



**September 5, 2019**

**To:** Members of the Technical Advisory Committee  
**From:** Jennifer L. Bergener, Managing Director  
**Subject:** 2020 Transit and Intercity Rail Capital Program Call for Projects

### **Overview**

The California Department of Transportation Division of Rail and Mass Transportation plans to issue a call for projects in October 2019, for the 2020 Transit and Intercity Rail Capital Program, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions. An overview of the program and the strategy for submission of projects on the Los Angeles – San Diego – San Luis Obispo rail corridor is provided for review.

### **Recommendation**

Receive and file as an information item.

### **Background**

The California Department of Transportation Division of Rail and Mass Transportation (Caltrans DRMT) is expected to issue draft guidelines for the 2020 Transit and Intercity Rail Capital Program (TIRCP) in early September 2019. The TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to support transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, while significantly reducing emissions of greenhouse gases, vehicle miles traveled, and traffic congestion.

The goal of the TIRCP is to provide funding for capital improvements and operational enhancements on public transit services in California that achieve the following objectives:

- Reduce emissions of greenhouse gases
- Expand and improve transit service to increase ridership
- Integrate service of the state's various rail operations, including integration with the high-speed rail system

- Improve transit safety

In addition, per SB 862, at least 25 percent of available TIRCP funding is expected to fund projects that provide a direct, meaningful, and assured benefit to disadvantaged communities.

Eligible applicants include public agencies and joint powers authorities that operate, or have planning responsibility for, existing or planned intercity rail (and associated feeder bus service), commuter rail, commuter bus, bus and rail transit, vanpool, and ferry transit services. As a result, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), as well as a number of its member agencies, are eligible to apply for TIRCP funding. The draft 2020 TIRCP Guidelines will be made available online once they are released by the California Department of Transportation Division of Rail and Mass Transportation.

In both 2015 and 2016, the LOSSAN Agency submitted successful TIRCP applications and was awarded a combined total of \$83.7 million. The funding awarded for these two years supported the initiation of the Pacific Surfliner Transit Transfer Program, which was launched in July 2016, and the design and construction for a package of projects, including high-priority capital improvements in San Diego and Orange counties, as well as funding for planning studies. In 2018, the LOSSAN Agency was awarded \$147.9 million to design and implement capitalized access and incentive programs, design and implement security fencing along the rail corridor in San Diego County, and design and construct capacity enhancing projects along the corridor north of Los Angeles. The 2018 TIRCP award represented the largest grant award received by the LOSSAN Agency to date.

### ***Discussion***

Pursuant to SB 9, Caltrans DRMT, in collaboration with the California State Transportation Agency (CalSTA), will adopt a five-year program of projects with additional five-year programs approved by April 1 of each even-numbered year thereafter. An estimate of the total TIRCP funding available will be released when the call for projects is issued in October 2019.

Caltrans DRMT intends to fund a small number of transformative projects that will highlight travel and fuel cost savings and significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit or rail system, increasing the capacity of an existing transit or rail system, or otherwise significantly increasing the ridership of a transit or rail system. There is no local match requirement for the TIRCP, though use of existing funding to leverage TIRCP funds will be considered in the evaluation process.

Both Caltrans DRMT and CalSTA have indicated during past meetings and TIRCP workshops that higher consideration will be given to grant applications that

maximize greenhouse gas reductions and travel benefits by combining multiple smaller projects into a comprehensive, regional program of scalable projects that encompasses multiple agencies. The LOSSAN Agency intends to work with member agencies to submit one or more TIRCP applications for improvements that have a corridor-wide benefit, furthering efforts already underway to increase capacity, improve reliability and safety, and ultimately reduce greenhouse gas emissions by making the Pacific Surfliner a more attractive travel alternative.

The Managing Director is authorized through the LOSSAN Agency bylaws to submit grant applications on behalf of the LOSSAN Agency. LOSSAN Agency staff will be following up with the member agencies to finalize a package of candidate projects, as well as a timeline and process for completing the TIRCP applications, and will return to the Technical Advisory Committee and Board with an update prior to submittal.

Caltrans DRMT is scheduled to release final TIRCP guidelines and issue a formal call for projects in October 2019, with applications due to Caltrans DRMT in January 2020. Projects recommended for award are scheduled to be announced in Spring 2020.

### ***Summary***

A call for projects to be funded by the 2020 Transit and Intercity Rail Capital Program is expected to be issued in October 2019. Staff will be working with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency member agencies and rail corridor right-of-way owners to submit one or more applications to fund improvement along the Los Angeles – San Diego – San Luis Obispo rail corridor that would directly benefit the Pacific Surfliner service.

### ***Attachment***

None.

### **Prepared by:**



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