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

<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<td>SCRRA (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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<tr>
<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>
</tr>
</tbody>
</table>

*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.
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 (≥$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
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.
Secondary criteria continued:
2. Benefit to disadvantaged communities.
3. Priorities developed through collaboration of rail operators.
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