

### SB-1 State Rail Assistance Program (as of December 22, 2023)

Commuter Rail			
Rail Agency	SRA Funds	Total Cost	Project
ACE Altamont Corridor Express (SJRR)	\$ 3,400,000	\$ 3,400,000	<b>Fremont Platform Extension:</b> Extend the length of the platform at the Fremont ACE station, allowing up to ten-car train to service the station and promoting safe and efficient boarding and alighting of passengers.
	\$ 1,500,000	\$ 11,000,000	<b>Revenue Fleet Rehabilitation:</b> Enable components of ACE rolling stock to be replaced, repaired, or upgraded to ensure revenue vehicles are maintained in a state of good repair and operate in an efficient and safe manner throughout their useful life.
	\$ 500,000	\$ 500,000	<b>Safety Improvement:</b> Improve safety within the existing ACE corridor right-of-way in order to reduce the likelihood of pedestrian injury.
	\$ 1,728,852	\$ 1,943,810	<b>ACE Equipment Modernization Project:</b> Fund the procurement, construction, installation, and operation of both on-board and station equipment throughout the existing and future ACE corridors. Equipment upgrades will include WiFi, security cameras, operations monitoring and communications equipment, and passenger information display systems.
	\$ 6,104,267	\$ 8,446,807	<b>Robert J. Cabral Station Expansion Project:</b> Reconstruct the Western Pacific (WP) building, creating additional passenger amenities for both ACE and San Joaquins passengers. The project also includes other site improvements at the WP Depot, as well as parking optimizations and enhancements throughout the Cabral Station area. * SJIPA contribution deducted from total project cost. Total project cost is \$15,225,358.
	\$ 7,800,000	\$ 9,800,000	<b>Newark-Albrae Siding Connection Project:</b> This project will connect two existing sidings creating a second main track within ACE's most congested corridor. The project will permit double track operation between Fremont and just north of the Alviso Wetlands.
	\$ 230,433	\$ 32,376,000	<b>Cabral Passenger Track Extension:</b> SRA funds will be utilized to construct a dedicated passenger track from the ACE Rail Maintenance Facility and the Robert J. Cabral station for the ACE service to operate on. Creating the dedicated track will eliminate congestion with freight railroads.
	\$ -	\$ 48,220,914	<b>Stockton Track Extension:</b> This project will extend track in San Joaquin County to allow ACE trains to travel between the Cabral Station and the new Rail Maintenance Facility, including a new bridge over Harding Way. * SJIPA contribution deducted from total project cost. Total project cost is \$51,999,465.

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<b>ACE (continued)</b>	\$ 75,000	\$ 75,000	<b>Platform Extensions:</b> This project will extend existing ACE platforms at the Lathrop/Manteca, Tracy, Vasco Road, Livermore, Pleasanton, and Fremont stations. The lengthened platforms will accommodate ten-car train sets.
	\$ 2,000,000	\$ 2,000,000	<b>UPRR Stockton Yard South Crossover:</b> Funds will support connecting existing UPRR Oakland Subdivision and existing UPRR Fresno Subdivision's second main track. The construction will include two turnouts, additional track, a culvert spanning an existing ditch, and an UPRR maintenance access road crossing.
	\$ 1,000,000	\$ 1,000,000	<b>ACE Locomotive Simulator Purchase:</b> ACE will purchase a locomotive simulator for the Rail Maintenance Facility to provide timely opportunity, complete training, and corrective action training of conductors and engineers for the future of the ACE service
	\$ 1,200,000	\$ 1,364,002	<b>ACE Passenger Wifi Phase 2:</b> This project will install Passenger Wi-Fi on 21 new ACE bombardier railcars.
	\$ 250,000	\$ 250,000	<b>SoCo Rail Study:</b> SRA funds will be used to construct a new Intermodal Rail Station and railyard adjacent to the Union City BART station. Passenger rail service will connect ACE trains to Chico, Stockton, and Merced with connections to high-speed rail. *SJPA is the contributing agency to this project
<b>Caltrain Peninsula Corridor Joint Powers Board</b>	\$ 1,000,000	\$ 3,010,071	<b>Revenue Vehicle Rehabilitation:</b> With SRA, SB 1 State Transit Assistance State of Good Repair and other funds, replace or repair various components of fleet of 26 locomotives, 96 galley cars and 25 Bombardier cars to increase reliability.
	\$ 500,000	\$ 500,000	<b>Bike Parking Program:</b> Hire bike parking vendors to manage and administer Caltrain's wayside bike parking system and grow train ridership, as part of implementing the Bicycle Parking Management Plan, adopted in November 2017.
	\$ 1,000,000	\$ 291,700,000	<b>Caltrain Positive Train Control (PTC):</b> Implements PTC along the Caltrain corridor to meet federal requirements for the successful revenue service demonstration of PTC by December 31, 2018. PTC tracks train locations and prevents unsafe movements through the use of equipment on-board the locomotives and along the corridor.
	\$ 8,000,000	\$ 182,638,000	<b>Peninsula Corridor Electrification Enhancement (PCEE):</b> With \$8 million of SRA and TIRCP and other funds, exercise contract options on the JPB's existing contract with Stadler, Inc. for the procurement of 37 additional EMUs to increase capacity of the electrified system currently under construction. This additional order will provide Caltrain with an extra three 7-car EMU consists and will extend the 16 6-car sets currently on order to 7 cars each.
	\$ 5,883,637	\$ 5,883,637	<b>Operating Assistance:</b> Caltrain will be using \$5,883,637 of SRA funding to help fund the agency's commuter rail operations. Funds are required as Caltrain has experienced a significant decline in revenue due to the COVID-19 pandemic.
	\$ 5,500,000	\$ 28,820,241	<b>Broadband Communications Project:</b> This project will provide Wi-Fi to passengers on Caltrain's new fleet of Electric Multiple Unit Vehicles (EMUs) from San Francisco to San Jose. The broadband communications system will also allow Caltrain Rail Operations to wirelessly communicate with EMUs while the train is running.

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<b>Coaster</b> North County Transit District	\$ 11,173,608	\$ 37,000,000	<b>Acquire 5 Tier IV, Low-Emissions Diesel Locomotives:</b> With \$10.5 million of SRA and other funds, replace 5 locomotives with new, cleaner Tier 4 locomotives for more reliable, frequent and faster service. After delivery in 2021, 36 additional trips per week will be added to Coaster service.
	\$ 19,000,000	\$ 25,000,000	<b>Acquire 2 Tier IV, Low-Emissions Diesel-Electric Locomotives &amp; 2 Bi-Level Cab Cars:</b> With \$19,000,000 of SRA funds and other funds, NCTD will purchase 2 replacement Coaster locomotives, and 2 replacement Coaster bi-level cab cars. The locomotives will have Tier 4 emissions control technology, and the cab cars will be equipped with a Crash Energy Management system and other various upgrades.
<b>Metrolink</b> Southern California Regional Rail Authority	\$ 10,500,000	\$ 16,252,000	<b>Signal Modernization:</b> With SRA and other funds, replace aging mechanical signals with modern electronic units, replace switches and install new crossovers, modernize track infrastructure, and other upgrades near LA Union Station, to improve service. Increases reliability of Metrolink trains to and from all five counties, as well as the Amtrak Pacific Surfliner trains.
	\$ 17,618,760	\$ 59,765,914	<b>Rail Yard Rehabilitation &amp; Modernization:</b> With SRA and other funds, this project will provide signal and track upgrades to enhance safety and improve resiliency and throughput in the highly utilized central core of the station track leading in and out of Los Angeles Union Station, as well as contributing to the broader LinkUS project to add run-through tracks.
<b>SMART</b> Sonoma-Marín Area Rail Transit	\$ 10,500,000	\$ 10,500,000	<b>Additional SMART Service:</b> Increase weekday service from 34 one-way trips to 38 one-way trips and weekend service from 10 to 12 trips. SB 1 funding will also support a portion of existing service added due to the program.
	\$ 2,925,000	\$ 35,159,248	<b>FY21 SMART Commuter Rail Operations:</b> SRA funds will support post-COVID recovery of SMART service levels, increasing up to 62% on weekday and 100% on weekends/holidays. Due to COVID related reduced revenue streams and reduced demand for passenger services, SMART began operating only 16 one-way trips per day and no weekend service. These funds enable SMART to maintain sufficient staff levels to consider service increases once passenger demand returns.
	\$ 3,060,000	\$ 38,429,217	<b>FY22 SMART Commuter Rail Operations:</b> SRA funds will support post-COVID recovery of SMART service levels, increasing up to 26 weekday trips and 12 Saturday trips for FY22, a 78% increase in weekly trips over FY21.
	\$ 3,700,000	\$ 3,700,000	<b>FY23 SMART Commuter Rail Operations:</b> SRA funds will support post-COVID recovery of SMART service levels, enabling the return of 36 weekday trips, 12 weekend trips, and start an additional midday weekday roundtrip starting Fall 2022 as well as provide periodic weekend event service in Fiscal Year 2023.
	\$ 5,026,754	\$ 5,026,754	<b>FY24 SMART Commuter Rail Operations:</b> SRA funds allow SMART to provide more service trips than originally planned for the system, to provide service expansion and to provide more service trips post-COVID. For Fiscal Year 2023-24 SMART is providing 38 weekday trips and expects to increase weekend trips to 14 each day.

**Commuter Rail Subtotal**      \$ 131,176,311    \$ 864,435,223

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Intercity Rail			
Rail Agency	SRA Funds	Total Cost	Project
<b>Capitol Corridor</b> Capitol Corridor Joint Powers Authority	\$ 4,721,500	\$ 4,721,500	<b>Improve Safety and Security:</b> The scope of this project has been expanded from funding measures to reduce illegal public intrusion along the rail right-of-way, in order to reduce injuries and death from pedestrians in the rail right of way to include fencing, as well as funding these activities for FY21 and FY22.
	\$ 608,500	\$ 32,839,471	<b>Pre-Construction, Environmental and Design Work for Rail and Station Infrastructure Improvements:</b> With SRA and other funds, conduct pre-construction environmental and design work to support service improvements and frequency expansions in corridor segments served by Sacramento to Roseville and Oakland to San Jose trains.
	\$ 2,860,195	\$ 2,860,195	<b>Replace/Upgrade Passenger Information System:</b> The project scope has been expanded from funding the components that deliver improved passenger train arrival/alerts via all communications channels, including signs, servers, data, and software to include additional hardware for out-of-date equipment.
	\$ 5,518,305	\$ 5,518,305	<b>Signal Replacement/Upgrade:</b> With SRA, CCJPA and UPRR funds, replace outdated signal systems to avoid signal system interruptions and train delays. The scope has been increased to include the crossover work as well as an additional location.
	\$ 1,441,969	\$ 3,341,969	<b>New Siding near Santa Clara-Great America:</b> Pre-construction activities to support construction of a new siding near Santa Clara-Great America station allowing enhanced special events service at Levi Stadium and reduction in delays for regular rail service. (SRA Intercity Flexible Funds Award)
	\$ 2,500,000	\$ 2,500,000	<b>Right-of-Way Safety &amp; Security Program - UPRR Special Agents:</b> This project enhances CCJPA's Right-of-Way Safety & Security program through the addition of two Union Pacific Railroad (UPRR) special agents dedicated to serve along the Capitol Corridor.
	\$ 3,224,000	\$ 6,470,000	<b>Stege Crossover and Signal Upgrades:</b> Enhancements will be made to signals and crossovers in the vicinity of the Richmond Station to improve reliability and lifespan of the railroad infrastructure which will result in reduced delays and greater on-time performance.
	\$ 1,747,695	\$ 11,680,000	<b>Davis Crossover and Signal Replacement:</b> Project will replace the existing signal system with modern electronics in order to improve reliability and extend service lifespan. Track crossovers will also be replaced to allow for greater efficiency and increased safety.
	\$ 4,200,000	\$ 4,200,000	<b>Infrastructure Reliability Improvements:</b> This project will provide on-going capital investment to keep bridges and structures along the Capitol Corridor in servicable and safe condition. Other infrastructure investments include servicing the railroad signal system and the acquisition of standby power generators for use when wildfires cause shutdowns.

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<b>CCJPA (continued)</b>	\$ 4,200,000	\$ 4,200,000	<b>Right-of-Way Safety &amp; Security Improvements:</b> This project seeks to improve safety for railroad employees, passengers and members of the public and improve on-time performance by discouraging trespassing, illegal dumping, and vandalism on the railroad right-of-way. The project's investments in improving security of the right-of-way complement the UPRR Special Agents project.
	\$ 1,500,000	\$ 1,500,000	<b>Capitol Corridor Safety Improvements:</b> The goals of this project are to improve passenger comfort, safety, state-of-good repair and Americans with Disability Acts accessibility at Capitol Corridor Stations. Goals may also include increased connectivity, capacity, and service.
	\$ 1,650,000	\$ 1,650,000	<b>Grade Separation and Safety Improvements:</b> This project will promote safety improvements to existing grade crossings, promote grade separations, and promote grade crossing closures along the Capitol Corridor route in partnership with local agencies.
	\$ 2,489,053	\$ 5,168,519	<b>CalPIDS Cycle 2:</b> SRA funds will be used to design and implement a modernized Passenger Information Display System (PIDS) that provides, timely, accurate, and useful train status information to Capitol Corridor passengers
	\$ 666,666	\$ 666,666	<b>Strategic Operations Enhancements:</b> The operations organizational analysis will assess potential structural changes to the delivery of Capitol Corridor service to include the potential for third-party operators for elements of Capitol Corridor service (e.g. on-board services, mechanical, stations, train & engine crew labor, customer support functions and bus operations).
<b>Coachella Valley Rail Corridor</b> Riverside County Transportation Commission (RCTC)	\$ 5,942,510	\$ 7,261,500	<b>Coachella Valley Rail Corridor Study:</b> SRA funds will support the environmental phase for the proposed Coachella Valley Rail Corridor. This includes conceptual engineering, six station locations and design, and an environmental document.
<b>Central Coast Corridor</b> Coast Rail Coordinating Council (CRCC) & San Luis Obispo Council of Governments (SLOCOG)	\$ 75,000	\$ 650,000	<b>Completion of the Coast Rail Corridor Service Implementation Plan:</b> With SRA and other funds, complete the Coast Rail Corridor Service Implementation Plan, including strategy for implementing the 2018 State Rail Plan and integrating services between Santa Clara and Ventura counties. (SRA Intercity Flexible Funds Award)
	\$ 1,501,500	\$ 1,501,500	<b>King City Passenger Rail Platform:</b> Pre-construction activities to support construction of a King City passenger rail platform to allow service by the existing Coast Starlight and access to Fort Hunter-Liggett U.S. Army Garrison and Pinnacles National Park. (SRA Intercity Flexible Funds Award)

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<b>Pacific Surfliner</b> Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency	\$ 208,000	\$ 208,000	<b>Corridor Optimization Software:</b> Purchase of virtual servers and two perpetual licenses for Viriato timetabling and optimization software for service and operational planning and efficient disposition of rolling stock.
	\$ 395,000	\$ 395,000	<b>San Luis Obispo Platform Emergency Repair:</b> Fix platform safety tactiles and electric conduits damaged during recent trackwork at the San Luis Obispo station.
	\$ 400,000	\$ 3,163,000	<b>Grover Beach Station Expansion:</b> With SRA and other funds, expand the existing train station to the south on approximately one acre of land. Provides a new bus drop off location and shelter adjacent to the existing rail platform, 40-45 parking spaces for transit parking, vanpooling and carpooling, and the installation of bike lockers.
	\$ 371,882	\$ 371,882	<b>Continuity of Operations:</b> With SRA funds, maintain essential service to the customers of the Pacific Surfliner if other sources of funding the service are reduced or eliminated. This SRA funding will be used to increase services level back to a sustainable level for the ridership that rely on its services.
	\$ 260,000	\$ 260,000	<b>Corridor Optimization Software Maintenance:</b> With SRA funds, provide for the ongoing maintenance of virtual servers and networks information for the Viriato timetabling and optimization software for use by the LOSSAN Rail Corridor Agency and Amtrak, for service and operational planning and the efficient disposition of rolling stock.
	\$ 718,353	\$ 10,123,000	<b>Goleta Layover Facility Design:</b> With SRA funds, design an expanded layover servicing area. The project includes trackwork, power switch, asphalt roadway, 480V ground power, lighting, compressed air, water, security fencing, storage building, geotechnical study and geostabilization, environmental and drip pans. The project will expand the capacity of Amtrak's existing Goleta storage facility to allow for additional Pacific Surfliner trainsets to layover and receive turnaround servicing.
	\$ 115,812	\$ 1,500,000	<b>Business Class Refresh:</b> With SRA funds, provide for the upgrade and refurbishment of Pacific Surfliner Business Class rail cars.
	\$ 718,750	\$ 718,750	<b>Improved Wayfinding Signage:</b> Improve wayfinding signage at all 41 LOSSAN rail corridor stations in order to improve customer experience for existing and new riders, in preparation for major SoCal international events. (SRA Intercity Flexible Funds Award)
	\$ 5,880,000	\$ 9,422,000	<b>Corridor Hardening and Safety Improvements:</b> Improvements will be made to the existing right-of-way and will include slope / bluff stabilization, security fencing, crossings and pedestrian access, communication upgrades and improvements, and various other safety related projects.
	\$ 550,000	\$ 800,000	<b>Interregional Connectivity Improvement Project:</b> This project will provide the capital and services associated with adjustments to optical readers at Los Angeles Union Station, along with other regional connection points throughout California to allow for the scan of Pacific Surfliner fare media. These improvements will facilitate seamless transfers between services and enhance existing transfer programs.
\$ 400,000	\$ 400,000	<b>LOSSAN Strategic Plan Update:</b> These funds will be used to update the long-term plan for the continued improvement of the Pacific Surfliner service. The plan will develop an updated vision for the LOSSAN Agency, using a shortterm horizon, a near-term 2025 horizon, and a long-term 2035 horizon.	

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<b>LOSSAN (continued)</b>	\$ 4,000,000	\$ 4,000,000	<b>Honda Bridge Funding:</b> These funds will be used for the Environmental and Design phase for the Honda Bridge Project. This project is meant to improve overall track infrastructure and construct a replacement bridge with the same or similar materials and design to the existing 124-year old steel trestle across San Antonio Creek in Santa Barbara County.
	\$ 1,210,000	\$ 1,210,000	<b>Central Coast Layover Facility:</b> This funding will complete the remainder of the Environmental Phase of the Central Coast Layover Facility in San Luis Obispo. This project will improve efficiency, on-time performance and frequency of LOSSAN intercity rail service. This facility will improve ridership, revenue, and the expansion of service.
	\$ 7,586,120	\$ 7,586,120	<b>Equipment Overhaul and Procurement:</b> Using SRA funds, LOSSAN will procure and restore 3 Superliner passenger cars. Funding could also be used to overhaul equipment to extend useful life of vehicles.
	\$ 6,000,000	\$ 6,000,000	<b>Leesdale Passing Siding:</b> Extend the existing 3,700-foot siding located West of the Camarillo Station to about 7,000 feet between Las Posas Rd and Pleasant Valley Rd.
	\$ 175,000	\$ 175,000	<b>California Operation Lifesaver Campaign:</b> In coordination with California Operation Lifesaver, run a rail safety trespass geofenced CTV/Digital Radio ad campaign. The campaign will focus on the top 3 trespass counties along the LOSSAN corridor and will include an outreach to homeless encampments along the Right-of-Way.
<b>San Joaquin</b> San Joaquin Joint Powers Authority	\$ 8,100,000	\$ 8,716,689	<b>Stockton Wye:</b> With SRA and other funds, install new track in the northwest quadrant intersection of the Union Pacific Fresno Subdivision and the BNSF Stockton Subdivision, connecting two railroad mainlines that currently do not have a direct connection that allows this train movement by trains moving to/from the Port of Stockton. This funding includes the completion of BNSF's Preliminary Engineering agreement.
	\$ 900,000	\$ 900,000	<b>Merced Parking Lot at Amtrak Station:</b> Construction of new parking lot adjacent to the Merced Amtrak Station with approximately 80 spaces, doubling parking capacity in support of additional ridership growth on Amtrak San Joaquin trains.
	\$ 6,778,551	\$ 6,778,551	<b>Robert J. Cabral Station Expansion Project:</b> Contribution of SRA funds to the ACE project for improvements to the Western Pacific (WP) building and other sites at the WP Depot, as well as parking optimizations and enhancements throughout the Cabral Station area. *total project cost represents SJJPA's contribution to the ACE project
	\$ 3,120,000	\$ 29,695,351	<b>Rail Maintenance Facility (RMF) Expansion:</b> Project will see the expansion of existing ACE RMF building and construction of auxiliary infrastructure at 1020 E Apline Ave, Stockton CA, 95204. Improvements include a storage building, new tie-in track, and additional maintenance equipment providing a cost-effective option for maintaining intercity rail equipment.
	\$ 2,000,000	\$ 2,000,000	<b>Merced Integrated Track Connector:</b> The MITC project will enable the San Joaquins to connect with interim High-Speed Rail operations at Merced by creating a direct link between the BNSF alignment and the Merced High-Speed Rail Station
	\$ 500,000	\$ 8,370,535	<b>Oakley Station:</b> This project will construct a 700 ft platform along the west side of BNSF's mainline that runs through the City of Oakley between 2nd Street and Norcross Lane. The platform will include lighting, shelters, benches, ADA improvements, and signage for passengers boarding and disembarking at the Oakley Station.

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<b>SJJPA (continued)</b>	\$ 10,612,685	\$ 19,061,738	<b>Stockton Wye Cycle 2:</b> SRA funds will be utilized to construct a new track connecting two railroad mainlines that currently do not have a direct connection in Stockton, CA.
	\$ -	\$ 3,778,551	<b>Stockton Track Extension:</b> This project will extend track in San Joaquin County to allow ACE trains to travel between the Cabral Station and the new Rail Maintenance Facility, including a new bridge over Harding Way. *total project cost represents SJJPA's contribution to the ACE project
	\$ 1,200,000	\$ 1,200,000	<b>Madera Station Relocation:</b> The Madera Station will be relocated from Madera Acres to the vicinity of Avenue 12. Phase 1 will build out a station platform that is approximately 600 feet. A new station siding track will be built that will tie-in to the existing BNSF mainline and a new access road will be constructed.
	\$ 3,200,000	\$ 3,200,000	<b>BNSF Second Main Track Lake-Escalon:</b> This project will provide improvements to the BNSF Railway Company Stockton Subdivision through the Valley Rail Program. Construction of a second mainline track in single-track segments are necessary for additional San Joaquin's daily round trips to Sacramento.
	\$ 250,000	\$ 250,000	<b>SoCo Rail Study:</b> SRA funds will be used to construct a new Intermodal Rail Station and railyard adjacent to the Union City BART station. Passenger rail service will connect ACE trains to Chico, Stockton, and Merced with connections to high-speed rail. *SJJPA is the contributing agency to this project
<b>Statewide</b> California Department of Transportation (Caltrans)	\$ 2,000,000	\$ 2,000,000	<b>Stockton Regional Rail Maintenance Facility Expansion Project:</b> Pre-construction planning, environmental and design, and construction to allow intercity rail rolling stock to be maintained at an expanded facility. (SRA Intercity Flexible Funds Award)
	\$ 200,000	\$ 200,000	<b>Next Generation Statewide Fleet Planning and Support:</b> Development of coordinated rolling stock procurement strategies to enable future zero emission and near zero emission rolling stock to meet the needs of growing rail ridership and services. (SRA Intercity Flexible Funds Award)
	\$ 250,000	\$ 250,000	<b>Supporting the Integrated Travel Project:</b> Development of statewide travel benefits and specialized fare products designed to increase ridership on multi-agency services. (SRA Intercity Flexible Funds Award)
	\$ 970,271	\$ 970,271	<b>Pilot Program: Services to Fill the Gaps:</b> Evaluate opportunities and fund pilot services to fill gaps in the state intercity rail system, including connections to the North State, between SMART and the Capitol Corridor, and between the Peninsula and the East Bay. (SRA Intercity Flexible Funds Award)

**Intercity Rail Subtotal**            \$ 113,917,317    \$ 230,434,063

**Total**                                    \$ 245,093,628    \$ 1,094,869,286