

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 24-25, 2021

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.7, 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.

Attachments

*"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  
July 1, 2020 – December 31, 2020



# Semi-Annual Report Transit and Intercity Rail Capital Program

Prepared on behalf of CalSTA by Caltrans Division of Rail and Mass Transportation  
March 2021

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 December 31, 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. Additionally, \$1.675 billion was 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 (Awarded April 2020)

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 (October 2020).

Attachment 1 shows 91 percent of allocated dollars in Cycle 1 have been expended, and 9 of 14 projects have been completed. In Cycle 2, nearly 80 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 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 current status of each project as of December 31, 2020.

## 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, March 24 – 25, 2021

<b>TIRCP Status March 2021</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 Program Totals</b>
<b>Number of Awarded Projects</b>	14	14	14	14	28	28	17	17	<b>74</b>
<b>Award Amount In \$000s</b>	\$224,278	\$224,278	\$390,893	\$390,893	\$4,325,000	\$4,325,000	\$500,000	\$500,000	<b>\$5,440,171</b>
<b>Amount Allocated in \$000s</b>	\$224,278	\$224,278	\$306,881	\$306,881	\$1,053,877	\$1,074,964	\$30,997	\$30,997	<b>\$1,637,120</b>
<b>Percent Allocated</b>	100%	100%	79%	79%	24%	25%	6%	6%	<b>32%</b>
<b>Expended Amount in \$000s</b>	\$200,104	204,477	\$145,637	\$156,530	\$113,897	\$185,369	\$0	\$0	<b>\$546,376</b>
<b>Expended Percent (Related to Awarded)</b>	88%	91%	38%	40%	3%	4%	0%	0%	<b>10%</b>
<b>Expended Percent (Related to Allocated)</b>	88%	91%	48%	51%	11%	17%	0%	0%	<b>33%</b>
<b>Completed Projects</b>	9	9	1	1	0	1	0	0	<b>11</b>

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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 Allocation Expended	Completion Date DD/MM/YYYY actual 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
<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.												
<b>Status:</b> Previously delivered vehicles remain in operations with no changes. Pending delivery of the 45-foot commuter buses, the estimated delivery of the first five buses remain scheduled for delivery by July 2021.												
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
<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.												
<b>Status:</b> Project is complete. Awaiting final report.												
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
<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.												
<b>Status:</b> Completed final repair to the landscaping, continued final security items and remaining finish work on the mezzanine and platform. Work continues on the parking lot and trench work has been completed. Underground utilities are being installed at the central parking lot. The east side of Willowbrook East has opened for Bus Pathway and and phase 3 demolition and soil remediation at the bus bays is underway. Started forming grade beams and installing stainless steel posts at the Green Line west plaza entrance. The Blue Line Signal project has been completed.												
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	\$277,840	17%	Jun-21
<b>Benefits:</b> Projected benefits include reduction in CO2 emissions, increased ridership through improved passenger transfers and connectivity with other transit and rail services.												
<b>Status:</b> Coordination efforts to expand program ceased as the program will close in June 2021. Reimbursements will continue, but will not fully expend the funds.												
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
<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.												
<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. Service was restored in summer 2020 when businesses re-opened. 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.												
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
<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.												
<b>Status:</b> Bravo! 560 service continues to be inactive due to the COVID-19 pandemic. The recipient will continue to evaluate and determine when regularly scheduled service can restart on this specific route and will report back to Caltrans at the appropriate time.												

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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	\$6,315,208	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> The COVID-19 Pandemic has caused a large drop in the use of the project vehicles. The decrease in use has two components: 1) while the County of Sacramento has been under "Stay at Home" orders, SacRT has operated fewer cars per train (two cars per train instead of four cars per train). This has decreased the total number of vehicles needed to operate the normal light rail service; 2) from late March to early September, SacRT operated a "Weekend Light Rail Schedule" Monday through Sunday. This schedule further decreased the number of vehicles in service by decreasing the number of trains in service. These two factors, along with other COVID-19 related factors, have decreased the overall use of the project vehicles over the last 10 months and will continue to affect their use in the coming calendar year. 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> Project is substantially complete with construction. Work continues with the water district to get approvals so that recycled meters can be set and the 90-day plant establishment period may begin and then turn over to the City. Concurrently, closeout change orders and bid item reconciliations are underway.</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> Trolley ridership has remained at 60% of pre-pandemic levels. The recipient has increased cleaning protocols to keep the system as safe as possible. The recipient cut some service from June 2020 to September 2020, but the amount of trips have since returned to pre-pandemic numbers.</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 most of the reporting period from 7/1/20 to 12/18/20 due to the ongoing pandemic so these vehicles had limited use during that time.</p>												
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. RTD has fully spent TIRCP funds and received final disbursement. The TIRCP award is ready for closeout. <b>The TIRCP award for BRT Expansion - MLK Corridor and Crosstown Miner Corridor Project has been closed out as of September 2, 2020.</b></p>												



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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	\$38,023,039	92%	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> All nine locomotives from the second batch and funded with TIRCP dollars have been conditionally accepted and are pending final testing and full acceptance. This project is experiencing delays due to the COVID-19. COVID travel restrictions prevented specialists from installing upgraded alternator bearing assemblies into three units and an additional unit had to wait for several sub-assemblies to be produced. Reduced workforces have extended the lead time on these sub-assemblies as they are typically produced on an as-needed basis after the initial production order. These four units are from the second batch but are not funded with TIRCP dollars, but as COVID-19 continues, it may impact the overall locomotives project completion. The recipient will continue to bill Caltrans during this calendar year as work proceeds.</p>												
2015	14	Sonoma-Marina 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> SMART deployed the cars in service, though the impacts of COVID have resulted in reduction in service levels and dramatically reduced ridership. Due to COVID, service is at 16 weekday trips versus 38 prior and no weekend trips versus 10 prior. Ridership is at down 86% for the Fiscal Year to Date through December 31, 2020. The remaining payment for the project is being held until the final warranty period on the cars is completed, which has been 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>\$204,477,454</b>	<b>91%</b>	<b>2022</b>
<b>TIRCP Cycle #2</b>												
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	\$5,425,722	84%	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. <b>Continuing the lease of four buses awarded in this grant, the recipient plans to submit for approval, a request for reallocation of project savings to the purchase of additional buses for added benefits.</b></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	\$60,276	30%	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 12/06/2017	-	\$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> The CCJPA has continued negotiations with the UPRR to find additional possible cost reductions while still preserving the project's benefits to the State. The CCJPA submitted a revised 25% design to the UPRR during the reporting period which resulted in extensive changes requested by the UPRR. Once the 25% design has been approved by the UPRR, an updated project cost estimate will be provided. Funding strategies are being explored to overcome an anticipated funding gap to be defined after 30% designs are completed. 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. Additional research with DB as the lead consultant for this work (via AECOM) is focusing on a distributed recovery schedule that will set the stage for 2026 pulse schedules. Service optimization is a planning study only, not construction, though it is phased as CON. 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) and CCJPA works with Cal-STA &amp; CARB to rescope the funds to an equivalent or better GHG reduction than was anticipated with standby power.</p>												

TIRCP Semi-Annual Report

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 Allocation Expended	Completion Date DD/MM/YYYY actual or MMM-YY for Anticipated
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> Overall contract acceptance for the bus stop improvements component easements remains at 15 percent, but there are promising conversations happening with several property owners as of January 2021, that should begin to bring this closing rate up. Concurrently, the bid for the bus stop upgrades project will release in March 2021 with an expected award in mid to late May 2021. Fare payment ticket machines continue to be operable with no changes. Overall project remains on schedule and within budget.</p>												
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
<p><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.</p> <p><b>Status:</b> Early Works phase construction contract in final negotiations with notice to proceed expected by February 2021 and start of construction in April/May 2021. Main Airport Metro Connector Station construction contract now in the bid process with expected contract award in Summer 2021 and construction work to begin in October/November of 2021.</p>												
2016	6	Los Angeles County Metropolitan Transportation Authority	Metro Red and Purple Line Capacity Improvements	Environmental Assessment	\$69,209,000	\$1,671,000	PA&E 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%	Complete 5/21/2019	
			Construction	\$64,437,000		CON 12/04/2019	3/26/2020	\$0	\$0	0%	Jul-24	
<p><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.</p> <p><b>Status:</b> Since construction contract award in March 2020, construction and final design submittals continue, early works and preparations throughout the Division 20 Portal Yard have commenced, as well as the 1st Bridge and Viaduct. The build-out of the field office (IPMO - Integrated Project Management Office) was recently completed. The various construction activities that started on the yard has been duct bank excavation, demolition, excavation and shoring walls by the Portal Area, and micropiling on the 1st bridge bents. Other ongoing activities are utility relocations within the yard and the adjacent Banning, Ducommun and Jackson city streets. The project remains on schedule with an overall project completion of 35 percent.</p>												
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	\$58,701,876	96%	Oct-22
			Carlsbad Poinsettia Station	\$4,617,000		CON 06/29/2017	2/3/2018	\$0	\$4,017,000	87%	Jan-22	
			North Robust Timetable	\$500,000		CON 10/18/2018	1/14/2019	\$0	\$404,205	81%	Dec-21	
			LOSSAN Wide Network Integration and Strategic Investment Planning	\$500,000		CON 10/18/2018	1/14/2019	\$0	\$404,205	81%	Dec-21	
			Travel Time Savings	\$0		CON FY 20/21	Jun-21	\$15,000,000	\$0	0%	Jun-25	
<p><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.</p> <p><b>Status:</b> Elvira to Morena Double tracking is operational. Complete Construction July 2021. Carlsbad Poinsettia extended the last expenditure date to 01/16/2022 and added \$600K of the TIRCP funding from Elvira. Construction is complete, and remaining paperwork and permits are nearly complete. North Robust Timetable and LOSSAN Wide Network Integration were extended to December 31, 2021. Travel Time Savings was reprogrammed to other projects including Construction of Island CTC and Non-powered switches identified in the 2018 award. Significant work on open projects is expected to be completed by the end of the calendar year. Elvira to Morena Double Track is 100 percent open for revenue service. Project close out will be complete by the end of 2021. Carlsbad Poinsettia Station continues to progress with implementation of additional ADA compliance activities. The Notice to Proceed for the JOC spell out for additional ADA compliance and plant establishment is anticipated by February 2021. Construction Notice of Termination with the Regional Water Quality Control Board is the only remaining open permit pending RWQCB acceptance of the plant establishment.</p>												

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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
<p><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.</p> <p><b>Status:</b> As of December 31, 2020, the recipient returned its front door boarding activity as the coach operator barriers were installed throughout the entire fleet. The usage of the mobile ticketing solution has resumed its normal operation. The recipient is expecting delays in the implementation of the Streetcar component due to unforeseen removal/disposal of materials, removal of contaminated/hazardous soil, unforeseen utility conflicts, and the discovery of archeological findings. The schedule for targeted revenue service has been extended to October 2022 but may need to be further delayed. Costs are also expected to increase but an analysis of the cost estimates is currently being performed to determine the impacts of the potential cost increase. However, any cost increase would be supported through a combination of local and federal funds.</p>												
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	\$14,102,518	71%	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 continued to result in mixed disruptions to Stadler's supply chain. Stadler's manufacturing facilities in Switzerland supporting the Caltrain Project have returned to normal levels of activity and the s manufacturing facility in Salt Lake City has reverted back to two production shifts in order to limit the number of workers per car. Salt Lake City-based manufacturing is also delayed due to sub-supplier parts shortages International Travel restrictions have also affected the testing schedule which is in the process of being re-baselined. To date, 61 car shells have been shipped from Stadler Switzerland, with 46 onsite in Stadler's Salt Lake City facility (eight in transit and one returned for minor repair).</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 is working with project partners including Federal Transit Administration, City of West Sacramento and City of Sacramento to assess the project alternative and evaluate 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	\$7,744,906	84%	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 80 percent complete based on expenditures with an anticipated completion date of December 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 most of the reporting period from 7/1/20 to 12/18/20 due to the ongoing pandemic so these vehicles had limited use during that time.</p>												

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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	\$0	0%	Deallocated
						\$500,000	PS&E 6/27/2018	-	\$0	\$414,659	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
<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.												
<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. The PS&E is at 87% completion. Construction is scheduled to begin in August 2021 and complete by August 2022.												
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
<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.												
<b>Status:</b> Tunnel alignment selected, tunnel engineering and parcel acquisition coordination continues. Application for Federal funding under the FTA Expedited Project Delivery Program (EPD) is imminent. 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.												
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
<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.												
<b>Status:</b> Final design for stations, track work and layover facilities, including on-call rail engineering support services is still underway. The final EIR for the Ceres to Merced extension is underway. Construction of new Tier 4 locomotives is complete and they are in revenue service. The Joint Procurement for new passenger rail cars is in construction. The draft EIR for the Stockton Diamond project is being prepared.												
<b>TOTAL – TIRCP Cycle #2</b>					\$390,893,000	\$306,881,000	---		\$84,012,000	\$156,530,903	40%	2030
<b>TOTAL – TIRCP Cycle #2 and SB132</b>					\$790,883,000	\$394,828,248	---		\$396,054,752	\$187,187,643	47%	2027
<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	\$6,500,000	CON 10/22/2020	Jun-21	\$0	\$0	0%	Apr-24
				Facility and Bus Charging Infrastructure		\$1,000,000	PS&E 10/22/2020	Jun-21	\$0	\$0	0%	Oct-21
						\$0	CON FY 21/22	Oct-21	\$6,000,000	\$0	0%	Oct-23
						\$500,000	CON 10/28/2018	4/19/2019	\$0	\$500,000	100%	Complete 6/30/2020
<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.												
<b>Status:</b> The Network Integration phase of the project was completed in March 2020. Funds for design and bus purchase phases were allocated in October 2020. Design phase contracts have been awarded and design is underway. Bus purchase contracts are being negotiated and prepared.												

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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	\$610,535	76%	Complete 6/30/2020
				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	4/3/2020	\$0	\$1,305,058	26%	Apr-23
<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.												
<b>Status:</b> The Free Rides Around the Neighborhood micro-transit services has once again been halted as of December 2020 due to the Governor's Stay at Home Order. Prior to the most recent interruption, the service had seen some renewed interest and growth particularly from the surrounding neighborhoods to the Center City. Delivery of the first 10 buses occurred in November of 2020 and the recipient is working with the manufacturer to complete the outstanding inspection items by February 2021. The next 20 buses will be completed and delivered on time by March 2021. The final 10 buses will be delivered by the summer of 2021. A construction contract has been awarded for the maintenance/administration and operations facilities. Overall project remains on schedule and within the original budget.												
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	\$1,965,515	25%	Jul-21
				Facility Improvements for AVTA		\$1,200,000	CON 05/14/2020	7/13/2020	\$0	\$0	0%	Jul-23
				Network Integration		\$250,000	CON 10/18/2018	1/7/2019	\$0	\$0	0%	Jan-22
<b>Benefits:</b> Projected benefits include reduction of 23,000 tons of CO2, increased ridership through service frequency and expansion, infrastructure improvements, improved integration with other transit and rail services and access of services for low-income communities and low-income households.												
<b>Status:</b> Following execution of a new contract, that commenced manufacturing of vehicles, AVTA has received all 40-foot transit buses and is still pending delivery of the commuter buses, timeline remains unchanged. Long Beach Transit's production schedule was revised due to a temporary suspension in production from the impacts of COVID-19. However, there was a second production shutdown due to the COVID-19 outbreak in late December 2020. The recipient anticipates the delivery of its first pilot bus in February of 2021. Full delivery of the 14 buses is expected to be in April of 2021 but could extend into mid-summer 2021 depending on any further delays.												
2018	4	Bay Area Rapid Transit District	Transbay Corridor Core Capacity Program	Acquisition of 272 new rail vehicles and communication- based train control systems to allow for increase service frequency	\$318,600,000	\$51,492,000	CON 12/5/2019	9/16/2020	\$0	\$0	0%	Jan-30
						\$0	CON FY 20/21	9/16/2020	\$267,108,000	\$0	0%	Jan-30
<b>Benefits:</b> Projected benefits include reduction of 4,272,000 tons of CO2, increased ridership through fleet replacement, capacity and service frequency, and improved services for residents of disadvantaged communities.												
<b>Status:</b> Full Funding Grant Agreement (FFGA) between BART and the Federal Transit Administration (FTA) for a \$1.169 billion Capital Investment Grant (CIG) was executed on September 14, 2020. BART awarded a design-build contract for a communications-based train control (CBTC) system to Hitachi Construction on September 16, 2020. In November 2020, Hitachi Construction was given the notice to proceed. The contract will be implemented through several phases. In November, the CBTC design process began and is anticipated to take approximately 25 months, through December 2022. In December 2020, the vehicle migration process was initiated, and is scheduled to proceed through April 2026.												
2018	5	Capitol Corridor Joint Powers Authority	The Northern California Corridor Enhancement Program	Realignment of Oakland to San Jose Corridor	\$80,340,000	\$3,200,000	PA&E 12/06/2018	-	\$0	\$2,941,698	92%	Feb-22
						\$17,500,000	PA&E 05/14/20	-	\$0	\$0	0%	Feb-22
						\$0	CON FY 21/22	Jun-23	\$10,300,000	\$0	0%	Dec-26
				\$0		CON FY 22/23	Jun-23	\$20,000,000	\$0	0%	Dec-26	
				Integrated Travel Program		\$6,000,000	CON 12/06/2018	1/18/2019	\$0	\$6,000,000	100%	Dec-25
				Integrated Travel Program		\$21,340,000	CON 05/14/2020	5/14/2020	\$0	\$140,225	1%	Dec-25
				Network Integration		\$2,000,000	CON 12/06/2018	3/27/2019	\$0	\$259,416	13%	Dec-23

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<p><b>Benefits:</b> Projected benefits include reduction of 1,348,000 tons of CO2, increased ridership through expanded service and service frequency, improved service and ticket integration, safety improvements through the installation of Positive Train Control technology, and access of services for low-income communities and low-income households.</p> <p><b>Status:</b> Realignment of the Oakland to San Jose Corridor has been re-titled the South Bay Connect project. The project is in the CEQA NOP process as of June 30, 2020, and on schedule for the planned CEQA FEIR delivery timeframe at this time. Union Pacific Railroad recently provided comments on the infrastructure needs for the project and CCJPA is reviewing those in due course for the process of negotiation with Union Pacific. The Integrated Travel Program is well underway with CCJPA as the fiscal sponsor but with personnel from Caltrans largely guiding the project via prime &amp; sub-contractors who are delivering on an evolving series of work tasks. Support for Cal-ITP was included in the Governors' recent budget.</p>												
2018	6	City of Fresno	Southwest Fresno Community Connector	Supporting Infrastructure for Buses	\$7,798,000	\$243,000	PSE 06/24/2020	-	\$0	\$0	0%	Jun-23
				Purchase of six zero-emission battery electric buses including construction of charging infrastructure		\$7,555,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Jun-24
<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> The battery electric bus contract was awarded in December 2020 and the release of a purchase order (PO) against the contract is pending award of the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). The recipient is eligible to receive \$145,000 per bus and cannot issue a PO until accepted into the program. The recipient is expecting for a construction contract to be awarded by May 2021. The bus charging infrastructure component from the Fresno Area Express (FAX) end is expected to be completed by October 2021.</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 Upgrades	\$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> Buses are scheduled to be delivered and arrive in increments over the next two years. The first electric vehicles and chargers are scheduled to arrive around Spring 2021, the next batch will arrive in Fall 2021, and the final buses will be delivered in early-to-mid-2022. The recipient has completed the development of an outreach plan and continues to work on the Network Integration component with a projected completion date of January 2023.</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> The first bus is scheduled to be delivered in May 2021 with the remaining buses delivered by November 2021. The Express 7 route is scheduled to be implemented and operational by June 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	Apr-22	\$0	\$0	0%	Jul-22
				Network Integration		\$500,000	CON 12/06/2018	6/3/2019	\$0	\$157,092	31%	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> Alameda County advertised a Request for Qualifications for the design-build entity for the parking garage project in November 2020, and procurement activities are expected to be complete in spring 2021. The Tri-Valley Hub Network Integration Study has wrapped up its technical work, and the final two technical memoranda and subsequent draft report are expected to be completed in spring 2021.</p>												

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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 06/25/2020	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%	Dec-28
				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	PAED 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
			Network Integration	\$7,000,000	CON 12/06/2018	2/27/2020	\$0	\$0	0%	Nov-23		

**Benefits:** 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.

**Status:** Gold Line Foothill Extension to Pomona- Design and construction continue with full grade crossing closures, utility relocations, removal of ground vegetation, and freight track removals are underway for the Gold Line Foothill Extension Project. The project's design is nearing completion in mid-2021, which is about the same time the construction commences on the first of nineteen bridge structures in the city of Glendora. The project is currently anticipated to be substantially complete ahead of schedule. Orange/Red Line to Gold Line BRT Public circulation of the Orange/Red Line to Gold Line BRT Draft Environmental Impact Report was completed on December 28, 2020. Plans are to go to the Metro Board in March 2021 to recommend a Locally Preferred Alternative (LPA) and then prepare the Final Environmental Impact Report for Board certification in late Spring 2021. Preliminary Engineering is also expected to begin once the LPA is selected. East San Fernando Valley Transit Corridor The East San Fernando Valley Transit Corridor project achieved certification of the Environmental Impact Report at the Metro December 2020 Board meeting. Planning for Federal Transit Administration to issue Record of Determination in early 2021. The recipient continues to advance the design in support of the upcoming procurement for a Design-Build contractor. Advanced design to include, street improvements, track, utilities, stations, maintenance facility, and systems. Also, continued coordination has taken place with various stakeholders (City of LA, Caltrans, DWP, SCE, LA County, and private utilities). West Santa Ana Branch Light Rail Transit Corridor Vermont Transit Corridor The Vermont EIR/CE RFP was released in October 2020; contract award is anticipated in May 2021 and environmental study work is anticipated to begin Summer 2021. Green Line Extension to Torrance The environmental and advanced conceptual engineering phase is moving forward with the scoping period scheduled for January 29 through March 15, 2021. Network Integration. The RFP scope of work for the second study on State Rail Network Integration was finalized; RFP is scheduled to be released in winter 2021; and contract award is anticipated in Spring/Summer 2021. The RFP scope of work for the third study on the High Desert Corridor is under development.

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)	PSE&E FY 20/21	-	\$0	\$0	0%	Jun-21
						\$1,241,000	CON FY 20/21	1/21/2021	\$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
				\$2,299,000	CON 12/06/18	1/2/2019	\$0	\$2,299,000	100%	Complete 11/12/2019		

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				On-Time Performance Program		\$4,367,000	CON 10/9/19	1/2/2019	\$0	\$3,458,626	79%	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

**Benefits:** 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.

**Status:** NCTD contracted an outside firm to conduct a Trespasser Risk reduction and Feasibility Analysis to provide prioritized and financially constrained recommendations for safety enhancements along the railroad right-of-way (ROW) in the Del Mar Bluffs, Encinitas, and Oceanside, which had been identified as high priority areas in need of risk reduction alternatives due to significant trespassing events. A first draft was provided by the consultant in June 2020 and the Study final report was issued in October 2020. The results of the Study were shared with city officials from the cities of Del Mar, Encinitas, and Oceanside. In addition, a presentation briefly outlining and summarizing the Study was presented to NCTD's Board at its November 2020 Board meeting. The fencing in the three identified locations will be constructed in phases due to delays caused by events outside of NCTD's control. The first phase of the project will begin with the City of Oceanside.

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
				Rail Tie Replacement		\$2,500,000	CON 5/14/2020	May-21	\$0	\$0	0%	May-23
						\$0	CON FY 20/21	Dec-21	\$6,400,000	\$0	0%	Dec-23



TIRCP Semi-Annual Report

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 Allocation Expended	Completion Date DD/MM/YYYY actual or MMM-YY for Anticipated
				Carpenteria Second Track & Platform		\$0	PS&E FY 20/21	-	\$2,500,000	\$0	0%	Dec-24
						\$0	CON FY 21/22	Dec-22	\$8,177,000	\$0	0%	Dec-24
				Camarillo Station Improvements		\$0	CON FY 21/22	Dec-22	\$3,445,000	\$0	0%	Dec-25
				Corridor Hardening Improvements (Safety)		\$3,055,000	CON 12/3/2020	Dec-21	\$0	\$0	0%	Jun-24
				Safety Improvement Program		\$487,000	CON 12/3/2020	Dec-21	\$0	\$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> Agreement with Union Pacific was executed. Negotiations will continue in defining the capitalized track access and incentive rates with Union Pacific Railroad. Many of the projects identified in the Passenger Service Enhancement and Infrastructure Improvements Agreement with Union Pacific have kicked off, with a significant percentage of completion expected through the 3rd and 4th quarters of the fiscal year. A large portion of the tie and rail replacement should be complete by June 2021. The Narlon Bridge replacement continues to progress, with completion expected by the end of calendar year 2021. Overall, the projects continue to be on track to stay within completion dates and project budgets.</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	\$186,420	12%	Jun-21
						-\$1,475,000	PS&E 08/12/2020	-	\$0	\$0	0%	Deallocated
						\$1,475,000	CON 8/12/2020	Aug-21	\$0	\$0	0%	Aug-24
				Procurement of Electric Multiple Units		\$58,000,000	CON 10/18/2018	12/14/2018	\$0	\$56,327,786	97%	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	\$2,926,950	98%	Oct-21
Network Integration												

**Benefits:** 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.

**Status:** During the past six months COVID-19 continued to result in mixed disruptions to Stadler's supply chain. To date, 61 car shells have been shipped from Stadler Switzerland, with 46 onsite in Stadler's Salt Lake City facility (eight in transit and one returned for minor repair). The JPB Board of Directors awarded a contract for the procurement of electronic bike lockers, which will be installed at Caltrain stations along the right of way. The contract was in the process of being executed at the end of December and work to install the lockers is anticipated to begin in early January. Design of broadband communication systems has continued. Preliminary design of the Broadband system was completed and a 3rd party review of the design and implementation is taking place prior to initiating final design of the system. Work on the Caltrain Business Plan has wound down and the network integration planning associated with the business plan is substantially complete. Staff is continuing to address network integration analysis related to mid and longer term initiatives related to salesforce transit center, Diridon station, service to Salinas and the Link21 project with local funding.

2018	14	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	Purchase 20 Replacement & Expansion Low Floor LRVs	\$64,350,000	\$30,932,000	CON 12/05/2019	3/31/2020	\$0	\$24,575,576	79%	Feb-26
						\$0	CON FY 21/22	Dec-22	\$33,168,000	\$0	0%	Jun-26
						\$250,000	CON 06/27/2019	6/27/2019	\$0	\$0	0%	Jun-22
Network Integration												

**Benefits:** 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 low-income household commu

**Status:** Recipient awarded a contract and issued a notice to proceed to Siemens for the purchase of 20 new low-floor LRVs (the first since 1991). Milestones #1 through #5 have been completed and milestone # 6 Completion of Carshells is schedule to happen in 2022. Recipient has selected a consultant for the Network Integration component and work on the plan is steadily progressing.

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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&E 08/16/2018	-	\$0	\$101,157	20%	Jun-21
				DMU to ZMU Conversion		\$3,000,000	PS&E 12/05/2019	-	\$0	\$1,096,805	37%	Jun-21
						(\$1,500,000)	PSE 12/05/19	-	\$0	\$0	0%	Deallocated
				Vehicle Procurement		\$12,000,000	CON 08/16/2018	11/13/2019	\$0	\$0	0%	Nov-22
						\$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	
<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.												
<b>Status:</b> Stadler, the vehicle manufacturer, completed conceptual design in September 2020 and started preliminary design shortly after, with the first review of the preliminary design in November 2020 and anticipated completion by April 2021. Additionally, the initial propulsion concept was presented to the Federal Railroad Administration in September 2020 with preliminary design as the next phase of the vehicle development. Environmental clearance process for the fueling facility continues to progress amid additional analysis by the recipient's staff. Coordination with stakeholders and agencies such as Southern California Regional Rail Authority and Caltrans continues.												
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
<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.												
<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 Spring 2021. National Environmental Policy Act clearance was received on in July 2020. Projected allocation of programmed funds in FY 21/22 and commencement of construction activities in Spring 2023.												
		San Diego	Blue Line Rail	Design of Blue Line improvements- Beach Street Double Crossover		\$360,000	PS&E 03/14/2019	-	\$0	\$0	0%	Jun-21
						\$3,691,000	CON 12/3/2020	Dec-21	\$0	\$0	0%	Dec-24
				American Plaza Pedestrian Enhancements		\$320,000	PS&E 03/14/2019	-	\$0	\$0	0%	Jun-21
						\$0	CON FY 21/22	Dec-22	\$3,435,000	\$0	0%	Dec-25
				Green Line IMT Double Tracking		\$635,000	PS&E 03/14/2019	-	\$0	\$0	0%	Jun-21
						\$6,354,000	CON 12/3/2020	Dec-21	\$0	\$0	0%	Dec-24
				Blue Line Feeder Bus Service Stop Improvements		\$240,000	PS&E 03/14/2019	-	\$0	\$0	0%	Jun-21
						\$0	CON FY 21/22	Dec-22	\$2,852,000	\$0	0%	Dec-25

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2018	17	Metropolitan Transit System	Corridor Transit Enhancements	ZEB South Bay Infrastructure Design- Blue Line Feeder Bus Service for Route 925	\$40,098,000	\$372,000	PS&E 03/26/2020	-	\$0	\$0	0%	Jun-22
						\$0	CON FY 21/22	Dec-22	\$14,245,000	\$0	0%	Dec-25
				Blue Line Trolley Corridor Improvements-		\$0	CON FY 20/21	Dec-20	\$0	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> Award of third-party construction contracts anticipated in April 2021 for Beech Street Double Crossover component and in September 2021 for Green Line Imperial Terminal Double Tracking component. Design work is in progress for American Plaza Pedestrian Enhancements and Blue Line Feeder Bus Service Stop Improvements components. 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	\$26,867,000	100%	Complete 8/30/2020
<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 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 most of the reporting period from 7/1/20 to 12/18/20 due to the ongoing pandemic, so these vehicles had limited use during that time.</p>												
2018	19	San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission	Valley Rail	Environmental Clearance and Preliminary Engineering	\$500,500,000	\$12,699,000	PA&E 10/18/2018	-	\$0	\$1,564,577	12%	Jun-21
				Final Design (Oakley Station)		\$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

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				Acquisition of Right of Way		\$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	\$15,500,000	100%	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	\$548,133	55%	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 is continuing to take place. The Final Environmental Impact Report for the Sacramento extension was approved in 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. A separate draft EIR for the Elk Grove Station is being prepared. Consultant procurement for Right of Way and Final Design are underway. The project is at 35% 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> During the last reporting period, SamTrans elected to move forward with the purchase of seven battery electric buses for the proposed express bus service between East Palo Alto and San Bruno BART. Service is planned to launch in early 2023. The procurement of the remaining 30 buses, as well as the launch of additional express services, will be dependent on ridership recovery and the status of the larger effort to electrify the entire SamTrans bus fleet as part of the CARB Innovative Clean Transit rule.</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 10/18/2018	-	\$0	\$300,000	100%	Jun-21
				Central Coast Regional Transit Facility		\$1,200,000	CON 06/24/2020	Jun-21	\$0	\$0	0%	Jun-22
				Procurement of Zero Emission Buses		\$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> SBCAG has developed a draft request for proposal for battery electric over the road coaches that was released in January 2021. The agreement between SBCAG and Santa Barbara MTD has been revised to reflect the June 2020 allocation, allowing for the expenditure of \$1.2 million for local transit facility improvements. SBCAG has entered into escrow to purchase an existing school bus operations and maintenance facility to support and charge the zero emission buses used to expand Coastal Express service.</p>												

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2018	22	Santa Barbara County Association of Governments	Goleta Train Depot	New Multi-Modal Facility Adjacent to Amtrak Train Station	\$13,009,000	\$590,000	PA&E 10/18/2018	-	\$0	\$539,092	91%	Jun-21
						\$960,000	PA&E 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	\$58,399	23%	Dec-21	
				Electric Shuttles and Supporting Infrastructure		\$400,000	CON 10/09/2019	Mar-21	\$0	\$0	0%	Mar-24
				Network Integration		\$250,000	CON 10/18/2018	10/18/2018	\$0	\$58,399	23%	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> The recipient has determined that only one shuttle can be purchased due to funding shortages. However, the recipient is looking into other resources for additional funding. If additional funding cannot be secured, the recipient will submit to Caltrans a request proposal to capture this change. The City of Goleta continues to move forward on the design of the train station and is close to 35 percent completion; the City Council reviewed design options, site layout, and access improvements in October 2020. A draft EIR was released to Caltrans and SBCAG for review, and public review release was scheduled for January 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. Application for Federal funding under the FTA Expedited Project Delivery Program (EPD) is imminent. 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>												
<p><b>Status:</b> The project is under 2% complete with the availability of a motorcoach that meets the required range and power specifications being the limitation in proceeding with bus purchases. SRTA recently signed onto another procurement with Santa Barbara County Association of Governments as the lead which is expected to be released in January 2021. SRTA will review proposed vehicles in response to the procurement and determine if any meet the range and power needs of Interstate 5 corridor route, i.e. the Salmon Runner. SRTA is also tracking Antelope Valley's procurement of MCI electric motorcoaches to determine if that vehicle can meet the Salmon Runner needs. Because 1) time is needed to review the Santa Barbara and Antelope Valley vehicles and 2) the project could transition to development of a prototype fuel-cell electric motorcoach, SRTA is seeking a time extension to enter into a third-party contract by January 2023. To reiterate prior efforts, in early 2019 SRTA competed a request for proposals for battery-electric buses that was cancelled because the 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. The electric motorcoach proposed to the state is the same vehicle proposed to SRTA in early 2019. SRTA is working closely with the Caltrans Division of Rail and Mass Transportation.</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	\$215,500	86%	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 ribbon cutting took place in mid-December, now open to the public. Fairfield Transportation Center slip-ramp is under contract for CON services. Bidding soon with CON expected to start Winter 2021 with completion in August 2021. SolanoExpress operators SoTrans and FAST wrapping up their electrification transition plans and design engineering for their maintenance yards; expecting Board action in by March 2021. Network Integration component, with a focus on SMART rail to Solano coordination, is complete with a presentation to STA Board occurring in January 2021. Procurement of a fully electric 45ft over-the-road coach is being negotiated with the plan of allocation of funding in March 2021. An above ground inductive charging pad will be installed at Curtola Park&amp;Ride lot as part of this bus procurement to begin a Pilot Project along the SolanoExpress Yellow Line.</p>												

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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	\$11,747,351	59%	Dec-21
				Network Integration		\$1,000,000	CON 08/16/2018	9/19/2018	\$0	\$170,791	17%	Dec-21

**Benefits:** 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.

**Status:** The Larkspur Extension portion of the project was opened for service in December 2019. The Network Integration – East West Study project has completed the Rail Feasibility Study. The Design/Build Windsor Extension Project is under construction. During this period, SMART secured final permits, demolished old railroad bridges, installed drainage pipe, pile foundations and pre-cast concrete pile caps, received rail and concrete ties, welded rail into 1200 foot strands, and began street crossing work. Project has stopped work due to the Regional Measure 3 Bridge Tolls remaining in litigation, with the State Supreme Court accepting a legal appeal in mid-October 2020, and no alternative funding source identified as yet. The bridge tolls are 54% of the current project funding plan.

2018	27	Southern California Regional Rail Authority	Southern California Optimized Rail Expansion (SCORE)	Service Improvements WAVE 1 and 2	\$875,708,000	\$6,500,000	PA&E 08/16/2018	-	\$0	\$818,813	13%	Jun-23
				LA Fullerton Track Improvements for WAVE 1A		\$29,825,000	PS&E 12/06/2018	-	\$33,361,000	\$6,345,419	21%	Oct-24
				WAVE 1B		\$5,200,000	CON 12/06/2018	Apr-21	\$126,843,000	\$4,766,675	92%	Oct-24
				Fleet and Facilities Phase 1		\$500,000	CON 12/05/2019	Feb-21	\$95,183,000	\$0	0%	Feb-24
				Fleet and Facilities Phase 2		\$23,160,000	CON 12/06/2018	5/10/2019	\$21,078,000	\$2,788,613	12%	Oct-24
				Siding, Station Improvements, Signals and Capacity Improvements WAVE 2		\$0	CON FY 20/21	Jun-22	\$47,600,000	\$0	0%	Dec-26
				OC Maintenance Facility		\$0	CON FY 20/21	Jun-22	\$134,058,000	\$0	0%	Dec-26
				Link US		\$4,829,000	PA&E 10/09/2019	-	\$0	\$0	0%	Jun-22
						\$23,021,000	PA&E 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					

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				Railyard Rehab & Modernization		\$19,766,000	CON 3/25/2020	Jun-21	\$0	\$0	0%	Dec-27
				Link US Multi-Year Funding		\$0	CON FY 22/23	Dec-23	\$90,385,000	\$0	0%	Dec-27
				Network Integration		\$10,000,000	CON 10/18/2018	9/30/2020	\$0	\$5,222,167	52%	Jun-23
<p><b>Benefits:</b> 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.</p>												
<p><b>Status:</b> Work progresses on the SCORE Wave 1 component, including completion of environmental field surveys and technical studies. Environmental clearance was completed for 3 of the Metrolink-Led projects. Environmental Regulatory Permitting commenced on projects where applicable and procurement of Final Design (30 percent to 100 percent design level) was completed on 7 of 9 Metrolink-Led projects. A draft technical memorandum of the cost, benefit and operating analysis for Milestone 1B was developed. Refurbishment work progresses on the Bombardier cars at the Talgo's facility in Milwaukee. The Link US component, design review comments of Phase A Preliminary Design (0 percent to 35 percent design level) have been addressed and right of way acquisitions of parcels is underway with 15 percent overall completion under this component. Execution of a task order for technical studies and environmental clearance on BSNF San Bernardino Subdivision between Fullerton and San Bernardino, including board approval of a Work Order with BNSF for Final Design of the BNSF 3rd track Atwood-Esperanza.</p>												
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	\$303,299	61%	Apr-22
<p><b>Benefits:</b> 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.</p>												
<p><b>Status:</b> Network Integration work continues with completion expected in 2021. Construction allocation for Rail Service to Salinas component is anticipated for FY 2022-23 with construction completion expected in 2024. TIRCP funding related to the PTC component is anticipated for allocation in FY 2022-23; coordination with UPRR is ongoing. The overall project remains within the original budget.</p>												
<b>TOTAL – TIRCP Cycle #3</b>					\$4,325,000,000	\$1,074,964,000	---		\$3,250,036,000	\$185,369,639	17%	2033
<b>TIRCP Cycle #4</b>												
2020	1	Antelope Valley Transit Authority	Reaching the Most Transit-Vulnerable: AVTA's Zero Emission "Microtransit" & Bus Expansion Proposal	Network Integration	\$6,503,000	\$250,000	CON 08/13/20	Aug-21	\$0	\$0	0%	Aug-24
				Purchase of 11 Zero-Emission Vehicles and Supporting Infrastructure		\$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> The recipient is in the process of developing work specifications for Request for Proposal for the procurement of buses, including on-going efforts towards implementation of network integration.</p>												



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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
<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.												
<b>Status:</b> Projected initial allocation of programmed funds expected in summer of fall of 2021.												
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
<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.												
<b>Status:</b> The Program Supplement to fund the studies was approved by the CTC in August 2020; CCJPA has executed the final program supplement for the studies and is working with SACOG and the City of Sacramento to complete the studies but first, both the City and SACOG have yet to execute the funding agreements with CCJPA. The City agreement should be completed in January 2021 and the SACOG agreement in February 2021.												
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
<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.												
<b>Status:</b> The recipient has procured new environmental, technical, legal and financial consultants, completed the release of the Draft Environmental Impact Report and executed a Memorandum of Understanding with LA Metro regarding a potential Joint Powers Authority to prepare revised cost estimates for the capital, operations and maintenance of the infrastructure, and automated people mover operating system.												
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
						\$0	CON FY 21/22	Dec-22	\$8,234,000	\$0	0%	Jun-25
						\$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> Initial allocation of programmed funds completed at the December 2020 CTC meeting. PA&ED RFP currently under development..												

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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
<p><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.</p>												
<p><b>Status:</b> Projected allocation of programmed funds for procurement of zero-emission battery- electric buses and construction of charging infrastructure expected Summer 2021.</p>												
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
				Canyon Siding Extension/Brighton-McGinley Double Track		\$0	CON FY 25/26	Dec-26	\$34,100,000	\$0	0%	Jun-27
						\$0	RW FY 22/23	-	\$1,200,000	\$0	0%	Dec-26
						\$0	CON FY 25/26	Dec-26	\$61,250,000	\$0	0%	Jun-27
						Zero-Emission Multiple Units (Pilot)	\$0	CON FY 22/23	Dec-23	\$10,000,000	\$0	0%
<p><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.</p>												
<p><b>Status:</b> Project scoping was completed in November 2020. Preliminary Engineering drawings and a draft environmental impact report are being prepared and anticipated to be released in Mid-2021.</p>												
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
						\$0	PA&E FY 20/21	-	\$1,940,000	\$0	0%	Jun-25
						\$0	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
						\$0	CON FY 23/24	Dec-24	\$8,989,000	\$0	0%	Dec-26
<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 late FY 20/21 for the PAED phase of the San Diego County Maintenance and Layover Facility. Additional locations are being considered in coordination with local partners.</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. Recipient is waiting for the final award of funding associated with the project in May of 2021. Recipient is also investigating issuing a 2nd Notice to proceed to Siemens in late 2021 early 2022.</p>												

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2020	10	San Bernardino County Transportation Authority	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> Project is currently in Final design. The 60 percent design is complete and 90 percent submittal is scheduled for end of February 2021. Right of way acquisition activities have initiated and offer letters are scheduled to be completed by Summer 2021. 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%	Jun-23
						\$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. Design is currently 30 percent complete. After reassessing the project's timeline and delivery of the multiple components, the recipient has determined that it will self-fund equipment-only purchases and divert programmed funds to construction phase of the El Cajon Third Track component.</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>												
2020	13	Santa Monica Big Blue Bus	For People, Place and Planet: Connecting Inglewood to Regional	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
						\$0	CON FY 21/22	Dec-22	\$2,250,000	\$0	0%	Mar-25
				Access Improvements at Vacaville Transit Center		\$0	CON FY 21/22	Dec-22	\$2,050,000	\$0	0%	Jan-25
						\$0	PS&E FY 20/21	-	\$1,000,000	\$0	0%	Jun-25

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				Shared Inductive Charging Infrastructure		\$0	CON FY 21/22	Dec-22	\$1,700,000	\$0	0%	Jan-25
				Access Improvements at Fairfield-Vacaville Stations		\$0	CON FY 21/22	Dec-22	\$2,000,000	\$0	0%	Jan-25
				Network Integration		\$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> Inductive Charging PS&amp;E, Countywide Electrification Plan, and BRT Transition Plan and Projects were allocated in October 2020 by the CTC. STA is in the process of negotiating with a consultant to begin contract for scope of work. STA is planning on requesting allocation for PS&amp;E for improvements at Fairfield Transit Center for new Solano Express stop and pedestrian connection at a future 2021 CTC meeting.</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> Funding approved by Torrance Transit's Governing Body in October 2020. Order for seven (7) zero-emission, all electric buses has been placed with contract award anticipated for February 2021 and vehicle delivery in June 2021.</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 has received an allocation of all awarded funding at the October 2020 CTC meeting. The agency is working with Caltrans to finalize contracting. The agency expects to enter into contract for procurement by April 1, 2021. The agency expects to complete the procurement and implement the new services by 10/01/2022.</p>												
2020	17	San Francisco Bay Area Water Emergency	Expansion of WETA Ferry Services	Acquisition of a new all-electric vessels and supporting infrastructure	\$9,060,000	\$0	CON FY-2021 FY 21/22	Jun-21 Dec-22	\$9,060,000	\$0	0%	Jun-25 Dec-26
<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>												
<p><b>Status:</b> Projected initial allocation was re-programmed from FY 20/21 to FY 21/22 due to COVID-19 related delays.</p>												
<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>