

## Transit and Intercity Rail Capital Program Fact Sheet

**BACKGROUND AND FUNDING:** The Transit and Intercity Rail Capital Program (TIRCP) is one of several programs funded as part of 2014-15 State of California budget (by Senate Bill 852 and Senate Bill 862) that have a goal of reduced greenhouse gas emissions and achievement of other benefits. These programs are funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. TIRCP received \$200 million in 2015-16 and will receive 10 percent of annual state Cap-and-Trade auction proceeds as a continuous appropriation. Additional funding from Senate Bill 1 (the Road Repair and Accountability Act of 2017) is estimated to generate \$323 million in 2017-18 and about \$3 billion in the next ten years for TIRCP.

*TIRCP funds transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce greenhouse gases by reducing congestion and vehicle miles traveled throughout California.*



### PROGRAM GOALS AND ELIGIBLE PROJECTS:

Program goals include the reduction of greenhouse gas emissions, expanded and improved rail and transit service to increase ridership, the integration of different rail and transit systems, and improved transit safety.

Sample projects include:

- Rail and bus capital projects
- Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times
- Rail, bus, and ferry integration implementation
- Bus rapid transit and other bus and ferry investments

### LEGISLATIVE HISTORY

**Assembly Bill 32** (2006) set greenhouse gas reduction targets and authorized the Cap-and-Trade Program at the Air Resources Board.

**Senate Bill 375** (2008) and **Senate Bill 391** (2009) require sustainable communities strategies be included in regional transportation plans and the statewide transportation plan.

**Senate Bill 535** (2011) requires that programs funded from the revenues in the GGRF result in benefits to disadvantaged communities.

**Senate Bill 9** (2015) provides funding for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems and bus and ferry transit systems. Requires CalSTA to adopt a 5-year program of projects and requires the California Transportation Commission (CTC) to allocate funding to awarded recipients pursuant to the program of projects.

**Assembly Bill 1550** (2016) requires all GGRF programs to allocate a minimum of 25% to projects located within and benefiting individuals living in a DAC. It also requires an additional five percent minimum to projects that benefit low-income households and low-income communities throughout the state and another five percent minimum to projects that benefit low-income households that are outside of, but within a 1/2 mile of a DAC.

**Senate Bill 1** (2017) establishes and directs funding for use towards deferred maintenance of state highways, local roadways, and to improve the state's trade corridors, transit, and active transportation facilities. Funding directed to TIRCP will be approximately \$3 billion over the next decade.



**DISADVANTAGED COMMUNITY BENEFITS:** SB 535 requires that programs funded from the Greenhouse Gas Reduction Fund result in benefits to disadvantaged communities. The designation of “disadvantaged communities” is assigned to the California Environmental Protection Agency, and the establishment of guidelines for qualifying expenditures is assigned to the California Air Resources Board. The Transit and Intercity Rail Capital Program will target grants so that at least 25 percent of program expenditures will benefit disadvantaged communities.

**ROLES AND RESPONSIBILITIES:** CalSTA will work with the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to implement this program. Following guidelines revision, CalSTA and Caltrans will solicit applications and projects will be selected by CalSTA. The CTC will approve the program of projects and manage project allocations.

**PROGRAM STATUS AND UPDATES:** Through a competitive grant process, in fiscal year 2015, 14 projects were selected and awarded a total of \$224 million. In fiscal year 2016, an additional 14 projects were selected and awarded a total of \$391 million in TIRCP funds.

**TIRCP Timeline:**

Distribute Discussion Draft Guidelines	<b>August 4, 2017</b>
Public workshops for 2018 program guidelines	<b>Sept – Oct 2017</b>
Call for Projects	<b>October 13, 2017</b>
CalSTA publishes final 2018 program guidelines	<b>October 13, 2017</b>
Optional meeting to discuss project concepts with CalSTA staff	<b>November 2017</b>
Project applications due to Caltrans	<b>January 12, 2018</b>
CalSTA publishes summary of applications	<b>February 12, 2018</b>
Third round project awards	<b>April 30, 2018</b>

For more information on the TIRCP please visit our program webpage:

<http://dot.ca.gov/hq/MassTrans/tircp.html>

Questions or comments may be directed to the Division of Rail and Mass Transportation at (916) 653-3060.

Written comments on TIRCP may be directed to [tircpcomments@dot.ca.gov](mailto:tircpcomments@dot.ca.gov).