Short-Line Railroad Improvement Program Guideline Discussion Workshop

June 5, 2020

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Program Purpose

Authority – Senate Bill (SB) 87 [June 2019]
- Est. Short-Line Infrastructure Improvement Act of 2019
- Directed the Commission to develop a competitive funding program
- Est. total program funding capacity of $7.2 million

Program Purpose
- Support short-line rail projects.
- Promote recommendations made in the 2018 California State Rail Plan
- Enable short-lines to meet critical volume thresholds, by providing financial assistance that will provide funding for infrastructure improvements necessary for short-line rail.

Draft Guidelines – Sections for Discussion

Section 3. Program Schedule

| Program Schedule in Draft	Revised Schedule

• Guidelines Adoption
   • June 24, 2020
	• Guidelines Adoption
	   • June 24, 2020

• Call for Projects
   • June 24, 2020
	• Call for Projects
	   • June 24, 2020

• Applications Due
   • September 16, 2020
	• Applications Due
	   • December 1, 2020

• Staff Recommendations
   • November 9, 2020
	• Staff Recommendations
	   • January 13, 2021

• Program Adoption
   • December 2-3, 2020
	• Program Adoption
	   • January 27-28, 2021

Section 6. Funding Restrictions

Language Added For Clarification:

The Short-Line Railroad Improvement Program will only fund the construction component of a capital project. A project will be considered for funding if, at time of adoption, the project has completed a project level environmental process in accordance with California Environmental Quality Act (CEQA) and, if the project is federalized, the National Environmental Policy Act (NEPA). Certain projects fall under a CEQA statutory or categorical exemption, which would meet the CEQA environmental process.

CEQA Exemption Decision Tree

CEQA EXEMPTION DECISION TREE
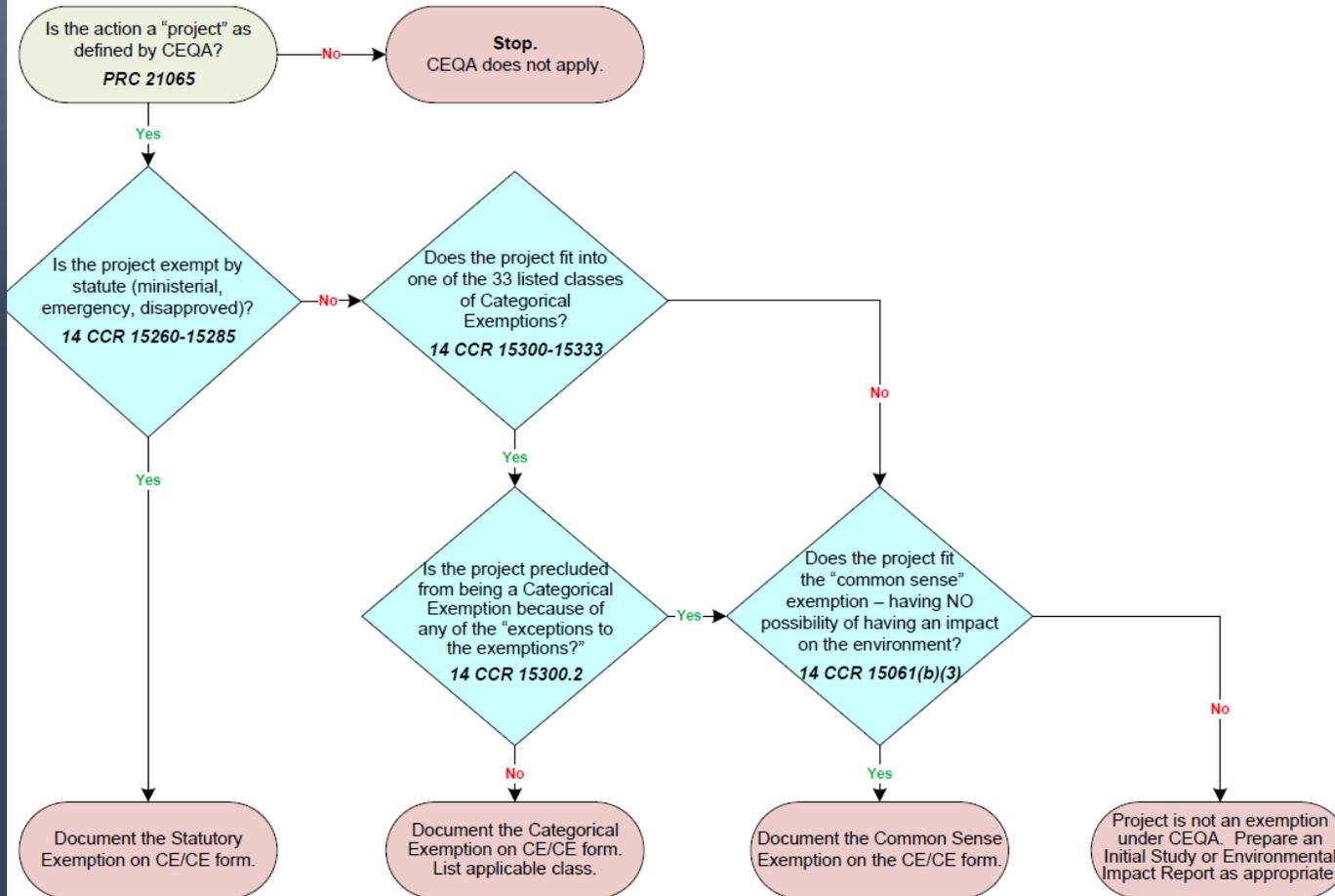
More information on the CEQA Document Submission Process can be found on the Governor's Office of Planning and Research website here: http://opr.ca.gov/clearinghouse/ceqa/document-submission.html

Specifically, the Notice of Exemption Form template can be found here: http://opr.ca.gov/docs/NOE.pdf

Section 8. Eligible Applicants

Language Added for Clarification:

Caltrans or a Regional Transportation Planning Agency may nominate projects for funding, per Government Code Section 8879.52. subdivision (f)(1). Project proposals from port authorities or private entities are encouraged but must be submitted by an eligible applicant.

Section 9. Eligible Projects

Language Added for Clarification:

Class III Rail infrastructure projects for Transload Facilities, Rail Terminals, Rail Yards, Sea Port, and Rail Lines, or any combination thereof are eligible for funding under the program, and may include, but are not limited to the following improvements:

Advanced Technology projects that support infrastructure sustainability such as fuel management systems, anti-idling technology, enhanced railcar components (ex. smart sensors), Automatic equipment identification (AEI) tag readers, switching operations optimization systems, and automated inspection equipment.

Section 9. Eligible Projects

Language Added for Clarification:

Safety projects such as Positive Train Control or other active control/warning devices, at-grade crossing gates and/or signals, new or improvements to train dispatching systems, upgraded crossing surfaces (concrete/rubber crossing panels), or installation of a STOP sign at low-volume crossings.

Section 12. Evaluation Criteria

Language Added for Clarification:

Regional and Industry Project Support – The nomination should demonstrate meaningful public outreach and engagement of the proposed project, such as consistency with the California State Rail Plan or a Regional Transportation Plan that includes similar projects and public outreach, and/or letters of support from industry and community leaders.

Possible Changes to Project Performance Metrics

Measure	Metric
Congestion Reduction	~~Daily Vehicle Hours of Travel Time Reduction (hours)~~
	Daily Truck Trips (# of trips)
	Daily Truck Miles Traveled (miles)
Throughput	~~Change in truck volume that can be accommodated (# of trucks)~~
	Change in rail volume that can be accommodated (# of trailers, # of containers)
	Change in cargo volume that can be accommodated (# of tons, # of containers)
Velocity	Travel Time or Total Cargo Transport Time (hours)
	Change in Average Peak Period Weekday Speed for Rail Facility
Cost Effectiveness	Cost Benefit Ratio
Economic Development	Jobs Created (Direct and Indirect) (#)
Safety	Other Narrative
	~~Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries~~
	~~Number of Fatalities~~
	~~Rate of Fatalities per 100 Million VMT~~
	~~Number of Serious Injuries~~
	~~Number of Serious Injuries per 100 Million VMT~~
Air Quality & Greenhouse Gas Emissions	Particulate Matter (PM 2.5 PM 10)
	Carbon Dioxide (CO_2)
	Volatile Organic Compounds (VOC)
	Sulphur Dioxides (SO_x)
	Carbon Monoxide (CO)
	Nitrogen Oxides (NO_x)

Stakeholder Recommendations for Project Performance Metrics

Velocity:

- Change in Rail Ton Capacity
- Reduction in Rail Car Dwell Time

Project Performance Metrics Instructions

The Project Performance Metrics Instructions Document is available in the webinar handouts.

Short-Line Railroad Improvement Program Performance Metrics Instructions by Measure Area

1. This document is intended to provide additional background and information for each Measure Area that an applicant is expected to complete for the table located in Appendix II of the project nomination.

2. The following standardized terminology has been developed: Project benefits = Outputs + Outcomes
   a) Outputs = actual physical infrastructure improvements (i.e. miles of bike lanes, # of transit stations)
   b) Outcomes = non-physical improvements (i.e. congestion reduction, air quality improvement)
   c) Measure = the outcome that is being measured (i.e. safety, air quality)
   d) Metric = how the outcome is being measured (i.e. air quality improvement = reduced greenhouse gas emissions)

3. Project benefits are expected to be provided for the scope of the project as defined in the application and as projected for the "Build" scenario versus the "No Build" scenario over a 20-year horizon (with no other alternatives consideration required). If a horizon other than 20 years is utilized, it must be identified and justified in the table. Provide current conditions where applicable and explain current conditions as part of project purpose and need.

4. These metrics measure estimated project benefits based on what data available at the time of application.

5. For each measure area applicants must specify the horizon year, methodology, assumptions, and data source(s) used and any data gaps or challenges should also be noted.

6. Modeled and observed data may be used. Modeled data used must be calibrated per federal standards.

7. Project types include Class III Rail: Transload Facilities, Rail Terminals, Rail Yards, Sea Port, and Other Rail Lines or any combination thereof. Benefits are reported for the project as a whole.

8. A few tools have been identified in the table below, including the Regional Travel Demand Model, Sub-Regional or Project- Level Models. Applicants are encouraged to use tools that are industry standard to the extent possible, but when there is a need to use an alternate tool, applicants must explain their choice of model and underlying assumptions.

9. Each application should include analysis utilizing the most recent version of Caltrans' Life Cycle Benefit Cost Analysis (Cal-B/C) Model to document that the expected benefits of the project justify its costs. If another model is more applicable it may be used; the alternative model must be identified and justified in the table, including a description of the methodology, assumptions, and data sources used.

10. For the Air Quality analysis portion of the application, Cal-B/C Intermodal Freight Mobility Tool must be used. The most recent version of Cal-B/C Intermodal Freight Mobility Tool can be accessed here:
    https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics

11. For Cal-B/C tool data and assumptions documentation, applicants must provide an electronic copy of the completed Excel workbook as part of the application submittal.

12. The intent of these metrics is not to require a RTDM run for every project. It is anticipated that project applicants will utilize existing analyses (i.e. project level modeling conducted for the environmental analysis) and use that information coupled with additional off model tools or other calculations to estimate the project benefits for the application process.

Performance Measures Table:

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Congestion Reduction	Reduction in Daily Truck Trips (due to mode shift)	Terminals Transload Yard	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards • Only required for applicable rail projects increasing rail freight volume
	Reduction in Daily Truck Miles Traveled (due to mode shift)	Terminals Transload Yard	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards • Only required for applicable rail projects increasing rail freight volume

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Throughput	Change in Annual Rail Volume that can be accommodated due to improvement	Rail Terminals Transload Yard	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards (In the event detailed private rail data is difficult to obtain, # of trains or other simple observed data can be utilized.)
	Change in Annual Cargo Volume that can be accommodated due to improvement	Sea Port	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards (In the event detailed private rail data is difficult to obtain, # of trains or other simple observed data can be utilized.)

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Safety	Other Narrative	All	• Other freight project information can be presented here, would be a good place to discuss rural freight safety metrics. • For freight rail projects: train involved collisions and railroad grade crossing fatalities and injuries are examples of other metrics that could be used if applicable.

Project Performance Metrics Instructions

The Project Performance Metrics Instructions Document is available in the webinar handouts.

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Velocity	Travel Time or Total Cargo Transport Time (including dwell time in logistics facility – port, railyard, etc.) if applicable for project	All	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards (In the event detailed private rail data is difficult to obtain, # of trains or other simple observed data can be utilized.)
	Change in Average Peak Period Weekday Speed for Rail Facility	Rail	• Regional or Sub-Regional Travel Demand Model (RTDM) • Other Industry Standards (In the event detailed private rail data is difficult to obtain, # of trains or other simple observed data can be utilized.)
	Change in Rail Ton Capacity	Rail	• Regional or Sub-Regional Travel Demand Model (RTDM)
	Reduction in Railcar Dwell Time	Rail	• Other Industry Standards (In the event detailed private rail data is difficult to obtain, # of trains or other simple observed data can be utilized.)

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Economic Development and Job Creation	Jobs Created (Direct and Indirect)	All	• Federal Multiplier (RIMS II-type) based on Project Cost • Caltrans uses 11 jobs per $1 million invested in 2018 Executive Fact Book
	Other Narrative (optional)	All	• Narrative explanation of other economic development information including the quality of jobs, local training and hires, etc.

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Air Quality & Greenhouse Gas Emissions	Particulate Matter (PM 2.5 PM 10) Carbon Dioxide (CO_2) Volatile Organic Compounds (VOC) Sulphur Dioxides (SO_x) Carbon Monoxide (CO) Nitrogen Oxides (NO_x)	All	• Provide a summary of Cal-B/C Intermodal Freight inputs

Measure	Metric	Project Type	Horizon, Methodology, and Data Notes
Cost Effectiveness	Cost Benefit Ratio	All	• Cal-B/C Tools Available using RTDM inputs: https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics • Provide a summary of Cal-B/C inputs

Roundtable Discussion

Next Steps

Guideline Adoption and Stakeholder Coordination	
Program Guideline Adoption	June 24, 2020
Joint Coordination Meeting	Date TBD

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Any feedback or questions for the Short-Line Railroad Improvement Program can be sent to:

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Thank You!

More Information

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