

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.6, Information Item

Prepared By: Angel Pyle, Chief (Acting)
Division of Rail and 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 57 awarded projects from all three 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 approximately \$1.4 billion over the next 10 years.

To date, CalSTA has awarded over \$5.3 billion in TIRCP funds to 57 projects over the three award cycles (2015, 2016, and 2018). In the most recent award cycle (announced in April 2018), CalSTA awarded \$4.325 billion to 28 recipients.

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

Attachment

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



Semi-Annual Report Transit and Intercity Rail Capital Program



California Department of Transportation

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

Background

The goals of the TIRCP are to provide monies 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 or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following objectives:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the 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, 2019, there have been 3 award cycles. CalSTA has awarded over \$4.94 billion in TIRCP funds to 57 projects. Of these, \$1.675 billion was awarded to seven projects in the 2018 cycle that represent multi-year funded projects. These multi-years funded awarded projects are allocated over a five-year period or beyond, and will be administered under multi-year funding agreements, pursuant to legislative appropriation and/or generated revenues.

Summary of Cycle 1

In Fiscal Years (FY) 2014-15 and 2015-16, TIRCP awarded 14 projects for a total of \$224 million through a competitive process. In the 2015 award cycle, the TIRCP included \$25 million of 2014-15 funds, as well as 10 percent of annual State Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund. The TIRCP adopted a program of projects that covered two years in funding to fund both transit and rail investments, including demonstration projects.

The 14 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. These awards fund 16 new light rail vehicles, seven refurbished light rail vehicles, four passenger rail cars, nine Tier 4 locomotives, 20 compressed natural gas buses and 41 zero emission electric buses.

Summary of Cycle 2

In FY's 2016-17 and 2017-18, TIRCP awarded 14 projects for a total of \$391 million through a competitive process from the 41 applications received. Additionally, Senate Bill (SB) 132 as part of the 2016 budget, identified the ACE Merced Extension as a recipient of \$400 million for the extension of the Altamont Corridor Express to Ceres and Merced with appropriation authority from the Public Transportation Account to the TIRCP and is being tracked with the Cycle 2 awards as the 15th Cycle 2 project. The selected projects, valued at more than \$3.8 billion, reduce 4,129,500 MTCO₂e and 13 of the projects directly benefit disadvantaged communities. In the 2016 Cycle, the TIRCP adopted a multi-year program of projects covering FY's 2016-17 and 2017-18.



Summary of Cycle 3

For FY's 2018-19 through FY's 2022-23, TIRCP awarded funds to 28 projects that were selected from the 47 applications received. The Cycle 3 awards total over \$2.6 billion dollars for the initial five-year TIRCP and \$1.675 billion of additional funding is made available to seven of the selected recipients through multi-year funding agreements. The Cycle 3 projects have a total construction value of over \$19 billion, reduce 31,942,000 MTCO_{2e} and 26 of the projects are located within priority populations, contributing direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households.

Program Status

To date, over \$5.34 billion in TIRCP funds are associated with 57 projects for the 3 award cycles (2015, 2016, and 2018). An updated summary of the award cycles starting with Table 1 which represents the present status of the program followed by Table 2 which shows a summary since the last report (October 2019), is provided in the following tables.

Table 1: Summary of Awards (Current)

- Cycle 1, 2-year cycle; GGRF funding only
- Cycle 2, 2-year cycle; GGRF and SB 132 funding (\$400m)
- Cycle 3, 5-year cycle; includes GGRF and SB-1 funding.

	Cycle 1 (2015)	Cycle 2 (2016)	Cycle 3 (2018)	Total
Number of Awarded Projects	14	15	28	57
Award Amount	\$224.3	\$790.9	\$4,325.0	\$5,340.2
Amount Allocated	\$224.3	\$350.7	\$585.2	\$1,160.4
Percent Allocated	100%	44.4%	13.5%	21.7%
Expended Amount	\$127.0	\$160.2	\$60.2	\$347.5
Expended Percent	56.6%	45.7%	10.3%	30.0%
Completed Projects	5	0	0	5

(\$ x million)



Table 2: Summary of Awards (Last Report)

- Cycle 1, 2-year cycle; GGRF funding only
- Cycle 2, 2-year cycle; GGRF and SB 132 funding (\$400m)
- Cycle 3, 5-year cycle; includes GGRF and SB-1 funding.

	Cycle 1 (2015)	Cycle 2 (2016)	Cycle 3 (2018)	Total
Number of Awarded Projects	14	15	28	57
Award Amount	\$224.3	\$790.9	\$4,325.0	\$5,340.2
Amount Allocated	\$224.3	\$286.7	\$423.8	\$934.8
Percent Allocated	100%	36.2%	9.8%	17.51%
Expended Amount	\$118.5	\$114.5	\$0	\$233.0
Expended Percent	52.8%	39.9%	0%	24.9%
Completed Projects	5	0	0	5

(\$ x million)

Program Status Attachment

Attachment 1 provides a snapshot of all TIRCP projects awarded for Cycles 1, 2, and 3. Five projects in Cycle 1 have been completed and are operational, with two additional projects over 75 percent reimbursed. Nearly half of the projects in Cycle 2 have received reimbursements for eligible costs incurred. In Cycle 3, 24 projects have received allocations and work is underway. The attachment provides the implementing agency, project description/components, projected benefits, financial status and an overall update for each awarded project as of December 31, 2019. For an ADA-compliant version of the attachment, please [follow this link](#).

Accountability

This report represents the third submittal of the TIRCP's status and represents another element of the California Department of Transportation's commitment to transparency and accountability. Future TIRCP reports will be presented to the California Transportation Commission (Commission) semi-annually, consistent with other program reports. This document is intended to provide the Commission with meaningful and useful information on the TIRCP.



Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
TIRCP Cycle #1											
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 <u>10/22/2015</u>	\$0	\$10,598,119	43.43%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through investments in battery electric buses and more frequent service on Route 1, between Lancaster and Palmdale, resulting in improved connections at the Palmdale Transportation Center with Metrolink and future High-Speed Rail services. Investments in battery electric vehicles for commuter service (downtown Los Angeles and West Fernando Valley) provide a demonstration for long-distance electric bus technology, and include investments benefiting Priority Populations located within Antelope Valley and throughout the Los Angeles basin.</p> <p>Status: As of December 2019, all 13 60-foot articulated battery electric buses have been received and placed into service, operating 15-minute headways on Route 1 as a Bus Rapid Transit service. The remaining 16 45-foot commuter buses are scheduled for delivery in March 2020 and will replace existing diesel commuter fleet buses operating on Routes 785 (downtown Los Angeles) and 787 (West Fernando Valley). Overall project remains on schedule and within the original budget.</p>											
2015	2	Capitol Corridor Joint Powers Authority	Capitol Corridor Travel Time Reduction	Track and curve improvements along designated portions of Union Pacific Railroad track between San Jose and Benicia	\$4,620,000	\$4,620,000	CON <u>05/19/2016</u>	\$0	\$4,620,000	100%	Complete
<p>Benefits: Benefits include reduction in CO2 emissions due to increased ridership by diverting travelers from single occupant vehicles on the Interstate 80, 580, 680, & 880 corridors to the Capitol Corridor and Altamont Corridor Express (ACE) services, including traveled time savings of three minutes on the Amtrak San Joaquin service, and better service reliability to customers and potential customers. Improved connectivity with BART at Richmond and Oakland Coliseum stations, Caltrain at Santa Clara-University and San Jose Diridon stations, and future BART and High-Speed Rail services at San Jose Diridon station, including improved accessibility to disadvantaged communities located within ½ mile of eight Capitol Corridor and/or ACE stations.</p> <p>Status: Project improvements between San Jose and Martinez have been completed with travel time savings implemented on the Capitol Corridor, and in the process for implementation during 2020 on the San Joaquin and ACE services.</p>											
2015	3	Los Angeles County Metropolitan Transportation Authority	Willowbrook / Rosa Parks Station and Blue Line Light Rail Improvements	Blue line station and infrastructure improvements, including signal and crossover upgrades	\$38,494,000	\$38,494,000	CON <u>06/30/2016</u>	\$0	\$28,108,086	73.02%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through investments that support increased reliability, improved safety, and more frequent service on the Blue Line. Improved frequency on the Blue Line to support improved connections to Union Station, with Metrolink and future High-Speed Rail, and supports future increased service to Expo and Gold Line stations. Station improvements support improved access, safety, and connectivity to the community, including benefits to Priority Populations along the rail line.</p> <p>Status: Four new interlockings (including track work and overhead catenary systems), as well as train control equipment, has been installed, tested, and is in operation as of November 2019. All work on Blue Line signal rehabilitation has been substantially completed. Construction progresses on all segments at the Rosa Parks station, including installation of canopy and formed stairs and pre-cast beams and decking at Blue Line platform and Mezzanine. Overall project is 90 percent complete.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>12/10/2015</u>	\$0	\$103,404	6.17%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through implementation of seamless ticketing and transfer polices, combined with discounted or free fares, to improve rail and transit integration. Improves access to LOSSAN intercity rail service that will connect to future High-Speed Rail, including benefits to Priority Populations along the 351-mile corridor.</p> <p>Status: Efforts to increase awareness of the Transit Transfer program continues to be coordinated with partner agencies along with efforts to expand transfer agreements. A transfer agreement with the Los Angeles County Metropolitan Transportation Authority is being discussed and pending formal approval. Efforts to increase frequency of reporting from partner agencies continues with a focus on documenting the program's success. The demonstration program has been extended until June 2020.</p>											
2015	5	Monterey – Salinas Transit	Monterey Bay Operational and Maintenance Facility/Salinas Transit Service	Renovation and expansion of 37-year old Monterey maintenance facility to accommodate additional buses and reduced non-revenue "deadhead" trips	\$10,000,000	\$10,000,000	CON <u>05/19/2016</u>	\$0	\$10,000,000	100%	Complete
<p>Benefits: Projected benefits include reduction in CO2 emissions by accommodating more busses at the Monterey Maintenance Facility and reducing 30 daily 28-mile roundtrip deadhead runs from another facility in Salinas (840 deadhead miles per day), including ridership increase by expanding service along Line 41 Northridge-Salinas. Expansion of Line 41 service will improve connectivity with Amtrak trains and Thruway buses and Greyhound at the Salinas Intermodal Station, Line 41 serves east Salinas (a disadvantaged community) and the Northridge Mall (adjacent to a disadvantaged community).</p> <p>Status: Line 41 service frequencies have been expanded on E. Alisal Street in east Salinas. The maintenance facility is complete and has been visited by Caltrans staff in September 2018. 840-miles of deadhead savings will be complete once the lease for non-maintenance facility-related bus parking is finalized. Project closeout is anticipated in June 2020.</p>											
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 <u>10/22/2015</u>	\$0	\$2,320,000	100%	Complete
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through cleaner bus technology and more frequent service with limited stops on a new rapid bus route. Increase service frequency will improve connections to the Santa Ana Regional Transportation Center, Metrolink and Amtrak services, Veterans Affairs Hospital, and the California State University in Long Beach, including benefits to Priority Populations along the service route.</p> <p>Status: Project is complete with service frequency increased since January 2018.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>08/27/2015</u>	\$0	\$6,268,372	97.53%	2020
<p>Benefits: Projected benefits include increase in ridership by supporting 15-minute peak hour service frequency throughout the light rail system with limited stop service on the RT Gold and Blue lines during the next 15-years, including improved access of services for residents in disadvantaged communities to job centers, and improved connectivity to Amtrak and future High-Speed Rail services at the Sacramento Intermodal Facility. Project also eliminates impacts to the vehicle overhaul program to allow an increase of RT's peak period fleet by a minimum of six vehicles.</p> <p>Status: All vehicle related parts have been purchased and are awaiting delivery. Expected delivery of parts is June 2020.</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 <u>08/27/2015</u>	\$0	\$4,000,000	100%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through investments that support a Bus Rapid Transit route between Downtown San Diego and Otay Mesa International Border Crossing with service as frequent as every 15-minutes. Supports improved connections to Trolley, Amtrak, and Coaster rail services from the new intermodal transportation center at the border, including investment benefits to Priority Populations along the bus corridor.</p> <p>Status: Limited service from East Palomar Street in Chula Vista to downtown San Diego was launched September 2018, with full route service between Otay Mesa International Border Crossing to downtown San Diego starting January 2019. Service is impacted by the traffic control under the final phase of construction on the last segment, which is at 75 percent completion, and will provide faster service once complete.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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	\$5,241,501	16.41%	2020
						\$27,463,000	CON 10/20/2016	\$0			
						\$3,760,000	CON 06/29/2017	\$0			
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership through improved capacity, addressing overcrowding at Santa Fe Depot and on the existing system. Investments will support future ridership growth potential for Amtrak and Coaster rail services, including benefits to Priority Populations.</p> <p>Status: All project components have been delivered and are operational, including the new Courthouse Station which opened on April 2018. An additional six cars daily are being operated during peak service periods to accommodate ridership demands for both the Blue and Orange Line. Correction to previously reported expenditures are incorporated and actual expenditures are reflected in this report.</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	\$0	\$41,181,000	100%	Complete
<p>Benefits: Projected benefits include reduction in CO2 emissions, increased ridership through improved frequency, service expansion, and connectivity with other transit and rail services, including BART, Caltrain, regional bus, ferry and future High-Speed Rail services, and access of services for Priority Populations within the service area.</p> <p>Status: 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.</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	\$200,000	100%	Complete
						\$185,000	CON 01/31/2018	\$0			
<p>Benefits: Projected benefits include reduction in CO2 emissions through installation of the wayside power sources by removing locomotive idling overnight during routine maintenance, including reduction of air and noise pollution within ¼ mile from disadvantaged community residential neighborhoods.</p> <p>Status: Both wayside power sources installed within the scope of this project remain operational. Project closeout coordination is underway.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>03/16/2016</u>	\$0	\$6,180,767	90.35%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership by adding two new high-frequency lines to SJRTD's emerging BRT network, Lines 47 and 49, and building a new Union Transfer Station, including improved connectivity for Priority Populations on the MLK and Miner corridors to the main Stockton north/south BRT route, Line 44, with other transit and rail services available at the Downtown Transit Center and Cabral Station, providing new opportunities to access job and community centers.</p> <p>Status: Both corridors remain operational with no reductions in the contracted service levels since implementation. Work on installing the last charging station on the MLK corridor at the Union Transfer Station is nearing completion and will be funded with the remaining TIRCP funds. The Union Transfer Station is otherwise substantially complete and has been served by Stockton's BRT network since April 2019. After final billing and full project completion, closeout will be initiated.</p>											
2015	13	Southern California Regional Rail Authority	Purchase of Nine Fuel-Efficient Tier 4 EMD F-125 Locomotives for Metrolink Commuter Rail Service	Purchase of nine Tier 4 locomotives to support expanded service	\$41,181,000	\$41,181,000	CON <u>08/27/2015</u>	\$0	\$0	0%	2021
<p>Benefits: Projected benefits include reduction in CO2 emissions and increased ridership by providing increase service on the Antelope Valley and Ventura County lines within Los Angeles County, including improved connectivity to current Amtrak and future High-Speed Rail services, improved safety through locomotive Positive Train Control technology and benefits to Priority Populations throughout the Metrolink service area.</p> <p>Status: Build quality issues with the locomotives have been resolved with recently deployed locomotives running 2,500 failure free miles. Three of the nine locomotives from the second batch funded with TIRCP dollars and have been conditionally accepted and are pending final testing and full acceptance. Increased service implementation expected during the period covered by the 2020-21 Metrolink budget. Recipient has begun to incur costs and will begin to bill Caltrans over the next calendar year.</p>											
2015	14	Sonoma-Marín 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 <u>03/17/2016</u>	\$0	\$8,250,000	75.00%	2020
<p>Benefits: Projected benefits include reduction in CO2 emissions, increased ridership and passenger miles traveled through implementation of new service between Larkspur in Marin County and Sonoma County airport, improved passenger capacity and service frequency where service is constrained during peak periods, weekend, seasonal and special event demand periods, including connectivity to the region's major employment centers and connections to bus transit networks at each station along the corridor, serving communities with higher than average transit use patterns and significant numbers of lower-income households.</p> <p>*Grantee expanded the actual award of 3 rail cars to 4 rail cars using the original award funds to further expand the project benefits.</p> <p>Status: Recipient has deployed rail cars A and B into service as of December 2019 operating both morning and evening peak commute periods, as well as weekends. At the start of 2020, there will be the launch of additional weekday service for a total of 38 one-way trips across the corridor with 30-minute headways in each direction. Project will be closed out once all TIRCP funds have been reimbursed to the recipient, which is anticipated sometime in 2020.</p>											
TOTAL – TIRCP Cycle #1					\$224,278,000	\$224,278,000	--	\$0	\$127,071,249	56.66%	2021

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
TIRCP Cycle #2											
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 <u>01/19/2017</u>	\$0	\$5,505,154	61.65%	2020
				Acquisition of four zero-emission battery buses for SunLine Transit		\$2,449,000	CON <u>01/19/2017</u>	\$0			
<p>Benefits: Projected benefits include reduction of 64,000 tons of CO2, increased ridership through more frequent services on route 7, 9, 747 and 758, as well as adding additional buses to provide new service to the Edwards Air Force Base and the Mojave Desert area. Improved connections with Amtrak bus, Metrolink, and future High-Speed Rail services, including investments benefiting Priority Populations.</p> <p>Status: Kern Regional Transit's replacement electric bus will be put into revenue service by April 2020. All five replacement buses for the Antelope Valley Transit Authority (AVTA) remain operational and AVTA has received three of the five expansion buses, with the remaining two to be delivered by March 2020. The four additional buses, approved through a scope revision at the May 2019 Commission meeting, have been put into revenue service as of October 2019. All buses for SunLine Transit remain in service. Overall project remains on schedule and within the original budget.</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 <u>03/16/2017</u>	\$0	\$172,069	4.99%	2022
				Optimization Study		\$320,000	CON <u>05/17/2017</u>	\$0			
				Sacramento to Roseville Third Mainline Track		\$2,926,000	PS&E & R/W <u>12/06/2017</u>	\$0			
						\$0	CON Pending	\$5,553,000			
<p>Benefits: Projected benefits include reduction of 2,500 tons in CO2 and increased ridership by diverting riders from the Interstate 80 to Capitol Corridor trains through two additional round-trips per day between Sacramento and Roseville, including service optimization activities with partner agencies, including Caltrans, Amtrak, San Joaquin Joint Powers Authority & Regional Rail Commission, and the Union Pacific Railroad that support corridor-wide ridership growth: improved reliability, better schedules, service integration, and efficiency improvements. Includes access to improved and expanded service to all communities served by Capitol Corridor, including Priority Populations.</p> <p>Status: Design phase for the Sacramento to Roseville component has reached 25 percent completion. It is anticipated that the recipient will conduct a benefit/cost analysis of the project and alternatives once 30 percent design is reached, which is projected at the end of 2020. Optimization study component remains in progress. 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.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 Pending	\$5,000,000	\$0	0%	2022
<p>Benefits: Projected benefits include reduction on 32,000 tons of CO2, increased ridership through increased service frequency to every 20-minutes and expanded service to Pomona. Improves service frequency with coordination across multiple service providers including Metro Express buses at El Monte and Metrolink at El Monte and Pomona stations, including providing benefits to Priority Populations along the route.</p> <p>Status: The In-Depot Charging and Planning Study has been completed and the recipient is currently analyzing how to proceed with the implementation of a zero-emission fleet and necessary supporting infrastructure. Recipient expects to request an allocation towards the end of 2020.</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	\$0	\$2,856,157	69.95%	2021
				Bus Stop Improvements		\$0	CON Pending	\$3,917,000			
<p>Benefits: Projected benefits include reduction of 27,000 tons of CO2, increased ridership through improved payment technology by implementing modernized vending machines along two major BRT corridors that accept electronic payments (e.g., magnetic stripes or smart cards), reloading of payment cards, and on-line payment development for smart card media. In addition, bus stop enhancements include lighting improvements, real-time information displays, security camera systems and safer passenger boarding through bulb-outs, including bus stop pad improvements. Investments are directed towards the highest priority improvements to Fresno's Bus Rapid Transit and high frequency route system, which targets four routes with the greatest ridership and transit-oriented development potential, by making the services faster, safer and more convenient, including providing benefits to Priority Populations along these routes.</p> <p>Status: The Bus Rapid Transit route which the modernization fare payment system was installed, entered service as of February 2018. Operational acceptance of ticket vending machines is tentatively scheduled for June 2020, with commences the start of the two-year maintenance agreement/warranty period ending on June 2022, at which time the recipient will make the final five percent payment to the vendor and request reimbursement for the remaining balance. Acquisition of right of way for the Shaw and Cedar Avenue bus stop improvements corridor remains underway. Recipient has a few administrative steps to complete internally to determine how acquisitions of properties will proceed. Allocation of remaining funds for the bus stop improvements component is still expected by May 2020. Overall project remains on budget as originally planned.</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	\$0	CON Pending	\$40,000,000	\$0	0%	2024
<p>Benefits: Projected benefits include reduction of 641,000 tons in CO2, increase ridership and connectivity through investments that improve airport access for travelers and workers by connecting Metro's rail and bus network to the Automated People Mover serving terminals at the Los Angeles International Airport (LAX), while meeting the unprecedented air travel demands needed to potentially host the Summer Olympics in 2028. Additional benefits include improved passenger access options to LAX, improved customer experience, and relief of congestion in the central airport terminal area, including surrounding communities.</p> <p>Status: Design document for the Airport Metro Connector station <u>will be complete in January 2020</u> and construction work on the station is scheduled to begin in October 2020 following allocation in June 2020.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2016	6	Los Angeles County Metropolitan Transportation Authority	Metro Red and Purple Line Capacity Improvements	Environmental Assessment	\$69,209,000	\$1,671,000	PA&ED 12/04/2019	\$0	\$4,771,733	6.89%	2024
				Final Design		\$3,101,000	PS&E 06/29/2017	\$0			
				Construction		\$64,437,000	CON 12/04/2019	\$0			
<p>Benefits: Projected benefits include reduction of 946,000 tons in CO2 and increased ridership through investments that increase hourly capacity at Union Station to 30 trains per hour, bi-directional. Supports expansion of Metro rail system, arrival of future High-Speed Rail, and increased Metrolink and Amtrak Service, including investments benefiting Priority Populations.</p> <p>Status: The construction contract award is pending review by Metro Procurement. The Traction Power Substation contract has been awarded and shop drawing submittals are under review. The project remains on schedule and within the new project budget.</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	\$61,983,000	CON 02/01/2018	\$0	\$50,801,198	75.82%	2021
				Carlsbad Poinsettia Station		\$4,017,000	CON 06/29/2017	\$0			
				North Robust Timetable		\$500,000	CON 10/18/2018	\$0			
				LOSSAN Wide Network Integration and Strategic Investment Planning		\$500,000	CON 10/18/2018	\$0			
				Travel Time Savings		\$0	CON Pending	\$15,000,000			
<p>Benefits: Projected benefits include reduction of 606,000 tons in CO2 and increased ridership from corridor wide equipment and infrastructure upgrades along the northern portion of the corridor, including service frequency enhancements, operational flexibility and reliability, reduce travel times and improved on-time performance. Improved integration with other corridor transit services, including SLO Transit, Santa Barbara MTD, and Gold Coast Transit, while reducing recurring maintenance costs resulting from aging infrastructure, progressive freight rail service, and improved access for Priority Populations near stations along the service corridor to accommodate future public transit demands.</p> <p>Status: Elvira to Morena Double Track progress continues with 95 percent complete and completion expected in Summer 2020. All structures are complete, and installation of the second track and erosion control measures are under way. Progress at Carlsbad Poinsettia Station includes construction of the underpass, new intertrack fence, 1,000-foot-long platform and other related improvements have been completed, and the hold-out rule was removed at the Station to remove train idling outside of the station. The contractor is finalizing minor punch list items, and project closeout phase has started. Undercrossing and platform became fully functional November 2019. The North Robust Timetable, and LOSSAN Wide Network Integration and Strategic Investment Planning continue progress and are expected to be complete and operational within the initial timeline.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>10/20/2016</u> <u>06/26/2019</u>	\$0	\$2,413,997	8.62%	2022
				Construct OC Streetcar project connecting Santa Ana and Garden Grove with zero-emission service		\$25,586,000	CON <u>08/16/2018</u> <u>06/27/2019</u>	\$0			
<p>Benefits: Projected benefits include reduction of 539,000 tons of CO2 and increased ridership through the introduction of improved fare payment technology and new Streetcar services connecting the Santa Ana Regional Transit Center to Harbor Boulevard and Westminster Avenue in Garden Grove, including mobility improvements for Priority Populations along the 4.15-mile Streetcar route. Includes connectivity improvements by providing direct connections with OCTA's Bravo rapid bus lines, Metrolink and Amtrak trains, and international bus services.</p> <p>Status: The mobile ticketing component has been operational as of February 2018 and construction of the streetcar is currently underway. The OC Streetcar construction contract was awarded with a Limited Notice to Proceed issued in November 2018. Full Notice to Proceed for construction was issued in March 2019 and as of September 2019, the earned progress was 10.3 percent, and Bulk Track, 115 and 112 running rail, is expected to be delivered March 2020.</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	CON <u>06/29/2017</u>	\$0	\$10,096,571	50.48%	2023
<p>Benefits: Projected benefits include reduction of 734,000 tons of CO2 and increased ridership through improved service frequency and capacity through procurement of 96 rail cars, reduction in noise impacts and diesel air pollution impacts to communities through improved technology and electrification of the entire 51-mile Peninsula Corridor, improved safety with implementation of Positive Train Control technology, integration with transit and intercity rail services including San Francisco Muni, SamTrans, and Amtrak services, and providing two stops located within Priority Populations along the corridor.</p> <p>Status: During the past reporting period, 28 car shells have been shipped from Stadler to date with 19 onsite in Stadler's Salt Lake City facility. Assembly of the Electric Multiple Units is ongoing. Recipient and Stadler also continue to work with the Federal Rail Administration on various compliance and testing items.</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 <u>Pending</u>	\$30,000,000	\$0	0%	2020
<p>Benefits: Projected benefits include reduction of 75,000 tons of CO2, increased ridership through a new streetcar service from West Sacramento in Yolo County to Sacramento in Sacramento County, including important connections to intercity rail services and future High-Speed Rail services by connecting to the Gold Line that terminates at Sacramento Valley Station serving Amtrak service connections, and access of service for Priority Populations, colleges and major employment centers along the route.</p> <p>Status: Recipient continues to evaluate alternatives and best approach to deliver project benefits, while working with partner agencies including the Federal Transit Administration, City of Sacramento, and the City of West Sacramento on next steps to achieve project benefits.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>10/18/2018</u>	\$0	\$0	0%	2021
<p>Benefits: Projected benefits include reduction of 79,000 tons of CO2 and increased ridership through improve transit options on the eastern end of the San Fernando Valley by providing rail transit connectivity to bus rapid transit and passenger rail service in the City of San Bernardino and the University of Redlands, including access to employment, education and other passenger destinations, while reducing travel times along the nine-mile Redlands Corridor. Benefits include access to Priority Populations along the corridor.</p> <p>Status: Third party construction contract award for the mainline contract was executed on April 2019. Project progress on the mainline continues with 26 percent complete with an anticipated completion date of November 2021.</p>											
2016	12	San Francisco Municipal Transportation Agency	Light Rail Modernization and Expansion Program	Acquisition of ten expansion light-rail vehicles for more capacity and improved service	\$45,092,000	\$45,092,000	CON <u>05/17/2017</u>	\$0	\$45,092,000	100%	2020
<p>Benefits: Projected benefits include reduction of 161,000 tons of CO2, increased ridership and improved service through fleet expansion and expanded service, improved operational safety, including operational visibility, smoother acceleration and braking capabilities, as well as improved integration with BART, Caltrain, regional bus, ferry services, including future High-Speed Rail, and access of services for Priority Populations within the service area.</p> <p>Status: 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.</p>											
2016	13	San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program	Lengthen Platforms	\$16,459,000	(\$250,000)	PA&ED <u>08/17/2017</u>	\$0	\$7,873,302	98.42%	2021
						\$500,000	PS&E <u>06/27/2018</u>	\$0			
				\$0		CON Pending	\$8,459,000				
				Tier 4 locomotive to allow busiest train to add seating capacity		\$7,500,000	CON <u>08/17/2017</u>	\$0			
<p>Benefits: Projected benefits include reduction of 65,000 tons of CO2 and increased ridership through supporting infrastructure improvements to support train capacity demands, including benefits to Priority Populations located within ACE stations.</p> <p>Status: The first Tier 4 locomotive was delivered in September 2019, with testing currently underway. Platform extension design continues to progress with allocation of remaining TIRCP funds anticipated by June 2020.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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	CON LONP 12/06/2018; Pending	\$20,000,000	\$0	0%	2030
<p>Benefits: Projected benefits include reduction of 158,000 tons of CO2, increased ridership through expanded BART service frequency from Berryessa to Alum Rock, Downtown San Jose, San Jose Diridon Station, and Santa Clara. Improved passenger mobility to key destinations along the BART system within Santa Clara County and throughout the East and South Bay, improved integration with other rail services and improved access of services for residents within Priority Populations.</p> <p>Status: Tunnel alignment selected, tunnel engineering and parcel acquisition coordination continues. Project selected for Federal Transit Administration's Expedited Project Delivery Pilot Program and an initial \$125 million in Federal funding approved in the Federal 2020 budget. Recipient is reporting a three-year delay in project completion and anticipated completion has been extended to 2030.</p>											
2016	15	San Joaquin Regional Rail Commission	ACE Merced Extension (SB132)	ACE Extension Lathrop to Merced and Related Systems	\$400,000,000	\$87,947,248	SB 132	\$312,052,752	\$30,656,740	34.86%	2027
<p>Benefits: Projected benefits include reduction of CO2 emissions, and increase ridership by diverting automobile commuters to ACE trains through the new service from Ceres with a shuttle connection to Merced, including infrastructure improvements along the new corridor.</p> <p>Status: Final design for stations, track work and layover facilities, including on-call rail engineering support services is still underway. Construction of new Tier 4 locomotives is ongoing. A Request for Proposals for the joint procurement of seven new passenger rail cars has been released. PA&ED for the Stockton Diamond Grade Separation is underway (this component may be able to increase capacity to reduce the need for more costly double-tracking along some of the new corridor).</p>											
TOTAL – TIRCP Cycle #2					\$390,893,000	\$262,964,000	---	\$127,929,000	\$129,582,181	49.28%	2030
TOTAL – TIRCP Cycle #2 and SB132					\$790,893,000	\$350,911,248	---	\$439,981,752	\$160,238,921	45.66%	2027

Award Year	Project No.	Award Recipient	Project Title	Project Description/Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
TIRCP Cycle #3											
2018	1	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Acquisition of 45 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur-Grand corridor	\$14,000,000	\$0	CON Pending	\$13,500,000	\$0	0%	2021
				Network Integration		\$500,000	CON <u>10/28/2018</u>	\$0			
<p>Benefits: Projected benefits include reduction of 14,000 tons in CO2 and increased ridership through fleet replacement and service expansion to transform the MacArthur-Grand Corridor local and Transbay services and improve network connectivity with Amtrak services at Emeryville station. Enhanced integration with other transit and rail services, including access of services for low-income communities and low-income households.</p> <p>Status: Network Integration work with Amtrak rail and bus services at Emeryville and with other transit providers at Transbay Terminal (including the SamTrans Express Bus Pilot) continues. Full allocation for vehicle procurement is still expected by June 2020.</p>											
2018	2	Anaheim Transportation Network	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	Acquisition of 10 Micro-Cruisers	\$28,617,000	\$802,000	CON <u>08/16/2018</u>	\$0	\$395,559	1.38%	2021
				Acquisition of 40 Zero-Emission Electric Buses		\$22,857,000	CON <u>12/06/2018</u>	\$0			
				Construction of Operations and Maintenance Facility		\$4,958,000	CON <u>10/09/2019</u>	\$0			
<p>Benefits: Projected benefits include reduction of 61,000 tons of CO2, increased ridership through new services that will provide first/last mile connections in Downtown Anaheim, expanded bus services on popular routes, while improving integration and connectivity with Amtrak and Metrolink services at the Anaheim Regional Transportation Intermodal Center, as well as access of services to low-income communities and low-income households through expanded free or low-cost transit services to jobs and business centers.</p> <p>Status: Continued steady increase in ridership for the Micro-Transit Vehicles component. Recipient is currently in discussions with the City of Anaheim to explore opportunities to expand micro-transit services beyond the existing service area. Delivery of first set of electric buses expected by October 2020. Contract award for the maintenance/administration and operations facility component is now expected to be finalized by March 2020. Overall project remains on schedule and within the original budget.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>10/18/2018</u>	\$0	\$677,461	5.67%	2021
				Purchase of 12 zero-emission battery electric buses for AVTA		\$7,755,000	CON <u>10/18/2018</u>	\$0			
				Facility Improvements for AVTA		\$0	CON Pending	\$1,200,000			
				Network Integration		\$250,000	CON <u>10/18/2018</u>	\$0			

Benefits: Projected benefits include reduction of 23,000 tons of CO2, increased ridership through service frequency, expansion and infrastructure improvements, including upgrades to charging infrastructure serving AVTA local and commuter bus routes. Improved integration with other transit and rail services and access of services for low-income communities and low-income households by adding additional bus service to Metro Rail Green Line or Blue Line, including from Downey as well as providing increased frequency of service – both weekdays and weekends, expanded service in unserved and underserved areas, and modified service times. Improved connections and enhanced bus stop amenities by extending routes and strengthening connections to both the Blue Line and Green Line, providing customers with more and faster travel options to further employment destinations such as downtown Los Angeles.

Status: Correction to previous reporting, only three of the seven local buses have been received by Antelope Valley Transit Authority (AVTA) and are operational as of November 2019, the remaining four commuter buses are still pending delivery with an estimated delivery of March 2020. Construction contracts for two of the transit centers have been awarded and specifications for award of the third center is being finalized. Long Beach Transit (LBT) now anticipates executing a vehicle procurement contract by June 2020 and expects delivery of all five vehicles by October 2021. AVTA is in the process of amending the scope of work with the consultant for the Network Integration component to expand the project scope. LBT's Network Integration contract will be executed by June 2020.

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 <u>12/5/2019</u>	\$267,108,000	\$0	0%	2029
------	---	---------------------------------	---	--	----------------------	--------------	-------------------------	---------------	-----	----	------

Benefits: Projected benefits include reduction of 4,272,000 tons of CO2 and increased ridership by allowing the number of trains operating through the Transbay Tube to increase from 23 to 30 per hour. Installation of a new communication-based train control system, increasing frequency and capacity of trains operating on the system by reducing headways, also includes improved services for residents in Priority Populations.

Status: Full Funding Grant Agreement (FFGA) valued at \$1.169 billion was approved by the Federal Transit Administration, of which \$300 million represents the first increment of funds awarded to the recipient followed by additional increments of federal funds awarded in the next five-years. A signed FFGA is expected by June 2020. Recipient is currently working to award a contract for the communication-based train control element.

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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&ED 12/06/2018	\$0	\$0	0%	2023
						\$0	CON Pending	\$47,800,000			
				Integrated Travel Program		\$6,000,000	CON 12/06/2018; Pending	\$21,340,000			
				Network Integration		\$2,000,000	CON 12/06/2018	\$0			
<p>Benefits: Projected benefits include reduction of 1,348,000 tons of CO2, increased ridership through expanded service by including a new station at Fremont/Newark connecting to the Dumbarton Express Bus and other bus shuttles in Alameda County, increased service frequency by reducing travel time by up to 13-minutes from Oakland to San Jose, improved customer service and ticket integration through seamless fare payment across all transit agencies statewide, safety improvements through the installation of Positive Train Control technology, and access of services for low-income communities and low-income households.</p> <p>Status: Network Integration contracts have been awarded and studies are underway. Completion of environmental assessment for the realignment (Oakland to San Jose Corridor) component is delayed due to additional stakeholder engagement needed. Progress on the California Integrated Travel component continues, with market sounding report and feasibility studies completed.</p>											
2018	6	City of Fresno	Southwest Fresno Community Connector	Purchase of six zero-emission battery electric buses including construction of charging infrastructure	\$7,798,000	\$0	CON Pending	\$7,798,000	\$0	0%	2021
<p>Benefits: Projected benefits include reduction of 9,000 tons of CO2, increased ridership through service frequency by providing more frequent service on routes 29 and 38, allowing service frequencies every 15 minutes throughout the day when current services generally exceed 30 minutes. Improved connectivity to key destinations and access of service for low-income communities and low-income households to allow direct access from the southwest to northern part of Fresno, and provides new connectivity to serve future employment, shopping and educational centers, including access of services for low-income communities and low-income households.</p> <p>Status: Recipient completed the draft specification for a multi-year requirement vehicle procurement contract, which required the City's review prior to solicitation. The vehicle procurement bid posted in February 2020, with bid proposals review beginning in March 2020 to coincide with the allocation of TIRCP funds in May 2020. The Request for Proposal will be used for all electric bus purchases, including vehicles funded with TIRCP, and for the life of the contract.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	7	City of Los Angeles DOT	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Procurement of 112	\$36,104,000	\$35,854,000	CON 08/16/2018	\$0	\$0	0%	2021
				Network Integration		\$250,000	CON 08/16/2018	\$0			
<p>Benefits: Projected benefits include reduction of 196,000 tons of CO2, increased ridership through fleet replacement and expanded service by improving service frequency on all existing DASH routes, spanning 28 communities throughout the City of Los Angeles, and offering expanded service in the underserved San Fernando Valley. Improved access to key activity centers, network hubs, as well as first-mile last-mile connections and support improved regional rail and bus connectivity, and access of service for low-income communities and low-income households by modifying existing routes and adding four new routes. Improved local and regional system integration through improved connectivity with multiple rail and transit systems, as well as improvements on existing and future connectivity with expanding LA Metro Rail, Bus Rapid Transit, and other bus services.</p> <p>Status: Recipient has executed a third-party procurement contract for all buses and will be completing the Network Integration component internally, without any consultants. Project remains on budget and within the original schedule.</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	\$0	\$0	0%	2021
<p>Benefits: Projected benefits include reduction of 17,000 tons of CO2, increased ridership through implementation of new express service that support a transition to cleaner technology and implementation of new express bus service that complements existing, heavily-used Rapid 7 bus service between Santa Monica and downtown Los Angeles. Improved integration with other rail services, improved connectivity to key destinations along the route, and improved air quality with the investments of zero-emission battery electric buses that will be deployed on an express route operating every 20 minutes on weekdays from Wilshire/Western Station in downtown Los Angeles, connecting with LA Metro's Purple Line, to downtown Santa Monica where it provides critical first-mile last-mile connectivity to the LA Metro's Expo Line that will complement existing local service by adding needed capacity and faster travel. Transit signal prioritization on the Pico corridor in Los Angeles, new pre-paid fare media incentives to attract new riders, and implementation of queue jump lanes at select intersections will support improved mobility for Priority Populations.</p> <p>Status: Recipient has reviewed all vehicle procurement proposals and entered into a procurement contract in February 2020, with the intent of issuing a Notice to Proceed by the end of March 2020. Overall project remains on schedule and within the original budget.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>10/09/2019</u>	\$0	\$0	0%	2020
				Network Integration		\$500,000	CON <u>12/06/2018</u>	\$0			

Benefits: Projected benefits include improved integration with other regional and local services, including six local transit providers and access of services for low-income communities and low-income households. Benefits include opportunities to further and enhance integration and access of services to Priority Populations.

Status: Preliminary design in process and award of final design and construction contracts is expected by July 2020. Overall project remains within the original budget and on schedule as per the scope.

Award Year	Project No.	Award Recipient	Project Title	Project Description/Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 to Montclair	\$1,088,499,000	\$0	CON LONP 08/16/2018; Pending	\$290,200,000	\$0	0%	2029
				Orange/Red Line to Gold Line BRT Connector		\$0	CON Pending	\$50,000,000			
				East San Fernando Valley Transit Corridor		\$0	CON Pending	\$204,999,000			
				West Santa Ana Light Rail Transit Corridor		\$0	CON Pending	\$300,000,000			
				Vermont Transit Corridor		\$0	CON Pending	\$5,000,000			
				Green Line Light Rail Extension to Torrance		\$0	CON Pending	\$231,300,000			
				Network Integration		\$7,000,000	CON 12/06/2018	\$0			

Benefits: Projected benefits include reduction of 7,966,000 tons of CO2 and increased ridership by shifting existing single-occupant vehicle trips to public or multi-modal transit mode, closing the transit gaps throughout Los Angeles County, as well as expanding existing transit and rail systems. Improved connectivity with all Metro rail, regional and local bus services, services by other regional providers, including Metrolink, Amtrak and future High-Speed Rail, as well as improving where ever feasible, first/last mile connections, including rideshare, bike share, electric charging stations, bike corrals and transit orientated developments. Includes direct benefits of improved or new services to Priority Populations.

Status: The Gold Line Foothill Extension to Claremont and beyond to Montclair Design-Build contract was awarded with Notice to Proceed (NTP) for Pomona Terminus issued in October 2019 with design, geotechnical borings, potholing, and survey work commencing. Pending availability of other funding, the contract option to extend the line to Montclair may be executed within two years of the NTP for the Pomona Terminus. Alternative for the Orange/Red Line to Gold Line BRT Connector project analysis has been completed. The CEQA document for the East San Fernando Valley Transit Corridor project is complete and ready for Board Certification.

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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	\$59,000	PS&E <u>10/18/2018</u> <u>01/30/2020</u>	\$0	\$2,299,000	90%	2024
						\$1,241,000	CON <u>01/30/2020</u>	\$0			
				Signal Respacing and Optimization		\$0	CON Pending	\$15,900,000			
				On-Time Performance Program		\$6,666,000	CON <u>12/06/2018:</u> <u>10/09/2019:</u> Pending	\$16,296,000			
				Network Integration		\$0	CON Pending	\$250,000			

Benefits: Projected benefits include reduction of 957,000 tons of CO2, and increased ridership through additional Amtrak-operated intercity passenger rail service, enhanced service reliability and shared used and on-time performance incentives on the Pacific Surfliner corridor between Los Angeles and San Diego Santa Fe Depot to accommodate hourly operations beginning with up to two additional frequencies and continuing to increase thereafter, and include frequency service of 12 current roundtrips with an expected 17 round trip trains. Benefits also include service improvements with more accurate system planning, the study of additional train slot availability to identify train openings and direct future capital improvements leading to increased flexibility with scheduling and incremental operational adjustments. Equipment and infrastructure upgrades such as new right of way fencing enhancing public safety and access of services for low-income households in nearby communities.

Status: North County Transit District completed a feasibility study which determined design is not needed for all locations and a design-build contract may best support implementation of the fencing component. In the next quarter, the solicitation process for a construction contractor will be initiated, following award of the construction contract. The boundary survey will be performed to aid the ongoing trespasser mitigation study, scheduled for completion in the Spring of 2020, to inform remaining fencing design considerations for reduction of trespass-related incidents on the corridor. The Cooperative Agreement between the North County Transit District and the LOSSAN Rail Corridor Agency for system access and shared used and on-time performance incentives was signed on August 2019, and since implementation of improvements, there has been greater benefits achieved than originally anticipated, including measuring current performance against the baseline established to demonstrate the effectiveness of these improvements. Overall project remains on schedule and within the original budget.

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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	\$0	\$0	0%	2022
				Upgrade of Non- Powered Switches		\$2,500,000	PS&E 10/18/2018	\$0			
				Track, Signal and Siding WAVE 1		\$0	CON Pending	\$37,800,000			
				Goleta Layover Facility		\$180,000	PS&E 05/16/2019	\$0			
				Track, Signal and Siding WAVE 2		\$0	PA&ED Pending	\$4,780,000			
						\$0	CON Pending	\$77,610,000			
				On-Time Performance Program		\$4,284,000	CON 10/18/2018	\$19,276,000			

Benefits: Projected benefits include reduction of 1,160,000 tons of CO2, increased ridership through service frequency and a capitalized maintenance program intended to improve travel times and delays on the Pacific Surfliner rail corridor, including service to Santa Barbara from five to six round trips and to San Luis Obispo from two to three round trips, leading to potential ridership growth and scheduling flexibility during peak periods on the northern end of the corridor. Benefits also include infrastructure improvements related to replacing two speed restricted bridges, the addition of second platform and pedestrian undercrossing at the Carpinteria station and expanding existing layover facilities to allow for additional trains to rest at northern terminus. Includes benefits to Priority Populations with direct access to intercity and/or commuter rail services along the northern portion of the corridor, including the eight disadvantaged communities directly served in Ventura County and the 140 low-income communities served in San Luis Obispo, Santa Barbara and Ventura counties.

Status: The negotiations with Union Pacific Railroad in preparing and executing an agreement for the design and construction of the Centralized Traffic Control and siding upgrades, as well as defining the capitalized track access and incentive rates are nearly finalized with an updated list of projects and capital investments proposed to meet the stated benefits and increased train movements. Overall project remains on schedule and within the original budget.

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	13	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Expansion	Corridor Wide Broadband Communication	\$164,522,000	\$3,000,000	PS&E <u>10/18/2018</u>	\$0	\$54,289,287	84.83%	2025
				Procurement of Electric Multiple Units		\$58,000,000	CON <u>06/27/2019</u>	\$100,522,000			
				Network Integration		\$3,000,000	CON <u>8/16/2018</u>	\$0			
<p>Benefits: Projected benefits include reduction of 737,000 tons of CO2, increased ridership through enhanced seating capacity and all-electric service on the corridor by procurement of expansion vehicles, infrastructure upgrades, including station wayside bicycle facilities throughout the Peninsula Corridor system and onboard broadband communications system to optimize operations and maintenance of the system, and integration improvements with other transit services including BART, SF Muni, and Amtrak services throughout the Bay Area and Peninsula Corridor. Network integration component has been incorporated into Caltrain Business Plan to develop a long-term vision for the commuter rail line.</p> <p>Status: Recipient is awaiting delivery of vehicles from the Salt Lake City Stadler facility. Design contract for the broadband and bike component has been awarded. Network Integration planning study is ongoing for the Caltrain Business Plan update.</p>											
2018	14	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	Acquisition of New Low-Floor Light Rail Vehicles	\$64,350,000	\$30,932,000	CON <u>12/05/2019</u>	\$23,815,000	\$0	0%	2026
				Track and Station Improvements		\$0	CON <u>Pending</u>	\$9,353,000			
				Network Integration		\$250,000	CON <u>06/27/2019</u>	\$0			
<p>Benefits: Projected benefits include reduction of 234,000 tons of CO2, increased ridership through improved service frequency to provide 15-minute headways across the entire Gold Line and limited stop Gold Line Express Service, capacity enhancements and fleet replacement, improved integration with other transit and rail services, including connection to Amtrak services at the Sacramento Valley Station and eventual planned Midtown Station, and access of services for low-income and low-income household communities by providing enhanced transit access to employment centers and service hubs in the Greater Sacramento Area.</p> <p>Status: Recipient is working towards completing environmental clearance for side track and is preparing to release a Request for Proposal for the Network Integration component. Recipient is also working on a contract with Siemens for the new low-floor light rail vehicles. Station modifications cost estimates and design have been finalized and construction work will begin in the coming months.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	15	San Bernardino County Transportation Authority	Diesel Multiple Unit Vehicle to Zero-or-Low Emission Vehicle Conversion and West Valley Connector Bus Rapid Transit	DMU Conversion and Supporting Infrastructure	\$30,000,000	\$500,000	PA&ED <u>08/16/2018</u>	\$0	\$0	0%	2023
				DMU to ZMU Conversion		\$3,000,000	PS&E <u>08/16/2018;</u> <u>12/04/2019</u>	\$0			
				Vehicle Procurement		\$23,500,000	CON <u>08/16/2018;</u> <u>12/05/2019</u>	\$0			
				Vehicle Conversion and Testing		\$0	CON <u>Pending</u>	\$3,000,000			

Benefits: Projected benefits include reduction of 67,000 tons of CO2, by laying the groundwork for conversion of diesel rail services to low- or zero-emission for commuter rail services statewide and provide for the testing of ZEMU service on other services throughout the state, including the Metrolink system. Will serve low- income and disadvantaged communities with three of the five proposed stations within walking distance of six census tracts with disadvantaged communities and will contribute to improving air quality in these communities along the corridor.

Status: Recipient awarded a third-party contact for vehicle research, design, and manufacturing in November 2019. Project remains on schedule and within budget.

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 <u>Pending</u>	\$5,763,000	\$0	0%	2024
------	----	--------------------------------------	---	---	-------------	-----	-----------------------	-------------	-----	----	------

Benefits: Projected benefits include reduction of 7,000 metric tons of CO2 and improved safety and travel experience for bus riders, cyclists, and pedestrians along the busiest bus route in San Diego. Minimizes the conflict between buses and bicycles by constructing transit islands along key bus corridors, improving quality of transit services and strengthening the regional and local transportation network by enhancing both first- and last-mile transit options.

Status: Final design is 95 percent complete, with submittal to the City of San Diego's Development Services Department expected in Spring 2020. Environmental clearance has also commenced with a projected construction start date sometime in 2021, following completion of final design. Projected project completion has been extended to 2024.

Award Year	Project No.	Award Recipient	Project Title	Project Description/Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	17	San Diego Metropolitan Transit System	Blue Line Rail Corridor Transit Enhancements	Design of Blue Line improvements	\$40,098,000	\$1,555,000	PS&E <u>03/14/2019</u>	\$0	\$0	0%	2021
				Blue Line Trolley Corridor Improvements		\$0	CON <u>Pending</u>	\$30,949,000			
				Middletown Double Crossover		\$4,977,000	CON <u>10/09/2019</u>	\$0			
				Old Town Transit Center		\$2,367,000	CON <u>12/05/2019</u>	\$0			
				Network Integration		\$250,000	CON <u>01/31/2019</u>	\$0			
<p>Benefits: Projected benefits include reduction of 68,000 metric tons of CO2, increased ridership through capacity enhancements to station and rail infrastructure between Old Town and American Plaza trolley stations, and at 12th & Imperial Ave. where the Green Line terminates. Streamlines connections between various transportation modes in downtown, including regional passenger rail, commuter rail, light rail, regional and local buses, and various active transportation modes, and includes services to Priority Populations.</p> <p>Status: All four design contracts have been executed and a construction contract for the Middletown Double Crossover is expected in the next several months. Public outreach activities for Network Integration component have concluded as of January 2020. The recipient plans to request additional available TIRCP funds in the coming months. Overall project remains on schedule and within the original 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 <u>08/16/2018</u>	\$0	\$0	0%	2020
<p>Benefits: Projected benefits include reduction of 156,000 tons of CO2, increased ridership through fleet and service expansion by funding additional expansion vehicles, as well as enhancing operational safety features which include improved operator visibility, smoother acceleration and braking capabilities. Improved integration with other transit services, including BART and local bus services, and improved access of services for Priority Populations.</p> <p>Status: 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.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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&ED <u>10/18/2018</u>	\$0	\$255,752	0.86%	2023
				Final Design		\$626,000	PS&E <u>10/18/2018</u>	\$12,790,000			
				Acquisition of Right of Way		\$0	R/W Pending	\$22,792,000			
				Procurement, Station Construction, Station Tracks, Layover Facilities and Improvements		\$15,500,000	CON <u>10/09/2019</u>	\$435,093,000			
				Network Integration		\$1,000,000	CON <u>10/18/2018</u>	\$0			
<p>Benefits: Projected benefits include reduction of 4,369,000 tons of CO2, and increase ridership through expansion of both Altamont Corridor Express (ACE) and San Joaquin services to provide five weekday round-trip schedules between Stockton and Sacramento (with at least one schedule continuing the regular ACE route to San Jose), and an additional two daily San Joaquin scheduled trips between Stockton and Sacramento for a total of nine weekday/ four weekend schedules between Stockton and Sacramento. Improved local transit service connections along the new corridor, including first/last mile access for new stations. Enhancements to services for low-income communities and low-income households within existing stations.</p> <p>Status: Network Integration, preliminary engineering, and environmental assessments are underway. A solicitation for the purchase of four new coach cars has been released.</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 Pending	\$15,000,000	\$0	0%	2022
<p>Benefits: Projected benefits include reduction of 47,000 tons of CO2, increased ridership by adding four express bus routes from San Mateo County, San Francisco County, and Santa Clara County that increase reliability by utilizing HOV 101 freeway lanes for buses and reduced travel times, including improved integration with Caltrain, Amtrak, BART, and SF MUNI services, as well as providing benefits to Priority Populations along the service area.</p> <p>Status: Recipient is in the process of finalizing the scope and schedule for the bus procurements and required charging infrastructure. Overall project remains on schedule and within the original anticipated budget.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 <u>12/05/2019</u>	\$0	\$0	0%	2022
						\$0	CON <u>Pending</u>	\$5,000,000			
				Procurement of Zero Emission Buses		\$0	CON <u>Pending</u>	\$4,300,000			
<p>Benefits: Projected benefits include reduction of 7,000 tons of CO2, increased ridership through service enhancements of rail service for commuters between Ventura and Santa Barbara counties by enhancing bus services that allow seamless use of both rail and transit services to employment centers in the Santa Barbara area from Oxnard and Ventura, including expansion and reduction in passenger travel times, including services to Priority Populations.</p> <p>Status: Local transit facility design assessment was completed in December 2019. Allocations for facility improvements and electric buses is expected by June 2020. Electric buses will be possibly procured through existing State administered vehicle procurement contract option. Overall project remains on schedule and within the original budget.</p>											
2018	22	Santa Barbara County Association of Governments	Goleta Train Depot	New Multi-Modal Facility Adjacent to Amtrak Train Station	\$13,009,000	\$1,550,000	PA&ED <u>10/18/2018;</u> <u>08/15/2019</u>	\$0	\$124,419	5.66%	2023
						\$0	PS&E <u>Pending</u>	\$1,212,000			
						\$0	CON <u>Pending</u>	\$9,597,000			
				Electric Shuttles and Supporting Infrastructure		\$400,000	CON <u>10/09/2019</u>	\$0			
				Network Integration		\$250,000	CON <u>10/18/2018</u>	\$0			
<p>Benefits: 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 destinations, including connections to Amtrak and the Santa Barbara Airport as well as the University of Santa Barbara. Benefits include access of services for low-income communities and low-income households within the service shuttle route.</p> <p>Status: Continued finalization of environmental assessment necessary to secure development/construction permits with final environmental document anticipated to be certified by February 2021. Award of contracts for vehicles and supporting infrastructure is now anticipated by October 2020. Overall project remains within the original budget.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
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 Pending	\$730,000,000	\$0	0%	2030
<p>Benefits: 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, including SF MUNI. Improved access of services for low-income communities and low-income households along the corridor.</p> <p>Status: Tunnel alignment selected, tunnel engineering and parcel acquisition coordination continues. Project selected for Federal Transit Administration's Expedited Project Delivery Pilot Program and an initial \$125 million in Federal funding approved in the Federal 2020 budget. Recipient is reporting a three-year delay in project completion. Anticipated completion date has been extended to 2030.</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	\$0	\$0	0%	2021
<p>Benefits: Projected benefits include reduction of 26,000 tons of CO2, increased ridership through implementation of new bus service to eliminate vehicle trips from Redding to Sacramento, connectivity with other rail and transit services including the Amtrak Thruway Bus service and connecting to Amtrak and SacRT services in Sacramento, and access of services for low-income communities and low-income households by connecting to social and employment destinations, high level health care, business, and commerce from the North State to the Greater Sacramento Area.</p> <p>Status: Recipient is still working towards awarding a vehicle procurement contract.</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	\$0	\$827,649	14.09%	2023
			Vehicle Procurement	\$0		CON Pending	\$4,663,000				
			Network Integration	\$250,000		CON 01/31/2019	\$0				
<p>Benefits: Projected benefits include reduction of 138,000 tons of CO2, increased ridership through improved service frequency and reduced travel times on FAST and SolanoExpress intercity bus services, improved integration with other transit and rail services including BART and Capitol Corridor and SMART services, and access of services for low-income communities and low-income households at Bay Area and Sacramento employment, social, and commerce centers.</p> <p>Status: Fairgrounds Drive SolanoExpress Bus stop is complete and operational as of July 2019. York Street extension contract has been awarded and expected completion date is Summer of 2020. Fairfield Transportation Center design is complete, with construction to begin in Spring 2020. Network Integration component is underway with a focus on SMART rail to Solano coordination. Recipient will be requesting additional time to award a third-party contract for the capital improvements component.</p>											

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	26	Sonoma-Marin Area Rail Transit District	SMART Larkspur to Windsor Corridor	Capital Investments for Improved Transit Services	\$21,000,000	\$20,000,000	CON <u>08/16/2018</u>	\$0	\$1,327,969	6.32%	2021
				Network Integration		\$1,000,000	CON <u>08/16/2018</u>	\$0			
<p>Benefits: Projected benefits include reduction of 138,000 tons of CO2, increased ridership through improved service frequency in critical rail segments extending commuter rail service to Larkspur with its regional ferry service and northward to Windsor's transit-oriented Town Green. Provides for project development efforts related to the extension of service to Healdsburg and Cloverdale, reduced travel times, improved integration with other local transit and regional rail services, and access of services for low-income communities and low-income households.</p> <p>Status: Larkspur extension opened for passenger service on December 2019. Recipient awarded a design/build contract for the Windsor extension on November 2019. Positive train control work on Windsor extension is underway and scheduled for completion in 2021. Network integration work is underway and has produced the Novato to Suisun Rail Feasibility Study.</p>											
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&ED <u>08/16/2018;</u> Pending	\$0	\$0	0%	2026
						\$29,825,000	PS&E <u>12/06/2018;</u> Pending	\$33,361,000			
				\$5,200,000		CON <u>12/06/2018;</u> Pending	\$126,843,000				
				\$500,000		CON <u>12/05/2019</u>	\$95,183,000				
				\$23,160,000		CON <u>12/06/2018;</u> Pending	\$21,078,000				
			LA Fullerton Track Improvements for WAVE 1A								
			WAVE 1B								
			Fleet and Facilities Phase 1								

Award Year	Project No.	Award Recipient	Project Title	Project Description/Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	27	Southern California Regional Rail Authority	Southern California Optimized Rail Expansion (SCORE)	Fleet and Facilities Phase 2		\$0	CON Pending	\$47,600,000			
				Siding, Station Improvements, Signals and Capacity Improvements WAVE 2		\$0	CON Pending	\$73,238,000			
				OC Maintenance Facility		\$4,829,000	PA&ED 10/09/2019	\$0			
				Link US		\$23,021,000	PA&ED 10/18/2018	\$0			
						\$0	PS&E Pending	\$22,158,000			
						\$68,531,000	R/W 08/15/2019	\$0			
						\$0	CON Pending	\$284,681,000			
				Network Integration		\$10,000,000	CON 10/18/2018	\$0			

Benefits: Projected benefits include reduction of 5,714,000 tons of CO2, increased ridership through improved frequency and expanded service by providing 30-minute bi-directional commuter rail services on the highest ridership segments of the Metrolink system, including system-wide supporting infrastructure improvements, as well as improved integration with other transit and rail services, including Amtrak, OCTA bus, AVTA and LA Metro bus and rail services. Includes access of services for low-income communities and low-income households throughout Metrolink's service area.

Status: Recipient commenced 30 percent Preliminary Engineering Design for infrastructure projects and is performing operating analysis for future service scenarios and cost/benefit analysis. Five Bombardier cars for the Fleet component were transported in for the first round of passenger car refurbishment. A 35 percent Phase A Preliminary Design was submitted to stakeholders for review and comments for the Link US component. Recipient completed the initial literature review and framework development report on the Network Integration component, which was submitted on October 2019 by hired consultants. The recipient is continuing to make progress on procuring a consultant to complete the Technical Studies and Environmental Clearance under Network Integration.

Award Year	Project No.	Award Recipient	Project Title	Project Description/ Component	Award Amount	Allocation Amount	Phase and Allocation Date	Unallocated Balance	Expended Amount	Percent of Allocations Expended	Expected Completion Date
2018	28	Transportation Agency for Monterey County	Rail Extension to Monterey County	New Passenger Rail Service to Salinas	\$10,148,000	\$0	CON Pending	\$8,033,000	\$0	0%	2021
				Positive Train Control		\$0	CON Pending	\$1,615,000			
				Network Integration		\$500,000	CON 10/18/2018	\$0			
Benefits: Projected benefits include reduction of 81,000 tons of CO2 and increase ridership through new service diverting single occupancy vehicle trips along the Salinas to San Jose corridor, including improvements to supporting infrastructure, and access of services for low-income communities and low-income households.											
Status: Network Integration work continues. Overall project remains within the original budget.											
TOTAL – TIRCP Cycle #3					\$4,325,000,000	\$585,204,000	---	\$3,739,796,000	\$60,197,096	10.60%	2029