TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Workshops on Draft Program Guidelines
January 2016
Overview of Guidelines and the 2014–15 Program
Recent Statutory Changes with SB 9
Changes in the Draft Guidelines for the 2016 Program
Discussion and Q&A
Funding

- **Existing continuous appropriation**
  - Approximately **$440 million** through 2017–18
    (this is based on 10% of Cap and Trade auction proceeds)

- **Additional funding proposed as part of the Administration’s transportation funding plan**
  - **$800 million** from appropriations in 2016–17 and 2017–18
  - Approximately **$90 million** from loan repayments to the Public Transportation Account
Modernize California’s transit systems to:

1. Reduce greenhouse gas emissions;
2. Expand and improve transit 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 transit safety
Eligible Applicants

- Public agencies including JPAs that operate or have planning responsibility for existing or planned regularly scheduled transit service:
  - Intercity rail & associated feeder bus service
  - Commuter rail service
  - Commuter bus service
  - Bus, ferry or rail transit service (including vanpool services sponsored by public agencies)
Eligible Projects

- Must **demonstrate** GHG reduction
- Include *but are not limited to*:
  1. Rail capital projects
  2. Intercity, commuter & urban rail projects that:
     - Increase service levels
     - Improve reliability
     - Decrease travel times
  3. Rail, bus and ferry integration implementation
  4. Bus Rapid Transit, Bus and Ferry transit investments (including vanpool) to increase ridership, including implementation of transit effectiveness studies
Evaluation Criteria

- Primary criteria
  1. Reduce GHG emissions
  2. Increase ridership
  3. Integration with other operators
  4. Improve safety
Evaluation Criteria

Secondary criteria

1. Support other co-benefits including:
   A. Reducing VMT and auto trips
   B. Promoting housing & employment near rail or transit
   C. Increasing attractiveness of location for additional jobs and housing
   D. Expanding rail and transit systems
   E. Enhancing connectivity, integration and coordination
   F. Implementing clean vehicle technology
   G. Promoting active transportation
   H. Improving public health
   I. Air quality impacts other than GHG emissions reductions
Secondary criteria continued:

2. Benefit to disadvantaged communities
3. Priorities developed through collaboration of rail operators
4. Geographic equity
5. Consistency with:
   • Sustainable communities strategy
   • Regional plan to reduce GHG emissions
6. Supplemental funding from non–state sources
7. Integration across other modes
8. Quality of financial plan to support service expansion
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
## 2015 Selected Projects

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

**Total**: $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)
Senate Bill 9 Changes

- Specifies funding of “transformative capital improvements”
  - Significantly reduce VMT, congestion, & GHG emissions by
    - Creating a new transit system,
    - Increasing the capacity of an existing transit system, or
    - Significantly increasing the ridership of a transit system
Senate Bill 9 Changes

- Confirms eligibility of bus & ferry transit
- Requires the approval of a multi-year program of projects
- Eligible project expand to include:
  - Infrastructure access payments to host railroads
Senate Bill 9 Changes

- Project evaluation:
  - Extent to which a project reduces GHG emissions
  - Adds to the list of cobenefits of projects that support an SCS:
    - Enhancing the connectivity, integration, and coordination of the state’s various transit systems
  - Supplemental funding from non-state sources
  - Increase in transit ridership
Senate Bill 9 Changes

- An applicant may submit an application to fund a project over multiple fiscal years.
- By July 1, 2018 approve a 5 year program of projects.
- A grantee may apply to the CTC for a letter of no prejudice to allow the agency to expend its own money in advance of an allocation.
Major Changes in this Draft

- Conforming amendments for SB 9
- Pre-application optional meeting with CalSTA in February
- Significant new detail on evaluation process
- Suggested new funding options such as smartphone mobile ticketing, rail infrastructure access payments, and transit effectiveness studies (with implementation investments)
- Encouragement to coordinate with other greenhouse gas reduction programs
Key Schedule Milestones - Draft

- Dec 18: Draft Guidelines Released
- Jan 19–21: Workshops
- Jan 22: Guidelines comments deadline
- Jan 26: Quantification comments deadline
- Feb 4–5: Final Guidelines, Call for projects
- Feb 22–26: CalSTA Meeting Opportunity
- April 5: Applications due
- August 1: Publish list of approved projects
Pre-Application Meeting Opportunities
February 22-26

Locations:
- Feb 22 – Sacramento – Caltrans District 3
- Feb 23 – Oakland – Caltrans District 4
- Feb 24 – Los Angeles – Caltrans District 7
- Feb 25 – San Diego – Caltrans District 11
- Feb 26 – Fresno – Caltrans District 6

Request a meeting by emailing the program at tircpcomments@dot.ca.gov

Additional detail will be provided in the call for projects
Discussion / Q&A