PROPOSITION 116

CRITERIA FOR EVALUATION OF PROJECTS

PASSED BY

CTC

OCT 19 1989

CALIFORNIA TRANSPORTATION COMMISSION

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CRITERIA
FOR EVALUATION OF PROJECTS
FUNDED BY STATE MASS TRANSPORTATION PROGRAM
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Transit projects receive State funds allocated by the Commission pursuant to Section 199 of the Streets and Highways Code and Sections 99316 through 99319.6 of the Public Utilities Code. The projects must meet the applicable statutory requirements, including environmental clearance pursuant to the California Environmental Quality Act. The Commission and Department shall use the following criteria when setting priorities for funding the projects:

THRESHOLD CRITERIA - A project must meet these criteria before it is ranked.

1. Statutory Eligibility - The project is eligible per the applicable sate statutes and the applicant's system meets the required farebox ratios under state law. Application for Article XIX gas tax funds and receipt of guideway county minimums is restricted to Proposition 5 counties (see Attachment A for list of counties and population shares). Intercity rail projects are exempt from county minimums.

2. Regional Approval - The project is supported by the regional planning agency or the county transportation commission in the case of a county with such a commission, or the San Diego Metropolitan Transit Development board for the area under its jurisdiction and is included in the appropriate Regional Guideway Financial Plan.

3. Timely Use of Funds - The applicant can encumber (i.e let a contract for) the state funds by the end of the state funding fiscal year plus three months.

4. Financial Capacity - The applicant has the financial capacity to carry out and maintain the project as demonstrated by the project being included in the operator's Short Range Transit Plan.

5. Matching Requirements - The application meets the Commission's matching requirements as follows:

   a. Non-Intercity Rail Projects: The amount of State funds allocated for a transit capital improvement shall not exceed 50% of the amount of the non-federal share of the project cost.

   b. Intercity Rail Projects: Although no matching funds are required for intercity rail projects, due to the limited availability of Article XIX and TP&D funds in FY 1990-91, the Commission policy will be to give added weight to projects when local match is provided.

RANKING CRITERIA

1. Commission Commitment - If the Commission has adopted a multiyear funding commitment resolution for a project, then that project will be placed at the top of the priority list.

   If a previously Commission-committed project has a significant change in scope or significant change in its funding plan, then a project will be reevaluated. If a project changes mid-year, then it will be reevaluated in the subsequent year's TCI program.

   Multiyear commitments can be requested by the applicant at the application stage.

2. Project Benefits (non-financial criteria) - The extent to which a project is an effective solution to a specific transportation problem.

   a. Guideway and Intercity Rail New Starts Extensions, Enhancements (Capacity increasing projects.):

      (1) Annual New Passengers and Annual New Passenger Miles.

         o At opening of project and at future time (e.g. 20 years).

      (2) Passenger Amenities (e.g. comfort, safety).

         o Applicant's qualitative description of passenger amenity benefits of project, such as:

            - Reduction of overcrowding.
            - Increase in frequency of service.

      (3) Travel Time Savings for Existing Transit Riders.

         o Calculation by applicant of travel time savings for existing transit riders if project is implemented.

   b. Guideway and Intercity Rail Rehabilitation Projects (non-capacity increasing projects):

      (1) Service Reliability.

         o Improvement in train on-time performance and peak period train through-put if project is implemented.

      (2) Passenger Amenities (e.g. comfort, safety).

         o Applicant's qualitative description of passenger amenity benefits of project.

(3) Facility, vehicle or item to be rehabilitated or replaced has exceeded its useful life.

- o Transit industry standards will be used to calculate "useful life."

(4) Project is essential to system operation.

- o Applicant's description of impact to system (qualified, if possible) if project is not implemented.

c. Railroad Right-of-Way Acquisition:

(1) Real Property Purchases. Eligible projects will be limited to the purchase of fee simple title or any lesser estate or interest in right of way that represents the buying of real property. Permanent use easements that are acquired at a fixed price through contractual agreement may, under some circumstances, qualify for purchase if the acquisition schedule can be completed before year 2001.

(2) Guideway Plan. Applicant must demonstrate a plan to develop the right-of-way into a guideway within ten years from date of allocation, including any interim busway uses.

(3) Market Influences. The likelihood of rail line abandonment by the present owner must be addressed, including any proposals to sell or use the corridor for non-transportation purposes.

(4) Projected Guideway Need. Implementing public agency must show the extent to which the existing travel corridor is already congested and the density of population and employment within the corridor which will support use of guideway transportation along the right-of-way to be purchased.

(5) Passenger Service Priority. The extent and frequency of present and future joint right-of-way use by freight operations, and the priority to be given to passenger operations, particularly during peak travel periods, must be detailed by the applicant.

(6) Track Use Fees. Implementing public agency must outline the financial arrangements which would require payment by any potential rail freight operation or other passenger operation for the use of the right-of-way in the future.

e. Intermodal Station Projects:

(1) The number of public and private transportation modes served by the project.

(2) The ridership potential of a station. If located on a railroad line, the evaluation will look at the number of stations already located on the line in the same county and the projected ridership at the proposed facility as it compares with ridership at other station stops within the county.

(3) Ability of project to improve access for visitors to state prisons (PUC Section 99317.9).

3. Project Costs (financial criteria) - The extent to which a project is a cost effective solution to a transportation problem.

a. Guideway and Intercity Rail New Starts, Extensions, Enhancements and Rehabilitation Projects:

(1) Operating Cost Efficiencies.

- o Net change in system operating cost per total passenger mile at opening of project and at a future time (e.g. 20 years) resulting from project implementation.

(2) Cost Effectiveness (based on total passengers if a rehabilitation project and new passengers if a new start, extension or enhancement project; for all projects, based on system operating costs with the implementation of the project. The criteria below will include at the opening of the project and at a future time (e.g. 20 years).

- o Annualized project capital cost per passenger mile,
- o Annualized system operating cost per passenger mile,
- o Annualized project capital cost per passenger,
- o Annualized revenue passenger miles per annual revenue vehicle miles.

(3) System Cost Reduction Strategies.

- o The operating agency has implemented productivity improvements for the efficient use of existing equipment and employees.
- o The operating agency has developed and implemented a private sector participation process in order to determine if services can be more efficiently provided under competitive procurement.

(4) Local Funding Commitment.

- o Percent of local funds to total project cost.

(5) Non-State Funding Commitment.

- o The viability of the project's financial plan.
- o The degree of commitment of the non-state funding sources for total project.

b. Intermodal Stations:

(1) The extent to which the private sector will contribute to the operating costs of the station.

c. Railroad Right-of-Way Preservation:

(1) The extent to which local transit funding is available to finance ongoing operational costs.

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