

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Workshop for Discussion Draft Guidelines

August 12th, 2021



Agenda

- ▶ TIRCP Round 5
 - Background
 - Funding for the upcoming round
 - Significant changes to the draft guidelines
- ▶ Timeline for Final Guidelines and Awards
- ▶ General Comments and Questions



TIRCP Background

- ▶ Since 2015, \$5.8 billion in funding has gone to 74 projects throughout the state.
- ▶ Program focus on priority populations
 - ▶ Project area expected to contribute direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households.
- ▶ Program focus on ensuring geographic equity.

TIRCP Background

- ▶ Recipients of Past Awards (Partial List):
 - Transit & Rail Infrastructure:
 - Capitol Corridor Joint Powers Authority (Extension to Roseville, Sacramento Valley Station Improvements)
 - City of Inglewood (Inglewood Transit Connector Project)
 - BART Silicon Valley Phase 2 Projects
 - LA Metro (LRT Gold Line & Green Line Extensions, East SFV LRT, Metrolink Antelope Valley Line Capital and Service Improvements)
 - Zero-emission and other bus projects:
 - Lake Transit Authority (North State Intercity Bus System)
 - Torrance Transit Dept. (Torrance Transit Bus Service Enhancement Program)
 - San Bernardino County Transportation Authority & Omnitrans (Redlands Passenger Rail, West Valley Connector BRT & Zero-Emission Bus Initiative)
 - Railcars / Locomotives to support service expansion:
 - BART (The Transbay Corridor Core Capacity Program: Vehicle Acquisition)
 - Sacramento RT (Light Rail Modernization and Expansion of Low-Floor Fleet)



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, network integration, housing and jobs considerations.

Climate Action Plan for Transportation Infrastructure - CAPTI

- ▶ Set of guiding principles which serve as a framework for state discretionary transportation investment.
- ▶ Includes a suite of implementation strategies and action meant to align transportation infrastructure investments.
- ▶ TIRCP Guidelines include updates to implement actions listed in CAPTI (S2.1, S2.3 and S7.1).
 - Help TIRCP support California Integrated Travel Project (Cal-ITP) implementation
 - Support deployment of ZEV fleets
 - Support Pro-Housing policies



Funding

- ▶ TIRCP receives funding through the Transportation Improvement Fee revenues (SB 1) & continuous 10% appropriation from GGRF.
- ▶ This workshop will only focus on the fully enacted program resources currently available through the budget, which includes approximately \$500–600 million of new funding for projects statewide through Fiscal Year 2026–27.

Funding

- ▶ Governor Gavin Newsom continues to work with the Legislature to enact a comprehensive transportation package that includes significant investments in transportation infrastructure
 - \$4.2 billion in General Obligation bond funds dedicated for the High-Speed Rail project
 - \$3.4 billion General Fund for high-priority transit projects (grade crossings, zero-emission rail equipment, active transportation, and climate adaptation projects)

Of this funding, CalSTA expects to implement \$2.5 billion through the 2022 TIRCP, subject to necessary legislative action, providing \$1 billion to deliver critical projects in time for the 2028 Los Angeles Olympics, \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local service, and \$500 million to support high-priority grade separation and grade crossing improvement projects throughout the state



TIRCP - Key Changes to the Guidelines

- ▶ Adds reference to CAPTI and related Executive Orders (N-19-19 and N-79-20) – (Page 3 and throughout the document)
- ▶ Pre-application and post-award technical assistance – (Page 4)
- ▶ More developed description of pathways to zero emission fleet and facilities investments that also increase ridership – (Page 7)
- ▶ Reference to the role played by contactless payment and real-time traveler information in increasing ridership – (Page 7 and throughout the document)
- ▶ Updated primary and secondary evaluation criteria to reflect references to Pro-Housing policies – (Page 13 & 14)
- ▶ Updated references to CTC Project Allocation Policy

Timeline

(subject to change)

- ▶ Discussion Draft Webinar Workshop
 - Aug 12th
- ▶ Release Final Draft Guidelines
 - Fall 2021
- ▶ Guidelines Workshops
 - Southern CA (TBD)
 - Northern CA (TBD)
- ▶ Guidelines adoption/call for projects: TBD
- ▶ Applications due: Early 2022
- ▶ CalSTA announces project awards: Spring 2022



Questions and Feedback

TIRCP Information:

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

Guideline comments email: tircpcomments@dot.ca.gov

Please provide comments on the Discussion Draft by August 27, 2021

