

Transit and Intercity Rail Capital Program (TIRCP) Cycle 6

Formal Draft Guidelines for General Fund Augmentation

November 4, 2022

Rural and Small Agencies



Agenda

- ▶ TIRCP 2022 (Cycle 6) Guidelines for General Fund Augmentation
 - Background
 - Funding
 - Key Considerations
 - CARB Links & Resources
- ▶ Timeline for Final Guidelines and Awards
- ▶ Questions and Feedback

TIRCP Background

- ▶ TIRCP receives funding primarily from Transportation Improvement Fee revenues (SB 1) & continuous 10% GGRF appropriation
- ▶ Since 2015, \$6.6 billion in funding has been awarded to 97 projects throughout the state
- ▶ Program focus on Priority Populations:
Project expected to contribute direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households
- ▶ Program focus on ensuring geographic equity



Recipients of Past Awards (Partial List)

- ▶ **Transit & Rail Infrastructure:**
 - *Surf!* Busway and Bus Rapid Transit (MST/TAMC)
- ▶ **Zero-Emission and Other Bus Projects:**
 - Expanding Transit Services and introducing Zero-Emission Fleets on California's North Coast (HTA)
 - Tulare Cross-Valley Corridor ZEB Expansion (TCRTA)
 - San Francisco Zero Emissions High-Frequency Ferry Network (SF Bay WETA)
- ▶ **Fleet to Support Service Expansion:**
 - The Regional Connectivity Improvement Bus Program (City of Torrance)
 - Fleet Modernization Project (SacRT)



Statutory Requirements – What's New

▶ **Assembly Bill (AB) 180 General Fund Augmentation**

- Amends Budget Act 2021 to appropriate \$3.63 billion of General Fund to TIRCP and additional \$350 million of General Fund specifically for High Priority Grade Crossing Improvement and Separation Projects
- Creates specific categories for funding:
 - Requires amended program guidelines to establish application and review prioritization process separate from prioritization of program funds not set aside under AB 180
 - Funds not assigned to one of the set-aside categories will be administered to the new projects selected through the regular TIRCP process



Statutory Requirements – Traditional

- ▶ 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, network integration, housing and jobs considerations

Funding – General Fund Augmentation

- ▶ **New – Annual budget allocations provided by enacted budget bill (AB 180) with designated categories and regional subdivision between Southern California and the rest of the State. All funds not assigned to one of the set-aside categories will be administered to new projects selected through the regular TIRCP Process.**

AB 180 Categories:

- **High Priority Transit Projects/Existing Projects**
 - Southern California: \$1,831,500,000 for high-priority transit projects in Southern California, (Counties of Imperial, Los Angeles Orange, Riverside, San Bernardino, San Diego, and Ventura); at least \$900 million of this amount will be used to supplement existing project awards
 - Rest of State: \$1,498,500,000 for high-priority transit projects outside of Southern California; at least \$900 million of this amount designated will be used to supplement existing project awards
 - Existing project awards must demonstrate supplemental grant would leverage or maintain an identified source of significant local or federal investment including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source



Funding – General Fund Augmentation

AB 180 Categories Continued:

- **Major Projects Project Development Reserve**
 - Up to \$150 million for all regions to support delivery of capital projects that have entered or applied to enter federal project development processes for at least a portion of the project/program of projects and expect to receive future federal funding
- **High-Priority grade Crossing Improvement and Separation Projects**
 - \$100 million set-aside for High-Priority Grade Crossing Improvement and Separation Projects that maximize safety and reduce road user and railroad conflicts; leveraged federal funds encouraged;
 - Additional \$250 million set-aside for local assistance grade separation projects which will be selected through the guidelines developed for High-Priority Grade Crossing Improvement and Separation projects addressed in Cycle 6 Guidelines



New Funding Specific to Cycle 6 – Existing Project Applicants Target Ranges

SOUTHERN CALIFORNIA (Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego)			
CATEGORY	FUND AMOUNT	APPLICATIONS DUE	AWARD ANNOUNCEMENT
Existing TIRCP Projects Leveraging Federal and Local Funds Reserve	\$900 million to \$1.35 billion	12/6/2022	01/31/2023

REST OF STATE			
CATEGORY	FUND AMOUNT	APPLICATIONS DUE	AWARD ANNOUNCEMENT
Existing TIRCP Projects Leveraging Federal and Local Funds Reserve	\$900 million to \$1.20 billion	12/6/2022	01/31/2023



New Funding Specific to Cycle 6 – New Project Applicants Target Ranges

SOUTHERN CALIFORNIA (Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego)			
CATEGORY	FUND AMOUNT	APPLICATIONS DUE	AWARD ANNOUNCEMENT
“New Projects”	\$331.5 million to \$931.5 million	02/10/2023	04/24/2023
“Major Projects Development Reserve”	Up to \$150 million	02/10/2023	04/24/2023
“High Priority Grade Crossing Improvement and Separation Projects”	\$140 million to \$280 million	02/10/2023	04/24/2023
REST OF STATE			
CATEGORY	FUND AMOUNT	APPLICATIONS DUE	AWARD ANNOUNCEMENT
“New Projects”	\$148.5 million to \$598.5 million	02/10/2023	04/24/2023
“Major Projects Development Reserve”	Up to \$150 million	02/10/2023	04/24/2023
“High Priority Grade Crossing Improvement and Separation Projects”	\$70 million to \$210 million	02/10/2023	04/24/2023



Considerations for Applicants – What's new

▶ **Existing TIRCP Projects Leveraging Federal and Local Funds**

Applicants must be the same as those that submitted the original application and must be awarded (Cycles 1–4) that can demonstrate supplemental funds would leverage or maintain identified local or federal investment

- Maintaining funds includes seeking funding for projects that are under construction and will lose access to committed federal and/or local funds unless additional non-federal/–local funds are identified
- Leveraging funding includes seeking funding for projects that need additional state funds to successfully receive future federal or local funding commitment

▶ **Major Projects Project Development Reserve**

Projects must be seeking to enter or already entered a federal project development program

- Project reporting will not include operational outcomes and quantification results tied to GGRF funding



Considerations for Applicants – What's new

► High Priority Grade Crossing Improvement and Separation Projects

Seeks to maximize safety benefits and reduce or eliminate conflicts between road users and railroads; intended to advance projects that align with the California State Rail Plan, the California Freight Mobility Plan (where applicable), as well as the Climate Action Plan for Transportation Infrastructure (CAPTI) climate action and equity goals

- Eligible projects include (1) grade separation or closure, (2) track relocation, (3) improvement or installation of protective devices, signals, signs, etc. that improve safety and/or (4) other means to improve safety and mobility of people/goods at highway–rail grade crossings
- Guidelines align well with federal funding programs to enhance ability to leverage state funding. Contingent awards are expected as a means of supporting federal funding applications.
- Unless awarded and allocated through CalSTA's Port and Freight Infrastructure Program, the project selection process, programming, allocations and project delivery, reporting and administration will be implemented under provisions that govern TIRCP



Considerations for Applicants – Traditional

- ▶ Program Focus on Priority Populations
 - Projects are expected to contribute direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households
 - Extending access beyond fixed route services using zero emission microtransit is a valuable strategy to expanding benefits, especially when combined with other program elements that also provide priority population benefits
- ▶ Program Focus on Ensuring Geographic Equity
 - Geographic equity is considered within each funding cycle
 - Underrepresentation in past funding cycles is also considered
 - Requirements for geographic equity limits the amount of funding within a region

Program Emphasis on Clean Technology – Traditional

- ▶ Eligible clean fleet, facility and network improvements projects that support agencies by:
 - Replacing aging vehicle fleets with zero emission vehicles (ZEVs)
 - Fueling or charging infrastructure of facility modifications
- ▶ Qualifying efforts include:
 - Improve network efficiency with transit priority investments that allow savings in vehicle hours operates to be redeployed into increased service on same or other routes
 - Implement improvements to payment system such as contactless payment through the California Integrated Travel Program
 - Improve integration efforts with other corridors and/or operators through service restructuring to increase network ridership

Housing & Job Considerations – Traditional

- ▶ Recognize that transit-supportive land use decisions are a key influencing factor of ridership:
 - Projects may model additional ridership expected from entitled housing projects within ½ mile of transit stations that are expected to be delivered within required project outcome reporting period
- ▶ For projects that link housing with key destinations and that improve accessibility to economic opportunities:
 - 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
- ▶ Document community benefits for projects

Project Implementation & Reporting – Traditional

- ▶ If a project does not receive anticipated funding commitments, CalSTA may delete project from the program
- ▶ Agencies must now report on job co-benefits, in addition to all other reporting requirements
- ▶ At 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
- ▶ For most projects, annual reporting on outcomes will continue for 36 months after becoming operational



CARB Links & Resources

- ▶ CARB CCI Quantification Methodologies (QM), Benefit Criteria Tables (BCTs), and Reporting templates specifically for TIRCP:
<https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials>
- CARB 2019 QM for TIRCP:
http://ww2.arb.ca.gov/sites/default/files/auction-proceeds/calsta_tircp_finalqm_cycle4.pdf
- CARB 2019 QM and Calculator Tool Training Webinar:
http://ww2.arb.ca.gov/sites/default/files/auction-proceeds/calsta_tircp_qm-training-demo-presentation.pdf
- Sustainable Transportation Benefit Criteria Table in PDF required reporting for both the Annual Report and the Mid-Year Data Update: <http://ww2.arb.ca.gov/sites/default/files/auction-proceeds/criteria-table-sustainabletransportation.pdf>



TIRCP Cycle 6 Timeline

- ▶ TIRCP Guidelines Workshops:
 - Nov. 3: Large Agencies
 - Nov. 4: Rural and Small Agencies
- ▶ Guidelines Adoption/Call for Projects: Nov. 15, 2022

Existing Project Applicants

- ▶ Existing Projects Preliminary Information Submittal Due: Dec. 6, 2022
- ▶ Questions to Existing Project Applicants: Dec. 20, 2022
- ▶ Answers from Existing Applicants Due: Jan. 13, 2023
- ▶ Award Announcement: Jan. 2023

New Project Applicants

- ▶ Optional Consultation Meetings: Dec. 12 – 16, 2022
- ▶ Applications Due: Feb. 10, 2023
- ▶ Award Announcement: Apr. 2023



Questions and Feedback

TIRCP Website:

<https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

TIRCP Guideline Comments by Email:

tircpcomments@dot.ca.gov

Comments Due by November 7, 2022

For TIRCP Questions/Join the TIRCP Mailing List:

tircpcomments@dot.ca.gov

