



Low Carbon Transit Operations Program

LCTOP

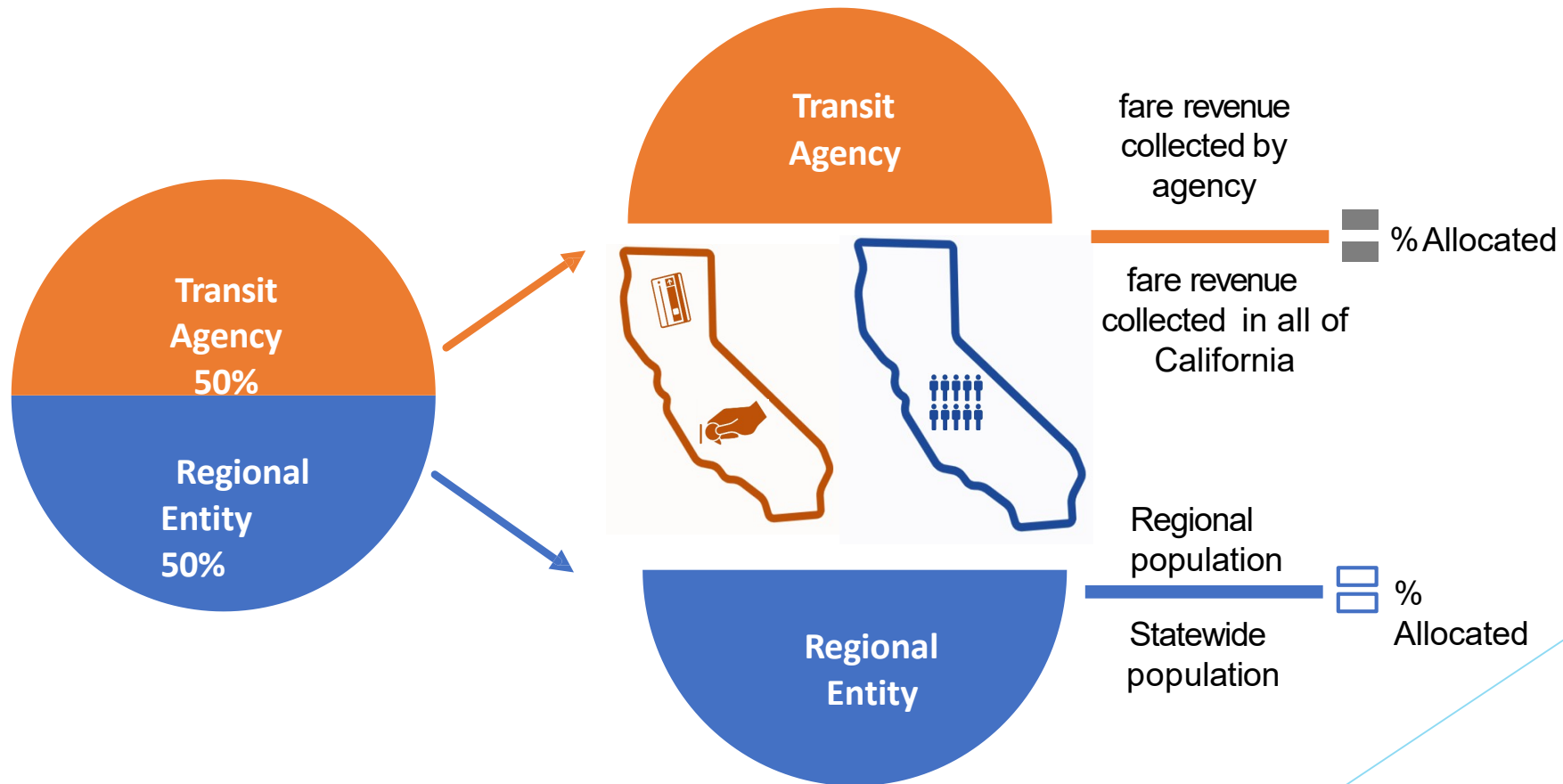
California Department of Transportation (Caltrans)
Division of Rail and Mass Transportation (DRMT)

LCTOP Background

- ▶ LCTOP is a formula based Non-Competitive Program with an annual Appropriations of 5% of the Green House Gas Reduction Fund.
- ▶ Provides Operating and Capital assistance to transit agencies with the goal of reducing greenhouse gas emissions and improving mobility; with an emphasis on serving Disadvantaged Communities (DAC); and meets any of the following:
 1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those **services** or facilities.
 2. Operational expenditures that increase transit mode share.
 3. **Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.**

LCTOP Eligibility

- ▶ Eligible recipients are entities included in the list provided by the State Controller's Office (SCO). Entities are transportation planning agencies and/or transit operators that are eligible for State Transit Assistance Fund (STA) per PUC 99313 or 99314.



LCTOP FY14-15-FY18-19: 685 Awarded projects totaling \$377.2m

Operating

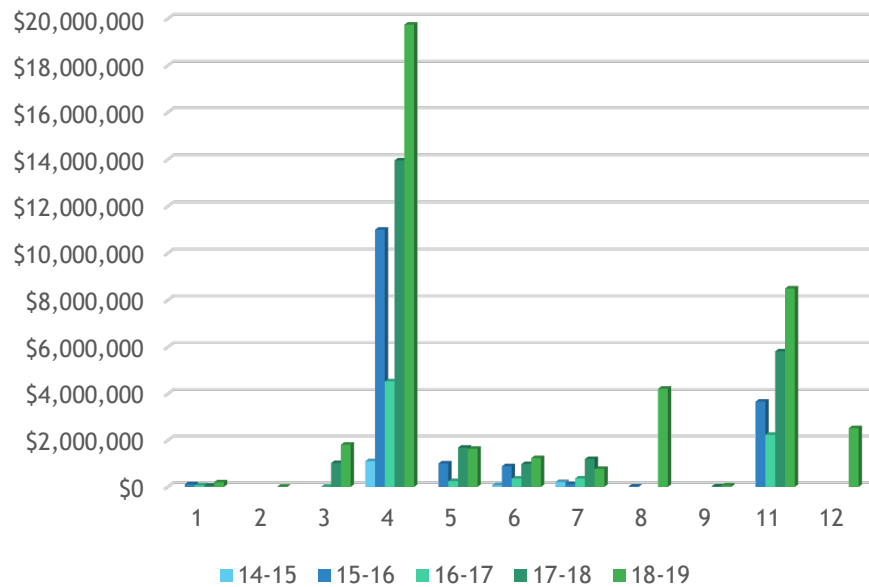
- ▶ Transit Pass Reduction
- ▶ Free Summer Passes
- ▶ National Park Transit Service
- ▶ Commuter Express Service
- ▶ Expanded Night and Weekend Service

Capital

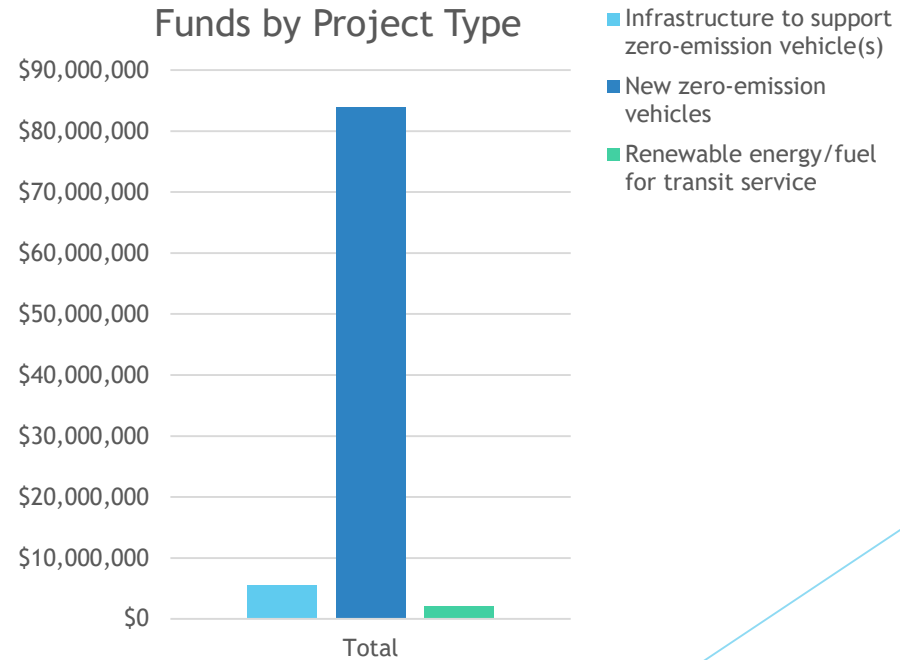
- ▶ ZEB Procurement
 - ▶ Electric
 - ▶ Hydrogen
- ▶ ZEV Procurement
- ▶ Electric Charging Stations
- ▶ Electric Charging Infrastructure at transit facilities
- ▶ Solar Panel for lights and charging

LCTOP FY14-15-FY18-19: ZEV/ZEB +Supporting Infrastructure: \$91,465,248

Funding By Year



Funds by Project Type



LCTOP Allocation Request

- ▶ LCTOP FY 19-20 Estimated Apportionment of \$140-150M
- ▶ LCTOP Allocation Apportionment announcement: TBD Late January 2020
 - ▶ Allocation Request Due Date: March 2020

**FY 2018-2019 LCTOP
Allocation Request**

Lead Agency Information

Name:	
Address:	
City, State Zip Code:	
County:	Regional Entity:
Agency Website:	
Approved Title VI (Date)*:	
Link to Agency's Approved Title VI Plan:	

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY18-19 LCTOP Allocation Request.

Allocation Request Prepared by		Contact (if different than "Prepared by")	
Name:		Name:	
Title:		Title:	
Phone #:		Phone #:	
E-mail:		E-mail:	

Authorized Agent		Legislative District Numbers	
Name:		Assembly*:	
Title:		Senate*:	
Phone #:		Congressional*:	
E-mail:		<small>*If you have more Districts please provide an attachment</small>	

Project Summary

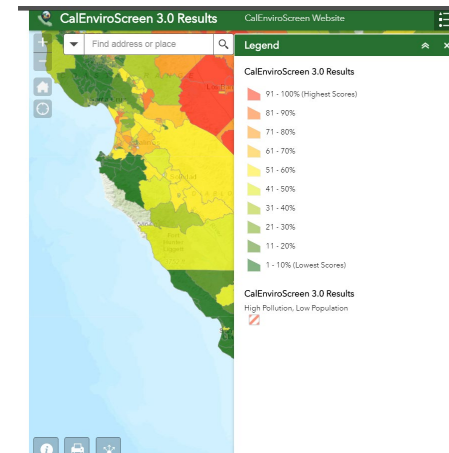
Name: <small>No more than 180 characters.</small>	
Description (Short): <small>No more than 370</small>	

Allocation Request | QM-Tool | GHG Summary | Co-benefits Summary | Jobs Summary | Lat-Lon | MAP

California Air Resources Board
Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Inputs	Required	Description
SECTION 1: This section is used to determine the quantification method and emission factors to use to estimate emissions.		
Project Type	0	
Quantification Method	#N/A	Automated #N/A
Type of Region		The region that best encompasses the geographic location for the proposed project type
Region		Yes
Year 1 (Y1)	0	Yes #N/A
Year F (YF)	0	Yes #N/A
Quantification Period	0	Calculated #N/A
SECTION 2: This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT).		
Service Type		Yes The transit service (e.g., InterCity/Express Bus (Long Distance), Light Rail, Paratransit, etc.) directly associated with the proposed project. For projects that support multiple services, select Multi-modal
Yr1 Ridership	0	Yes The increase in annual unlinked passenger trips directly associated with the proposed project in the first year
YF Ridership	0	Yes The increase in annual unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same value should be input for Y1 and YF.
Adjustment Factor (A)	0.00	Yes Discount factor applied to annual ridership to account for transit-dependent riders
Length of Average Trip (L)	0.00	Yes Annual passenger-miles over unlinked trips directly associated with the proposed project
Passenger VMT		

Allocation Request | QM-Tool | GHG Summary | Co-benefits Summary | Jobs Summary | Lat-Lon | MAP



- ▶ Upcoming Workshops:
- ▶ DRAFT Guidelines Workshops-TBD November 2019
- ▶ Allocation Request Workshops-TBD January-March 2020

LCTOP Contact Information

<http://www.dot.ca.gov/drmt/splctop.html>

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Transit and Intercity Rail Capital Program

TIRCP



California State Transportation Agency (CalSTA)
California Department of Transportation (Caltrans)
Division of Rail and Mass Transportation (DRMT)



TIRCP Background

- ▶ \$2.65 Billion of FY18-19 through FY22-23 of SB1 and GGRF
- ▶ \$1.150 Billion of Additional Multi-Year Funding Agreement Funding
- ▶ Over the last three cycles, \$5.3 Billion in funding has gone to 50+ projects throughout the State
- ▶ The projects are located within and providing direct, meaningful and assured benefits to disadvantaged communities, low-income communities and low-income households.

TIRCP Background

- ▶ Recipient Agencies of Past Awards:
 - ▶ Railcars/Locomotives:
 - ▶ Metrolink; Caltrain; SF Muni; LOSSAN; ACE; SMART; San Diego MTS
 - ▶ Rail Infrastructure:
 - ▶ BART to San Jose; ACE to Merced; LA Metro Red, Purple, & Blue Lines; LOSSAN/Coaster, Capitol Corridor, Sacramento & OC Streetcars; Redlands Rail
 - ▶ Zero-emission and other bus projects:
 - ▶ Stockton; Fresno; Monterey-Salinas; Antelope Valley; San Diego; Orange County; Coachella Valley

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 job considerations.

TIRCP 2020-21 through 2024-25 Funding

- ▶ Senate Bill 1 directs loan repayments and a portion of the new Transportation Improvement Fee to the TIRCP
- ▶ **An estimated \$439 million will be available over the 2020-21 to 2024-25 period**
- ▶ The fund estimate, award amount and adopted program for TIRCP is based on anticipated revenue through 2024-25 and will be included in the call for projects made once final guidelines are released
- ▶ Implementation of an allocation plan is conditioned upon funding availability, and the plan may be adjusted once adopted to address project needs as well as funding availability

TIRCP - Key Changes to the Guidelines

- ▶ Network Integration
- ▶ Housing and Job Consideration
- ▶ Project Implementation and Reporting

2020 TIRCP Cycle 4 Timeline

- ▶ Release Final Draft Guidelines on Sep. 13th &
- ▶ Guideline Workshops:
 - ▶ Oct. 14th: Los Angeles
 - ▶ Oct. 15th: Oakland
- ▶ Guidelines adoption/call for projects: Oct. 18th
- ▶ Applications due: Jan. 16th, 2020
- ▶ CalSTA announces project awards: Apr. 1st, 2020
- ▶ Optional Consultation Meetings:
 - Nov. 4th: Sacramento 11am-5pm
 - Nov. 5th: Los Angeles 10am-5pm
 - Nov. 6th: Los Angeles 8am-3pm
 - Nov. 7th: Oakland 9am-5pm
 - Nov. 8th: Stockton 8am-12pm
 - Nov 12: Northern CA limited time

Questions and Feedback

Information for TIRCP:

websites: www.dot.ca.gov/drmt/sptircp.html and www.calsta.ca.gov

Guideline comments email: tircpcomments@dot.ca.gov

Questions: Chad Edison at 916-323-5400

