

Transit and Intercity Rail Capital Program 2024 Awards Cycle 7 Selected Projects

#	Agency	Project Title	Key Project Elements	TIRCP Funds Awarded	Total Project Cost
1	Bay Area Rapid Transit (BART)	North Berkeley Transit-Oriented Development (TOD) Mobility Enhancements Project	Transformation of the North Berkeley BART station with 739 residential units – half of which are dedicated to households earning up to 80% of the area median income. The project also enhances transportation options with electric vehicle charging stations, expanded bike parking, and improved pedestrian infrastructure, including wider sidewalks and protected bike lanes.	\$25,000,000	\$37,441,753
2	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)	Constructs 3 project components benefitting intercity and regional rail, bus service improvements, and active transportation connectivity. The Santa Clara Interlocking component will add a crossover just north of Santa Clara – University Station. The Agnew siding component will build 2,900 feet of new track, two No. 15 power turnouts, and signal improvements just south of Santa Clara – Great America Station. Together these will reduce delays for all trains and streamline special events service. The Sacramento Valley Station (SVS) – Railyards Western Connector component will connect the active transportation network around SVS with the growing Railyards District by extending Bercut Drive 350 feet to meet the SVS Westside Tunnel, and also include bus layover capacity for buses serving the station.	\$14,000,000	\$26,767,000
3	Central Contra Costa Transit Authority (CCCTA)	Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project	Implements faster, better coordinated and more frequent County Connection service with 27 new zero emission vehicles powered by solar power. The project includes installing 90,000 square feet of solar panels on bus yard canopies and administrative facilities, alongside microgrid battery storage.	\$15,950,000	\$48,900,500

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4	City of Irvine	Irvine CONNECT Clean Transit Service Project	Purchases 12 City-operated electric cutaway buses to renew the operation of the Irvine CONNECT service after it reaches the end of its pilot phase, with frequencies increasing to every 20 minutes from the 30-minute pilot service. The route enhances local and regional connections by servicing Irvine Train Station, which is key for regional connectivity.	\$4,427,000	\$6,542,787
5	City of Santa Monica	The POWER of Transportation: Clean Air, Access and Opportunity	Expands service on the Big Blue Bus, includes the procurement of 73 zero-emission buses for use on major routes, and purchases vehicle chargers, charger cabinets, and a canopy structure in the Big Blue Bus (BBB) yard upon which the electric bus charging dispensers will be mounted. Additionally, a permanent backup generator will be purchased for the infrastructure to support the new transit service that will be expanded on a key route to 10-minute or better peak frequency.	\$53,281,000	\$138,140,728
6	City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project	Launches a new microtransit service with 9 zero-emission electric vehicles to provide regional, low-cost, on-demand transportation across a 19.2 square mile citywide zone, bridging the first-mile last-mile gap for residents and commuters in Sunnyvale.	\$4,179,000	\$8,358,000
7	Coast Rail Coordinating Council <i>(San Luis Obispo Council of Governments (SLOCOG) with Santa Barbara County Association of Governments (SBCAG), Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), Ventura County Transportation Commission (VCTC))</i>	Facilitating and Accelerating Service Transformations (FAST) on the Central Coast Program	Provides coordinated improvements along the Coast Line between Monterey and Santa Barbara Counties. The King City Multi Modal Transportation Center will establish a new rail station in downtown King City, including railroad siding upgrades and a staging area for National Guard service members connecting between the rail station and Fort Hunter Liggett by bus. Crossover and siding improvements near San Luis Obispo and Paso Robles stations will improve train reliability and operational flexibility for increased train service along the Central Coast. Finally, the Ortega Siding will be built between Santa Barbara and Carpinteria, enabling a seventh Pacific Surfliner roundtrip and improving overall corridor efficiency for both freight and passenger rail.	\$63,259,000	\$102,405,000

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8	Foothill Transit	Intercity Connectors: More Riders, Less Mess, Happy Life!	Procurement of 30 zero-emission hydrogen fuel cell buses for Lines 187, 188, and a new Line 295. Line 295 will connect the new Metro A-Line light rail station with educational institutions. The project will implement Traffic Signal Priority for Line 188 and upgrade infrastructure on Line 187, improving 133 intersections to enhance transit connectivity and efficiency in the region.	\$16,891,000	\$45,347,060
9	Fresno Area Express (FAX)	Fresno Area Express (FAX) System Efficiency and Accessibility Improvement Project	Increases ridership on Church Avenue FAX service, constructs a new hydrogen fueling station, completes bus stop accessibility improvements, and conducts an on-demand improvement study. The Church Avenue Service Expansion will introduce a cross-town route with 17 ADA-accessible stops and active transportation upgrades, supported by the procurement of 12 new zero-emission buses. The H2 Facility and Fueling Station will facilitate this transition with sustainable practices. Additionally, up to 90 existing bus stops will be upgraded to ADA standards, and an On-Demand Improvement Study.	\$52,194,000	\$115,146,400
10	Golden Empire Transit District (GET)	GET Road to 2030	Implements a series of transformative transit improvements in Bakersfield, and the surrounding region. The project scope is aimed at increasing ridership, reducing GHG emissions, enhancing transit safety, and improving connectivity with high-speed rail. The project includes procurement of 15 zero-emission buses to increase BRT line frequency to 15 minutes and establish a commuter service with 3 additional zero-emission buses. Additionally, the project adds fare validators for credit card payments on buses and installs a hydrogen fueling station at GET's new operations facility. The Downtown Transit Plaza will be upgraded with additional bus bays, modern amenities, and 81 housing units, including retail and medical space on the ground floor and residential on the upper floors.	\$117,878,000	\$147,346,993

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11	Humboldt Transit Authority (HTA)	Introducing 15-Minute Headway Intercity Express Service, Improving System Safety, Constructing Phase 1 North Coast Zero Emission Training Center, and Expanding Humboldt's Hydrogen Fleet	Procurement of five fuel cell electric buses (FCEBs) to launch the North Coast's first 15-minute headway intercity express service. The launch will feature new rebranded bus stops with real-time signage, lighting, and local art, supported by a marketing campaign. Additionally, HTA will construct Phase 1 of the North Coast Zero Emission Operator and Maintenance Training Center, which will include a classroom, training simulator, and zero-emission tools.	\$18,707,000	\$19,997,000
12	Imperial County Transportation Commission (ICTC)	Connecting Vulnerable Communities: Calexico East Port of Entry (POE) Intermodal Transportation Center (ITC) & System Improvements	Designs and constructs a new intermodal transportation center at the Calexico East Port of Entry and purchases four electric zero-emission vans to enhance public transit connections in Calexico and Imperial County. The site, currently an unofficial pickup/drop-off area, will feature passenger amenities like shade structures, benches, restrooms, and drinking fountains to improve safety and comfort. The electric vehicles will expand Imperial Valley Transit (IVT) service to the new station. The center will also provide bus bays for private transit, designated taxi areas, and vehicle pick-up/drop-off zones, promoting multimodal travel.	\$12,600,000	\$12,600,000
13	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Southeast Gateway Line	Establishes a new light rail line connecting southeast LA County to downtown Los Angeles, extending from Artesia to Florence-Firestone, with future plans to reach Union Station. This project expands LA Metro's Cycle 3 TIRCP award with added components not initially included in their Cycle 3 award, including the construction of an additional, at-grade infill station at I-105, facilitating connections between the Southeast Gateway Line and Metro C Line.	\$231,000,000	\$7,167,000,000
14	Monterey-Salinas Transit (MST)	Travel Information and Promotion System (TIPS)	Procures and deploys a Content Management Systems (CMS) at key transit hubs, transit centers, vehicles and bus stop shelters. The CMS enables unified information sharing across kiosks and personal devices, while integrating a Tap-to-Pay open-loop contactless payment system and a demonstration rewards program for ridership.	\$1,160,000	\$6,955,000

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15	North County Transit District with San Diego Association of Governments (NCTD and SANDAG)	LOSSAN Double Tracking and Bluff Stabilization	The project includes two critical upgrades: the Eastbrook to Shell Double-Tracking (ESDT) and the Del Mar Bluffs Stabilization Phase 5 Continuation (DMB5C). The ESDT will replace a 0.6-mile segment of single track with double track, including a new double-track bridge over the San Luis Rey River, creating a continuous 10.3-mile double track segment to improve operational flexibility and reduce delays. The DMB5C will install up to 128 soldier piles to stabilize the Del Mar Bluffs, reducing the risk of slope failure and enhancing safety and reliability for passengers and freight while minimizing landslide risks and improving stormwater management.	\$38,468,000	\$155,603,165
16	Orange County Transportation Authority (OCTA)	Coastal Rail Infrastructure Resiliency Project	Critical improvements to retain and increase ridership along a 7-mile coastal section of the LOSSAN Rail Corridor that has seen repeated closures over the past three years. The project includes four key areas: Area 1 and Area 2 will install 2-ton to 6-ton rock gradation and 50 feet of sand nourishment to combat erosion; Area 3 will extend a catchment wall and restore adjacent trail access; and Area 4 will install engineered rock revetment with sand nourishment, utilizing geotextile fabric for added protection.	\$125,000,000	\$313,243,000
17	Riverside County Transportation Commission (RCTC)	Mead Valley Metrolink Station/Mobility Hub	Environmental revalidation, design, right-of-way acquisition, construction management, and building of a new Metrolink station in Mead Valley along the 91/Perris Valley Line at Cajalco/Ramona Expressway, west of Interstate 215. It will serve as a new access point between the existing Moreno Valley/March Field and Perris-Downtown stations. The station will feature side platforms for a future double track, shaded canopies, a centrally located bus loop with unloading/loading bays, bicycle lockers, bus bays, and rideshare parking to enhance multimodal connectivity.	\$40,500,000	\$50,500,000

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18	Sacramento Regional Transit District (SacRT)	Enhancing Ridership Through System Improvements, Public Engagement, and Workforce Development	Increases ridership on the SacRT system by investing in new stations, new light rail vehicles that are faster and easier to board through improved passenger information and fare collection technology. The project includes procurement of six low-floor light rail vehicles for improved service reliability, alongside a workforce development program with Siemens and American River College to train students in vehicle maintenance. Seventeen Blue Line stations will be modernized for easier boarding, while two new stations—Dos Rios and Horn Road—will connect disadvantaged areas to transit and employment hubs. Additionally, Cal-ITP platform validators and smart fare vending machines will be installed at 54 stations to streamline ticketing and improve operational efficiency.	\$28,992,000	\$125,924,097
19	San Francisco Bay Ferry, San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	Constructs an electrified universal charging float (UCF) containing vessel charging equipment and a battery storage system, electrical infrastructure upgrades, electric vehicle charging infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda. The project will allow for expansion of electric propulsion ferry service along the Harbor Bay to San Francisco ferry route by providing the necessary infrastructure to allow fully electric ferries to rapidly charge while docked at this location.	\$12,500,000	\$21,500,000
20	San Francisco Municipal Transportation Agency (SFMTA)	Train Control Upgrade Program Phase 2	Installs a modern communications-based train control (CBTC) system. The CBTC will utilize Wi-Fi and cellular connections for real-time vehicle tracking and continuous communication, improving reliability and travel times. Additionally, this upgrade aligns with San Francisco's transit-oriented development goals, facilitating the addition of 82,000 new housing units along Muni corridors and improving vehicle volumes by 20-25% while reducing delays and operational challenges, and increasing ridership.	\$130,000,000	\$686,470,880

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21	San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority (SJJRC and SJJPA)	Bridging Rail Initiatives, Technology, and Education (BRITE)	Provides critical investment in projects needed to realize additional benefits for the Valley Rail Program through four major components. The Stockton Diamond Grade Separation will create a grade separation between BNSF and UPRR rail lines facilitating the seamless movement of passenger and freight trains. The Stockton South End Crossover will construct crossover tracks and switches in the UPRR Stockton South Yard to maintain access to BNSF and the Port of Stockton during the Stockton Diamond construction. The Madera HSR Station will enhance regional passenger rail service and facilitate high-speed rail operations between Merced and Bakersfield. Lastly, the Rail Academy of Central California (TRACC) Workforce Development Program, which will provide and support the instruction of railroad industry courses, provide supplies, and facilitate engagement with potential students.	\$70,868,000	\$527,254,000
22	Santa Barbara County Association of Governments (SBCAG)	Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast	This project includes three main components: Transit Electrification, Transit Transformation, and Transit Facility Improvement. The project includes the procurement of 23 zero-emission buses, alongside fast-charging infrastructure at transit hubs. The Transit Transformation component introduces a BRT system along the congested State Route 135/Broadway corridor in Santa Maria, featuring dedicated bus lanes and a countywide integrated contactless fare system for streamlined payments and data collection. The Transit Facility Improvement component upgrades multiple facilities, including a new Operations and Maintenance building at SBMTD’s Terminal 2 with electric bus charging, solar panels, and battery storage, while also enhancing charging stations at key locations for Santa Maria Regional Transit.	\$51,130,000	\$107,313,029

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23	Sonoma-Marin Area Rail Transit District (SMART)	Sonoma-Marin Area Rail Transit District (SMART) Rail and Pathway Corridor Project	Extends SMART rail service to Healdsburg, reconstructing two segments: a 5.5-mile stretch from Windsor to Healdsburg Depot and a 3.3-mile section to the Healdsburg city limits. Enhancements will include new rail tracks, upgraded stations, freight spurs, improved crossings, and federally mandated Positive Train Control (PTC). A paved bicycle and pedestrian pathway will follow Great Redwood Trail standards.	\$81,000,000	\$269,000,000
24	Southern California Regional Rail Authority (SCRRA)	Eastern Maintenance Facility Development	Constructs two new service and inspection (S&I) tracks to double the facility's daily servicing capacity, allowing for two new round trips on the Inland Empire-Orange County Line (IEOC) and two on the San Bernardino Line (SBL).	\$44,796,000	\$44,796,000
25	SunLine Transit Agency	Bringing Easy Ticketing Solutions to the Coachella Valley	Installs an open loop, contactless payment system on all SunLine service vehicles, aligned with Cal-ITP. This upgrade will enhance accessibility for transit users in SunLine's service area and generate operational savings, allowing for expanded services.	\$612,200	\$612,200
26	Tulare County Association of Governments	Cross Valley Express: Kings – Tulare County Regional Bus and Capital Infrastructure Plan	Establishes a new transit bus network linking Visalia, Hanford, and Lindsay, with regional connections to the San Joaquin Hanford Amtrak station and the future Kings-Tulare High-Speed Rail station. The project includes procurement of eight zero-emission buses, electrical charging infrastructure, passenger shelters, and street enhancements. The Cross Valley Express will cover over 40 miles with 10 stops at 30-minute intervals, and a BRT service running 11 miles along State Route 63 between Visalia and Tulare with 8 stops and dedicated lanes.	\$59,100,000	\$60,930,000
27	University of California, Los Angeles (UCLA)	UCLA/Westwood Zero Emission Transit Service Expansion: Deploying Wireless Charging at Scale	Fully electrifies UCLA's BruinBus and Medical Center bus fleets while expanding transit services and implementing inductive wireless charging infrastructure on campus. The project includes procuring eight zero-emission buses for the BruinBus service. Collaborating with CALSTART and Electreon Wireless, the project will install static and dynamic wireless charging stations at key locations, allowing charging during various driving modes. Additionally, a new Transit	\$19,850,000	\$34,950,041

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		Hub will connect the bus depot to the upcoming UCLA/Westwood station, linking to LA Metro's D Line light rail extension planned for 2028, enhancing accessibility to the region's major job centers.		
TOTALS			\$1,333,342,000	\$10,281,043,879