

Transit and Intercity Rail Capital Program

Fact Sheet

Background and Funding: The Transit and Intercity Rail Capital Program is one of several programs funded as part of 2014-15 State of California budget (by Senate Bill 852 and Senate Bill 862) that have a goal of reduced greenhouse gas emissions and achievement of other benefits. These programs are funded by auction proceeds from the California Air Resource Board’s Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. The following chart lists the programs funded by the Greenhouse Gas Reduction Fund, and the amount of each program’s funding in 2014-15 & 2015-16, and as an ongoing share of Greenhouse Gas Reduction Funds, where applicable. The Transit and Intercity Rail Capital Program will receive \$200 million in 2015-16 and 10 percent of annual state Cap-and-Trade auction proceeds beginning in 2015-16.

Category	Agency/Department	Program	2014-15	2015-16	On-going
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250 m	\$500m	25%
	State Control Office/Caltrans	Low Carbon Transit Operations Program	\$25 m	\$100m	5%
	CalSTA/ Caltrans	Transit and Intercity Rail Capital Program	\$25 m	\$200m	10%
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130 m	\$400m	20%
	Air Resources Board	Low Carbon Transportation	\$200 m	\$96m	Annual Appropriations
Energy Efficiency and Clean Energy	Dept. of Community Services and Development	Energy efficiency Upgrades/Weatherization	\$75 m	\$79m	Annual Appropriations
	Energy Commission	Energy Efficiency for Public Buildings	\$20 m		
	Dept. of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$ 15 m	\$40m	
Natural Resources and Waste Diversion	Dept. of Fish and Wildlife	Wetlands and Watershed Restoration	\$25 m	\$2m	Annual Appropriations
	Dept. of Forestry and Fire protection	Fire Prevention and Urban Forestry Projects	\$42 m		
	Cal Recycle	Waste Diversion	\$25 m	\$6m	
Total			\$832 m	\$1,443 m	

Legislative History: Prior legislation established state goals to reduce greenhouse gas emissions and created tools to achieve these reductions.

- Assembly Bill 32 (2006) set greenhouse gas reduction targets and authorized the Cap-and-Trade Program at the Air Resources Board
- Senate Bill 375 (2008) and Senate Bill 391 (2009) require sustainable communities strategies be included in regional transportation plans and the statewide transportation plan
- Assembly Bill 3034 (2008) placed Proposition 1A before voters, which provides bond funding to reduce greenhouse gas emissions through rail investments, including the high-speed rail project
- Senate Bill 9 (2015) provides funding for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems and bus and ferry transit systems. Requires CalSTA to adopt a 5-year program of projects and require the California Transportation Commission (CTC) to allocate funding to eligible applicants pursuant to the program of projects.

Program Goals and Eligible Projects: Senate Bill 862 created the Transit and Intercity Rail Capital Program and describes program goals and eligible projects. Program goals include the reduction of greenhouse gas emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety. Eligible projects include rail and bus capital projects, and operational improvements that result in increased ridership and reduced greenhouse gas emissions.

Disadvantaged-Community Benefits: Legislation Passed in 2011, Senate Bill 535, requires that programs funded from the Greenhouse Gas Reduction Fund result in benefits to disadvantaged communities. The designation of "disadvantaged communities" is assigned to the California Environmental Protection Agency, and the establishment of guidelines for qualifying expenditures is assigned to the California Air Resources Board. The Transit and Intercity Rail Capital Program will target grants so that at least 25 percent of program expenditures will benefit disadvantaged communities.

Program Guidelines and Public Input: Senate Bill 862 directs the California State Transportation Agency (CalSTA) to establish guidelines for the Transit and Intercity Rail Program. CalSTA is holding public workshops to receive public input in August prior to writing draft guidelines. Once draft guidelines are done, they will be shared with the Legislature and CalSTA will hold at least two additional public meetings prior to finalizing the guidelines. CalSTA will also present draft guidelines for review by the Strategic Growth Council.

Roles and Responsibilities of State Agencies: CalSTA will work with the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to implement this program. Once guidelines are finalized, CalSTA and Caltrans will solicit applications and select projects. The CTC will award the program of projects and manage project allocations.

Timeline: The Administration will release finalized guidelines in the fall of 2015, with solicitation for projects planned in the first half of calendar year 2016.

Questions or comments may be directed to the Division of Rail and Mass Transportation at (916)653-3060.

Written comments on TIRCP may be directed to tircpcomments@dot.ca.gov.