



# TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Workshop  
September 1, 2015

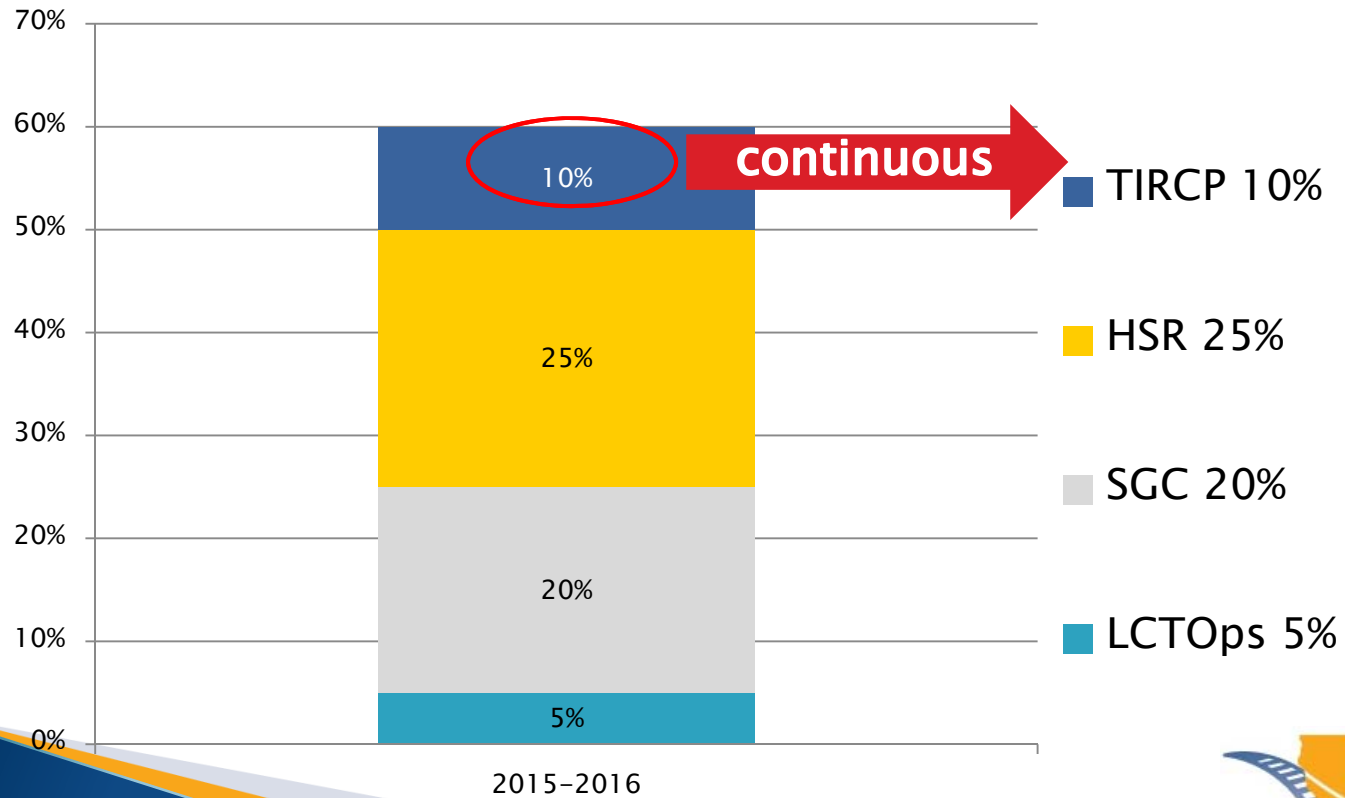


# Agenda

- ▶ 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-Marín Area Rail Transit District	SMART Rail Car Capacity Project	\$ 11,000,000	\$ 46,400,000	\$ 57,400,000
		<b>\$ 224,278,000</b>	<b>\$ 493,722,021</b>	<b>\$ 718,000,021</b>

\*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 ( $\geq$ \$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

# 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  
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