reduction of 138,000 tons of CO2, increased ridership through improved service frequency and reduced travel times, improved integration with other transit and rail services and access of services for low-income communities and low-income households.</p>												
<p><b>Status:</b> For the TIRCP Larkspur to Windsor Project we have spent \$11,747,351.49 (20% of the \$65 million Windsor project budget) and for the Network Integration – East West Study project we have spent \$170,791.14. Combining the two totals expended is 56.75% of the total TIRCP allocation. Again, the Larkspur Extension opened in December 2019. The Design/Build Windsor project has completed most of the design and begun construction (due to the D/B process, completed sections can move into construction. The project schedule was delayed initially due to COVID and has had some delays in the Systems Design due to contractor COVID delays. It is unclear at the moment if the estimated opening date of the project will be delayed due to COVID, or if time can be made up in the overall project schedule in the coming year. It is also unclear if there will be any delays associated with ongoing fire activities.</p>												
				Service Improvements WAVE 1 and 2		\$6,500,000	PA&ED 08/16/2018	-	\$0	\$0	\$0	Jun-23
						\$29,825,000	PS&E 12/06/2018	-	\$33,361,000	\$0	\$0	Oct-24
				LA Fullerton Track Improvements for WAVE 1A		\$5,200,000	CON 12/06/2018	Apr-21	\$126,843,000	\$4,766,675	92%	Oct-24
				WAVE 1B		\$500,000	CON 12/05/2019	Feb-21	\$95,183,000	\$0	\$0	Feb-24
				Fleet and Facilities Phase 1		\$23,160,000	CON 12/06/2018	5/10/2019	\$21,078,000	\$0	\$0	Oct-24
				Fleet and Facilities Phase 2		\$0	CON FY 20/21	Jun-22	\$47,600,000	\$0	\$0	Dec-26

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2018	27	Southern California Regional Rail Authority	Southern California Optimized Rail Expansion (SCORE)	Siding, Station Improvements, Signals and Capacity Improvements WAVE 2	\$875,708,000	\$0	CON FY 20/21	Jun-22	\$134,058,000	\$0	\$0	Dec-26
				OC Maintenance Facility		\$4,829,000	PA&ED 10/09/2019	-	\$0	\$0	\$0	Jun-22
				Link US		\$23,021,000	PA&ED 10/18/2018	-	\$0	\$0	\$0	Dec-21
						\$0	PS&E FY 20/21	-	\$67,336,000	\$0	\$0	Jun-23
						\$68,531,000	R/W 08/15/2019	-	\$0	\$0	\$0	Jun-22
				\$68,532,000		R/W 06/24/2020	-	\$0	\$0	\$0	Jun-23	
				\$19,766,000		CON 3/25/2020	Jun-21	\$0	\$0	\$0	Dec-27	
				\$0		CON FY 22/23	Dec-23	\$90,385,000	\$0	\$0	Dec-27	
\$10,000,000	CON 10/18/2018	9/30/2020	\$0	\$5,222,167	52%	Jun-23						

**Benefits:** Projected benefits include reduction of 5,714,000 tons of CO2, increased ridership through improved frequency and performance and expanded service, infrastructure improvements, improved integration with other transit and rail services, and access of services for low-income communities and low-income households.

**Status:** Work progresses on the SCORE Wave 1 components including preliminary engineering design for infrastructure and completion of final draft report of operating analysis for future service scenarios and cost/benefit analysis with 36 percent complete. Refurbishment work progresses on the Bombardier cars at the Talgo's facility in Milwaukee. For Link US component, 35 percent of Phase A preliminary design comments have been addressed and right of way acquisitions of parcels is underway with 15 percent overall completion under this component. Executed task order for technical studies and environmental clearance for BSNF San Bernardino subdivision corridor between Fullerton and San Bernardino, including board approval of final design for the BNSF 3rd track Atwood-Esperanza.

2018	28	Transportation Agency for Monterey County	Rail Extension to Monterey County	New Passenger Rail Service to Salinas	\$10,148,000	\$0	CON FY 22/23	Dec-23	\$8,033,000	\$0	0%	Dec-26
				Positive Train Control		\$0	CON FY 22/23	Dec-23	\$1,615,000	\$0	0%	Dec-26
				Network Integration		\$500,000	CON 10/18/2018	4/24/2019	\$0	\$206,343	41%	Apr-22

**Benefits:** Projected benefits include reduction of 81,000 tons of CO2, increased ridership through expanded service, safety improvements including the implementation of Positive Train Control, infrastructure enhancements, improved integration with other transit and rail services, and access of services for low-income communities and low-income households.

**Status:** Network Integration work continues with completion expected in 2021. Construction allocation for Rail Service To Salinas component is anticipated for late 2021 with construction completion expected in 2024. Construction allocation timing for the PTC component is unknown at this time; coordination with UPRR is ongoing. The overall project remains within the original budget.

<b>TOTAL – TIRCP Cycle #3</b>					<b>\$4,325,000,000</b>	<b>\$1,053,877,000</b>	<b>---</b>		<b>\$3,271,123,000</b>	<b>\$113,897,260</b>	<b>3%</b>	<b>2033</b>
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**TIRCP Cycle #4**

2020	1	Antelope Valley Transit Authority	Reaching the Most Transit-Vulnerable: AVTA's Zero Emission	Network Integration	\$6,503,000	\$250,000	CON 08/13/20	Aug-21	\$0	\$0	0%	Aug-24
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		Transit Authority	Emission "Microtransit" & Bus Expansion Proposal	Purchase of 11 Zero-Emission		\$6,253,000	CON 08/13/20	Aug-21	\$0	\$0	0%	Aug-24
<p><b>Benefits:</b> Projected benefits include reduction of 12,000 tons of CO2, increased ridership through implementation of a new microtransit service that will be integrated with local and regional intermodal networks. Improved connectivity between bus routes and rail connections that will directly benefit communities in and around the Antelope Valley and Los Angeles, including access of transit services for Priority Populations.</p>												
<p><b>Status:</b> Following allocation of programmed funds in August 2020, work continues towards the acquisition of zero-emission buses and microtransit vehicles, including implementation of activities that support network integration efforts.</p>												
2020	2	Bay Area Rapid Transit District (BART)	The Transbay Corridor Core Capacity Program: Vehicle Acquisition	Acquisition of 34 rail vehicles to support service capacity	\$107,100,000	\$0	CON FY 20/21	Dec-20	\$35,700,000	\$0	0%	Dec-23
						\$0	CON FY 21/22	Dec-22	\$35,700,000	\$0	0%	Jun-25
						\$0	CON FY 22/23	Dec-23	\$35,700,000	\$0	0%	Jun-26
<p><b>Benefits:</b> Expansion of the Core Capacity rail car fleet by 34 vehicles to 306 cars to support the completion of the Core Capacity Program, allowing rail service through the Transbay tube to increase from 23 to 30 trains per hour in each direction, as well as the operation of 10-cartrains on all service in peak hours. This expansion will allow BART to decrease current headways on each line from 15 minutes to 12 minutes, with more frequent service on high-demand segments. The project directly contributes to enhanced workforce development and the local economy.</p>												
<p><b>Status:</b> Projected initial allocation of programmed funds expected in FY 20/21.</p>												
2020	3	Capitol Corridor Joint Powers Authority, City of Sac, SacRT, & Downtown Railyard Venture	Sacramento Valley Station (SVS) Transit Center	Network Integration	\$3,914,000	\$720,000	CON 8/12/2020	Dec-20	\$0	\$0	0%	Feb-22
				New Northside station access		\$0	CON FY 21/22	Jun-22	\$3,194,000	\$0	0%	Jun-25
<p><b>Benefits:</b> Construction of a new northside station access route to connect the Sacramento Valley Station (SVS) to the future Railyards Plaza. The Railyards development directly north of the SVS is adding 10,000 housing units along with new destination centers and thousands of jobs to the area. With developments in the Railyards and River District prioritizing transit ridership and active transportation, providing a short, direct connection to the station will unlock new transit ridership at the SVS.</p>												
<p><b>Status:</b> The Program Supplement to fund the studies was approved by the CTC in August 2020 so no work has commenced at the time of reporting. CCJPA will be working with SACOG and the City of Sacramento to complete the studies.</p>												
2020	4	City of Inglewood	Inglewood Transit Connector Project	Automated People Mover	\$95,200,000	\$20,000,000	PA&ED 08/13/20	-	\$0	\$0	0%	Jun-23
						\$0	RW FY 21/22	-	\$14,800,000	\$0	0%	Dec-25
						\$0	CON FY 22/23	Dec-23	\$60,400,000	\$0	0%	Nov-26
<p><b>Benefits:</b> Projected benefits include reduction of 772,000 tons of CO2, increased ridership and passenger connectivity to housing, employment centers and regional sports and entertainment destinations, including a direct connection to the new Metro Crenshaw Line's Downtown Inglewood Station and full integration with LA Metro's regional rail system. Provides direct and meaningful benefits and services to Priority Populations.</p>												
<p><b>Status:</b> Following allocation in August 2020, work proceeds to complete the environmental review and clearance process and prepare the project for the next phase upon completion of all project approval and environmental work.</p>												
2020	5	Lake Transit Authority	North State Intercity Bus System	New Transit Center	\$12,994,000	\$0	PS&E FY 21/22	-	\$150,000	\$0	0%	Dec-25
						\$0	PA&ED FY 20/21	-	\$50,000	\$0	0%	Jun-24
						\$0	CON FY 22/23	Dec-23	\$50,000	\$0	0%	Jun-26



Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date or Planned Allocation Month-Year	CON Contract Award Date or Anticipated	Unallocated Balance	Expended Amount	Percent of Award Expended	Completion Date DD/MM/YYYY or MMM-YY for Anticipated
						\$0	CON FY 21/22	Dec-22	\$8,234,000	\$0	0%	Jun-25
				Purchase of 4 hydrogen fuel cells		\$0	CON FY 24/25	Jul-25	\$4,560,000	\$0	0%	Jun-26
<b>Benefits:</b> Development of a new transit facility and purchase of expansion buses provides the opportunity for LTA to meaningfully upgrade and expand their system and provide greater safety and security for their riders. The project improves geographic equity as the Lake County region ranks among the most economically disadvantaged in California and has a disproportionate number of seniors and disabled persons. In addition, an innovative feature of this project is the focus on enhancing workforce development in the region.												
<b>Status:</b> Projected initial allocation of programmed funds expected in FY 20/21.												
2020	6	Long Beach Transit	LBT/UCLA Electric Commuter Express	Purchase 5 zero-emission battery electric coaches	\$6,451,000	\$0	CON FY 21/22	Dec-22	\$6,451,000	\$0	0%	Dec-25
<b>Benefits:</b> Projected benefits include reduction of 9,000 tons of CO2, increase ridership through expanded commuter bus service between Long Beach and the University of California Los Angeles. Improved connectivity to the Metro "A" Line which serves downtown Long Beach, including, connections to the Long Beach Airport and future LA Metro rail lines. Provides new services to many Priority Population communities.												
<b>Status:</b> Projected initial allocation of programmed funds expected in FY 21/22.												
2020	7	LA County Metropolitan Transportation Authority, So Cal Regional Rail Authority (Metrolink)	Metrolink Antelope Valley Line Capital and Service Improvements	Balboa Double Track Extension/Lancaster Terminal Improvements	\$107,050,000	\$0	RW FY 23/24	-	\$500,000	\$0	0%	Dec-27
						CON FY 25/26	Dec-26	\$34,100,000	\$0	0%	Jun-27	
				Canyon Siding Extension/Brighton-McGinley Double Track		\$0	RW FY 22/23	-	\$1,200,000	\$0	0%	Dec-26
						CON FY 25/26	Dec-26	\$61,250,000	\$0	0%	Jun-27	
				Zero-Emission Multiple Units		\$0	CON FY 22/23	Dec-23	\$10,000,000	\$0	0%	Jun-25
<b>Benefits:</b> Projected benefits include reduction of 84,000 tons of CO2, increased ridership through capacity-expansion infrastructure improvements on the Antelope Valley Line, including improved accessibility and rail mobility to major employment centers and other regional destinations for residents within Priority Populations. Provides increase capacity and service frequency by allowing initial bi-directional service, continued by regular 30-minute bi-directional service from Los Angeles Union Station to Santa Clarita.												
<b>Status:</b> A technical memorandum to test and validate the preliminary capital improvements required to deliver hourly bi-directional service to Santa Clarita and hourly bi-directional service to the Antelope Valley using rail simulation modeling has been finalized. Project scoping will be prepared in the Fall 2020 in order to issue a draft environmental document in 2021. Projected allocation of programmed funds expected in Fiscal Year 2022-23.												
2020	8	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up Control: LOSSAN Service Enhancement Program	San Diego County Maintenance and Layover Facility	\$38,743,000	\$0	PS&E FY 21/22	-	\$748,000	\$0	0%	Dec-25
						PA&ED FY 20/21	-	\$1,940,000	\$0	0%	Jun-25	
						CON FY 22/23	Dec-23	\$25,752,000	\$0	0%	Jun-26	
				Central Coast Layover Facility Expansion		\$0	PS&E FY 21/22	-	\$1,314,000	\$0	0%	Dec-25
						CON FY 23/24	Dec-24	\$8,989,000	\$0	0%	Dec-26	

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<p><b>Benefits:</b> Projected benefits include reduction of 325,000 tons of CO2, increased ridership through infrastructure capacity improvements, improved on-time performance, and overall service improvements. Provides direct benefits to 972 state-designated disadvantaged communities within the 351-mile Pacific Surfliner corridor.</p> <p><b>Status:</b> Projected initial allocation of programmed funds expected in FY 20/21.</p>												
2020	9	Sacramento Regional Transit District	Light Rail Modernization and Expansion of Low-Floor Fleet	Acquisition of light rail vehicles	\$23,600,000	\$0	CON FY 21/22	Dec-22	\$23,600,000	\$0	0%	Aug-26
<p><b>Benefits:</b> Low-floor LRVs are anticipated to produce operational efficiencies by speeding up train run times and optimizing boarding convenience and safety along with needed increased capacity. These investments support 15-minute service frequencies during weekdays on the Gold Line, along with additional peak-direction express service. The project supports sustainable housing and land use development while providing meaningful benefits to priority populations by improving mobility and access to transit options. Of SacRT's 52 light rail stations, 41 are in priority population communities. Includes the reconstruction and modernization of nearby bus stops and new ADA compliant crosswalks, making it easier and safer for residents to connect to transit.</p> <p><b>Status:</b> Projected initial allocation of programmed funds expected in FY 21/22.</p>												
2020	10	San Bernardino County Transportation Authority (SBCTA) &	West Valley Connector Bus Rapid Transit Phase 1 & ZEB Initiative	Acquisition of zero-emission buses	\$15,000,000	\$0	CON FY 21/22	Dec-22	\$15,000,000	\$0	0%	Dec-23
<p><b>Benefits:</b> Projected benefits include reduction of 33,000 tons of CO2, increased ridership through infrastructure and service frequency improvements along the 3.5-mile bus route, including connections to the Ontario International Airport, Metrolink services and major employment and recreational destinations along the route. Provides direct access of services to disadvantaged communities.</p> <p><b>Status:</b> Final design phase is approximately 60 percent complete with design package scheduled to be finished by October 2020. Projected allocation of programmed funds for implementation of a bus rapid transit route expected in Fiscal Year 2021-22.</p>												
2020	11	San Diego Association of Governments (SANDAG), SD MTS & North County Transit District	SDConnect: San Diego Rail Improvement Program	El Cajon Doubletrack	\$12,100,000	\$0	PS&E FY 20/21	-	\$720,000	\$0	0%	Jun-23
						\$0	CON FY 21/22	Dec-22	\$6,480,000	\$0	0%	Jun-23
				Del Mar Bluffs Stabilization		\$3,774,000	PS&E 08/13/20	-	\$0	\$0	0%	6/30/2023
						\$0	CON FY 21/22	Dec-22	\$1,126,000	\$0	0%	Jan-25
<p><b>Benefits:</b> Projected benefits include reduction of 34,000 tons of CO2, increased ridership through infrastructure and service frequency improvements on the Trolley Green Line between El Cajon and Santee. Improved infrastructure safety investments to the Del Mar Bluffs segment within the rail corridor. Provides improved connectivity to COASTER commuter rail line and Pacific Surfliner while providing direct benefits to 964 state-designated disadvantaged communities and 1,763 low-income communities with direct access to rail services across the three-county Southern California region.</p> <p><b>Status:</b> Following allocation of programmed funds in August 2020 for the Del Mar Bluffs component in the San Diego Subdivision of the LOSSAN corridor, design work proceeds to implement stabilization and erosion control measures.</p>												
2020	12	San Francisco Municipal Transportation Agency (SFMTA)	Core Capacity Program	MUNI Forward J Line	\$41,668,000	\$0	CON FY 24/25	Dec-25	\$21,000,000	\$0	0%	Dec-27
				MUNI Forward M Line		\$0	CON FY 24/25	Dec-25	\$20,668,000	\$0	0%	Dec-27
<p><b>Benefits:</b> Implementation of the project directly supports efforts by SFMTA to operate the J, K and L Lines exclusively on the surface without entering the subway while operating the M-line in the subway. This will free up space in the subway to allow for high-frequency shuttle service between the Embarcadero and West Portal, resulting in a 20 percent increase in vehicle volumes in the subway, where existing crowding is most concentrated. Priority population communities will benefit directly considering that the M-line is a Muni Service Equity Strategy priority line. A high percentage of the neighborhoods that the M-line serves are priority population communities. The project will expand access and enhance reliability for customers.</p> <p><b>Status:</b> Projected initial allocation of programmed funds expected in FY 24/25.</p>												

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2020	13	Santa Monica Big Blue Bus	For People, Place and Planet: Connecting Inglewood to	Procurement of 7 zero-emission buses	\$1,105,000	\$0	CON FY 20/21	Jun-22	\$1,105,000	\$0	0%	Dec-24
<p><b>Benefits:</b> Projected benefits include reduction of 18,000 tons of CO2, increased ridership through bus service expansion on Route 14 from Playa Vista to Inglewood, including improved connection to the LA Metro K Line at the new Westchester/Veterans Station. Provides benefits to low-income households and veteran communities.</p> <p><b>Status:</b> Projected allocation of programmed funds for procurement of zero-emission vehicles expected in FY 20/21.</p>												
2020	14	Solano Transportation Authority (STA)	Solano Regional Transit Improvements Phase 2	Access Improvements at Fairfield Transit Center	\$10,400,000	\$0	PS&E FY 20/21	-	\$300,000	\$0	0%	Jun-25
				Access Improvements at Vacaville Transit Center		\$0	CON FY 21/22	Dec-22	\$2,250,000	\$0	0%	Mar-25
				Shared Inductive Charging Infrastructure		\$0	CON FY 21/22	Dec-22	\$2,050,000	\$0	0%	Jan-25
				Access Improvements at Fairfield-Vacaville Stations		\$0	PS&E FY 20/21	-	\$1,000,000	\$0	0%	Jun-25
				Network Integration		\$0	CON FY 21/22	Dec-22	\$1,700,000	\$0	0%	Jan-25
						\$0	CON FY 21/22	Dec-22	\$2,000,000	\$0	0%	Jan-25
						\$0	CON FY 20/21	Jun-22	\$1,100,000	\$0	0%	Mar-24
<p><b>Benefits:</b> This project improves the frequency, access, safety and integration of regional transit connections in and around Solano County, and does so in a manner that considers all elements of travel and all segments of the population. Residents of priority populations will see immediate benefits with access to the regional transit centers that are being improved by this project. This will improve mobility and access to regional transit services.</p> <p><b>Status:</b> Projected initial allocation of programmed funds expected in FY 20/21.</p>												
2020	15	Torrance Transit Department	Torrance Transit Bus Service Enhancement Program	Procurement of 7 zero-emission buses	\$6,000,000	\$0	CON FY 20/21	Mar-21	\$6,000,000	\$0	0%	Jun-21
<p><b>Benefits:</b> Projected benefits include reduction of 30,000 tons of CO2, increased ridership through expansion and enhancement of bus services to four local routes, including improved connectivity to job centers and surrounding recreational destinations. Provides improved economic opportunities and mobility access to communities in Priority Populations.</p> <p><b>Status:</b> Projected allocation of programmed funds for vehicles acquisition expected in FY 20/21.</p>												
2020	16	Transit Joint Powers Authority of Merced County	Improving Air Quality & Economic Growth with Electric Buses in Merced County	Procurement of 3 zero-emission buses	\$3,112,000	\$0	CON FY 20/21	Apr-21	\$3,112,000	\$0	0%	Oct-22
<p><b>Benefits:</b> Purchases 3 zero-emission electric buses to increase fleet size and extend bus service levels on 2 fixed routes in Merced county. The project expands local service coverage on one local route to provide better bus service to a large developed residential area, with a sizeable population of students attending the University of Merced and Merced Community College, currently with limited access to the local service. This project will create positive direct impacts to priority populations primarily increasing mobility and access to transit options, as well as reducing public health disparities.</p> <p><b>Status:</b> The agency is preparing for Allocation at the October 2020 CTC meeting.</p>												
2020	17	San Francisco Bay Area Water Emergency Transportation	Expansion of WETA Ferry Services	Acquisition of a new all-electric vessels and supporting infrastructure	\$9,060,000	\$0	CON FY 20/21	Jun-21	\$9,060,000	\$0	0%	Jun-25
<p><b>Benefits:</b> Implementation of this project will link disadvantaged communities in the East Bay to the large employment center in Mission Bay which employs a diverse population of workers. Creating a connection to Mission Bay is regionally significant as it is a large employment center, which is host to two medical campuses and the new Chase Center. 1900 units of affordable housing for low-income residents are near the terminal for the new Mission Bay ferry service and will have improved accessibility to regional jobs through the ferry service expansion.</p>												

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<b>Status:</b> Projected initial allocation of programmed funds expected in FY 20/21.												
<b>TOTAL – TIRCP Cycle #4</b>					<b>\$500,000,000</b>	<b>\$30,997,000</b>			<b>\$469,003,000</b>	<b>\$0</b>	<b>0%</b>	<b>2028</b>