

## TIRCP Cycle 7: Frequently Asked Questions



### TIRCP Frequently Asked Questions

June 12, 2024

- 1. Are previously awarded projects experiencing cost increases eligible for funding in Cycle 7?**
  - a. Previously awarded projects experiencing cost increases are not eligible to receive funding from Cycle 7. Funding for “existing TIRCP projects” was a one-time eligible project category only present in Cycle 6 related to the general fund augmentation as outlined in AB 180, which amended the Budget Act of 2021. Traditional TIRCP cycles do not include this project category and there is not a path for awarding additional funding to projects delivering the same scope delivering the same scope in Cycle 7. For a project to be eligible for additional funding, there must be, at a minimum, delivery of increased scope with clear increased ridership and greenhouse gas (GHG) reducing benefits.
  
- 2. Are pre-construction or project development elements of a project eligible for funding on their own?**
  - a. Pre-construction projects or project development activities alone are not fundable. Funding for “major projects project development” was a one-time eligible project category only present in Cycle 6 related to the general fund augmentation as outlined in AB 180, which amended the Budget Act of 2021. Traditional TIRCP cycles does not include this project category and pre-construction projects or project development without delivery of an associated capital component are ineligible categories. Some level of pre-construction activities—such as environmental or design work—are eligible for funding if tied to delivery of a larger capital program.
  
- 3. How should agencies consider SB 125 funding when developing project applications?**
  - a. For the purposes of project evaluation, SB 125 funds applied to a project will be counted as a local match. Agencies may apply to

## TIRCP Cycle 7: Frequently Asked Questions

TIRCP Cycle 7 for projects that use SB 125 resources for new projects, either to complete project funding or to expand project scope.

### **4. Calculating GHG cost per ton based on your own documentation of rider dependency.**

- a. Agencies are encouraged to consider the transit dependency of the users of their system. Agencies may adjust factors in the GHG tool to account for agency-specific transit dependency. Agencies should use documented, project-specific data or system average development from recent, statistically-valid surveys if opting to use a dependency factor other than the model's default value.
- b. Agencies should be using the updated GHG calculator and quantification methodology, which was finalized on May 17, 2024. The updated information can be found here:  
<https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials>

### **5. Project Scalability**

- a. Applicants submitting a high-dollar, single application with no scalability or separable project elements may increase the risk of having an uncompetitive project application. Applicants are advised to submit projects that are scalable where practical. If the project is not scalable or separable, the applicant should provide background detailing why it is not practical for it to be phased or scaled.
- b. For example, if an application is for improving services on three routes, each route may be separately described and prioritized so that the highest-priority portion of the application could be funded if resources are not sufficient for full project funding.
- c. Applicants should present project elements that are scalable or separable in a manner that allows the greenhouse gas emission reductions of each element to be understood. Total cost per metric ton of carbon dioxide equivalents (MTCO<sub>2e</sub>) reduction and Transit and Intercity Capital Program funding per MTCO<sub>2e</sub> reduction will be primary elements of the evaluation for project selection.

### **6. Turnkey Contracts**

- a. Turnkey Contract may be considered a capital cost of contracting as a capital component of a project up to 50% where the contractor provides the vehicles, maintenance, and transit service.
- b. TIRCP follows the established Federal Transit Administration (FTA) guidance for turnkey contracts.

## TIRCP Cycle 7: Frequently Asked Questions

- c. More information can be found here:  
<https://www.transit.dot.gov/funding/procurement/third-party-procurement/capital-cost-contracting>