

2020 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM FORMAL DRAFT GUIDELINES



The California State Transportation Agency (CalSTA) would like to invite public review and comments on the formal draft guidelines for the Transit and Intercity Rail Capital Program (TIRCP). The 2020 Guidelines describe the policy, standards, criteria, and procedures that will be used for the development, evaluation, adoption and administration of TIRCP awards and the program. CalSTA welcomes input from all stakeholders both in writing and at the two public workshops. Written comments can be submitted to: tircpcomments@dot.ca.gov.

Provided below is a summary of proposed changes and clarifications to the TIRCP Guidelines. The majority of the changes and clarifications are designed to provide more information on details to be addressed in applications related to project scope and demonstrated benefits. These details will support the project evaluation process and ensure statutory program goals are achieved. Feedback is welcome on how to achieve these goals, both in the area that have been updated and throughout the document.

Comments are welcome on all elements of the guidelines as early as possible and prior to the comment closing date of October 15, 2019. Comments may be submitted either in writing at the email address above, or in person at two workshops scheduled for October 14 (southern California) and 15 (northern California). The October 15 workshop will also be available as a webinar. CalSTA anticipates publishing final guidelines on or about October 18.

Finally, for eligible agencies anticipating submission of a TIRCP application, please note the dates of the optional meetings to discuss project concepts and quantification requirements. These meetings are anticipated to be scheduled as follows:

- November 4 – Sacramento
- November 5-6 – Los Angeles
- November 7 – Oakland
- November 8 – Stockton
- November 12 – location TBD based on demand

Early indication of an intent to request a meeting on these dates, will be helpful in ensuring adequate time is reserved for meetings with potential applicants at each location.

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SUMMARY OF CHANGES & CLARIFICATIONS TO 2020 TIRCP GUIDELINES

FUNDING AND ELIGIBLE APPLICANTS

- The fund estimate, award amount and adopted program for TIRCP will be based on anticipated revenue through 2024-25 and will be included in the call for projects made once final guidelines are released. **(Section 4, Funding)**
- Implementation of an allocation plan can be conditioned upon funding availability, and the plan may be adjusted at any time to address project or program needs. The allocation plan will generally be updated prior to Commission action. **(Section 4, Funding)**
- Private companies may partner with eligible applicants to propose and deliver projects. **(Section 6, Eligible Applicants)**
- If a project is expected to require multiple contracts for any stage of project development, each contract should be listed separately with its respective funding requirements, so that Commission TIRCP allocations may be sought in the programming year close to the specific funding need and funding allocations are put to timely use. **(Section 8, Project Application)**

NETWORK INTEGRATION

- Addressing the integration of rail and transit referenced in the TIRCP objectives and described in the eligible projects will require attention to network integration amongst rail and transit services. Improving integration will improve connectivity and the seamlessness of the travel experience for users by eliminating points of friction during a public transportation journey, and as a result increase ridership across multiple corridors and/or systems. **(Section 7, Eligible Projects)**
- Network integration can be its own component in the application with its own scope, schedule and budget, but it must relate to the overall capital project being proposed. Where relevant, it should demonstrate support of the integration demonstrated in the vision laid out in the 2018 California State Rail Plan. Please reference section 7 of the guidelines for examples of types of network integration projects. **(Section 7, Eligible Projects)**
- If applying for Network Integration as a separate component, please specifically indicate the costs. **(Section 8, Project Applications)**
- If applying for Network Integration, specifically indicate the benefits and how the network integration work will enhance the overall project benefits. **(Section 8, Project Applications)**
- Discuss the alignment to the State Rail Plan, where relevant, which articulates a vision and specific service and delivery goals for coordinating schedules and physical infrastructure to deliver an integrated network by leveraging available resources. **(Section 9.2, Secondary Evaluation Criteria)**
- Projects that are awarded funding for network integration are to be allocated under the construction phase, unless such efforts are part of a task within an earlier phase of work. If allocated as a separable work effort, at the time of allocation, an agency must either environmentally clear the network integration work, usually with a Notice of Exemption, or provide a written statement certifying that the network integration project is exempt. **(Section 12, Allocations and Project Delivery)**

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HOUSING AND JOB CONSIDERATIONS

- CalSTA seeks projects that link housing with key destinations and that improve accessibility to economic opportunities. **(Section 7, Eligible Projects)**
- If available, consider including the following information on maps related to the project, as these will help in evaluating many of the secondary evaluation criteria:
 - Land use diversity/mix of land uses specified on the map
 - In addition to showing where housing exists, provide information on housing density *and* planned/zoned/permitted/etc. housing density;
 - In addition to illustrating existing employment centers, to provide information on employment density, mix of employment types, and planned future employment land uses.
 - Current neighborhood walkability (e.g., see Affordable Housing and Sustainable Communities Program (AHSC) guidelines for sources of walkability data);
 - Planned and existing active transportation infrastructure (what currently exists vs. what is planned vs. what would be funded by the project) **(Section 8, Project Applications)**
- If applicable, provide an explanation of how the project will provide employment and workforce development and training benefits to the community, particularly to priority populations. This explanation should be accompanied by a Community Workforce Agreement, Project Labor Agreement, or some other agreement made between the applying agency and unions, community-based organizations, or other partners. **(Section 8, Project Application)**
- Projects must document the degree to which ridership growth expected over the life of the project is supported by housing policies that will support such growth, including evidence of compliance with state-required housing plans...Recognizing that transit-supportive land use decisions are a key influencing factor of ridership, projects may capture additional ridership from entitled housing projects within a half mile of transit stations that are expected to be delivered within required project outcome reporting period, even if such delivery is following project completion. **(Section 9.1, Primary Evaluation Criteria)**
- Certain co-benefits descriptions were expanded including:
 - Increasing the attractiveness of a transit-served area and/or coordinating with local governments to facilitate the location of additional employment and housing in the transit stop or station area (e.g., within ½-mile of the transit station or stop that will be affected by the project and the resulting low-carbon impact of such location efficiency on statewide GHG emissions relative to the status quo). This can be accomplished by using project funding to make station areas and neighborhoods walkable, bikeable, and well-integrated with existing or planned shared mobility and transit services. Evidence that will support this co-benefit will include:
 - Documentation showing the siting of projects with rail stations and major transit centers located within ½ mile of existing or planned future housing with densities that correlate with higher transit use and lower VMT per household.
 - Documentation showing alignment with state housing policies and goals that seek to increase access, reduce transportation costs, improve equity, and overcome the statewide housing crisis. Applicants can demonstrate alignment in one of two ways:

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- a. The project will serve a community within ½ mile of a transit station or stop that is characterized by/has one or more of the following:
 - Housing densities and residential land use percentages that meet the definition of a Transit Priority Project (PRC Section 21155).¹
 - An adopted Housing Overlay Zone which, when utilized, exceeds the jurisdictions share of the regional housing needs allocation.
 - Affordable housing, such that at least 20% of residential units for residents with 60% or less AMI.
 - An Enhanced Infrastructure Financing District (EIFD) that directly finances affordable housing.
 - An adopted Revitalization Area of a Community Revitalization and Investment Authority (CRIA).
 - Strategies in place to avoiding the displacement of local residents (e.g., city policies or development-specific protections).
 - b. The applicant engages in affordable, residential transit-oriented development on land owned or leased by the transit agency, or in conjunction with a private investor making such investments within ½ mile of one or more stations or stops served by the project. To be considered “affordable,” the development must have at least 20% of units reserved for residents with 60% or less AMI. To be “transit-oriented” the housing must be within ½ mile of a transit station or stop and have a density of at least 20 dwelling units per acre. **(Section 9.2, Secondary Evaluation Criteria)**
- Special consideration will also be given to projects that include community workforce agreements or labor agreements with unions, community-based organizations (CBOs), or other partners. Please see **Section 9.2, Secondary Evaluation Criteria** for additional background and context.

PROJECT IMPLEMENTATION AND REPORTING

- If a project does not receive their anticipated federal, local or other funding commitments, CalSTA may delete the project from the program and consider selection of projects or components of projects that were highly rated but not selected due to lack of sufficient funds from previous rounds of TIRCP applications as long as the project is still viable and deliverable consistent with Cycle 4 programming and demonstrates acceptable levels of benefits with the most current quantification methodologies. **(Section 11, Programming)**
- If an award recipient does not make adequate progress to implement an awarded project in a timely manner or incurs delays through the action or inaction of the recipient, subrecipient or 3rd party associates, the project may be deleted from the TIRCP program. An applicant may resubmit a deleted project for consideration in future funding cycle. **(Section 11, Programming)**

¹ Transit Priority Project housing density and residential land use percentages are 20 dwelling units per acre and at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

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- Consistent with CARB’s Funding Guidelines, beginning with this round of funding, local agencies will now be required to report on job co-benefits, in addition to all other reporting requirements. Job co-benefits refer to California jobs supported, not created, by California Climate Investments. Jobs supported by California Climate Investments include direct, indirect, and induced employment. At the time of application, applicants are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. Once an awarded project has been implemented, funding recipients will also be required to report actual (not modeled) jobs data via the semi-annual reporting process. **(Section 13, Project Reporting)**
- Projects awarded funding from TIRCP are expected to document and publicize the Transit and Intercity Rail Capital Program in proper context when developing press releases and board documents, or in hosting public events such as project groundbreakings. **(Section 14, Project Administration)**

TIRCP Quantification Methodology

The California Air Resources Board (CARB) is accepting public comments on the Draft Transit and Intercity Rail Program (TIRCP) Quantification Methodology and Draft TIRCP Calculator Tool until September 27, 2019 via GGRFProgram@arb.ca.gov.

The Draft Quantification Methodology and Draft TIRCP Calculator Tool are subject to change pending stakeholder comments and final TIRCP Guidelines. The Final TIRCP Quantification Methodology and Final TIRCP Calculator Tool will be available on the CARB quantification website at <http://www.arb.ca.gov/cci-resources>.

CARB updated the TIRCP Quantification Methodology and Calculator Tool from the previous version to enhance the analysis, provide additional clarity, and make documents and tools more user friendly for applicants.

Changes include the following:

- Pulled out the “User Guide” for the Calculator Tool as a stand-alone reference for tool users;
 - In the User Guide, updated project examples to include other, more complex project types;
- In the Calculator Tool:
 - Added inputs for up to three subcomponents per Quantifiable Component so that applicants can capture unlinked trips associated with projects;
 - Separated inputs for “Displaced Vehicle” and “Fuel/Energy Reduction”;
 - For “New Service” project types, allowed optional inputs for vehicle replacement and fuel/energy reduction;
 - For “System and Efficiency Improvements” and “Cleaner Vehicles/Technology/Fuels” project types, allowed optional inputs for fuel/energy reduction;
 - Added “Diesel Multiple Unit (DMU)” as an eligible vehicle type.
 - Added Travel Cost Savings co-benefit inputs and calculations; and
 - Added Fuel Cost Savings co-benefit calculations.