

modeling is possible. If ridership and revenue modeling is deemed to be possible, modeling will be performed primarily during the month of March. If an agency doesn't contact Caltrans consistent with the above timelines, Caltrans will be unable to perform ridership modeling.

Supplementary Information:

CalSTA recommends that project applicants carefully read this solicitation and the program guidelines in their entirety prior to preparing application materials. The Transit and Intercity Rail Capital Program website (<http://www.dot.ca.gov/hq/MassTrans/tircp.html>) contains certain application materials and forms, and may be updated with answers to Frequently Asked Questions or additional materials and forms prior to the due date on this solicitation. The Transit and Intercity Rail Capital Program website also contains the final program guidelines, adopted by CalSTA on February 4, 2016, which provide additional program information and requirements.

Additionally, applicants should note that the project narrative document (excluding supporting reports and materials) may not exceed 50 pages in length. The submitted application should be of readable quality and format. The use of 11 point font or greater for narrative portions of the document is suggested, with exceptions for footnotes, endnotes, and other contents not part of the main body of the document. Additionally, applicants are encouraged to combine subsections in order to provide more efficient descriptions, or less duplication. If these efficiencies are incorporated into the application, please indicate within each document which elements of the application requirements are addressed by each section of the applicant's submitted documents.

Section 1: Award Information

1.1 Available Funding

This solicitation utilizes approximately \$440 million through State Fiscal Year (FY) 2017-18 from the existing continuous appropriation based on 10 percent of Cap-and-Trade Auction Proceeds. Additional funding is *proposed* as part of the Administration's transportation reform and funding plan and includes \$800 million from Greenhouse Gas Reduction Fund appropriations, and approximately \$90 million from Public Transportation Account loan repayments. Should the additional proposed funding be enacted, CalSTA intends to make it available for project awards in this funding cycle, which could provide a combined level of funding approximately \$1.33 billion.

The final amount of funding available to award and allocate in this funding cycle will be dependent on the level of Cap-and-Trade auction proceeds through 2017-18, and future budget or statutory enactment, as applicable.

Funds awarded to projects will not be available for project use until the year from which the funds are programmed, but the California Transportation Commission may consider programming adjustments, subject to applicable California Transportation Commission requirements.

1.2 Application Limits

For the 2016 Transit and Intercity Rail Capital Program solicitation, there is no specified maximum project size. Agencies may submit multiple applications, and the submitted projects must be ranked by the applicant based on agency priority.

