

MEMORANDUM

TAB 37

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.13, Information Item – **YELLOW REPLACEMENT ITEM**

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM FISCAL YEAR 2024-25
SEMI-ANNUAL REPORT**

ACTION UPDATE: *Update to the Book Item and the Semi Annual Report Narrative*

SUMMARY:

The California Department of Transportation (Department) is presenting to the California Transportation Commission (Commission) the Fiscal Year 2024-25 Semi-Annual Report for the reporting period of January 1, 2025, through June 30, 2025, for the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This report includes an overall program update and the status for all 164 awarded projects since 2015, funded primarily from Senate Bill (SB) 1, also known as the Road Repair and Accountability Act of 2017, Greenhouse Gas Reduction Fund proceeds, and the General Fund (GF).

In addition to the 164 awarded projects, TIRCP, through SB 132, funds the ACE Merced Extension project, and through Assembly Bill (AB) 180 funds the San Dieguito to Sorrento Valley Track and Realignment project adding two additional projects. To date, TIRCP funds support 166 projects.

BACKGROUND:

The TIRCP was created by SB 862 (Chapter 36, Statutes of 2014) and modified under SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter and urban rail, bus, and ferry transit systems. AB 398 (Chapter 135) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account for new programming.

"Improving lives and communities through transportation."

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion from the GF to the TIRCP and \$350 million from the GF to High Priority Grade Crossing Improvement and Separation Projects

AB 180 (Chapter 44, Schedule 1), Item 0521-131-0001 of Section 2.00, amended the Budget Act of 2021, appropriating funds to 0276-TIRCP. Of the funds appropriated in Schedule (1), \$300,000,000 was made available for project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone, as defined in subdivision (a) of Section 30103 of the Public Resources Code.

To date, TIRCP has provided more than \$11.8 billion in funding to 166 projects throughout the state since 2015 through seven award cycles (2015, 2016, 2018, 2020, 2022, 2023, and 2024), SB 132, and AB 180.

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.

Attachments



Semi-Annual Report Transit and Intercity Rail Capital Program

Prepared on behalf of CalSTA by Caltrans Division of Local Assistance
December 2025

Transit and Intercity Rail Capital Program (TIRCP)
FY 2024-25 Semi-Annual Report
January 1, 2025 – June 30, 2025
YELLOW REPLACEMENT ITEM

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. Cycle 5 is the first TIRCP award cycle to incorporate the Climate Action Plan for Transportation Infrastructure (CAPTI) into its guidelines.

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion of General Fund to the TIRCP and \$350 million from the GF to High Priority Grade Crossing Improvement and Separation Projects

AB 180 (Chapter 44, Schedule 1), Item 0521-131-0001 of Section 2.00, amended the Budget Act of 2021. Of the funds appropriated in Schedule (1), \$300,000,000 was made available for project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone, as defined in subdivision (a) of Section 30103 of the PRC.

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 2025, CalSTA has awarded over \$11.8 billion statewide through seven TIRCP awarding cycles. This includes \$1.675 billion awarded in Cycle 3 to fund seven projects 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 164 competitively awarded projects, TIRCP also funds the ACE Merced Extension project (SB 132) and the San Dieguito to Sorrento Valley Track and Realignment project (AB 180), bringing the total to 166 projects TIRCP funded statewide.

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 2014-15 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 (MTCO₂e), 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 14 projects awarded in cycle 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 MTCO₂e 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 MTCO₂e, 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 MTCO₂e. All 17 projects are located within priority populations.

Summary of Cycle 5 (Awarded April 2022)

In July 2022, the TIRCP awarded \$796 million to 23 projects over a five-year cycle. With a total budget of nearly \$2 billion consisting of federal, state, and local funding, the 23 projects will directly benefit disadvantaged communities and reduce greenhouse gas emissions by an estimated 4.3 million metric tons – the equivalent of taking more than 930,000 gas-powered cars off the road.

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion from the GF to the TIRCP and \$350 million from the GF to High Priority Grade Crossing Improvement and Separation Projects. AB 180 (Chapter 44, Schedule 1), Item 0521-131-0001 of Section 2.00, amended the Budget Act of 2021, appropriating funds to 0276-TIRCP. Of the funds appropriated in Schedule (1), \$300,000,000 was made available for project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone, as defined in subdivision (a) of Section 30103 of the Public Resources Code.

Projects receiving funding benefits all regions of the state – from Humboldt and Sonoma counties in the north to Riverside and San Diego counties in the south – and will result in the purchase of 393 zero-emission buses, 51 zero-emission shuttles or microtransit vehicles, eight new light rail vehicles and two zero-emission ferries.

Summary of Cycle 6 (Awarded January, April, and July 2023)

CalSTA awarded \$2.54 billion of this funding to existing projects in Cycle 2, 3

Transit and Intercity Rail Capital Program (TIRCP)
FY 2024-25 Semi-Annual Report
January 1, 2025 – June 30, 2025
YELLOW REPLACEMENT ITEM

and 4 as the first grants of TIRCP Cycle 6 on January 31, 2023, and awarded \$690 million to new projects on April 24, 2023. At least 25 percent of available

funding went to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities. In July 2023 CalSTA awarded \$251.5 million to 7 TIRCP High Priority Grade Crossing Improvement and Separation Projects, and \$98.5 million to 6 Port and Freight Infrastructure Program (PFIP) projects.

Existing TIRCP projects receiving additional state resources will help fill funding gaps to complete construction while protecting and leveraging significant federal and local investments. New projects will directly benefit disadvantaged communities and reduce greenhouse gas emissions by an estimated 2 million metric tons – the equivalent of taking more than 445,000 gas-powered cars off the road. The high-priority grade separation projects will improve safety and reduce conflicts and delays at railroad crossings, helping enhance the state's freight and passenger rail systems.

Summary of Cycle 7 (Awarded October 2024)

In October 2024, CalSTA awarded more than \$1.3 billion of TIRCP funding to 27 projects statewide to improve transit and passenger rail service in California. These projects are expected to reduce greenhouse gas emissions by more than 4.3 million metric tons – equivalent to taking more than 1.3 million gas-powered cars off the road. These awarded projects are expected to procure 235 Zero Emission Vehicles (ZEV)

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
- Cycle 5, 5-year cycle: includes GGRF, SB 1 funding and AB 180 funding (additional \$350 million)
- Cycle 6, 5-year cycle: includes General Fund funding
- Cycle 7, 5-year cycle: includes GGRF and SB 1 funding

Program Status

TIRCP has provided more than \$11.8 billion in TIRCP funds to 166 projects,

Transit and Intercity Rail Capital Program (TIRCP)
FY 2024-25 Semi-Annual Report
January 1, 2025 – June 30, 2025
YELLOW REPLACEMENT ITEM

across seven award cycles (2015, 2016, 2018, 2020, 2022, 2023, and 2024), including SB 132 and AB 180. Projects are funded primarily from Senate Bill 1, the Road Repair and Accountability Act of 2017, Cap-and-Trade program proceeds, and the General Fund. 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 2024).

Table 1 shows that Cycle 1 is fully allocated, with 100 percent of funds distributed, \$223 million expended, and all 14 projects completed. Cycle 2 has 93 percent of awarded funds allocated, \$828 million expended, and 4 projects completed. Cycle 3 has 54 percent of awarded funds allocated (totaling \$3.2 billion since 2018), with \$1.6 billion expended and 6 projects completed. Cycle 4 has allocated 39 percent of awarded funds (totaling \$389 million since April 2020), with \$89 million expended. Cycle 5 has allocated \$261 million (33 percent of awarded funds), with \$47 million expended. Cycle 6 has allocated \$265 million (38 percent of awarded funds), with \$27 million expended. Cycle 7 has allocated \$88 million (7 percent of awarded funds) and has not recorded any expenditures to date.

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 active project as of June 30, 2025.

Transit and Intercity Rail Capital Program (TIRCP)
FY 2024-25 Semi-Annual Report
January 1, 2025 – June 30, 2025
YELLOW REPLACEMENT ITEM

The following project components lapsed during this reporting period.

| Project Number | Component Name | Phase | Allocation Amount | Expended Amount | Amount Lapsed |
|--------------------|---|-------|-------------------|-----------------|---------------|
| 2020:14 | Access Improvements at Fairfield Transit Center | PS&E | \$400,000 | \$141,863 | \$258,137 |
| 2020:14 | Shared Inductive Charging Infrastructure | PS&E | \$1,000,000 | \$683,483 | \$316,517 |
| 2020:17 2022:17 | Acquisition of New All-Electric Vessels | CON | \$8,950,000 | \$0 | \$8,950,000 |
| 2023:01 | Purchase 4 Zero Emission Commuter Coaches | CON | \$3,902,000 | \$0 | \$3,902,000 |
| 2023:07 | Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet | CON | \$4,800,000 | \$0 | \$4,800,000 |
| 2023:15 | Purchase Hydrogen Fuel-Cell Buses | CON | \$25,414,000 | \$0 | \$25,414,000 |
| 2023:15 | Zero-Emission Paratransit Bus Pilot | CON | \$1,625,000 | \$0 | \$1,625,000 |
| 2023:15 | Paratransit Charging Station | CON | \$260,000 | \$0 | \$260,000 |

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.