

## **MEMORANDUM**

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

**CTC Meeting:** October 12-13, 2022

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

**Reference Number:** 3.13, 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 73 awarded projects from all four funding cycles.

### **BACKGROUND:**

The TIRCP was created by Senate Bill (SB) 862 and modified under SB 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, SB 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 73 projects over four award cycles (2015, 2016, 2018 and 2020). In the 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 toward implementation of projects. The purpose of this reporting requirement is to ensure that projects achieve the goals and benefits of the program, and that projects are executed in a timely fashion and are within the scope and budget identified at the time of selection.

Attachment

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*



# Semi-Annual Report Transit and Intercity Rail Capital Program

Prepared on behalf of CalSTA by Caltrans Division of Rail and Mass Transportation  
October 2022

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

## Background

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

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

The primary goals of the TIRCP are:

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

## Awards to Date

Through June 30, 2022, there have been four award cycles. CalSTA awarded over \$5.4 billion in TIRCP funds to 73 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.

In addition to the 73 awarded projects, TIRCP, through Senate Bill 132, funds the ACE Merced Extension project. To date, TIRCP funds support 74 projects.

## 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 one of the 73 projects included on tables 1 or 2, 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 14 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 were selected from 47 applications received. Additionally, \$1.675 billion was made available to seven 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

To date, over \$5.4 billion in TIRCP funds have been awarded to 73 projects across four award cycles (2015, 2016, 2018 and 2020). The table in table 1 represents the current funding status of the program as well as the funding status from the last Semi-Annual Report (December 2021).

Table 1 shows 97 percent of allocated dollars in Cycle 1 are expended, and 12 of 14 projects are completed. In Cycle 2, 84 percent of awarded funds are allocated with one project completed. Cycle 3 allocated more than \$1.6 billion since 2018 and completed one project. Cycle 4 allocated \$82 million since awards were announced in April 2020.

Table 2 provides the award recipient, project title, project description/component, third-party contract award date, allocation amount, allocation date, allocation phase, expended amount, and percent of allocations expended. table 2 also includes the status of each project as of June 30, 2022.

## 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.

**Table 1. TIRCP Current Funding Status as of June 30, 2022**

	Cycle 1 Last Report	Cycle 1 Current Report	Cycle 2 Last Report	Cycle 2 Current Report	Cycle 3 Last Report	Cycle 3 Current Report	Cycle 4 Last Report	Cycle 4 Current Report	Current Program Totals
<b>Number of Awarded Projects</b>	14	14	14	14	28	28	17	17	73
<b>Award Amount* In \$000s</b>	\$224,278	\$224,278	\$390,893	\$390,838	\$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	\$318,741	\$327,200	\$1,645,079	\$1,685,502	\$74,378	\$82,360	<b>\$2,359,566</b>
<b>Percent Allocated</b>	100%	100%	82%	<b>84%</b>	38%	<b>39%</b>	15%	<b>16%</b>	<b>43%</b>
<b>Expended Amount** in \$000s</b>	\$216,912	<b>\$216,272</b>	\$168,869	<b>\$224,932</b>	\$268,430	<b>\$413,246</b>	\$12,140	<b>\$22,752</b>	<b>\$877,202</b>
<b>Expended Percent (Related to Awarded)</b>	97%	97%	43%	<b>58%</b>	6%	<b>10%</b>	2%	<b>5%</b>	<b>16%</b>
<b>Expended Percent (Related to Allocated)</b>	97%	97%	53%	<b>69%</b>	16%	<b>25%</b>	16%	<b>28%</b>	<b>37%</b>
<b>Completed Projects***</b>	9	<b>12</b>	1	1	1	1	0	0	<b>14</b>

Bolded numbers mean changed since last report.

\*Cycles 1 is GGRF funds only. Cycle 2 has SB 123 and GGRF funding. Cycles 3 and 4 are funded with GGRF and PTA-SB1 funds.

\*\* Corrected Cycle 1 expenditure input error on previous report.

\*\*\* All projects included are considered complete from an administrative standpoint when all funds are fully expended. However, there may be outstanding reporting items or deliverables pending.

Table 2. TIRCP Semi-Annual Report Status of Active Projects

Award Year	Project No.	Award Recipient	Implementing Agency	Project Title	Percent of Award Fully Allocated	Project Description/ Component	PPNO	Allocation Amount	Allocation Phase	Allocation Date	CON Contract Award Date	Expended Amount	Percent of Allocation Expended	Allocated Before July 2020	Phase Completion Date	Phase Closed-Out	
<b>TIRCP Cycle #1</b>																	
2015	1	Antelope Valley Transit Authority	Antelope Valley Transit Authority	Regional Transit Interconnectivity and Environmental Sustainability	100%	Purchase 13 60-foot Articulated BRT Buses and 16 45-foot Electric Commuter Buses	CP005	\$24,403,000	CON	10/22/2015	3/14/2016	\$23,390,944	96%	X	3/30/2022		Expended amount increased from 89% to 96%. All 13 60-ft articulated buses are operational and in revenue service. Increased the headways to the required 15 minute headways. Received commuter coaches and placed into revenue service in March 2022. Final invoice expected before September 2022.
2015	13	Southern California Regional Rail Authority	Southern California Regional Rail Authority	Purchase of Nine Fuel-Efficient Tier 4 EMD F-125 Locomotives for Metrolink Commuter Rail Service	100%	Purchase of Nine Tier 4 locomotives to Support Expanded Service	CP002	\$41,181,000	CON	8/27/2015	10/15/2015	\$38,854,174	94%	X	Sep-22		Corrected expenditure. Error on previous report due to human error. Seven locomotives funded by TIRCP are final accepted. Two locomotives have been conditionally accepted. Phase will be closed out once local agency agrees to final acceptance of vehicles following warranty period and will be reflected in future reports. The balance of TIRCP funds for this project are intended to pay for the final acceptance milestone. On track to complete in September 2022.
<b>TOTAL – TIRCP Cycle #1</b>								<b>\$65,584,000</b>		--		<b>\$62,245,118</b>	<b>95%</b>				
<b>TIRCP Cycle #2</b>																	
2016	2	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	Increased Rail Service to Roseville, Service Optimization, Standby Power	38%	Install 2 Standby Power Cabinets	CP023	\$200,000	CON	3/16/2017	-	\$0	0%	X	Jun-24		3rd Party Contract was never awarded because bids came in much higher than expected. CCJPA decided it was way over a decent cost/benefit ratio and wasn't worth doing the component. Received Time Extension originally with CalSTA waiver, which lapsed in Jan 2021. This component is expected to be deallocated at a future meeting. CCJPA in discussions with CalSTA regarding alternative use of funds.
				Increased Rail Service to Roseville, Service Optimization, Standby Power		Sacramento to Roseville Third 3rd Mainline Track	CP023	\$2,886,000	PS&E	6/29/2017	-	\$339,353	12%	X	Feb-24		Expenditures increased from 4% to 12%.
								\$40,000	R/W	12/29/2017	-	\$31,119	78%	X	Feb-24		Expenditures increased from 0% to 78% Right-of-Way acquisition phase has begun with needed RW being identified and surveys completed.
2016	3	Foothill Transit	Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	100%	Purchase 20 Zero-Emission Electric Buses to Extend Route 486 to Pomona Metrolink Station and Increase Frequencies	CP076	\$5,000,000	CON	6/24/2021	8/9/2021	\$0	0%		-		A chip shortage delayed bus delivery. The first article bus delivered, inspected and accepted in June 2022. The remaining buses are expected to be delayed to mid-October 2022 through April 2023. Agency will invoice after all buses are delivered, inspected and accepted.
2016	4	City of Fresno	City of Fresno	Fresno Metropolitan Rapid Transit and Rail	100%	Modernized Fare Payment Systems	CP016	\$4,083,000	CON	12/7/2016	1/13/2017	\$4,083,000	100%	X	6/30/2022	X	Expended amount increased from 70% to 100% Complete. Will be removed from future report.
						Bus Stop Improvements		\$3,917,000	CON	6/24/2020	2/15/2022	\$0	0%	X	Feb-25		Third party contract awarded in February 2022. Phase completion date updated in accordance with CTC Timely Use of Funds policy. A time extension by CTC was approved at the June 2021 meeting to extend the deadline to award a 3rd party contract until 6/30/2022.
2016	5	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96th Street Station/Metro Green Line Extension to LAX	100%	Construct New Station to Connect LAX People Mover to Metro Green Line, Crenshaw Line and Buses	CP058	\$40,000,000	CON	6/24/2020	9/22/2021	\$21,400,533	54%	X	Sep-24		Expended amount increased from 0% to 54%. In May 2021, CTC approved 12 month Waiver 21-38 extending the contract award date to June 30, 2022. Relocation/cutover of the fiber optics and reconfiguration of the OCS were completed in April 2022. Relocation and cutover of the communications copper cable were completed in May 2022. The installation of the CLAX north turnback was completed in June 2022. Completion date updated to reflect 36 months from 3rd party contract award date.
2016	6	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Metro Red and Purple Line Capacity Improvements	100%	Construction	CP020	\$64,437,000	CON	12/4/2019	3/26/2020	\$18,056,348	28%	X	Jul-24		Expended amount increased from 0% to 28%. Program supplement amendment executed 11/2/2021. Construction continues on the Western and Northern Portal side of the project, progressing with Northern Yard Storage Tracks area grading, cover and subballast, temporary track install and removals, manhole installations and work on the 1st St. Bridge continues.

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2016	7	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	San Diego Association of Governments	All Aboard: Transforming Southern California Rail Travel	90%	Elvira to Morena Double Track	CP021	\$61,383,000	CON	3/16/2017	1/14/2019	\$61,383,000	100%	X	Oct-22		Per Time Extension Waiver December 2017 TIRCP-1718-01, construction will continue until October 2022 with other non-TIRCP sources of funding.							
						Carlsbad Poinsettia Station	CP024	\$4,617,000	CON	6/29/2017	2/3/2018	\$4,617,000	100%	X	1/16/2022	X	Complete. Will be removed from future reports.							
			Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)			LOSSAN North Robust Timetable	CP043	\$500,000	CON	10/18/2018	1/14/2019	\$500,000	100%	X	12/31/2021	X	Expenditures increased from 84% to 100%. Complete. Will be removed from future reports.							
						LOSSAN Wide Network Integration and Strategic Investment Planning		\$500,000	CON	10/18/2018	1/14/2019	\$500,000	100%	X	12/31/2021	X	Expenditures increased from 84% to 100%. Complete. Will be removed from future reports.							
						Island Centralized Traffic Control		\$5,860,000	CON	1/28/2021	5/28/2021	\$0	0%	-			Project has begun and has made significant progress. Work will continue on through 2022. Several invoices from the contractor have been received and accrued. Agency is currently reviewing. Request for reimbursement should be sent to DRMT in the coming quarters.							
						Upgrade of Non-Powered Switches		\$1,000,000	CON	1/28/2021	5/28/2021	\$0	0%	-			Project has begun and has made significant progress. Work will continue on through 2022. Several invoices from the contractor have been received and accrued. Agency is currently reviewing. Request for reimbursement should be sent to DRMT in the coming quarters.							
2016	8	Orange County Transportation Authority	Orange County Transportation Authority	OC Streetcar Zero-emission Service Santa Ana to Garden Grove	100%	Construct OC Streetcar Project Connecting Santa Ana and Garden Grove with Zero-Emission Service	CP017	\$25,586,000	CON	5/17/2018	11/19/2018	\$25,586,000	100%	X	Jan-24		Expenditures increased from 50% to 100%. Embedded track installed. Construction and installation of the Maintenance Storage Facility - steel erection, concrete slabs, roof, tracks, inspection pits, turntables, and vehicle wash station. Time extension Waiver 22-25 was approved in March 2022 to extend the completion date to 1/31/2024. Work continues with other funding sources. Final TIRCP invoice received.							
2016	9	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification	100%	Electrify Caltrain Corridor and Procurement of Electric Multiple Unit Vehicles	CP022	\$20,000,000	CON	6/29/2017	8/15/2016	\$17,731,648	89%	X	Aug-22		Expenditures increased from 79% to 89%. Testing of the first train set was completed with over 4,000 miles of simulated service performed. Two trainsets were delivered to Caltrain in March 2022. Caltrain commenced EMU Static Testing on the two trains. Agency will request a 20 month time extension for period of project completion in August 2022.							
2016	13	San Joaquin Regional Rail Commission	San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program	49%	Platforms	CP025	\$500,000	PS&E	6/27/2018	-	\$457,658	92%	X	1/31/2022		Expenditures increased from 86% to 92%. 100% design plans dated 10/26/2021. CTC approved Waiver 21-11 for project expenditure development to 7/31/22							
								\$8,459,000	CON	5/19/2022	-	\$0	0%											
<b>TOTAL – TIRCP Cycle #2</b>												\$248,968,000						-	\$154,685,659	62%				



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TIRCP Cycle #3																	
2018	1	Alameda Contra Costa Transit District	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	100%	Zero-Emission Buses for Service Expansion	2320B	\$6,500,000	CON	10/22/2020	3/18/2021	\$2,925,000	45%		-		Expenditures increased from 0% to 45%. 27 of the 40 zero-emission buses have been delivered and are currently undergoing testing and inspection.
						Facility and Bus Charging Infrastructure		\$1,000,000	PS&E	10/22/2020	-	\$189,354	19%		12/31/2021	PS&E for the construction of the charging facilities was completed in December 2021. Work completed early. The Last Expenditure Date is June 30, 2023. Invoice submittal is delayed due to agency staff shortages. Agency expects to submit an invoice in early 2023.	
								\$6,000,000	CON	1/27/2022	-	\$0	0%		-	Allocation package was approved by CTC in January 2022. The construction phase is undergoing the bid process for civil construction.	
2018	2	Anaheim Transportation Network (ATN)	Anaheim Transportation Network (ATN)	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	100%	Procurement of Zero-Emission Electric Buses	CP027	\$23,048,000	CON	12/6/2018	7/23/2019	\$22,857,000	99%	X	Jun-23		Expenditures increased from 59% to 99% TIRCP-2122-32S on 5/19/2022 allocated the savings of \$191,000 from the Procurement of 10 Multi Transit Vehicles component as a supplemental allocation to this component.
						Construction of New Operations and Maintenance Facility with Solar Canopy to Charge Zero-Emission Vehicles		\$4,958,000	CON	10/9/2019	4/3/2020	\$1,726,122	35%	X	Apr-23	No Change in expenditures during this reporting cycle. Component is proceeding on schedule.	
2018	3	Antelope Valley Transit Authority and Long Beach Transit	Long Beach Transit	From the Desert to the Sea: AVTA and LBT Transit Zero Emission Bus Initiative	100%	Purchase of 5 Zero-Emission Battery Electric Buses	CP028	\$3,951,000		10/18/2018	12/20/2019	\$3,224,087	82%	X	3/31/2022		Expenditures increased from 0% to 82%. The five Battery Electric Buses were delivered, underwent testing, and entered into revenue service in March 2022. Agency expects to submit final invoice by August 2022.
			7 Zero-Emission Electric Buses and Upgrades to Supporting Infrastructure			\$7,755,000		CON	10/18/2018	7/2/2019	\$6,656,314	86%	X	3/31/2022	Expenditures increased from 55% to 86%. The seven Battery Electric Buses were delivered, tested, and entered into revenue service in March 2022. Agency expects to submit final invoice by August 2022.		
		Facility Improvements	\$1,200,000			CON		5/14/2020	7/13/2020	\$0	0%	X	Jul-23	No Change in expenditures. There was a pause in Constructions due to Covid and utility issues that AVC had to be resolved before moving forward with ensuring a schedule for the construction. Issues addressed. Construction expected to begin June 2022 once the project schedule is finalized. Agency expects to submit an invoice in Q1 FY 2022/2023.			
		Network Integration	\$250,000			CON		10/18/2018	1/7/2019	\$71,540	29%	X	Sep-23	No Change in expenditures. Waiver-22-09 1/27/22 Time Extension to extend LED for period of project completion to 9/30/2023.			
2018	4	Bay Area Rapid Transit District	Bay Area Rapid Transit District	Transbay Corridor Core Capacity Program	100%	Communication-Based Train Control System	CP055Y	\$318,600,000	CON	12/5/2019	9/16/2020	\$16,216,546	5%	X	Jan-30		Expenditures increased from 4% to 5%. Multi-year funded project with reimbursement plan through 2028-2029. Gate 1 completed. Gate 2 is in progress. It is anticipated to be complete in Q1 FY 2023. Initial vehicle information was received. The survey is ongoing and will continue through Q1 of FY 2023. Final design review started at the completion of gate 1.
2018	5	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	The Northern California Corridor Enhancement Program	32%	South Bay Connect Project	CP036	\$25,300,000	PA&ED	12/6/2018	-	\$8,805,135	35%	X	Nov-24		Expenditures increased from 28% to 35%. TIRCP-2122-29 on 5/19/22 for supplemental allocation of \$4,600,000. Waiver-22-11 on 1/27/22 to extend LED to November 30, 2024. UPRR is delaying the modeling and begin Fall 2022. Consultant will finish technical reports developed for review by CCJPA in late 2022. EIR completion date is expected by November 2024.
						Integrated Travel Program for Statewide Service and Ticket Integration (Ph 3b & 4)		\$21,340,000	CON	5/14/2020	5/14/2020	\$11,899,814	56%	X	Dec-25	Expenditures increased from \$34% to 56%. Continued Minimum Viable Project (MVP) rollouts, rollouts in passenger rail, and additional ongoing development in payments, trip planning data, and eligibility (working with DMV on eligibility).	
						Network Integration		\$2,000,000	CON	12/6/2018	3/27/2019	\$596,430	30%	X	Dec-23	Expenditures increased from 26% to 30%. Viable options for Carquinez Crossing will be presented to CCJPA board Nov. 2022 before moving into 2nd phase to choose an option.	

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2018	6	City of Fresno	City of Fresno	Southwest Fresno Community Connector	100%	Supporting Infrastructure for Buses	CP079	\$243,000	PS&E	6/24/2020	-	\$63,708	26%	X	Jun-23		Expenditures increased from 0% to 26%. Project is approximately 25% complete. Contract suspended due to supply chain issues in receiving the medium voltage transformers. Equipment is expected to be onsite in July 2022.
						Purchase 6 Long-Range Electric Buses		\$7,555,000	CON	6/24/2020	12/16/2020	\$0	0%	X	Jun-24		Agency will submit one invoice after buses are delivered, tested, and accepted. Anticipated delivery for buses beginning August 2022. Final testing, audit, and acceptance phase will begin as buses are delivered.
2018	7	City of Los Angeles DOT	City of Los Angeles DOT	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	100%	Zero-Emission Electric Buses, Supporting Infrastructure, and Facility Upgrades	CP029	\$35,854,000	CON	8/16/2018	10/25/2019	\$0	0%	X	Oct-22		Agency will request a 20 month time extension at October CTC meeting. The BYD bus manufacturing plant re-opened at a limited capacity and bus production began once again. LADOT worked with BYD on a revised production and delivery schedule of the buses. Agency will invoice once buses are delivered, inspected, and accepted.
						Network Integration			\$250,000	CON	8/16/2018	8/16/2018	\$0	0%	X	Oct-22	
2018	8	City of Santa Monica	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica's Big Blue Bus	100%	Procurement of 10 Zero-Emission Electric Buses	CP054	\$3,050,000	CON	6/27/2019	2/3/2020	\$0	0%	X	Feb-23		All buses were delivered and tested. Buses have been fully in service since May 2022. Agency expects to submit final invoice by October 2022.
2018	9	Livermore Amador Valley Transit Authority	Livermore Amador Valley Transit Authority	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	100%	Construction of a Multi-Level Parking Structure	CP051	\$20,000,000	CON	10/9/2019	3/22/2022	\$444,718	2%	X	Mar-25		Expenditures increased from 0% to 2%. Third party contract awarded March 2022. Phase completion date updated to March 2025 to reflect 36 months after 3rd party contract award date.
2018	10	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Los Angeles Region Transit System Integration and Modernization Program of Projects	24%	Gold Line Foothill Light Rail Extension - Azusa to Pomona to Montclair	CP030Y	\$249,200,000	CON	6/25/2020	8/14/2019	\$0	0%	X	Jan-25		Invoice submittal pending executed Program Supplement Amendment (PSA). Local agency reviewed PSA, Caltrans revised based on feedback, now in DRMT review. Anticipate executed supplement in Q2 FY 22/23. Continued utility relocation and construction of grade crossing. Freight track relocation, station construction continues. The current overall project completion rate is approximately 50%. The project is on schedule and anticipated to be completed on time. LONP TIRCP-1819-01.
						Vermont Transit Corridor	CP030	\$5,000,000	PA&ED	5/13/2021	-	\$0	0%				Invoice submittal pending executed Program Supplement Amendment (PSA). Local agency reviewed PSA, Caltrans revised based on feedback, now in review. Anticipate executed supplement in Q1 FY 22/23. Continued ongoing key stakeholder briefings. Completed community engagement activities.
						Network Integration			\$7,000,000	CON	12/6/2018	2/27/2020	\$0	0%	X	Nov-23	

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2018	11	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	North County Transit District	All Aboard 2018: Transforming Southern California Rail Travel	79%	North San Diego County Fencing	CP031	\$1,241,000	CON	1/30/2020	01/21/21	\$12,562	1%	X	Nov-23		No change in expenditures during this reporting cycle. Fence construction is ongoing and will continue in the next quarter.
						Signal optimization: BNSF Junction Control Point	CP031	\$5,000,000	CON	8/19/2021	09/02/21	\$0	0%		-		PS&E was completed 7/30/2021. The final plans and specifications were submitted in January 2022. BNSF is in the process of procuring materials and equipment for construction. Supply chain issues have delayed mobilization to October 2022. No invoices were submitted.
						OTC Pedestrian Crossing	CP031D	\$1,632,000	CON	6/30/2022		\$0	0%		-		NCTD finalized the design specifications with the design contractor in January 2022. The Allocation Request package was approved by the CTC on June 2022.
						Signal Train Control Replacement - Legacy Phase 1	CP031	\$1,100,000	CON	6/24/2021	8/12/2021	\$271,341	25%		-		Expenditures increased from 0% to 25%. Submitted a finalized schedule to NCTD and obtained Right-of-Entry permit approval, completed front casing work, and completed non-invasive work. NCTD issued Field Work Directive (FWD) one (1) and two (2) to procure and install an electric switch lock.
						Signal Control Replacement - Carlsbad Crossings	CP031	\$1,496,000	CON	10/14/2021	4/8/2022	\$0	0%		-		PS&E was completed 7/30/2021. Solicitation package received NCTD Board approval in February 2022. Third party contract executed in April 2022 and had a kick-off meeting in June 2022. Solicitations for network switches and Design Services During Construction (DSDC) were posted in June 2022.
						Signal Control Replacement - San Diego Crossings	CP031A	\$1,868,000	CON	5/19/2022		\$0	0%		-		Solicitation package received NCTD Board approval in February 2022. Allocation Request package was approved by the CTC on May 2022.
						Signal Control Replacement - Encinitas & Del Mar	CP031B	\$454,000	CON	5/19/2022		\$0	0%		-		Solicitation package received NCTD Board approval in February 2022. The Allocation Request package was approved by the CTC on May 2022.
						Signal Control Replacement - Legacy Phase 2	CP031C	\$4,350,000	CON	6/30/2022		\$0	0%		-		Solicitation package received NCTD Board approval in February 2022. The Allocation Request package was approved by the CTC on June 2022.
			Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	On-Time Performance Incentive Program for Service Improvements		CP031	\$22,962,000	CON	12/6/2018	2/1/2019	\$8,313,399	36%	X	Jun-23		Expenditures increased from 30% to 36%.	

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2018	12	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	41%	Island Centralized Traffic Control	CP042	\$16,262,000	CON	1/28/2021	1/29/2021	\$8,934,574	55%		-		Expenditures increased from 0% to 55%. TIRCP-2122-14S on 1/27/2022 Supplemental Allocation from savings deallocated from PS&E phase under Amendment TIRCP-2122-12 on 1/27/2022.
						Upgrade of Non-Powered Switches	CP042	\$4,945,000	CON	1/28/2021	4/21/2021	\$1,082,608	22%		-	Expenditures increased from 0% to 22%. TIRCP-2122-15S on 1/27/2022 Supplemental Allocation from savings deallocated from PS&E phase under Amendment TIRCP-2122-13 on 1/27/2022.	
						Pre 1949 Rail Replacement	CP042	\$15,100,000	CON	5/14/2020	5/15/2020	\$13,673,222	91%	X	May-23	Expenditures increased from 0% to 91%	
						Narlon Bridge Replacement	CP042	\$6,474,000	CON	5/14/2020	5/15/2020	\$0	0%	X	May-23	Agency used bond money under prop 1B first. Expects to submit first invoice by September 2022. Most of the project is complete. The remaining portion of the project is monitoring and closing out. The bridge has been completed and placed into service. On track to complete by May 2023. Agency is working to pay the remaining invoices for the project. The measurable benefit is close to 100%.	
						Rail Tie Replacement	CP042	\$8,900,000	CON	5/14/2020	5/15/2020	\$5,989,877	67%	X	May-23	Expenditures increased from 0% to 67%	
						Goleta Layover Facility Improvements	CP042	\$180,000	PS&E	5/16/2019	-	\$180,000	100%	X	6/30/2022	X	Expenditures increased from 0% to 100%. Final invoice received. Complete. Will be removed from future reports.
						Corridor Hardening Improvements (Safety)	CP042	\$3,055,000	CON	12/3/2020	1/13/2021	\$100	0%		-	Expenditures increased from \$0 to \$100.	
						Safety Improvement Program	CP042	\$487,000	CON	12/3/2020	12/4/2020	\$100	0%		-	Expenditures increased from \$0 to \$100.	
						On-Time Performance Incentive Program for Service Improvements	CP042Y	\$4,284,000	CON	12/6/2018	12/2022	\$0	0%	X	Dec-26	CTC approved Post Fact 18 month contract award extension on 12/09/2021. Waiver 21-130. Agency expects to award 3rd party contract by December 2022. Phase completion date overrides the date on the October 2020 Semi-Annual Report, per the request of Commission staff.	

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2018	13	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Expansion	85%	Corridor Wide Broadband Communications Network	CP039	\$2,000,000	PS&E	10/18/2018	-	\$19,915	1%	X	-		Expenditure adjustment corrected from \$417,311 to \$19,915. TIRCP-2122-03 on 1-142-21 designated component as Design-Build concurrently extended period of project completion 12 months beyond the 36 month deadline to October 2025.
								\$12,000,000	CON	10/14/2021	-	\$0	0%				TIRCP-2122-03 on 1-142-21 designated component as Design-Build concurrently extended period of project completion 12 months beyond the 36 month deadline to October 2025. Waiver 22-21 in March 2022, Time extension to award 3rd party contract until December 2022.
						Bike Parking Enhancements	CP039	\$2,975,000	PS&E	8/13/2020	1/29/2021	\$40,524	1%	-		No invoices submitted during reporting period. 32 e-lockers, including 200 new and 32 updated e-lockers, are available at 19 stations with funds from TIRCP. Caltrain worked with the vendor to test and launch the app, it shows availability and allows customers to rent e-lockers in a new way. An RFP to operate a bike parking room at 4th and King Station is also being prepared.	
						Procurement of 37 Electric Multiple Units (Multi-Year Funding)	CP039Y	\$117,182,000	CON	10/14/2018	12/14/2018	\$61,455,056	52%	X	Dec-24	Expenditures increased from 50% to 52%. Testing of the first train set at the Transportation Technology Center in Pueblo Colorado was completed with over 4,000 miles of simulated service performed.	
						Network Integration	CP039	\$3,000,000	CON	8/15/2018	10/10/2018	\$2,888,315	96%	X	10/30/2021	X	Expenditure reduced from 98% to 96% due to expenditure adjustment of \$38,636.12. Work on the Caltrain Business Plan has wound down and the network integration planning associated with the business plan is complete. Complete. Savings will be deallocated at a future meeting. Will be removed from future reports.
2018	14	Sacramento Regional Transit District	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	100%	Purchase 20 Replacement and Expansion Low Floor LRVs	CP053	\$64,100,000	CON	12/5/2019	3/31/2020	\$31,158,811	49%	X	Feb-26		Expenditures increased from 42% to 49%. TIRCP-2122-04 on 10/14/2021 to Amend Resolution TIRCP-1920-12 to increase the original allocation of \$30,932,000 by \$33,168,000 to \$64,100,000. The first nine car shells have been completed.
						Network Integration	CP053N	\$250,000	CON	6/27/2019	6/27/2019	\$247,463	99%	X	11/19/2021	X	Expenditures increased from 95% to 99%. Final invoice received 3/9/2022. Complete. Savings will be deallocated at a future meeting.
2018	15	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority	DMU to ZEMU - Diesel Multiple Unit Vehicles to Zero-Emission Multiple Unit Procurement	100%	Supporting Infrastructure for Zero-Emission Vehicles	CP034	\$500,000	PA&ED	8/16/2018	-	\$414,027	83%	X	Oct-22		Expenditures increased from 80% to 83%
								\$3,000,000	PS&E	8/16/2018	-	\$2,113,710	70%	X	Aug-25		Expenditures increased from 58% to 70%. Vehicle final design review workshop held in January 2022. Allocation amendment approved May 2021, designated this project as a design-build and extended the date of completion for design phase by 50 months.
								\$24,700,000	CON	8/16/2018	11/13/2019	\$13,203,811	53%	X	Aug-25		Expenditures increased from 41% to 53%. First Article Inspection and Component Testing continues. Allocation amendment approved May 2021, designated this project as a design-build and extended the date of completion for design phase by 50 months. Completion date revised for consistency with the allocation amendment approved on May 2021.
								\$1,800,000	CON	10/14/2021	-	\$0	0%		-		Waiver 22-56 on 5/19/22 to extend Period of Contract 20 months to 12/31/2023. Design of the infrastructure of the maintenance facility retrofit continues and will be completed in late 2022. RFP period for the fueling infrastructure continues and proposals are due July 21, 2022.
2018	17	San Diego Metropolitan Transit System	San Diego Metropolitan Transit System	Blue Line Rail Corridor Transit Enhancements	93%	Beach Street Double Crossover	CP032	\$3,691,000	CON	12/3/2020	1/13/2021	\$1,008,505	27%		-		Expenditures increased from 0% to 27%.
						American Plaza Pedestrian Enhancements		\$920,000	PS&E	3/14/2019	-	\$127,154	14%	X	Dec-22		Post Fact Time Extension Waiver 22-70 on 5/19/2022 to extend period of project development expenditure 18 months to 12/31/2022 finalize the design phase by December 31, 2022. 90% completed. Currently with the City for review. Expect to submit invoice in August 2022.
						Green Line IMT Double Tracking		\$6,354,000	CON	12/3/2020	2/16/2022	\$0	0%		-		Waiver 22-117 on 10/14/21 12 month time extension to extend period of contract award to 12/31/22. Reviewing baseline schedules with contractor.
						Blue Line Feeder Bus Service Stop Improvements		\$2,852,000	CON	10/14/2021	5/3/2022	\$0	0%		-		Third party contract awarded March 2022 and executed on May 3, 2022.
						Middletown Double Crossover		\$4,977,000	CON	10/9/2019	12/17/2019	\$3,840,281	77%	X	Dec-22		Expenditures increased from 0% to 77%. Project is on target for construction completion. Working on close-out items.
						Old Town Transit Center Enhancements		\$2,367,000	CON	12/5/2019	8/11/2020	\$0	0%	X	Aug-23		Final invoice submittal expected in August 2022. Project is on target for construction completion. Working on close-out items.
						Blue Line Feeder Bus Service (11 Buses) for Route 925		\$13,316,000	CON	6/24/2021	6/24/2021	\$0	0%		-		Agency expects to submit first invoice upon delivery, testing, and acceptance of buses (Q2 FY22/23). Expected delivery of 11 buses between September 2022 and February 2023.
						Blue Line Feeder Bus Service Charging Infrastructure for Route 925		\$372,000	PS&E	3/26/2020	-	\$372,000	100%	X	6/25/2021	X	Expenditures increased from 0% to 100%. Final invoice received. Completed. Will be removed from future reports.
	\$929,000	CON	10/14/2021	5/3/2022	\$0	0%		-		Third party contract awarded March 2022 and executed on May 3, 2022.							

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2018	19	San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission	San Joaquin Regional Rail Commission	Valley Rail	18%	Oakley Station	CP035	\$626,000	PS&E	10/18/2018	-	\$36,829	6%	X	6/30/2022		Expenditures increased from .02% to 6%. Additional invoices to be submitted before December 2022.
						Madera Station	CP035	\$1,952,000	PS&E	3/25/2021	-	\$83,152	4%		-	Expenditures increased from 0% to 4%. 30% design for the project continued. 30% design will inform the Right of Way needs.	
								\$4,230,000	R/W	3/25/2021	-	\$302	0%		-	Expenditures increased from 0% to 0.01%. SJJPA board approved a vendor to complete the Right of Way services for the Madera Station Relocation project.	
						Trackwork and Stations: Madera, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas Station and Layover Facility, and UPRR Track Work.	CP035	\$5,000,000	PA&ED	10/18/2018	-	\$2,540,639	51%	X	6/30/2022		Expenditures increased from 40% to 51%. The EIR for Elk Grove Station was approved at the April 2022 at SJRRC Board Meeting.
						Elk Grove Station	CP035A	\$4,190,000	PS&E	5/19/2022	-	\$0	0%				
								\$6,940,000	R/W	5/19/2022	-	\$0	0%				
						Trackwork and Stations: Lodi, City College, Midtown, Natomas Station and Layover facility and UPRR Track Work	CP035	\$7,913,000	PS&E	1/28/2021	-	\$616,874	8%		-	Expenditures increased from 1% to 8%. Final design for various station projects and track work throughout the corridor is on-going.	
								\$9,599,000	R/W	1/28/2021	-	\$30,314	0.3%		-	Expenditures increased from 0.1% to 0.3%. Acquisition of Right of Way: Right of Way services for the Natomas/Sacramento Airport, Lodi, Manteca, and Ceres projects. Continued reviewing preliminary title reports, coordinating with appraisers for appraisal reports and appraisal reviews, providing acquisition and negotiation services, and providing relocation assistance services.	
						Trackwork and Stations: Lodi, Midtown, Natomas Station and Layover Facility and UPRR Track Work	CP035Y	\$14,460,000	PS&E	8/19/2021	-	\$0	0%		-	Invoicing Trackwork and Stations: Lodi, City College, Midtown, Natomas Station and Layover facility and UPRR Track Work PS&E first. Beginning design for various station projects and track work throughout the corridor is on-going. Agency expects to submit first invoice by February 2023.	
						BNSF Track Improvements	CP035	\$1,750,000	PA&ED	3/26/2021	-	\$0	0%		-	No Change in expenditures during this reporting cycle. Delay is due to staffing turnover at BNSF. Design work is ongoing. BNSF PA&ED for Stockton to Merced 2nd Main Track.	
\$18,250,000	CON	3/26/2021	-	\$0	0%				-	Third party contract expected to award August 2022. Date inadvertently added to previous report. Allocated as Design/Build. BNSF CON for Empire Crossover and 2nd Main Track from CP Lake to CP Escalon. PA&ED completed 2/14/2020.							
Network Integration	CP035	\$1,000,000	CON	10/18/2018	12/1/2018	\$881,729	88%	X	6/30/2022		Expenditures increased from 67% to 88%. Waiver 22-09 on 1/27/2022 6-month extension for period of project completion finalize the CON phase by June 30, 2022. Agency expects to submit final invoice by December 2022.						

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2018	21	Santa Barbara County Association of Governments	Santa Barbara County Association of Governments	Coastal Express/Pacific Surfliner Peak Hour Service Expansion and Integration	100%	Transit Facility Improvements for New Fleet and Services	CP048	\$1,200,000	CON	6/25/2020	12/31/2020	\$0	0%	X	Dec-23		Phase completion date updated to December 2023 to reflect 3rd party contract award 36 months from contract award date at the time of contract award. Costs have been incurred. Agency will invoice once complete.
						Procurement of Zero Emission Buses	CP048	\$4,300,000	CON	6/25/2020	6/24/2021	\$44,464	1%	X	Jun-24		Expenditures increased from \$21,575 to \$44,464. Agency expects bus delivery early 2023.
2018	22	Santa Barbara County Association of Governments	Santa Barbara County Association of Governments	Goleta Train Depot	26%	New Multi-Modal Facility Adjacent to Amtrak Train Station	CP047	\$960,000	PA&ED	8/15/2019	-	\$731,223	76%	X	6/30/2022		Expenditures increased from 75% to 76%. EIR finalized for certification in January 2022. Complete. Expects to submit final invoice by December 2022.
							CP047	\$1,212,000	PS&E	5/19/2022	-	\$0	0%				E-Resolution requested concurrently with PS&E allocation at May 2022 CTC Meeting.
						Electric Shuttles and Supporting-Associated Charging Station Infrastructure	CP047	\$400,000	CON	10/9/2019	12/21/2021	\$400,000	100%	X	6/30/2022	X	Expenditures increased from 2% to 100%. Two electric shuttles delivered to SBCAG and passed CHP inspection. Went into Service in June 2022. Charging equipment has been installed. Complete. Final invoice received.
						Network Integration	CP047	\$250,000	CON	10/18/2018	10/18/2018	\$250,000	100%	X	12/30/2021	X	Expenditures increased from 93% to 100%. Final invoice was received. Complete. Will be removed from future reports.
2018	24	Shasta Regional Transportation Agency	Shasta Regional Transportation Agency	North State Intercity Bus System	100%	Procurement of 7 Electric Coaches and Related Infrastructure	CP045	\$8,641,000	CON	10/18/2018	-	\$0	0%	X	May-24		Time extension allows for an award as late as 1/2023 for a 3rd party contract.
2018	25	Solano Transportation Authority	Solano Transportation Authority	Solano Regional Transit Improvements	86%	Capital Transit-Improvements for Improved Transit Service	CP046	\$5,875,000	CON	10/18/2018	11/15/2018	\$5,875,000	100%	X	6/30/2022	X	Completed. Will be removed from future reports.
						Charging Vehicle Infrastructure	CP046	\$2,000,000	PS&E	3/25/2020	-	\$1,153,503	58%	X	6/30/2022		Expenditures increased from 54% to 58%. Final PS&E documents will be provided to Caltrans as required, in advance of the deadline. Complete. Expect to submit final invoice by December 2022.
						Vehicle Procurement Pilot	CP046	\$1,100,000	CON	5/13/2021	5/24/2021	\$0	0%		-		No invoice received this reporting period. The pilot ZEB arrived. However, it was returned due to a mechanical issue, and it was not ready-finished. SolTrans is working with the manufacturer to remedy the problems.
2018	26	Sonoma-Marín Area Rail Transit District	Sonoma-Marín Area Rail Transit District	SMART Larkspur to Windsor Corridor	100%	Rail Extension to Windsor and Larkspur	CP041	\$20,000,000	CON	8/16/2018	9/19/2018	\$19,521,178	98%	X	Aug-23		Expenditures increased from 96% to 98%.
						Network Integration	CP041N	\$1,000,000	CON	8/16/2018	9/19/2018	\$182,249	18%	X	Aug-23		Expenditures increased from 17% to 18%. East West Study project completed the Rail Feasibility Study and a corridor planning white paper.

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						Environmental Assessment for WAVE 1 and WAVE 2	CP033	\$6,600,000	PA&ED	8/16/2018	-	\$1,397,095	21%	X	Jun-23		Expenditures increased from 14% to 21%. On 4/13/2022 TIRCP-2122-25 amendment split the approved Wave 1 and 2 PA&ED allocation of \$6,500,000 into 12 separate component/ phases. Environmental Assessment Wave 1 and 2 component is now \$0. In process of splitting expenditures into separate components/ phases following allocation split.
						El Monte Siding and Station Improvements	CP033Y	\$905,000	PA&ED	8/16/2018	-	\$11,507	1%	X	Jun-23		No change in expenditures during reporting cycle. On 4/13/2022 TIRCP-2122-25 amendment split Environmental Assessment Wave 1 and 2 PA&ED into 12 separate components. El Monte Siding and Station Improvements PA&ED phase received \$765,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and RW without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
					\$6,572,000			PS&E	8/16/2018	-	\$43,477	1%		Oct-24		Expenditures increased from 0% to 1%. On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. El Monte Siding and Station Improvements PS&E received \$3,944,000.	
					\$1,043,000			R/W	5/13/2021	-	\$164	0.02%		-		Expenditures increased from 0% to .02%.	
						El Monte Station Area Grade Crossing Safety Improvements located in Los Angeles County	CP033	\$2,292,000	PA&ED	8/19/2021	-	\$0	0%		-		No Change in Expenditures during reporting period. Agency expects to submit invoice by end of the calendar year.
						Rancho Cucamonga Station Improvements	CP033H	\$690,000	PA&ED	8/16/2018	-	\$0	0%	X	Jun-23		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Rancho Cucamonga received \$690,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
					\$5,794,000			PS&E	8/16/2018	-	\$761	0.01%	X	Oct-24		Expenditures increased from \$0 to \$761. On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Rancho Cucamonga received \$4,068,000. In process of splitting expenditures into separate components/phases following allocation split.	
					\$1,176,000			R/W	5/13/2021	-	\$0	0%		-		No Change in Expenditures during reporting period. Agency expects to submit invoice by end of the calendar year.	
						Serra Siding Extension	CP033E	\$1,387,000	PA&ED	8/16/2018	-	\$4,842	0.3%	X	Jun-23		No change in expenditures during reporting period. On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Serra Siding received \$1,269,000. Continued review of draft EIR by stakeholders. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
					\$3,337,000			PS&E	12/06/18	-	\$0	0%	X	Oct-24		On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Serra Siding received \$3,337,000. In process of splitting expenditures into separate components/phases following allocation split.	
						Design for Service Improvements Wave 1 & Wave 2 on the SB, VC, OC, & LA Trunk Lines	CP033	\$29,825,000	PS&E	12/6/2018	-	\$19,513,012	65%	X	Oct-24		Expenditures increased from 46% to 65%. On 4/13/22 TIRCP-2122-26 amended Resolution TIRCP-1819-04 to split the project into 10 separate components and also split out the approved Wave 1 and 2 PS&E allocation of \$29,825,000. PS&E \$0 for Wave 1 and 2 component. In process of splitting expenditures into separate components/phases following allocation split.
						Riverside Downtown Station Improvements	CP033F	\$549,000	PA&ED	08/16/18	-	\$0	0%	X	Jun-23		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Riverside Downtown received \$549,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
			Southern California Regional Rail Authority			Burbank Junction Speed Improvements	CP033C	\$141,000	PA&ED	08/16/18	-	\$0	0%	X	11/3/2020		Complete 11/3/2020. On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Burbank Junction received \$141,000. In process of splitting expenditures into separate components/phases following allocation split.
				\$2,392,000	PS&E			12/6/2018	-	\$0	0%	X	1/22/2021		Complete 1/22/2021. On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Burbank Junction received \$1,300,000. In process of splitting expenditures into separate components/phases following allocation split.		
				\$16,480,000	CON			3/26/2021	1/18/2022	\$64,333	0.4%		-		Expenditures increased from 0.1% to 0.4%. Continued Construction on infrastructure and signals.		



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2018	27	Southern California Regional Rail Authority	Southern California Optimized Rail Expansion (SCORE)	43%	Chatsworth Station Improvements	CP033A	\$368,000	PA&ED	08/16/18			\$0	0%	X	10/28/2020		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Chatsworth Station received \$368,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. Environmental clearance received October 2020. In process of splitting expenditures into separate components/phases following allocation split.
							\$4,479,000	PS&E	12/06/18			\$0	0%	X	2/26/2021		On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Chatsworth Station received \$4,479,000. In process of splitting expenditures into separate components/phases following allocation split.
							\$3,585,000	R/W	1/28/2021	-		\$572	0.02%		-		No expenditures during this reporting period.
							\$1,500,000	CON	3/26/2021	5/20/2022		\$29,668	2%		-		Expenditures increased from 0% to 2%.
					Marengo Siding Improvements	CP033D	\$461,000	PA&ED	12/06/18	-		\$0	0.0%	X	Jun-23		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Marengo Siding received \$461,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
							\$3,386,000	PS&E	12/06/18	-		\$2,315,582	68%	X	Oct-24		Expenditures increased from 0% to 68%. On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Marengo Siding received \$2,864,000.
							\$904,000	R/W	03/25/21	-		\$329	0.04%		-		Expenditure increased from 0% to .04%.
					Signal Respacing Burbank to LA	CP033B	\$5,000	PA&ED	08/16/18	-		\$0	0%	X	2/18/2021		Complete 2/18/2021. On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Signal Respacing received \$5,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.
							\$496,000	PS&E	12/06/18	-		\$0	0%	X	5/28/2021		PS&E Complete 5/28/2021. On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Signal Respacing received \$496,000.
							\$6,557,000	CON	3/26/2021	9/22/2021		\$235,000	4%		-		Expenditures increased from 0.2% to 4%
					Simi Valley Double Track	CP033G	\$1,684,000	PA&ED	08/16/18	-		\$0	0%	X	Jun-23		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Simi Valley received \$1,684,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. Complete. In process of splitting expenditures into separate components/phases following allocation split.
							\$12,367,000	PS&E	12/06/18	-		\$0	0%	X	Oct-24		On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Simi Valley received \$8,156,000. In process of splitting expenditures into separate components/phases following allocation split.
							\$2,891,000	R/W	04/13/22	-		\$0	0%		-		Allocation Request package was approved by CTC at the April 2022 meeting.
					LA to Fullerton Trunk Line, Track Improvements for Wave 1A Design/Build (Multi-Year Funding)	CP033	\$5,200,000	CON	10/18/18	-		\$5,108,272	98%	X	Oct-24		Expenditures increased from 97% to 98%. Expenditure adjustment completed. LA-Fullerton project is on hold. There has been no third-party contract awarded. Waiver for original ext. to April 2021 1920-030. Corrected Allocation date. Incorrect date due on previous report to human error.
Irvine Station Improvements	CP033J	\$6,671,000	PA&ED	08/16/18	-		\$0	0%		Jun-23		TIRCP-2122-25 on 4/13/2022 Amendment split Environmental Assessment Wave 1 and 2 PA&ED into 12 separate components. Irvine Station Improvements component received \$341,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.					
Orange County Maintenance Facility, Ph 1a	CP033	\$4,829,000	PA&ED	10/9/2019	-		\$0	0%	X	Feb-24		Waiver 22-103 to extend period of project development expenditures 20 months to 2/29/2024. No change in expenditures. Costs have been incurred and agency is ready to submit invoice, but a new PSA is needed in order for OCTA to submit a reimbursement request. New Program Supplement Amendment (PSA) reflecting time extension is in progress.					
OCMF Fencing	CP033	\$5,100,000	CON	10/18/18	4/13/2019		\$491,229	10%	X	Oct-24		No change in expenditures during reporting period. Corrected Allocation date. Incorrect date due to human error. On 1/27/2022, Supplemental allocation for \$1,000,000 approved at January CTC meeting.					
Supplemental Fleet Refurbishment	CP033	\$19,060,000	CON	10/18/18	8/22/2019		\$2,319,720	12%	X	Oct-24		No change in expenditures during reporting period. Pre-revenue inter-operability test completed and simulated service test run conducted. First car conditionally accepted and in-service.					

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			Southern California Regional Rail Authority			Construction Component for Wave 1B (Control Point Altwood to Katella) Signals in OC (Altwood to Orange)	CP033I	\$17,000	PA&ED	08/16/18	-	\$0	0%	X	11/19/2021		On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Altwood to OC received \$17,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.					
																					On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Altwood to Orange received \$189,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.	
																						Expenditures increased from 16% to 28%.
			Los Angeles County Metropolitan Transportation Authority			Signals Respacing – in OC (Avery to Songs)	CP033K	\$210,000	PA&ED	08/16/18	-	\$0	0%	X	12/31/2020		Completed 12/31/2020. On 4/13/2022 TIRCP-2122-25 amendment split original PA&ED into 12 components. Avery to Songs received \$210,000. CEQA - Statutory Exemption (SE) 6/26/2014 allowed PS&E and R/W without environmental document. In process of splitting expenditures into separate components/phases following allocation split.					
																						On 4/13/2022 TIRCP-2122-26 amendment split original PS&E into 10 components. Avery to Songs received \$992,000. 100% PS&E on 4/23/2021. In process of splitting expenditures into separate components/phases following allocation split.
																						Expenditures increased from 0% to 1%. Third party contract awarded January 2022.
			Southern California Regional Rail Authority			Link US	CP033	\$23,021,000	PA&ED	10/18/2018	-	\$0	0%	X	12/31/2021		Final invoice submitted in June 2022. Processing delayed due to dispute. Dispute resolved. Expect invoice to complete processing in next reporting cycle.					
																						Agency expects to submit invoice by December 2022. Continue coordination with third party utility owners for the design of required relocations. At 35% preliminary design.
																						Expenditures increased from 0% to 39% Waiver 22-103 on 6/30/2022 to extend period of project development expenditures 20 months to 2/29/2024. Continue right of way acquisitions of parcels required for Phase A.
			Southern California Regional Rail Authority			Railyard Rehabilitation & Modernization	CP033Y	\$19,766,000	CON	3/25/2020	8/21/2020	\$4,123,631	21%	X	Dec-27		Expenditures increased from 5% to 21%. Finished all UJ replacements, and tie replacements through CP Terminal. Working on switch tie and switch machine replacements in Terminal and working on asbestos removal at CP Mission to install the CP Mission house. Corrected 3rd party award date. Incorrect due to human error.					
																				Expenditures increased from 75% to 79%. Station Planning and Connectivity Study continue with survey and station market analysis. Trip Planning and Fare Payment Integration Strategic Implementation Plan initiated data collection, stakeholder engagement and briefings with Caltrans/CalSTA.		

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2018	28	Transportation Agency for Monterey County	Transportation Agency for Monterey County	Rail Extension to Monterey County	5%	Network Integration	1155N	\$500,000	CON	10/18/2018	4/24/2019	\$500,000	100%	X	4/24/2022	X	Expenditures increased from 97% to 100%. Complete. Will be removed from future reports.
<b>TOTAL – TIRCP Cycle #3</b>								\$1,663,707,000				\$361,587,572	22%		-		
<b>TIRCP Cycle #4</b>																	
2020	1	Antelope Valley Transit Authority	Antelope Valley Transit Authority	Reaching the Most Transit-Vulnerable: AVTA's Zero Emission "Microtransit" & Bus Expansion Proposal	100%	Network Integration	CPO59	\$250,000	CON	8/13/2020	8/14/2020	\$40,810	16%		-		Expenditures increased from 0% to 16%. Work is ongoing. Agency is working with CalTPP to approve a minor scope change.
				Purchase of 11 Zero-Emission Vehicles and Supporting Infrastructure				\$6,253,000	CON	8/13/2020	7/14/2021	\$0	0%		-		Agency expects to submit invoice once buses are delivered, tested, and accepted. The supporting infrastructure will be billed at the same time as the buses.
2020	3	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	Sacramento Valley Station (SVS) Transit Center	18%	Network Integration	CP061	\$720,000	CON	8/12/2020	4/2/2021	\$982	0.1%		-		Expenditures increased from \$0 to \$982.
2020	4	City of Inglewood	City of Inglewood	Inglewood Transit Connector Project	21%	Automated People Mover	CP062	\$20,000,000	PA&ED	8/13/2020	-	\$16,579,232	83%		-		Expenditures increased from 61% to 83%. The City released a Final Environmental Impact Report (EIR) on February 17, 2022. On March 2, 2022, the City's Planning Commission held a Public Hearing and recommended approval of the Project to City Council. The City is on track to complete the EIR certification process in April and satisfy CEQA requirements. In parallel, the City continues to coordinate with the FTA on the NEPA process and in March completed the tribal consultation with the Gabrieleno Band of Mission Indians-Kizh Nation, and packaged up for transmittal to SHPO the Area of Potential Effect exhibit, initiation letter and associated documents.
2020	5	Lake Transit Authority	Lake Transit Authority	North State Intercity Bus System	2%	New Transit Center	CP063	\$250,000	PA&ED	12/3/2020	-	\$18,875	8%		-		Expenditures increased from 0% to 8%. Continued working on the necessary studies for the completion of the CEQA document. Upon initial site visits during Q2, it was determined that additional site visits would be needed due to a couple of late blooming periods.
2020	6	Long Beach Transit	Long Beach Transit	LBT/UCLA Electric Commuter Express	100%	Purchase 5 Zero-Emission Battery Electric Coaches	CP064	\$6,451,000	CON	5/13/2021	3/24/2022	\$0	0%		-		Third party contract awarded in March 2022.
2020	8	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up Control: LOSSAN Service Enhancement Program	6%	San Diego County Maintenance and Layover Facility	CP066	\$2,250,000	PA&ED	8/19/2021	-	\$0	0%		-		TIRCP-2122-22 Supplemental allocation of \$1,502,000 on 3/17/2022. Invoices pending executed Program Supplement (PSA). Anticipate PSA executed by December 2022.
2020	9	Sacramento Regional Transit District	Sacramento Regional Transit District	Light Rail Modernization and Expansion of Low-Floor Fleet	100%	Acquisition of Light Rail Vehicles	CP067	\$23,600,000	CON	8/19/2021	3/31/2020	\$3,496,377	15%		-		Expenditures increased from 0% to 15%. Extension of 2018 project. 2018 project contract had an option to purchase up to 76 light rail vehicles. SacRT issued NTP#2 in January 2022. Continued manufacturing of SacRT New Low Floor Light Rail Vehicles.
2020	11	San Diego Association of Governments	San Diego Metropolitan Transit System	SDConnect: San Diego Rail Improvement Program	91%	El Cajon Third Track	CP069	\$720,000	PS&E	10/22/2020	-	\$644,920	90%		11/16/2021		Expenditures increased from 0% to 90%. Work completed early. LED is 6/30/2023. Agency expect to submit final invoice by December 2022.
								\$6,480,000	CON	5/19/2022	6/22/2022	\$0	0%		-		Allocation request package was approved by CTC at May 2022 meeting. Third party contract awarded in June 2022. Notice to proceed is expected to be signed in October 2022.
			San Diego Association of Governments			Del Mar Bluffs Stabilization		\$3,774,000	PS&E	8/13/2020	-	\$1,381,428	37%		-		Expenditures increased from 0% to 37%. The draft 90% design was submitted for SANDAG and NCTD review in late March. Completing review and comments will be addressed. The constructability review for the project is initiated. The design is progressing toward 100%.
2020	14	Solano Transportation Authority (STA)	Solano Transportation Authority (STA)	Solano Regional Transit Improvements Phase 2	24%	Access Improvements at Fairfield Transit Center	CPO72	\$400,000	PS&E	5/13/2021	-	\$0	0%		-		Agency expects to submit an invoice in August 2022.
						Shared Inductive Charging Infrastructure		\$1,000,000	PS&E	10/22/2020	-	\$191,083	19%		-		Expenditures increased from 0% to 19%.
						Network Integration		CP072Y	\$1,100,000	CON	10/22/2020	2/23/2021	\$398,867	36%		-	
2020	15	Torrance Transit Department	Torrance Transit Department	Torrance Transit Bus Service Enhancement Program	100%	Procurement of 7 Zero-Emission Buses	CP073	\$6,000,000	CON	10/22/2020	11/16/2021	\$0	0%		-		Agency to invoice once buses are delivered, tested, and accepted. Agency is coordinating with third party contractor on assembly and delivery of vehicles.
2020	16	Transit Joint Powers Authority of Merced County	Transit Joint Powers Authority of Merced County	Improving Air Quality & Economic Growth with Electric Buses in Merced County, the Gateway to Yosemite	100%	Procurement of 3 Zero-Emission Buses	CP074	\$3,112,000	CON	10/22/2020	8/5/2021	\$0	0%		-		Expect to invoice upon bus delivery, testing and acceptance.
<b>TOTAL – TIRCP Cycle #4</b>								\$82,360,000				\$22,752,575	28%		-		