


TRANSIT AND RAIL PROGRAMS

Workshops for Discussion Draft Guidelines

August 18th and 21st, 2017

Transit and Intercity Rail Program (TIRCP)

State Rail Assistance (SRA)



CALIFORNIA CLIMATE INVESTMENTS

Cap and Trade
Dollars at Work

Agenda

- ▶ Transit and Intercity Rail Capital Program
 - Background
 - Funding for the upcoming round
 - Significant changes to the draft guidelines
- ▶ State Rail Assistance
 - Background
 - Funding for the upcoming round
 - Highlights of the draft guidelines
- ▶ Timeline for Final Guidelines and Awards
- ▶ General Comments and Questions



TIRCP Background

- ▶ Over \$1 billion awarded to 29 projects to date through two award rounds and Senate Bill 132
- ▶ Examples of awards:
 - ▶ **Railcars / locomotives:** Metrolink; Caltrain; SF Muni; LOSSAN; ACE; SMART; San Diego MTS
 - ▶ **Rail infrastructure:** BART to SJ; ACE to Merced; LA Metro Red, Purple, & Blue Lines; LOSSAN/Coaster, Capitol Corridor, Sacramento & OC Streetcars; Redlands Rail
 - ▶ **Zero-emission and other bus projects:** Stockton; Fresno; Monterey–Salinas; Antelope Valley; San Diego; Orange County, Coachella Valley



TIRCP – Statutory Requirements

- ▶ Competitive 5-year program to fund a small number of transformative projects that improve the statewide network and reduce greenhouse gas emissions.
- ▶ Primary evaluation criteria: emission reduction, ridership growth, achievement of integrated service, and safety benefit
- ▶ Secondary evaluation criteria: co-benefits of broader sustainable community goals, disadvantaged community benefits, geographic balance



TIRCP 2018-19 through 2022-23 Funding

- ▶ Senate Bill 1 directs loan repayments and a portion of the new Transportation Improvement Fee to the TIRCP
 - An estimated \$1.4 billion will be available over the 2018–19 to 2022–23 period.
- ▶ Assembly Bill 398 extends the Cap and Trade Program through 2030, and the existing continuous appropriation directs 10% of auction proceeds to TIRCP
 - Based on prior long-term budgets, an estimated \$1 billion will be available over the 2018–19 to 2022–23 period.
- ▶ Estimates may be adjusted due to 2017–18 revenues and forecast changes

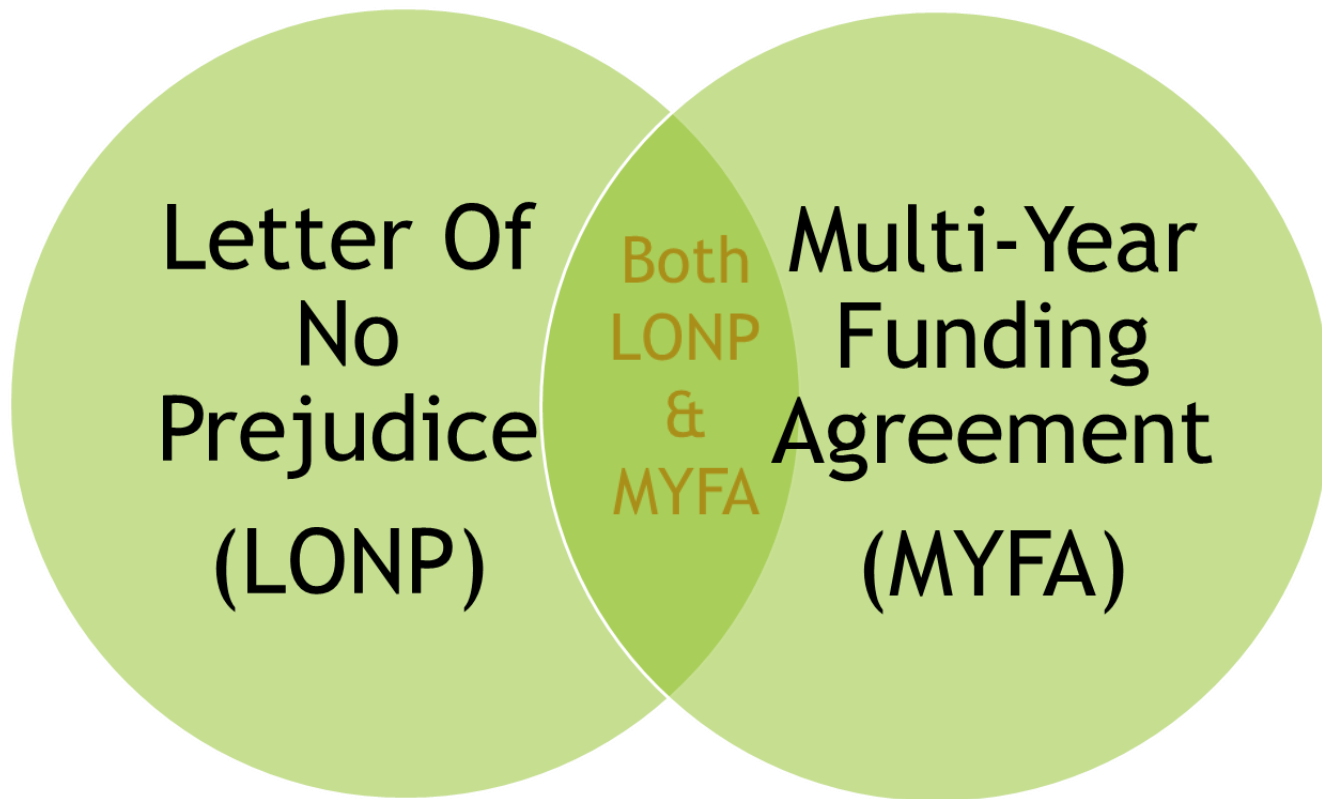


TIRCP - Key Changes to the Guidelines

- ▶ Adds provisions for Multi-Year Funding Agreements (MYFA) – see Section 12.2 of the Guidelines.
- ▶ Adds for project impacts on other transit (both favorable and unfavorable) – see Section 8, item 9
- ▶ Adds provisions for increasing benefits to disadvantaged communities – see Section 8, item 10
- ▶ California Air Resource Board guidelines for disadvantaged / low-income communities, and for quantification are under development through a separate process – websites:
<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>
<https://calepa.ca.gov/envjustice/ghginvest/>



LNOP and MYFA Coordination



SRA Background

- ▶ SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the 5 commuter rail providers and half to intercity rail corridors
- ▶ Half of revenue is allocated in equal shares to commuter operators through 2019–20, and via guidelines thereafter
- ▶ Half of revenue is allocated to intercity rail corridors such that each of the existing three corridors receives at least 25% of the intercity rail share
- ▶ Funding is available for capital and operations
- ▶ Statute requires the guidelines to include provisions for loans among commuter rail operators and among intercity rail agencies



SRA 2017-18 through 2019-20 Funding

(subject to change)

Commuter Rail Agency	Estimated Distribution		
	2017-18	2018-19	2019-20
Altamont Corridor Express Authority (ACE)	\$2.5M	\$3.9M	\$4.1M
North County Transit Development Board (Coaster)	\$2.5M	\$3.9M	\$4.1M
Peninsula Corridor Joint Powers Board (Caltrain)	\$2.5M	\$3.9M	\$4.1M
Sonoma-Marín Area Rail Transit District (SMART)	\$2.5M	\$3.9M	\$4.1M
Southern California Regional Rail Authority (Metrolink)	\$2.5M	\$3.9M	\$4.1M
Intercity Rail Agency	Estimated Distribution		
	2017-18	2018-19	2019-20
Capitol Corridor	\$3.1M	\$4.9M	\$5.1M
Pacific Surfliner Corridor	\$3.1M	\$4.9M	\$5.1M
San Joaquin Corridor	\$3.1M	\$4.9M	\$5.1M
Flexible for existing corridors and/or aspiring corridors	\$3.1M	\$4.9M	\$5.1M



SRA - Key Highlights about the Guidelines

- ▶ Establishes processes for submitting projects or expenditure plans, and subsequent revisions and reporting – CalSTA plans to post information on SB 1 website
- ▶ Focuses on formula allocations through 2019–20 (87.5% of funds), CalSTA will allocate 12.5% that is non–formula after future discussions with rail partnership groups and stakeholders
- ▶ Provisions for loans/transfers are similar to those for the Low Carbon Transit Operations Program



Timeline

(subject to change)

- ▶ Discussion Draft Workshops
 - Aug 18th: Los Angeles
 - Aug 21th: Sacramento (also webcast)
- ▶ Release Final Draft Guidelines on August 28th & hold additional workshops
 - Sept 29th: Southern CA
 - Oct 2nd: Northern CA (also webcast)
- ▶ Guidelines adoption/call for projects: Oct 13th
- ▶ Applications due SRA: Dec 15th
- ▶ Applications due TIRCP: Jan 12th
- ▶ CalSTA approves project lists SRA: Jan 31st
- ▶ CalSTA announces project awards TIRCP: Apr 30th



Questions and Feedback

Information for TIRCP:

websites: www.dot.ca.gov/drmt/sptircp.html and www.calsta.ca.gov

Guideline comments email: tircpcomments@dot.ca.gov

Questions: Chad Edison at 916-323-5400

Information for SRA:

website: www.calsta.ca.gov

Guideline comments email: sra@calsta.ca.gov

Questions: Brian Annis at 916-323-5400

