



### Transit and Intercity Rail Capital Program - All Active Projects

Project number	Award Year	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
<b>CYCLE 1</b>						
1	2015	Antelope Valley Transit Authority (AVTA)	Regional Transit Interconnectivity & Environmental Sustainability Project	Purchase of 29 electric buses to fully launch in Palmdale and Lancaster.	\$ 24,403,000	\$ 39,294,051
13	2015	Southern California Regional Rail Authority (SCRRA-Metrolink)	Purchase of 9 Fuel-Efficient Tier IV Locomotives Project	Replacement of 7 locomotives, and acquiring 2 additional locomotives that will be used to increase service on the Antelope Valley and Ventura County lines within Los Angeles County.	\$ 41,181,000	\$ 58,050,000
<b>Cycle 1 Active Totals</b>					<b>\$ 65,584,000</b>	<b>\$ 97,344,051</b>
<b>CYCLE 2</b>						
1	2016	Antelope Valley Air Quality Management District (AVAQMD)	Zero Emission Bus and Vanpool Expansion in the Antelope Valley, Kern County and the Coachella Valley	Purchase of 15 zero-emission buses and 10 zero emission vanpool vehicles to expand service for a 3 agency consortium (AVTA, KRT, SunLine).	\$ 8,930,000	\$ 13,706,000
2	2016	Capitol Corridor Joint Powers Authority (CCJPA)	Increased Rail Service to Roseville, Service Optimization and Standby Power Investments	Construct track and facility improvements for 3 Amtrak roundtrips per day between Sacramento and Roseville (up from 1 today).	\$ 8,999,000	\$ 79,300,000
3	2016	Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	Purchase of 20 zero-emission buses to extend Route 486 to the Pomona Metrolink station and increase frequencies.	\$ 5,000,000	\$ 16,580,000
4	2016	City of Fresno	Metropolitan Rapid Transit and Rail Connectivity Project	Construct and purchase customer- focused corridor enhancements to increase ridership on Fresno's new bus rapid transit and high frequency routes.	\$ 8,000,000	\$ 61,515,400
5	2016	Los Angeles County Metropolitan Transportation (LA Metro)	Airport Metro Connector 96th Street Station/Metro Green Line Extension to LAX	Construct a new transit station that will link Los Angeles International Airport's new people mover to the Metro Green & Crenshaw Lines & bus service.	\$ 40,000,000	\$ 206,149,224
6	2016	Los Angeles County Metropolitan Transportation (LA Metro)	Metro Red Line and Purple Line Core Capacity Improvements	Construct LA Union Station improvements to allow Red and Purple Subway lines to offer more frequent service (4 min headways on each line).	\$ 69,209,000	\$ 162,000,000
7	2016	LOSSAN Rail Corridor Agency	All Aboard: Transforming Southern California Rail Travel	Construct track improvements and lease 31 new Talgo rail cars for faster and more frequent service on Amtrak, Metrolink and Coaster.	\$ 82,000,000	\$ 350,322,000
8	2016	Orange County Transportation Authority (OCTA)	OC Streetcar and OCTA System-Wide Mobile Ticketing	Construct OC Streetcar project connecting Santa Ana and Garden Grove with zero-emission service and invest in system-wide mobile ticketing.	\$ 28,000,000	\$ 292,735,000
9	2016	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Electrification Project	Construct the Caltrain Electrification Project including new trainsets for more frequent and faster service.	\$ 20,000,000	\$1,980,400,000
10	2016	Sacramento Regional Transit District (SacRT)	Downtown/Riverfront Sacramento-West Sacramento Streetcar	Construct new streetcar line linking Sacramento and West Sacramento providing new zero-emission service.	\$ 30,000,000	\$ 150,000,000
11	2016	San Bernardino Associated Governments (SANBAG)	Redlands Passenger Rail Project	Construct new rail system that will connect the University of Redlands and downtown San Bernardino with fast, frequent service.	\$ 9,204,000	\$ 265,282,451
13	2016	San Joaquin Regional Rail Commission (SJRRC)	ACE Near-Term Capacity Improvement Program	Lengthen platforms for 8 car trains and purchase 1 Tier IV locomotive to allow busiest train to add seating capacity.	\$ 16,459,000	\$ 18,959,000
14	2016	Santa Clara Valley Transportation Authority (SCVTA)	BART Silicon Valley Phase II Extension	Fund the BART to San Jose Phase II extension through funding for accelerated railcar procurement, connecting BART to HSR in 2026.	\$ 20,000,000	\$ 246,918,000
<b>Cycle 2 Active Totals</b>					<b>\$ 345,801,000</b>	<b>\$ 3,843,867,075</b>
<b>SB132 Funding</b>						



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1	SB132 (2017)	San Joaquin Regional Rail Commission (SJRRRC)	ACE Extension Lathrop to Ceres/Merced	Funding for ACE service expansion in the San Joaquin valley, including associated system improvements. Includes constructing and upgrading tracks from Ceres to Merced with new stations and a layover and maintenance facility planned.	\$ 400,000,000	\$ 1,080,970,000
<b>CYCLE 3</b>						
1	2018	Alameda Contra Costa Transit District (AC Transit)	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Deploys 45 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur-Grand corridor, and to add capacity on the Bay Bridge Transbay network.	\$14,000,000	\$67,145,000
2	2018	Anaheim Transportation Network (ATN)	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	Deploys 40 zero-emission electric buses to double service levels on up to 8 routes, add 2 new routes, and implement a new circulator/on-demand first-mile/last-mile service. Also includes construction of a new maintenance facility with solar canopy structures.	\$28,617,000	\$45,201,000
3	2018	Antelope Valley Transit Authority (AVTA) and Long Beach Transit (LBT)	From the Desert to the Sea: Antelope Valley Transit Authority and Long Beach Transit Zero Emission Bus Initiative	Deploys 7 zero-emission battery electric buses and upgrades charging infrastructure serving AVTA local and commuter bus routes, bringing the entire AVTA system to fully electric status (the first in the nation) by 2019. Deploys 5 zero-emission battery electric buses and related infrastructure for Long Beach Transit services. Increased frequency on up to 5 local and community transit routes operated by LBT.	\$13,156,000	\$18,581,000
4	2018	Bay Area Rapid Transit (BART)	The Transbay Corridor Core Capacity Program **	Deploys 272 new rail vehicles and completes a communication-based train control system (CBTC), allowing an increase in train frequency to 30 trains per hour through the Transbay tunnel as well as an increase in train length to 10 car trains during peak hours to alleviate crowding. Allows for over 200,000 new riders per day to ride BART.	\$318,600,000	\$3,409,000,000
5	2018	Capitol Corridor Joint Powers Authority (CCJPA)	The Northern California Corridor Enhancement Program	Rail projects to increase ridership by moving Capitol Corridor trains to a faster Oakland to San Jose corridor, saving 10-15 minutes compared to 2018 travel times. Also funds statewide service and ticket integration, providing opportunities for riders on at least 10 rail and transit systems to plan travel and purchase tickets in a single, seamless transaction.	\$80,340,000	\$275,041,000
6	2018	City of Fresno	Southwest Fresno Community Connector	Purchase of 6 zero-emission battery- electric buses and the construction of charging infrastructure to allow extension of 15-min service connecting Southwest Fresno to the northern part of Fresno and creating a new route providing access to job centers.	\$7,798,000	\$8,638,000
7	2018	City of Los Angeles (LA DOT)	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Acquire 112 zero-emission buses to replace existing propane vehicles and add new vehicles, in order to increase frequency of all existing DASH routes to 15-minute service and add 4 new routes, serving communities throughout the City of Los Angeles as recommended in the comprehensive Transit Service Analysis.	\$36,104,000	\$102,790,000
8	2018	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica's Big Blue Bus	Purchase 10 zero-emission battery electric vehicles to add new express service and increase ridership on route 7, which connects Santa Monica with the Purple and Expo Metrorail lines and Downtown LA.	\$3,050,000	\$9,698,000
9	2018	Livermore Amador Valley Transit Authority (LAVTA)	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	Increase BART ridership through construction of a new multi-level parking structure to create over 500 additional parking spaces, including prioritized vanpool parking, at the Dublin-Pleasanton BART station.	\$20,500,000	\$34,500,000



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10	2018	Los Angeles County Metropolitan Transportation (LA Metro)	Los Angeles Region Transit System Integration and Modernization Program of Projects **	Capital improvements that will broaden and modernize transit connectivity in Los Angeles County and the Southern California region by advancing new transit corridors simultaneously: Gold Line Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, Green Line Light Rail Extension to Torrance, and the Orange/Red Line to Gold Line Bus Rapid Transit Connector (North Hollywood to Pasadena). Includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services. Projects will add over 120,00 additional riders per day by 2028.	\$1,088,499,000	\$5,767,700,000
11	2018	Los Angeles- San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	All Aboard 2018: Transforming SoCal Rail Travel	Improve on-time performance and rail corridor capacity for Pacific Surfliner and Coaster trains by investing in signal optimization, a more robust capital maintenance program and new right of way fencing. These projects prepare the corridor for higher frequency services on the Pacific Surfliner and COASTER. Also includes study of San Diego maintenance/layover facility relocation.	\$40,412,000	\$65,570,000
12	2018	Los Angeles- San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	Investments that increase Pacific Surfliner service to Santa Barbara from five to six round trips, and to San Luis Obispo from two to three round trips, and also improves travel time, reliability and safety for both Metrolink and the Pacific Surfliner in the Los Angeles to San Luis Obispo corridor.	\$147,930,000	\$201,669,000
13	2018	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Electrification Expansion Project **	Supports all-electric passenger service on the Caltrain system and increases the ridership capacity by expanding electric multiple units (EMUs) rail cars under procurement. Lengthens platforms to accommodate longer trains. Additional funding also improves wayside bicycle facilities and expands onboard Wi-Fi.	\$164,522,000	\$203,638,000
14	2018	Sacramento Regional Transit (SacRT)	Accelerating Rail Modernization and Expansion in the Capital Region **	Expanded service to Folsom. Combines with previous TIRCP award to allow for 15 min service during weekdays, plus 3 peak express trains in the peak hour direction. Begins initial effort to replace the existing fleet with low-floor rail vehicles (LRVs). Includes funding 20 expansion and replacement vehicles and an investment in the highest priority platform conversions to allow efficient and accessible boarding to the new vehicles.	\$64,350,000	\$144,350,000
15	2018	San Bernardino County Transportation Authority (SBCTA)	Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion and West Valley Connector Bus Rapid Transit	Pilot effort to develop a Zero Emission Multiple Unit (ZEMU) train set that would operate on the Redlands Passenger Rail Corridor, along with conversion of Diesel Multiple Unit (DMU) rail vehicles used in the Redlands Passenger Rail service, creating the zero emission fleet operations. This conversion includes statewide testing that could impact future equipment acquisition for other rail services, like Metrolink, statewide.	\$30,000,000	\$306,240,000
16	2018	San Diego Association of Governments (SANDAG)	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 for faster transit services, increased ridership and safer movements for pedestrians and bicyclists.	\$5,763,000	\$7,204,000



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17	2018	San Diego Metropolitan Transit System (SDMTS)	Blue Line Rail Corridor Transit Enhancements	Increased ridership through investments allowing Blue Line trolley frequency increases and the addition of a new Rapid Bus service connecting Imperial Beach and the Otay Mesa International Border Crossing for 15-min frequency to the Blue Line Trolley, also includes supplemental funding to acquire eleven, 60-foot articulated zero-emission buses, as well as station improvements.	\$40,098,000	\$50,200,000
19	2018	San Joaquin Joint Powers Authority (SJJPA) & San Joaquin Regional Rail Commission (SJRRRC)	Valley Rail **	Creates new round trips between Fresno, Merced and Sacramento on the Amtrak San Joaquin line, initiates phased service expansion on the Altamont Corridor Express (ACE) train service beginning with 1 train originating in Sacramento and connecting to San Jose during the peak period. Creates new ACE service out of Ceres with zero-emission feeder bus connections to Merced that will connect with San Jose and Sacramento. These services will connect Merced, Ceres, Modesto, Stockton and Sacramento, as well as between Fresno and Sacramento and allow for ridership growth. Includes numerous new stations, and improved connectivity to Bay Area and Bakersfield services.	\$500,500,000	\$904,600,000
20	2018	San Mateo County Transit District (SamTrans)	SamTrans Express Bus Pilot	Introduce 4 limited stop express bus routes along US-101 in San Mateo, Santa Clara, and San Francisco Counties, using 37 zero-emission vehicles, for reduced travel times and improved reliability of operations. Proposed routes include San Bruno to Sunnyvale, Foster City to San Francisco, Redwood Shores to San Francisco, and San Mateo to San Francisco. Creates 15-minute peak-period service along US-101 in conjunction with the completion of the managed lanes project in late 2021, and includes service to the Transbay Terminal. Service will be integrated with Caltrain and AC Transit service.	\$15,000,000	\$36,503,000
21	2018	Santa Barbara County Association of Governments (SBCAG)	Coastal Express/Pacific Surfliner Peak Hour Service Expansion and Integration Project	Complements rail service for commuters between Ventura and Santa Barbara counties by enhancing bus services that will allow seamless use of both rail and transit service to commute to employment centers in Goleta from Oxnard and Ventura in Ventura County with 5 zero-emission coach buses. Improvements will result in a travel time reduction of 45 minutes while providing a service extension to Oxnard.	\$9,600,000	\$10,175,000
22	2018	Santa Barbara County Association of Governments (SBCAG)	Goleta Train Depot	Improves transit facility for bus, train, bicycle and pedestrians by constructing a modern, multi-modal train station that provides a safe, functional and inviting facility that accommodates improved bus transit service and shuttles from Santa Barbara Airport and the University of California Santa Barbara.	\$13,009,000	\$19,709,000
23	2018	Santa Clara Valley Transportation Authority (SCVTA)	VTA's BART Silicon Valley Extension, Phase II **	Extends BART into downtown San Jose and out to Santa Clara, creating 4 new stations. Will serve over 52,000 new riders per day in 2035 and more than 100,000 by 2075 while increasing connectivity to Caltrain, Amtrak, and transit services at San Jose Diridon station.	\$730,000,000	\$4,779,935,000





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24	2018	Shasta Regional Transportation Agency (SRTA)	North State Intercity Bus System	New service between the North State and Sacramento, through intercity bus service using 7 battery electric coaches, with connections to the San Joaquin and Capitol Corridor train services, and the Sacramento international Airport. Funds the I-5 Backbone Service (Redding-Red Bluff-Williams-SMF Airport-Sac) and the North Valley Feeder (Red Bluff-Corning-Orland-Willows-Williams).	\$8,641,000	\$9,516,000
25	2018	Solano Transportation Authority (STA)	Solano Regional Transit Improvements	Increases frequency and reduces travel time on a restructured, zero-emission, electrified SolanoExpress system connecting Solano County to Sacramento and a number of Bay Area communities including the Walnut Creek and El Cerrito del Norte BART stations, as well as the Vallejo Ferry Terminal.	\$10,788,000	\$24,204,000
26	2018	Sonoma-Marin Area Rail Transit District (SMART)	SMART Larkspur to Windsor Corridor	Completes critical rail segments extending rail service to Larkspur with its regional ferry service and northward to Windsor. Also provides for project development efforts related to the extension of service to Healdsburg and Cloverdale.	\$21,000,000	\$144,100,000
27	2018	Southern California Regional Rail Authority (SCRRA - Metrolink)	Southern California Optimized Rail Expansion (SCORE) **	Delivers more frequent, more reliable rail services throughout Southern California, with station reconfiguration with run- though tracks for Metrolink and Pacific Surfliner trains at Los Angeles Union Station to improve train movement through the station, and 30-min services on multiple Metrolink corridors in the LA Basin. Includes significant investments to improve the frequency and performance of rail services to Moorpark, Santa Clarita, San Bernardino, Riverside, and Orange County. Part of a high-performance long- range vision.	\$875,708,000	\$ 2,049,700,000
28	2018	Transportation Agency for Monterey County (TAMC)	Rail Extension to Monterey County	Extension of 2 round trip passenger rail services from Gilroy to Salinas, including a layover facility and positive train control. Adds 95,000 new riders in the first year, connecting Salinas to the Silicon Valley.	\$10,148,000	\$81,519,000
<b>Cycle 3 Active Totals</b>					<b>\$4,298,133,000</b>	<b>\$18,777,126,000</b>
<b>CYCLE 4</b>						
1	2020	Antelope Valley Transit Authority (AVTA)	Reaching the Most Transit-Vulnerable: AVTA's Zero Emission 'Microtransit' and Bus Expansion Proposal	Purchase of 11 zero emission battery electric buses and supportive charging infrastructure to allow for expansion of the zero-emission bus fleet and implement a new zero-emission microtransit service that is fully integrated into local and regional intermodal transit networks.	\$6,503,000	\$8,481,000
2	2020	Bay Area Rapid Transit (BART)	The Transbay Corridor Core Capacity Program: Vehicle Acquisition	Expansion of the Core Capacity rail car fleet by 34 vehicles to 306 cars to support the completion of the Core Capacity Program, allowing rail service through the Transbay tube to increase from 23 to 30 trains per hour in each direction, as well as the operation of 10-car trains on all service in peak hours.	\$107,100,000	\$3,536,400,000
3	2020	Capitol Corridor Joint Powers Authority (CCJPA), with City of Sacramento, SacRT, & Downtown Railyards Venture, LLC	Sacramento Valley Station (SVS) Transit Center	Construction of a new northside station access route to connect the Sacramento Valley Station to the future Railyards Plaza where 10,000 housing units are planned. Includes funding for key service integration efforts related to improving light rail and regional bus service to the station, including an I-5 Northbound Ramp Reconfiguration Study, a Bus Layover Facility Study, and a Downtown Sacramento Service Integration Study.	\$3,914,000	\$6,014,000



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4	2020	City of Inglewood	Inglewood Transit Connector Project	Construction of a 1.6-mile electrically powered automated people mover (APM) system and three new stations in the City of Inglewood. The project will create a new connection for passengers directly from the LA Metro Crenshaw/LAX Line's Downtown Inglewood Station to new housing and employment centers, and regionally serving sports and entertainment including the Los Angeles Sports and Entertainment District (LASED) at Hollywood Park/SoFi Stadium and the proposed Inglewood Basketball and Entertainment Center (IBEC) Project. The project will connect the City of Inglewood's high growth areas with LA Metro's regional rail system.	\$95,200,000	\$1,016,000,000
5	2020	Lake Transit Authority (LTA)	North State Intercity Bus System	Construction of a new transit center in Clearlake and purchase 4 hydrogen fuel-cell buses with associated infrastructure. The project would expand service to out of county destinations, including the Sonoma County Airport and the Santa Rosa Bus Terminal in Downtown Santa Rosa. Hydrogen fuel cell technology is used in order to allow extended range services to be operated, contributing to increased ridership.	\$12,994,000	\$13,344,264
6	2020	Long Beach Transit (LBT)	LBT/UCLA Electric Commuter Express	Purchase of 5 zero-emission battery- electric buses and the construction of charging infrastructure to create a zero-emission over- the-road coach commuter route between the Greater Long Beach area and the University of California, Los Angeles (UCLA).	\$6,451,000	\$6,481,000
7	2020	Los Angeles County Metropolitan Transportation (LA Metro) with Southern California Regional Rail Authority (SCRRA-Metrolink)	Metrolink Antelope Valley Line Capital and Service Improvements	Add targeted capacity-increasing infrastructure, increase service in step with new capacity, and assess the feasibility of rail multiple unit (RMU) and zero-emission propulsion service through a pilot project on the Metrolink Antelope Valley Line (AVL). Together, the components will allow regular 60-minute bi-directional service on the entire line, and 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita.	\$107,050,000	\$220,850,000
8	2020	Los Angeles- San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up Control: LOSSAN Service Enhancement Program	Increase ridership through service restructuring, increased frequencies, and longer trains made possible by relocation and construction of a new Central Coast Layover Facility, design and construction of a San Diego County Layover and Maintenance Facility, and investment in the overhaul and modernization of the Pacific Surfliner railcars.	\$38,743,000	\$87,196,969
9	2020	Sacramento Regional Transit District (SacRT)	Light Rail Modernization and Expansion of Low- Floor Fleet	Purchase of 8 new low-floor light rail vehicles to enable low-floor operations on the Gold Line. This project leverages investment in targeted low-floor conversions along the Gold Line awarded in 2018.	\$23,600,000	\$47,200,000
10	2020	San Bernardino County Transportation Authority (SBCTA) & Omnitrans	West Valley Connector Bus Rapid Transit Phase 1 & Zero-Emission Bus Initiative	Construct a green, state-of-the-art BRT system that will improve corridor mobility, transit efficiency and provide clean and efficient transit service connecting the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga. The project will provide connections to the Ontario International Airport passenger terminals from the Metrolink San Bernardino Line in Rancho Cucamonga as well as the Riverside Line at Downtown Pomona.	\$15,000,000	\$286,966,000



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11	2020	San Diego Association of Governments (SANDAG), with San Diego MTS & North County Transit District (NCTD)	SDConnect: San Diego Rail Improvement Program	The construction of an additional track and platform along a one mile stretch in El Cajon to allow for the Green Line and Orange Line to terminate at the El Cajon Transit Center, with a Trolley shuttle continuing to provide service between El Cajon Transit Center and Santee Trolley Station. This would relieve operational constraints currently impacting the entire line, while still providing service between El Cajon and Santee. Includes funds for advancing phase 5 of the Del Mar Bluffs Stabilization Project.	\$12,100,000	\$35,944,000
12	2020	San Francisco Municipal Transportation Agency (SFMTA)	Core Capacity Program	Implements two of the three highest priority routes in the Muni <i>Forward</i> program, which includes a combination of transit signal priority, transit-only lanes, stop consolidation, and complementary facility and pedestrian improvements. Included in the award are a set of targeted improvements to two key rail corridors—the J and M-Lines. Project will increase near term capacity and efficiency as well as build service capacity and enable future growth of the system. Includes funding for project development to advance the Train Control Upgrade Program and the third Muni <i>Forward</i> corridor.	\$41,668,000	\$86,948,000
13	2020	Santa Monica Big Blue Bus	For People, Place and Planet: Connecting Inglewood to Regional Opportunities	Purchase 7 zero emission buses to enhance and extend Route 14 from Playa Vista to Inglewood, bringing new transit opportunities to disadvantaged communities, while also integrating light rail and bus services.	\$1,105,000	\$6,743,000
14	2020	Solano Transportation Authority (STA)	Solano Regional Transit Improvements Phase 2	Improve the frequency, reliability, and access of transit options available to Solano County commuters and travelers by improving integration of SolanoExpress regional bus service with other regional transit providers such as BART, WETA, and Capitol Corridor. STA has coordinated with other commuter bus providers such as Napa Valley Vine and Contra Costa County Connection to share inductive charging at regional transit facilities, seeking to reduce GHG for all systems. Investments are planned for the Vacaville Transit Center, Fairfield-Vacaville Hannigan Rail Station, Fairfield Transit Center, Vallejo Transit Center, Suisun City Amtrak Station, Sacramento Valley Station, and the Walnut Creek BART Station.	\$10,400,000	\$17,150,000
15	2020	Torrance Transit Department	Torrance Transit Bus Service Enhancement Program	Purchase 7 electric buses to expand services on Line 4X (between Torrance and Downtown LA), on an extended line 10 (serving the Metro Green Line Crenshaw station and the Inglewood Stadium and Entertainment District), an extended line 9 (newly serving the Kaiser Permanente South Bay Medical Center), and the acquisition of the western portion of LA Metro's Route 130 between the Blue Line Artesia Station and the South Bay Galleria Mall.	\$6,000,000	\$7,200,000



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16	2020	Transit Joint Powers Authority of Merced County (TJPAMC)	Improving Air Quality and the Economic Growth with Electric Buses in Merced County, the Gateway to Yosemite	Purchases 3 zero-emission electric buses to increase fleet size and extend bus service levels on 2 fixed routes in Merced county. The proposed project allows for an expansion of service frequency on one existing inter-community route connecting rural communities to the city of Merced. The route currently operates on limited frequency and is not enough to keep up with existing demand. The project also expands local service on one local route to provide better bus service to a developed residential area currently with limited access to service.	\$3,112,000	\$3,696,513
17	2020	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Expansion of WETA ferry services	Acquisition of a new all-electric vessel and related shoreside charging infrastructure to provide a critical 2.6-mile link between the Mission Bay and the Downtown San Francisco Ferry Terminals.	\$9,060,000	\$54,670,000
<b>Cycle 4 Active Totals</b>					<b>\$500,000,000</b>	<b>\$5,441,284,746</b>
<b>CYCLE 5</b>						
1	2022	Anaheim Transportation Network (ATN)	ATN FAST (Family of Advanced Solutions for Transit)	The proposed project has several elements. These include the purchase of 7 zero-emission battery electric vans to implement a new service connecting John Wayne Airport to Anaheim City Center; purchase 10 electric vehicles to augment on-demand micro transit services; procure 16 zero-emission buses to replace a mix of CND and LNG buses and augment existing routes; installation of photovoltaic electricity generation at two facilities; and finally purchase 10 additional zero-emission buses for a new east/west connector service.	\$22,778,000	\$48,433,000
2	2022	Antelope Valley Transit Authority (AVTA)	Sweet Home Antelope Valley, Where the Skies are so Blue	Purchase of 6 zero emission microtransit buses to augment existing microtransit services and expand the service area, purchase 6 zero-emission school buses (in partnership with the Antelope Valley School Transportation Agency) and implement associated charging infrastructure.	\$4,829,000	\$10,866,000
3	2022	Bay Area Rapid Transit District (BART)	East Bay Transit-Oriented Development Mobility Enhancement Project	Construction of various transportation elements at three Transit-Oriented Development sites in the cities of Oakland and El Cerrito. Elements include bike and pedestrian improvements and a new bike station; transit center improvements including wayfinding and digital signage; new bus shelters and a new park-and-ride garage. Overall, the project supports delivery of 12 mobility enhancements across the three locations.	\$49,000,000	\$76,900,000
4	2022	Capitol Corridor Joint Powers Authority (CCJPA)	Sacramento Valley Station (SVS) Transit Center: Priority Projects	Delivers a set of interrelated projects to introduce better connectivity between modes at the Sacramento Valley Station, and redesigned commuter and intercity bus service to the Sacramento Valley Station and Downtown Sacramento, that will increase ridership on both trains and buses. Elements include design of a new bus mobility center to facilitate convenient transfers between modes; realignment of existing light rail trackway and construction of a new platform, including the addition of a set of new double tracks; construction of a new cycle track to improve access to the station; and construction of a new pick-up and drop-off loop.	\$49,865,000	\$95,050,000





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5	2022	City of Cupertino with the City of Santa Clara	South Bay Microtransit Expansion	Implementation of expanded and zero-emission, on-demand microtransit service using 12 vehicles, connecting key locations in the City of Cupertino and extending to Santa Clara.	\$8,465,000	\$16,931,000
6	2022	City of Glendale	Making a Beeline for Electrification - City of Glendale and Arroyo Verdugo Communities Zoom towards Cleaner Transportation	Project purchases 27 battery-electric buses to replace existing CNG buses to expand service on two routes and a new route connecting the Glendale Transportation Center with Glendale Community College. Buses will include contactless payment technology. Also includes design and construction of a new parking deck to accommodate associated infrastructure and a photovoltaic canopy. Lastly, it provides upgrades to 400 bus stops and develops a new smart phone application for riders.	\$34,648,000	\$46,843,000
7	2022	City of Oakland	Oakland Waterfront Mobility Hub	Project implements a suite of transportation improvements aimed at improving access to the historic waterfront and provide new connections to several underserved communities. Specific components include installation of bus-only lanes, improvement of intersection safety across freight and passenger rail tracks, expansion of an existing bus layover facility to include a transit center, bike and pedestrian improvements along key corridors, and enhancement of Oakland's Universal Basic Mobility program.	\$10,732,000	\$10,732,000
8	2022	City of Torrance	The Regional Connectivity Improvement Bus Program	Purchase of 10 zero-emission electric buses to replace CNG and/or gasoline-electric hybrid buses. Buses will be deployed in more frequent service on key routes, including services that will take advantage of bus priority lanes.	\$9,600,000	\$12,000,000
9	2022	City of Wasco	City of Wasco Improving Air Quality and Economic Growth with Bus Electrification	Purchase of 3 zero-emission buses and implementation of a contactless fare payment system.	\$1,000,000	\$1,543,000
10	2022	Contra Costa Transportation Authority (CCTA) with County Connection and Livermore Amador Valley (LAVTA) Transportation Authority	I-680 Express Bus Program	Implementation of a new zero-emission express bus service along the I-680 corridor between the Martinez Amtrak station and the Dublin/Pleasanton BART station, extending in peak periods to the Pleasanton ACE station. Specific elements include purchase of 6 zero-emission buses, construction of associated fueling infrastructure at key maintenance facilities, development of a regional hydrogen production facility, development of a pilot bus-on-shoulder lane, and construction of shared mobility hubs to facilitate transfers and connectivity.	\$14,460,000	\$63,492,500
11	2022	Fresno County Rural Transit Agency (FCRTA)	Fresno County Rural Transit Agency Resiliency Hub	Construction of a 'resiliency hub' that primarily includes inductive charging stations to support charging of electric vehicles during layovers in Fresno, resulting in longer bus routes being offered with electric vehicles and a doubling of service hours that can be offered with the microtransit fleet, further increasing ridership. Also includes a solar carport and charging stations for their small electric vehicle fleet in support of the on-demand microtransit service.	\$6,175,000	\$6,862,000



### Transit and Intercity Rail Capital Program - All Active Projects

Project number	Award Year	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
12	2022	Humboldt Transit Authority (HTA)	Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast	Procure 11 hydrogen fuel cell electric buses, design and install a hydrogen fueling station to provide fuel for the buses and for private and other fleet vehicles, and design and construct an intermodal transit and housing center. The buses will serve the local Trinidad to Scotia route as well as a new intercity route to Ukiah, connecting riders to Mendocino County and south to the SMART train and the San Francisco Bay Area. The hydrogen station and transit and housing center will both be located in low-income census tracts in downtown Eureka, the Humboldt County seat and largest city.	\$38,743,000	\$65,155,000
13	2022	Los Angeles County Metropolitan Transportation (LA Metro)	Los Angeles Nextgen and Zero Emission Bus Implementation Project	Converts LA Metro Divisions 9 and 18 to zero emission by procuring 327 battery-electric buses and associated charging infrastructure. Project also includes corridor improvements on high frequency bus corridors, which will include transit priority signals, 80 miles of bus-only lanes, and bus bulbs and boarding islands. New shelters and real-time passenger information will also be implemented.	\$177,500,000	\$469,580,000
14	2022	Monterey-Salinas Transit District (MST) and Transportation Agency for Monterey County (TAMC)	<i>SURF!</i> Busway and Bus Rapid Transit	The project includes the construction of a dedicated busway that will parallel Highway 1 between the cities of Marina and Seaside and allow MST to operate in the TAMC-owned Monterey Branch Line right of way. The project will reduce travel time during peak morning and afternoon congested periods and connect the rapidly growing housing centers in the City of Marina with the commercial and hospitality jobs on the Monterey Peninsula.	\$25,000,000	\$58,839,000
15	2022	Sacramento Regional Transit District (SacRT)	Fleet Modernization Project	The proposed project has three elements: 1) The procurement of 8 new low floor light rail vehicles, 2) the procurement of (27) 40' electric zero emission buses, and 3) the purchase and installation of twenty-two (22) ABB bus chargers and related infrastructure. The project will increase capacity and reliability of light rail service, allow the permanent operation of the Airport Express route with zero-emission buses, and continue the transition to a fully zero emission bus fleet.	\$23,600,000	\$47,200,000
16	2022	San Diego Metropolitan Transit System (SDMTS)	Zero-Emission Transit Enhancement Project	The proposed project consists of three elements: 1) Crossing, signaling, and passenger information improvements to MTS' Orange Line, 2) Rehabilitation of MTS' 12th and Imperial Transit Center, and 3) Construction of overhead charging infrastructure at MTS' Imperial Avenue Division facility. The project will allow for faster train speeds, increased reliability, improved safety and better customer communications, and support MTS in achieving full zero emission bus operations by 2040.	\$33,544,000	\$41,930,000
17	2022	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Zero Emissions High-Frequency Ferry Network	Purchase of one all-electric ferry vessel and the necessary shoreside charging infrastructure to support the electric ferry system, completing efforts to link Mission Bay and Treasure Island to Downtown San Francisco with zero emission ferries that also connect to the rest of the WETA network.	\$14,946,000	\$157,227,330



### Transit and Intercity Rail Capital Program - All Active Projects

Project number	Award Year	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
18	2022	San Francisco Municipal Transportation Authority (SFMTA)	SFMTA Core Capacity Program	The proposed project consists of two elements: 1) The Muni Forward program which would deliver improvements along three critical transit corridors (N Line, K Line, and Geary Boulevard), and 2) The Train Control Upgrade Project which would replace the outdated train control system in the Market Street Subway with a modern communications-based train control system.	\$116,076,000	\$378,291,062
19	2022	San Joaquin Regional Rail Commission (SJRRC) & San Joaquin Joint Powers Authority (SJJPA)	Valley Rail Expansion: Altamont Corridor Express (ACE) Ceres to Turlock Extension, the San Joaquins 8th Daily Round Trip Extension, and Network Integration Planning Funds	The proposed project consists of three elements: 1) The ACE Ceres to Turlock Extension Project, 2) The San Joaquins 8th Daily Round Trip Extension Project to extend the planned 8th Natomas to Stockton San Joaquins trip to Fresno, and 3) network integration to integrate future services of ACE, the San Joaquins and the California High Speed Rail Authority.	\$57,018,000	\$163,718,081
20	2022	Santa Barbara Metropolitan Transit District (SBMTD)	Next Wave: Expanding MTD's Electric Legacy on the South Coast	The proposed project has four primary elements: 1) The purchase of eight 40 foot battery- electric buses, 2) the purchase of 3 electric microtransit vans, 3) general transit improvements including signal priority, contactless payment deployment, additional bike racks, and bus shelter improvements, and 4) facility improvements at two terminals including the construction of new ZEB infrastructure.	\$14,480,000	\$33,041,520
21	2022	Sonoma County Transportation Authority (SCTA) with Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, Sonoma Marin Area Rail Transit (SMART) and Mendocino Transit Authority	Sonoma Regional Bus and Rail Connectivity Improvements	The proposed project includes the purchase of 30 zero emission buses and associated charging infrastructure, passenger amenities for Petaluma Transit, construction of the SMART Petaluma North commuter rail station, and improved network integration among all application partners and other transit operators in Sonoma County.	\$24,825,000	\$53,769,000
22	2022	Southern California Regional Rail Authority (SCRRA - Metrolink)	Metrolink Perris Valley Line Capacity Improvements	The proposed project would complete the final design and construction of three capacity improvements on Metrolink's 91/Perris Valley Line (91/PVL) that allow for bi-directional , peak-period service to be increased: 1) Perris-South Station Expansion, 2) Perris-South Layover 4th Track, and 3) CP Eastridge to Moreno Valley/March Field Double Track.	\$25,042,000	\$57,042,000
23	2022	Tulare County Regional Transit Agency (TCRTA)	Tulare Cross-Valley Corridor ZEB Expansion	The CVC Project supports the phased development of an east-west Cross Valley Corridor by purchasing and implementing 14 zero-emission feeder buses in multiple cities in and along the corridor (as well as 16 micro-transit vehicles to be operated in selected cities) that will provide comprehensive access to the future rail system for all these communities and will connect to the North-South California High Speed Rail system.	\$33,769,000	\$53,702,000
<b>Cycle 5 Active Totals</b>					<b>\$796,095,000</b>	<b>\$1,969,147,493</b>
<b>Program Totals</b>					<b>\$ 6,005,613,000</b>	<b>\$ 30,128,769,365</b>

\*\* All projects with asterisks indicate awards that received multi-year funding agreements due to the length of project implementation. \*\*