TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Workshop
September 1, 2015
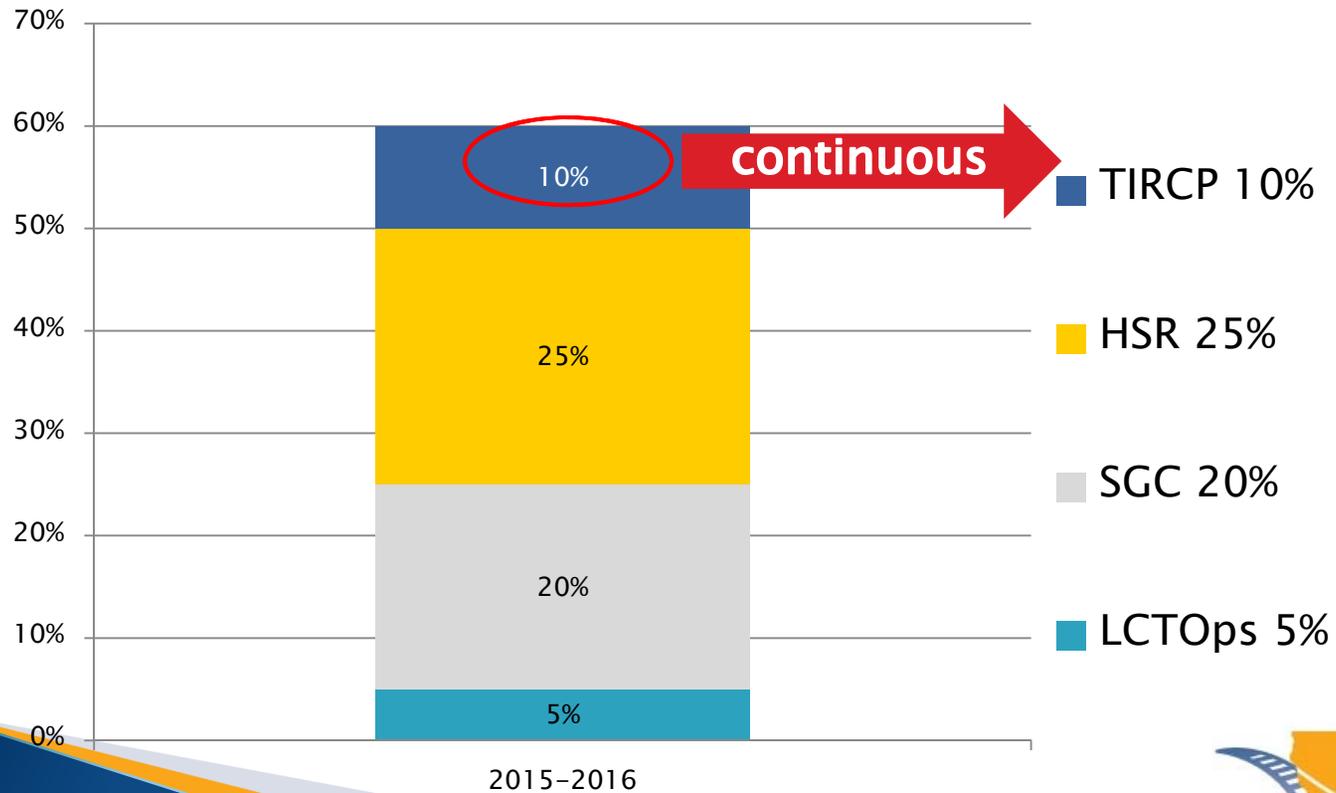
Agenda

▸ Review current guidelines

▸ **Lessons Learned:**
   ▸ What went well?
   ▸ What should we change?

▸ Timeline for the 2016 program

Funding

- Cap-and-Trade Auction Proceeds
- Multi-year program covering two years

2015 Selected Projects

Applicant	Project	Amount Recommended		Match Funding		Total Project Cost	
Antelope Valley Transit Authority	Regional Transit Interconnectivity & Environmental Sustainability Project	$	24,403,000	$	14,891,051	$	39,294,051
Capitol Corridor Joint Powers Authority	Travel Time Reduction Project	$	4,620,000	$	800,700	$	5,420,700
Los Angeles MTA (Metro)	Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements Project	$	38,494,000	$	108,166,494	$	146,660,494
LOSSAN Rail Corridor Agency	Pacific Surfliner Transit Transfer Program	$	1,675,000	$	200,000	$	1,875,000
Monterey-Salinas Transit	Monterey Bay Operations & Maintenance Facility/Salinas Transit Service Project	$	10,000,000	$	10,260,000	$	20,260,000
Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	$	2,320,000	$	580,000	$	2,900,000
Sacramento Regional Transit	Sacramento Regional Transit's Refurbishment of 7 Light Rail Vehicles Project	$	6,427,000	$	1,607,000	$	8,034,000
San Diego Association of Governments	South Bay Bus Rapid Transit Project*	$	4,000,000	$	108,000,000	$	112,000,000
San Diego MTS	San Diego Metropolitan Transit System Trolley Capacity Improvements Project	$	31,936,000	$	11,200,000	$	43,136,000
San Francisco MTA (MUNI)	Expanding the SFMTA Light Rail Vehicle Fleet Project	$	41,181,000	$	162,470,000	$	203,651,000
San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	$	200,000	$	-	$	200,000
San Joaquin RTD	MLK Corridor and Crosstown Miner Corridor Project	$	6,841,000	$	12,277,776	$	19,118,776
SCRRA (Metrolink)	Purchase of 9 Fuel-Efficient Tier IV Locomotives Project	$	41,181,000	$	16,869,000	$	58,050,000
Sonoma-Marin Area Rail Transit District	SMART Rail Car Capacity Project	$	11,000,000	$	46,400,000	$	57,400,000
		$	224,278,000	$	493,722,021	$	718,000,021

*Also recommended for $7 million from Strategic Growth Council's Affordable Housing and Sustainable Communities program (reflected in match)

Objectives

Modernize California's transit systems to:

1. Reduce greenhouse gas emissions;

2. Expand and improve rail service to increase ridership;

3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and

4. Improve safety.

CalSTA

Eligibility

▸ Public agencies including JPA

▸ Existing or planned regularly scheduled service:
  ▸ Intercity rail & associated feeder bus service
  ▸ Commuter rail service
  ▸ Commuter bus service
  ▸ Bus or rail transit service

Eligible Projects

▸ Must _demonstrate_ GHG reduction

▸ Include *but are not limited to*:

1. Rail capital projects.
2. Intercity & commuter rail projects that:
   ▸ Increase service levels
   ▸ Improve reliability, or
   ▸ Decrease travel times.
3. Rail integration implementation.
4. Bus transit investments to increase ridership.

Eligible Projects

▸ Small number of transformational projects

▸ Agencies operating 1 mode:
  ▪ 1 major capital project ($\geq$\$3M)
    • No project >33% of funds
  ▪ 1 smaller scale project (<\$3M)

▸ Agencies operating multiple modes
  ▪ 1 application/mode

Eligible Projects

▸ Match not required, but leverage desirable

▸ Clear commitment to fund new service

▸ Priority to construction or implementation

Application

Requirements include:

▸ Funding of on-going O&M.

▸ Description of separable or scalable elements.

▸ Ability to absorb cost overruns.

Evaluation Criteria

▸ Primary criteria

1. Reduce GHG emissions
2. Increase ridership
3. Integration with other operators
4. Improve safety

CalSTA

Evaluation Criteria

▸ **Secondary criteria**

1. Support implementation of SCS through:

   A. Reducing VMT.

   B. Promoting housing & employment near rail or transit.

   C. Expanding rail and transit systems.

   D. Implementing clean vehicle technology.

   E. Promoting active transportation.

   F. Improving public health.

Evaluation Criteria

▶ Secondary criteria continued:

2. Benefit to disadvantaged communities.

3. Priorities developed through collaboration of rail operators.

4. Geographic equity.

5. Consistency with:

   - SCS, or

   - Regional plan to reduce GHG emissions, and

   - Recommendations of regional agency(s).

6. Integration across other modes.

7. For service expansions: financial plan including operations.

Project Selection

▶ Evaluation criteria
▶ Risks:
  ▶ GHG emission reduction benefits
  ▶ Cost, scope and schedule

▶ Factors to be considered include:
  1. Need and benefit
  2. Readiness and schedule:
     A. Environmental status.
     B. Agreements with key partners.
     C. Future non-committed investments.
  3. Leveraging funding from other GHG reduction programs.
  4. Leveraging other funding, especially discretionary.

Program Administration

▸ Similar to other CTC programs.

▸ Before completion of design a grantee may propose changes.

▸ Semiannual reports

Lessons Learned

▸ What went well?

▸ What should we change?

Key Schedule Milestones - Draft

- **Late Oct**: Discussion Draft Guidelines

- **Nov**: Workshops

- **Dec**: Draft Guidelines

- **Jan**: Workshops

- **Feb**: Final Guidelines & Call for projects

- **April**: Applications due

- **June 30**: Publish list of approved projects

Send comments to
tircpcomments@dot.ca.gov