



DATE: July 13, 2017

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: UPDATE ON SENATE BILL 1 – IMPLEMENTATION

RECOMMENDATION:

- Information Only

BACKGROUND AND DISCUSSION:

The Road Repair and Accountability ACT (Senate Bill 1) will provide more than \$760 million annually in new funding for transit projects statewide. Senate Bill 1 Funds will support the Transit and Intercity Rail Capital Program (TIRCP), the State Transit Assistance (STA) Program, and the Commuter Rail and Intercity Rail Program. Additionally, transit components of multimodal corridor projects are also eligible for funding under the Solutions for Congested Corridors Program and the State Transportation Improvement Program (STIP). It should also be noted that SB 862 "Cap and Trade" also provides funding for transit projects under the TIRCP program and Low Carbon Transit Operations Program (LCTOP). An overview of these funding programs and the upcoming opportunities for input into program guidelines is provided below:

Transit and Intercity Rail Capital Program (TIRCP)

- SB1 funding directed to TIRCP will be approximately \$3 billion over the next decade.
- TIRCP is a competitive Program -- Call-for-Projects planned to be issued in December
- Program goals include the reduction of greenhouse gas emissions, expanded and improved rail and transit service to increase ridership, the integration of different rail and transit systems, and improved transit safety
- Five (5) year of Program of Projects will be adopted with future Calls-for-Projects to be issued every two years thereafter -- \$1.5B - \$2B (SB1 and SB 862)
- The first cycle is expected to include 2-years of funding (\$125 million).
- Will include multi-year funding agreements with multiple allocations
- NEXT STEPS - CalSTA will:
- release the Discussion Draft Guidelines & hold additional workshops –July

- Release Formal Draft Guidelines & Hold additional workshops –August
- Adopt Final Guidelines – September
- Project Awards – Spring of 2018
- For more information: <http://www.dot.ca.gov/drmtdocs/sptircp/tircpfs.pdf>

STA—State of Good Repair

- \$105 million annually – formula program
- Transit Agencies are required to submit a list of projects to Caltrans and Caltrans will forward the list to the State Controller for allocation according to the STA formula (population and transit agency revenue)
- Funds will be allocated quarterly by the Controller starting in early 2018
- Funds can only be used for:
 - o Capital expenditures to maintain the existing fleet & facilities,
 - o Purchase of new vehicles to improve service, or
 - o Transit services that complement repair and improvement of local transportation infrastructure.
- Guidelines will establish a timeline and submission requirements for project eligibility including: description and location; completion date; and useful life
- Guidelines will define post-project reporting requirements
- Caltrans is considering using the PTMISEA program model to administer this program

LCTOP

- Focus of the program is to improve transit service in communities across the state
- Funded with Cap and Trade auction proceeds
- Current budget forecast would provide about \$64 million for allocations in 2017-18
- LCTOP guidelines will incorporate new Air Resources Board guidance for disadvantaged communities, per AB 1550
- LCTOP staff will be holding workshops for input regarding guidelines
- Next Call-for-Projects – Spring 2018

SOLUTIONS FOR CONGESTED CORRIDORS

- \$250 Million per year
- Eligible Applicants – VCTC, Caltrans—The CTC would like projects to be collaborative- Caltrans cannot nominate more than 50% of the projects on their own.
- Projects can **only** come from a qualified integrated Corridor Plan. A variety of funding sources (SHOPP, ATP, Freight, and Congested Corridors) can be used for implementation.
- Qualified Plans provide a multi-modal approach to addressing Congested Corridors.

Examples of Plans which are “qualified”:

- o The North Coast Corridor improvements along I-5 and the parallel rail corridor in San Diego: County http://www.dot.ca.gov/dist11/Env_docs/I-5PWP/2016/march/nccpwptrepfull.pdf

- o The SR 91 and Metrolink rail corridor improvements in Riverside County: http://sr91project.info/_pdf/SR-91ImplementationPlan-2015.pdf
 - o Emerging solutions for the US 101 and Caltrain corridor connecting Silicon Valley with San Francisco: http://www.spur.org/sites/default/files/publications_pdfs/SPUR_Caltrain_Corridor_Vision_Plan.
 - o Multimodal approaches for the US 101 and SMART rail corridor in Marin and Sonoma Counties: http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997_reduce-ocr.pdf
 - o Comprehensive solutions for the I-405 corridor in Los Angeles County: <https://www.metro.net/projects/sfv-405/sepulveda-pass-corridor-systems-planning-study-fcr/>
- Project elements within the corridor plans may include, but are not limited to the following facility types:
 - o State Highways
 - o Local streets and roads
 - o Public transit facilities, including rail
 - o Bicycle and pedestrian facilities
 - o Restoration or preservation work that protects critical habitat or open space
- First Round of Project Applications Due February 2018
- NEXT STEPS: To provide input into the Guidelines please see the schedule of upcoming CTC workshops: http://www.catc.ca.gov/programs/SB_1/SB_1_Workshops_Schedule_062717.pdf