Transit and Intercity Rail Capital Program (TIRCP) Cycle 8

Formal Draft Guidelines Workshop

February 12, 2026

Agenda

- TIRCP 2026 (Cycle 8) Guidelines
  - New to Cycle 8
  - Background
  - Funding
  - Key Considerations
- Timeline for Final Guidelines and Awards
- Questions and Feedback

New to Cycle 8 Guidelines

- **Cap and Invest Extension**
  - In September 2025, California Governor Gavin Newsom signed SB 840 (Chapter 121, Statutes of 2025) into law, extending the State's cap-and-trade program until January 1, 2046 and renaming it **"Cap-and-Invest"**.
  - This extension of Cap and Invest allocates $400 million in Transit and Intercity Rail Capital Program funding across the state annually.

- **Caltrans System Investment Strategy (CSIS)**
  - For Cycle 8, CalSTA will utilize CSIS as a secondary evaluation criteria. Which is Caltrans investment framework for discretionary funding and evaluates a given project's alignment to Climate Action Plan for Transportation Infrastructure (CAPTI).

New to Cycle 8 Guidelines

- **Updated CARB Guidelines and Resource Portal**
  - Added new information from the 2024 CARB Funding Guidelines and updates to CARB's resource portal
- **Reducing Redundancy and Improving Clarity**
  - Reduce redundancy by consolidating repeated definitions, eligibility criteria, procedures, timelines, and compliance requirements.
- **Cycle 8 Fund Estimate**
  - Applicants can assume a total fund estimate of at least $900 million available for award in Cycle 8

CSIS

- The Caltrans System Investment Strategy (CSIS) is Caltrans' project prioritization framework for discretionary funding
- CalSTA will be applying CSIS to TIRCP Cycle 8 as a secondary evaluation criteria
- The CSIS consists of three components:
  - **Program Fit:** Eligible projects nominated by eligible applicants will meet the program fit criteria.
  - **CAPTI Alignment Metrics:** Nine quantitative and two qualitative metrics intended to assess a project's alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI)
  - **Other Considerations:** Additional project considerations such as deliverability risk, matching funds, etc.

CSIS CAPTI Alignment Metrics

- Quantitative Metrics
    - Safety
    - Vehicle Miles Traveled (VMT)
    - Access to Destinations
    - Disadvantaged Communities (DAC) – Access to Destinations
    - Disadvantaged Communities – Traffic Impacts
    - Passenger Mode Shift
    - Land Use and Natural and Working Lands
    - Freight Sustainability and Efficiency
    - Zero Emission Vehicle (ZEV) Infrastructure
- Qualitative Metrics
    - Public Engagement
    - Climate Adaptation and Resiliency

CSIS Data Requirements

- CSIS evaluation requires several data points, some of which were already required in previous TIRCP cycles
- CalSTA/Caltrans will release a web-based intake form with the call for projects on February 20th
- Many projects will only have to fill out some sections of the form, as certain metrics won't apply in most cases
- Guidance will be provided on how CSIS considers transit project benefits, and what data is needed to properly assess each metric

2024 CARB Funding Guidelines Updates

▸ AB 680 and jobs quality standards
▸ Annual Reporting between Nov. 1 and 30
▸ No longer require Project Outcome Reporting and instead require program/project evaluation
▸ Recommendations on conducting outreach and engagement
▸ Still using CES 4.0 and associated DAC designations
▸ Available at: https://ww2.arb.ca.gov/resources/documents/cci-funding-guidelines-administering-agencies

New CARB Resource Portal

▸ Landing page:
https://www.caclimateinvestments.ca.gov/resource-portal
▸ Quantification Methods:
https://www.caclimateinvestments.ca.gov/tools
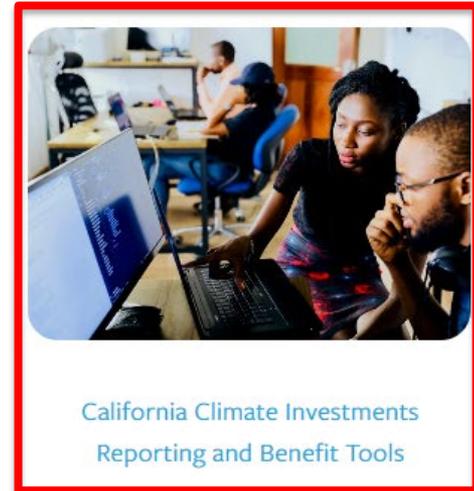
Get Started

Resources for State Agencies
Administering GGRF-funded Programs

Resources for Applicants, Grantees, and
Interested Parties

California Climate Investments
Reporting and Benefit Tools

Cycle 8 CARB Quantification Methodology and Calculator Tool Updates

- No major changes to methodology
- Backend updates to Carbon Intensity and Passenger Auto GHG Emission Factors
- Final version posted early February 2026
- Benefit Criteria Tables to Benefit Assessment Tables
- No more Jobs Modeling in reporting

TIRCP Background

- TIRCP receives funding primarily from Transportation Improvement Fee revenues (SB 1) & continuous appropriation from the quarterly Cap-and-Invest auction proceeds up to $400 million annually

- Since 2015, $11.5 billion in funding has been awarded to 153 projects throughout the state

- Program focus on Priority Populations:

- Project expected to contribute direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households

- Program focus on ensuring geographic equity

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 jobs considerations

Considerations for Applicants

- Program Focus on Priority Populations
  - Projects are expected to contribute direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households
- Program Focus on Ensuring Geographic Equity
  - Geographic equity is considered within each funding cycle
  - Underrepresentation in past funding cycles may also be considered
  - Requirements for geographic equity statewide may limit the amount of funding within a region

Program Emphasis on Clean Technology

- Eligible clean fleet, facility and network improvement projects, when tied with qualifying efforts below, support agencies by:
  - Replacing aging vehicle fleets with zero emission vehicles (ZEVs)
  - Fueling or charging infrastructure of facility modifications
- Qualifying efforts may include, but are not limited to:
  - Improve network efficiency with transit priority investments that allow savings in vehicle hours operates to be redeployed into increased service on same or other routes
  - Implement improvements to payment system such as contactless payment through the California Integrated Travel Program
  - Improve integration efforts with other corridors and/or operators through service restructuring to increase network ridership

Housing & Job Considerations

- Recognize that transit-supportive land use decisions are a key influencing factor of ridership:
  - Projects may model additional ridership expected from entitled housing projects within ½ mile of transit stations that are expected to be delivered within required project outcome reporting period
- For projects that link housing with key destinations and that improve accessibility to economic opportunities:
  - Projects must document the degree to which ridership growth expected over the life of the project is supported by housing policies that will support such growth
- Document community benefits for projects

TIRCP Cycle 8 Timeline

▶ Guidelines Adoption/Call for Projects: February 20, 2026

▶ Optional Virtual Consultation Meetings:
  ▪ March 2-13, 2026 (email tircpcomments@dot.ca.gov for scheduling)

▶ Applications Due: May 14, 2026

▶ Award Announcement: Expected no later than, September 18, 2026

Questions and Feedback

TIRCP Guideline Comments by Email:
tircpcomments@dot.ca.gov

Comments Due by February 17, 2026

For TIRCP Questions/Join the TIRCP Mailing List:
tircpcomments@dot.ca.gov