CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Workshops on Draft Program Guidelines
January 2016

Agenda

- 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

Objectives

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

Evaluation Criteria

- 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

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)*

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 smart phone 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