

**BUDGET ACT OF 2024
SB 125 FORMULA-BASED
TRANSIT AND INTERCITY RAIL
CAPITAL PROGRAM &
ZERO EMISSION TRANSIT
CAPITAL PROGRAM**

FINAL GUIDELINES

January 10, 2025



SB125 FINAL GUIDELINES – FORMULAIC FUNDING

Contents

1	Authority and Purpose	3
2	Objectives	4
3	Eligible Recipients and Funding Distribution.....	5
4	Schedule	6
5	Eligible Projects	6
6	Requirements for Funding Allocations.....	9
7	Approval and Programming	12
8	Project Delivery and Reporting	12
9	Project Administration	14
	Attachment 1: CCI Funding Guidelines for Administering Agencies.....	15
	Investments to Benefit Disadvantaged Communities and Low-Income Communities and Households.....	15
	Attachment 2: Quantification Methodology and Co-Benefit Assessment Methodology	16
	CCI Quantification and Reporting Materials.....	16
	Attachment 3: Benefit Criteria Tables	18
	CCI Benefit Criteria Tables	18
	Attachment 4: Eligible Recipients and Fund Estimates.....	19

1 Authority and Purpose

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is codified in Sections 75220 through 75225 of the Public Resources Code (PRC). Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of General Fund to the TIRCP over the next two fiscal years as well as \$910,000,000 of GGRF funding and \$190,000,000 of PTA funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP).

Further, AB 173 (Chapter 53, Statutes of 2024), SB 108 (Chapter 35, Statutes of 2024), and SB 109 (Chapter 36, Statutes of 2024) amended the Budget of Act of 2024 to make adjustments to the timing of the availability of funds for both the TIRCP and the ZETCP. For the TIRCP, \$2,000,000,000 of General Fund and GGRF funding was made available for the 2023–24 fiscal year, \$1,000,000,000 of General Fund and GGRF funding is made available for the 2024–25 fiscal year, and \$1,000,000,000 of General Fund and GGRF funding is made available for the 2025–26 fiscal year. For the ZETCP, \$190,000,000 of PTA funding was made available for the 2023-24 fiscal year, \$220,000,000 of GGRF funding is made available for the 2024-25 fiscal year, \$0 is made available for the 2025-26 fiscal year, \$230,000,000 of GGRF funding is made available for the 2026-27 fiscal year, and \$460,000,000 of GGRF funding is made available for the 2027-28 fiscal year. These guidelines are specifically developed to facilitate the award of these funds to projects in an expeditious manner.

These guidelines include elements of the policy, standards, criteria, and procedures for the development, adoption, evaluation and administration of the TIRCP last updated for Cycle 6 (which delivered its last tranche of funding for project awards in July 2023) but are unique to this particular cycle of TIRCP funding. In allowing the funds covered by these guidelines to be available for operating costs, the guidelines are also required to be aligned with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260, of the Public Resources Code. They will be further informed by input received through workshops, public comments and written responses to be received by December 30, 2024.

SB 125 provided additional direction with regards to the funding appropriated in the Budget Act of 2023 and amended in the Budget Act of 2024. It created specific categories for funding as follows:

- A) \$3,995,000,000 over three fiscal years shall be distributed pursuant to a population-based formula to regional transportation planning agencies (RTPA) as defined in Section 7 of these guidelines. The bill authorizes RTPAs to use the moneys for high-priority transit capital projects consistent with the uses allowed in Cycle 6 of the TIRCP, which includes existing projects seeking to maintain or obtain federal or local funding commitments, project development for major projects that are seeking to enter or have already entered project development with federal partners, or for new TIRCP projects. As in Cycle 6, all capital projects must both increase ridership and reduce greenhouse gas emissions, in common with traditional TIRCP project requirements. The funding may also be used to fund transit operating expenses that prevent service cuts and increase ridership for operators within the RTPAs jurisdiction, subject to compliance with requirements and further detail described in Section 6 of these guidelines.

\$1,100,000,000 over five fiscal years shall be for the establishment of the Zero-Emission Transit Capital Program (ZETCP) and requires funds under the program to be allocated to RTPAs

pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs, as specified (the formula described is consistent with the current State Transit Assistance formula). The bill authorizes RTPAs to use the moneys for zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure and, subject to compliance with requirements described in Section 6 of these guidelines, to use those moneys to fund transit operating expenditures that prevent service reduction or elimination in order to maintain or increase ridership.

2 Objectives

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool and micro transit services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as codified in Section 75220(a) of the PRC:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system
4. Improve transit safety

Additionally, Section 75221(c) of the PRC codifies a programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities, consistent with the objectives of SB 535. AB 1550 provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities and low-income households. Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550. Each RTPA will need to provide information related to its projects sufficient to determine the nature of priority population benefits; however, there is no minimum requirement that each project or RTPA needs to meet for the projects submitted.

Taken as a whole, the increases in transit system ridership, as well as the reduction in vehicle miles traveled, congestion and greenhouse gas emissions, will help deliver a healthier and safer transportation system. Investments are expected to position the state to lead in the deployment of cutting edge and zero emission technologies, test innovative strategies and new approaches to reducing transportation-related fatalities, provide important new capacity in corridors that support growth in jobs and housing, and to expand multimodal transportation access and options for all Californians across all regions of the state.

Further, as outlined in SB 125, which amended the Budget Act of 2023, and affirmed in the Budget Act of 2024, it is the intent of the Legislature to:

- (1) provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
- (2) assist transit operators in preventing service cuts and increasing ridership
- (3) prioritize the availability of transit for riders who are transit dependent
- (4) prioritize transit agencies representing a significant percentage of the region's ridership

To that end, SB 125 specifies that the moneys appropriated in the Budget Act of 2023 may be used for high-priority transit capital projects within the project eligibility categories allowed under TIRCP in Cycle 6, and also for transit operating expenses for operators within the RTPAs jurisdiction. Further detail on the definition of transit operator is included in Section 3.

3 Eligible Recipients and Funding Distribution

The first year of funding for TIRCP and the first and second year of funding for ZETCP has already been distributed to all approved projects, with a number of disbursements pending approval. The second year of funding for TIRCP is already available for distribution once required materials are submitted and must be fully encumbered or expended and liquidated by CalSTA by June 30, 2030. Once received by the RTPA there is no deadline for the expenditure of funds.

TIRCP funding will be allocated in both FY24-25 and FY25-26 to RTPAs according to a population-based formula after each recipient first receives \$300,000 of base funding split evenly across both years.

The remaining ZETCP funding will be allocated to RTPAs pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs. This formula matches the approach used to calculate State Transit Assistance distribution.

Eligible recipients of funding are the RTPAs, as defined in Section 13987(j) of the Government Code. The current eligible recipients based on that definition and initial fund estimates by expected recipient can be found in attachment 4 of these guidelines.

Funding distributions will be only made to the recipients found in attachment 4, utilizing fund transfer instructions confirmed with CalSTA by the RTPA prior to transfer, which may in turn make funding available to public agencies in their jurisdiction. RTPAs have the discretion to suballocate or distribute funds within their region based on local needs, existing procedures, policies or priorities, as long as required SB 125 program requirements and goals are met, including addressing how operating needs are expected to be met with SB 125 and/or other resources. SB125 funds may be applied to expenses for approved projects, including those incurred prior to receipt of funding, subject to RTPA policies that allow such reimbursement.

For TIRCP and ZETCP capital projects, the RTPAs may distribute funding to public agencies eligible to receive TIRCP capital funding, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus, vanpool, and micro transit services). Public agencies include local municipalities that operate transit service, construction authorities, transportation authorities, and other similar public entities created by statute. Please note that within such capital projects, with the exception of projects that are in the federal pipeline for major projects project development, the projects funded must result in construction being completed, as is required under traditional TIRCP funding.

For any spending on transit operations to prevent service reduction or elimination in order to maintain or increase ridership, or to otherwise increase ridership, the RTPAs may distribute funding to transit operators in their jurisdiction that are eligible to receive State Transit Assistance (STA) funding through Section 99314 at the time of distribution by the RTPA. Please note that preventing service reduction and elimination includes the broad variety of expenses required to provide service, including those related to ensuring safety and state of good repair of the vehicles and infrastructure.

RTPAs may also be the sponsor of capital and operating projects and may partner on projects with the agencies eligible to receive funding (such as doing a planning effort tied to making the underlying project more beneficial in a regional context upon implementation).

RTPAs must deposit funds into one or more dedicated bank accounts or custody accounts. Permitted investments include bank demand deposits consistent with California government code, government money market funds, U.S. Treasuries, U.S. Agency securities, California Local Agency Investment Fund (LAIF), and AAA public agency pools, to the extent permitted by RTPA policy and state statute. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated

to SB 125 funds. Funds will be disbursed separately from each fund source supporting SB 125 (General Fund and GGRF for TIRCP; PTA and GGRF for ZETCP) and identified as such when disbursed. RTPAs are responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when an agency submits its required Annual Report, as described in Section 9. When the recipient agency submits its Annual Report, they are required to submit a copy of their most recent bank statement. The additional spending made possible by interest or investment earnings shall be approved through submitting an Updated Program Allocation Request to CalSTA, which will approve such spending based on review of project eligibility.

RTPAs, transit operators and other public agencies expending SB 125 formula funding assume responsibility and accountability for the use and expenditure of allocated funds in accordance with these guidelines and applicable statutes. These agencies must also comply with all relevant federal and state laws, regulations, policies, and procedures.

4 Schedule

Comments on Draft 2024 Guidelines Due	December 30, 2024
CalSTA Publishes Final 2024 SB 125 Guidelines	January 10, 2025
Updated Program Allocation Summary and First Annual Report Due	February 28, 2025
Requested Funding Will be Allocated No Later Than	April 30, 2025
Next Annual Report Due	October 31, 2025
<i>*Comments and requests for meetings can be submitted to: SB125transit@calsta.ca.gov</i>	

5 Eligible Projects

TIRCP Funding (\$3.995 billion)

In order to be eligible for TIRCP capital project funding under this program, a capital project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the relevant sections of the ZETCP Quantification Methodology. It must also demonstrate an increase in ridership.

As codified in Section 75221(a) of the PRC, projects eligible for funding under the program include, but are not limited to, the following:

1. Rail capital projects, including intercity rail, commuter rail, light rail, and other fixed guideway projects. Additionally, the acquisition of rail cars and locomotives, and the facilities to support them, that expand, enhance, and/or improve existing rail systems and connectivity to existing and future transit systems, including the high-speed rail system.
2. Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times, infrastructure access payments to host railroads in lieu of capital investments,

efforts to improve existing rail service effectiveness with a focus on improved operating agreements, schedules, and minor capital investments that are expected to generate increased ridership, as well as larger scale projects designed to achieve significantly larger benefits.

3. Rail, bus, and ferry integration implementation, including:
 - a. integrated ticketing and scheduling systems and related software/hardware capital investments (including, but not limited to, integration with bus or ferry operators and the use of contactless payment and General Transit Feed Specification (GTFS) implementation through Cal-ITP)
 - b. projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors)
 - c. related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment, such as transit route and schedule integration (or coordination)
 - d. other multimodal and service integration initiatives, including active transportation and other access investments which increase transit and rail ridership and reduce greenhouse gas emissions
4. Bus rapid transit and other bus and ferry transit investments (including autonomous fixed guideway, vanpool, and microtransit services operated as public transit and first-/last-mile solutions), and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.

Grade separations and grade crossing improvements on passenger rail corridors or related to transit projects are eligible, as they are under the discretionary TIRCP. In addition to providing safety benefits, these projects often provide certain roadway based (and sometimes rail related) greenhouse gas emission reductions and a small increase in ridership (tied to reductions in train delays and cancellations tied to incidents at the crossing, and sometimes speed increases that occur after crossings are improved or eliminated). In some cases, ridership increases from such projects are more significant if they are necessary to increase train frequency.

Projects related to mitigating the impacts on freight rail services that are caused by growth in passenger rail may also be eligible for TIRCP funding even if they are not directly on the passenger rail corridor.

Projects that link housing with key destinations and that improve accessibility to economic opportunities are also eligible for TIRCP funding.

Demonstration projects that are smaller-scale efforts with great potential to be expanded are eligible for funding. Projects may include new approaches to attracting increased ridership such as smart phone mobile ticketing, contactless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and/or restructured service designed to cost-effectively increase ridership. Research, development, and testing of emerging technologies are eligible components. Clean fleet, facility and network improvement projects may also request funding for Zero Emission Mobility Programs, in lieu of Zero Emission Vehicle purchase, in compliance with Innovative Clean Transit Regulation Section 2023.5.

Many TIRCP applicants have met the requirements for reducing greenhouse gas emissions and increasing ridership through combining related capital investments that may individually address only one or the other benefit. Many TIRCP applicants have also augmented their chosen capital projects with key network integration planning studies that consider how to enhance the benefits of their projects (in connecting to other transit and rail systems), or planning efforts that consider a later phase of capital investment and the benefits it will bring to the current proposed project when constructed at a later date.

Agencies may apply to TIRCP Cycle 8 or later for projects that use SB 125 resources for new projects, either to complete project funding or to expand project scope; SB 125 funding will be counted as matching funds

in future TIRCP discretionary grant applications.

Additionally, RTPAs may suballocate funds to agencies in their jurisdiction so agencies may use this funding to support projects that have previously received a TIRCP award and require an additional infusion of resources to deliver the original scope. RTPAs may also allocate funding to any project awarded funds in Cycle 6 that pledged to use future TIRCP formula funds as match, in accordance with the direction provided in the Cycle 6 guidelines. RTPAs may assume that any funding from these SB 125 resources will help obtain or maintain funds from federal, state and local sources already committed to the projects, and document this benefit for their own projects, and require such documentation of benefits from project sponsors for other projects, in their Allocation Package submissions. Agencies shall state which project is seeking additional funds, identifying the Cycle 1 through 7 project, and whether the funding is needed for the full project scope or for a subcomponent.

RTPAs may suballocate funds to agencies in their jurisdiction so agencies may also use this funding for project development activities, similar to the “Major Projects Project Development Reserve” that was established in the Cycle 6 guidelines, including use of additional funding for projects that received funding for such projects in the Cycle 6 awards. While projects and programs of projects do not need to be ready for construction, agencies should identify how their project or program of projects will be eligible to apply for TIRCP construction funding in the future and what specific federal, state and other funding programs they are planning to utilize for construction funding. As in Cycle 6, such projects must either be pursuing Capital Investment Grant funding through the Federal Transit Administration (FTA) or be part of the pursuit of Federal Railroad Administration funding through the Corridor Identification Program. Projects not pursuing federal funds for construction from FTA or planning to pursue FRA capital funding for construction through one of the Bipartisan Infrastructure Law programs are not eligible. Agencies may apply to TIRCP Cycle 8 or later for projects that use SB 125 resources for project development; SB 125 funding will be counted as matching funds in future TIRCP discretionary grant applications.

RTPAs that are themselves the capital project sponsor may also utilize funds for their own projects. RTPAs are also authorized to use TIRCP moneys, subject to compliance with requirements described in Section 6 of these guidelines, to fund transit operating expenses within its jurisdiction that prevent service cuts and increase ridership, including those related to increasing service up to, or above, pre-pandemic service levels, ensuring safety and state of good repair of the vehicles and infrastructure necessary to operate service, as well as those that pay for free and reduced fare programs. Planning expenses related to implementation of ridership recovery and retention strategies are also eligible as operating projects, whether at the RTPA or STA-eligible transit operator level. RTPAs that are themselves the operator of transit services may also utilize funds for their own operations. Service planning necessary to experiment with, demonstrate or implement significant service modifications may be funded as an operating expenditure at either the RTPA or transit operator level.

ZETCP Funding (\$1.1 billion)

Pursuant to SB 125, zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with Zero-Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications, and projects that expand or modernize zero-emission transit networks, are eligible projects for the Zero-Emission Transit Capital Program (ZETCP). ZEVs include heavy- and light-rail vehicles, buses, and other ZEVs used for transit service. Clean fleet, facility and network improvement projects may also request funding for Zero Emission Mobility Programs, in lieu of Zero Emission Vehicle purchase, in compliance with Innovative Clean Transit Regulation Section 2023.5.

GGRF funds used on these projects (100% of years 2-5) will require submission of information described in the ZETCP Quantification Methodology, as expending GGRF funds requires benefits reporting. They also require compliance with the CARB Funding Guidelines applicable to all GGRF funding, including annual benefits reporting and identification of benefits to priority populations.

ZETCP funding may also be used for transit operations expenditures that prevent service reduction or elimination or that increase service up to, or above, pre-pandemic service levels in order to maintain or

increase transit ridership, in accordance with the provisions described in Section 6 of these guidelines, including those related to ensuring safety and state of good repair of the vehicles and infrastructure necessary to operate service, as well as those that pay for free and reduced fare programs. Planning efforts necessary to implement one or more of the Innovative Clean Transit Plan efforts within the region, and planning expenses related to implementation of ridership recovery and retention strategies, may be programmed as an operating expense out of the PTA portion of funds disbursed to each RTPA, but must be requested in an Allocation Package submission covering the FY23-24 funding year.

A maximum of 1% of total multi-year SB 125 funding, or \$5 million, whichever is lower, may be programmed by the RTPA for RTPA administration of SB 125 funding across both the TIRCP and ZETCP, and for planning expenses related to preparing and implementing the initial short-term financial plan, updates to the short-term financial plan, and the long-term financial plan, including planning expenses related to implementation of ridership recovery and retention strategies. If less than \$25,000 would be available under this formula, a maximum of \$25,000 shall be available to such RTPAs for RTPA administration and planning expenses. As the RTPAs are tasked with developing the regional long-term financial plan for their jurisdictions, there is no requirement to program and suballocate funds to transit operators for this purpose, although they may do so at their discretion. The RTPAs can procure professional services or use their own staff to gather the reports, data and relevant information needed to develop the regional long-term financial plan required by SB 125. This request must be made in the Allocation Package submissions covering FY 23-24 funding from the ZETCP, which was originally due on December 31, 2023, as an operating project associated with the RTPA, as most funding will be drawn from the Public Transportation Account resources only available in that year. If included in the submission originally due on December 31, 2023, funds may be applied to expenses incurred at any point in the RTPAs FY23-24 fiscal year, including those incurred prior to receipt of funding, subject to RTPA policies that allow such reimbursement. Very small RTPAs may be directed by CalSTA to program the balance of funding from 1st year General Fund resources available under TIRCP if there are insufficient PTA funds available to meet their requested administrative funding amount. Small RTPAs are encouraged to combine planning efforts if feasible. Should RTPAs be part of project-specific project management, resources required for those efforts are to be separately identified as part of the funding requested for each project, as appropriate.

6 Requirements for Funding Allocations

Each RTPA that has not yet submitted an Initial Allocation Package (or that submitted an Initial Allocation Package that excluded the Short Term Financial Plan) please refer to the requirements for funding allocations outlined in the Final SB125 Guidelines dated September 29, 2023. As allocation packages for the first year of funding may be submitted on a rolling basis, agencies that have not yet submitted an Initial Allocation Package, or those that excluded Short Term Financial Plans, may submit this information at any time (subject to the relevant time limitations on funding encumbrance included in the Budget bills for each fiscal year of funding).

In addition, each RTPA that has submitted an initial allocation package but only requested a partial amount of funding, please refer to the requirements for funding allocations starting on page 11 in the Final SB125 Guidelines dated September 29, 2023.

For RTPAs seeking their second year of TIRCP funding for previously approved projects, please submit the following information by February 28, 2025.

- A. **An updated fund request form** with updated fund totals by project and by fiscal year and source of funding. Previously submitted allocation Packages are expected to be updated for future years should there be any change in funding availability or projects selected for funding distribution. They also are expected to be updated to reflect any changes in the specific fund sources and years of funding assigned to specific projects. Before additional funding is disbursed, agencies must submit an updated fund request form that identifies the projects and fund source by fiscal year.

The updated fund request form should also identify any interest earned on SB125 funding and the how this earned interest amount is proposed to be spent. If an RTPA is proposing to spend earned interest on a previously approved project, this amount can be added and identified in the updated fund request form. If an RTPA is proposing to spend earned interest on a new project, agencies must submit the required information for new projects following the guidance in the Final SB125 Guidelines dated September 29, 2023. Agencies may submit for review and approval proposals to spend (or other investment income earned) on a rolling basis. Allocation packages and their updates will be treated in accordance with Public Records Act requirements and certain information, subject to those requirements, may be publicly disclosed.

B. A completed annual report template (available on the CalSTA program page for the SB125 Transit Program). At a minimum, agencies should report on the following:

- a. Proof that funds received have been deposited into a dedicated bank account or subaccount and is tracked by the three fund sources (TIRCP; ZETCP GGRF and ZETCP PTA).
- b. Amount of interest earned (or other investment income earned) on each fund source separately.
- c. Progress made toward implementation of the projects and operating expenditures and should include expenditures to date and total amount remaining per project.
- d. Estimated greenhouse gas benefits and jobs co-benefits as modeled in the CARB modeling tools.
- e. How much funding is to be used for operating costs, if any.
- f. The number, type, date, and location of zero-emission buses, trains or other vehicles purchased, if any.
- g. The nameplate capacity of installed equipment in kilowatts for electric charging stations and kilograms per day for hydrogen fueling stations, if any.
- h. The total costs and the source of funding for vehicles and equipment purchased using these funds.

C. Transit Operations Funding

If an agency is using funding for transit operations for one or more of the STA- eligible transit operators in its jurisdiction, it shall resubmit the following information for each operator covered by its request.

1. Name of Transit Operator
2. 2023-24 Ridership for the Operator and Operator's Percent of Region's Total Ridership
 - a. Amount of service being paid for by the additional SB125 funding expressed in both revenue service hours and by nature of service retention, restoration or increase invested in (e.g. preventing a reduction in frequency on one or more routes (or systemwide), frequency increases on particular routes or launch of new routes made possible by the funds). Costs involved in maintaining current operations may include those necessary for ensuring safety and state of good repair of the vehicles and infrastructure necessary to operate service and shall be identified with respect to the current service level they are protecting. In some regions, a different STA-eligible operator may be better able to implement increased or restored service levels than the original operator. This flexibility is allowed and should be noted.
 - b. Identification of operating expenses invested in increased safety and security measures.

- c. Identification of operating expenses that are intended to increase ridership, including those that fund actions to improve coordination of routes and schedules.
- d. Identification of benefits to transit dependent riders of activities funded by the request.

Each RTPA that has not yet submitted an Initial Allocation Package may submit a request for the first two years of funding concurrently. Approval will be dependent on meeting all of the requirements for Initial Allocation Packages outlined in the Final SB125 Guidelines dated September 29, 2023 as well as the requirements outlined in Section 6A through 6C of these Guidelines.

Technical assistance in addressing the required contents of the Initial Allocation Package and any future updates may be requested by emailing the SB 125 e-mail address at SB125transit@calsta.ca.gov. Assistance may be provided by CalSTA, Caltrans or CARB, depending on the nature of the specific question.

Agencies are reminded that they may submit updates to allocation packages on a rolling basis that CalSTA anticipates reviewing on a 30- to 60-day timeline for approval of additional allocations of funding, up to the limit available for the RTPA at the relevant point in the program.

RTPAs are also required to make publicly available (i.e., posted online) a summary of monthly ridership data, consistent with the data submitted to the FTA's NTD, from all its transit operators and should cover the time period starting on July 1, 2022, through at least June 30, 2029. The monthly reports should include ridership data for each mode of public transportation service that the agency operates. This information will provide the public with monthly trends in ridership and service supplied throughout the year, and also allow for a comparison of ridership recovery compared to this same time last year.

Caltrans will provide all RTPAs with a summary report each month that meets the requirements of this statutory provision, drawn from the data reported to the National Transit Database. The data will be drawn from the NTD at: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#). RTPAs are required to post a link to this report and data in a manner easily accessed by the public, so that ridership trends within their region can be easily reviewed, in order to receive approval for their allocation packages. For RTPAs with transit operators who do not report monthly data to the NTD, Caltrans will include the most recent annual ridership numbers provided to the NTD. RTPAs may publish additional ridership data for agencies that do not report monthly to the NTD at their discretion, in order to allow public understanding of the changes in ridership experienced over the SB 125 funding time period.

Unrelated to the Allocation Package submissions, agencies are required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula state funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. *This plan will be analyzed and reviewed for completeness.*

Each long-term financial plan shall include, but is not limited to:

- I. Demonstration of the implementation of ridership retention and recovery strategies, including, but not limited to, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, reduced boarding times, operational management, and site sharing, to improve rider experience.
- II. A five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and

the progress and improvements implemented since the last submitted regional short-term financial plan.

Technical assistance as it relates to the development of long-term financial plans may be offered from CalSTA and/or Caltrans. RTPAs are expected to utilize existing plans and documents that address the requirements of the long-term financial plan where possible, including the use of supplemental materials or addenda that address the long-term plan requirements and reference back to their existing plans as applicable. CalSTA analysis and review for completeness will only extend to content required by the provision of SB 125. Additional guidance will be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125.

7 Approval and Programming

Once an agency's updated information is received, along with verification that monthly ridership data as required by statute is available on each regional agency's website, CalSTA will review and analyze the submitted documents for completeness and for project eligibility (if any new projects are being proposed) with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding. If all projects are eligible and the documentation is complete, CalSTA will notify the RTPA that its package is approved, publish the information on its SB125 Transit Formula Program subject area page, and authorize disbursement of applied-for funds to the RTPA. If a submission is incomplete, RTPAs will be promptly notified and allowed to address areas of incompleteness. If any projects are found to be ineligible, RTPAs will be provided an opportunity to choose between either remedying the ineligible project (or replacing it with another) prior to having the entire package approved, or advancing all projects that are eligible and addressing the ineligible project in a future Updated Allocation Package. CalSTA will maintain a Program Allocation Report that will incorporate all approved projects (both capital and operating) that will be updated in any quarter during which additional approvals of Initial Allocation Packages or Updated Allocation Packages have been made.

Agencies are not required to fully apply for all available funding at the time of Initial Allocation Package submission. Unrequested monies, or the request to program interest earned on deposited funds that have not yet been disbursed to implementing agencies, may be requested in a future Updated Allocation Package. If an agency chooses to request previously unrequested funding or reprioritize funding between projects (including the addition or deletion of a project from their approved project list), an Updated Allocation Package shall be submitted for approval, including a Summary of Changes section immediately after the cover letter authorizing submission, and any updates to the project information in the document relative to the request. Such documents will be reviewed and analyzed upon receipt for completeness and project eligibility with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding, with the approved changes included in the quarterly updates to the Program Allocation Report. Notification will be provided to each submitting agency within 30 to 60 days of submission of an Updated Allocation Package regardless of whether the next quarterly Program Allocation Plan has been published.

8 Project Delivery and Reporting

To the extent that recipients specify existing TIRCP projects that already have competitive TIRCP funding awards, CalSTA and Caltrans will work with each project sponsor to update project program supplements to reflect the use of these supplemental resources on the project under its delegated authority from CalSTA. The first year of funding for TIRCP and the first and second year of funding for ZETCP has already been distributed to all approved projects, with a number of disbursements pending approval. The second year of funding for TIRCP is already available for distribution once required materials are submitted and must be fully encumbered or expended and liquidated by CalSTA by June 30, 2029. Once received by the RTPA there is no deadline for the expenditure of funds. Agencies may spend SB 125 funds in any order relative to other state, federal and local funds.

As previously noted, as a condition of ongoing disbursement of requested SB 125 funds, the RTPAs must submit to CalSTA an Annual Report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining.

Recordkeeping and reporting requirements will apply through the life of the projects.

As previously noted, recipients must deposit funds into a dedicated bank account that will hold only SB 125 funds. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated to SB 125 funds. These funds must also be spent on eligible projects and will be accounted for when an agency submits its required Annual Report.

A reporting template will be distributed prior to the first annual report being due by February 28, 2025 and will cover the requirements outlined in Section 6A through 6C of these Guidelines. The first report should cover the period of project approval through December 31, 2024.

A final delivery report for completed capital projects may also be required, to provide notification of the completion of the project and confirmation of its placement into service. Additional guidance may be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125, and may include the development and distribution of a final delivery report template in the future.

Consistent with CARB's Funding Guidelines, local agencies are required to report on job co-benefits, in addition to all other reporting requirements, for funding associated with the ZETCP. Job co-benefits refer to California jobs supported, not created, by California Climate Investments. Jobs supported by California Climate Investments include direct, indirect, and induced employment.

At the time of the Allocation Package submission for the ZETCP, agencies are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. Once an awarded project has been implemented, funding recipients will also be required to report actual (not modeled) jobs data via the annual reporting process. Note that these requirements are only for the ZETCP and are not necessary for the SB 125 TIRCP funding. Projects accessing funding from the ZETCP may also be required to submit reporting information related to greenhouse gas reductions and priority population benefits in accordance with the CARB's Funding Guidelines (see Attachment 1).

Implementing agencies should note that additional Project Outcome Reporting may be required for TIRCP or ZETCP capital projects. Caltrans may provide assistance through Cal-ITP on scheduling, real-time information and payments to streamline reporting requirements.

The State of California has the right to review project documents and conduct audits during project implementation and over the life of the project. Caltrans or another State agency may audit a sample of SB125 projects to evaluate the performance of the project, or compliance with state and federal laws and regulations, contract provisions; and program guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the Allocation Package. A report on the projects audited must be submitted by the auditing agency to CalSTA.

In addition, agencies that receive ZETCP funding under this program shall submit a report to CalSTA, no later than February 28th, 2025, and annually by October 31st of subsequent years. The second report should cover the period of January 1, 2025, through June 30, 2025. Subsequent annual reports should cover the period of July 1st through June 30th. Annual reports must include the following information:

- a. How much funding is to be used for operating costs, if any.
- b. The number, type, date, and location of zero-emission buses, trains or other vehicles purchased, if any.

- c. The number, type, date, Open Charge Point Interface (OCPI) data, and location of electric charging stations or hydrogen fueling stations purchased and installed, if any.
- d. The nameplate capacity of installed equipment in kilowatts for electric charging stations and kilograms per day for hydrogen fueling stations, if any.
- e. The total costs and the source of funding for vehicles and equipment purchased using these funds.

Additional guidance related to the ZETCP annual report will be provided at least six months before its required submission.

9 Project Administration

Projects awarded funding from SB 125 are expected to document and publicize the TIRCP and ZETCP in proper context when developing press releases and board documents, or in hosting public events such as project groundbreakings. References should be made to TIRCP, ZETCP, the California State Transportation Agency as the program sponsor, and the state programs as fund sources, as applicable, in order to ensure transparency regarding the funding of the projects. Additional details may be provided.

Agencies must encumber and expend monies consistent with State law and ensure that GGRF monies are utilized consistent with the expenditure record submitted by CalSTA and required by SB 1018. A determination that use of GGRF monies is not consistent with the expenditure record and does not further the purposes of AB 32 may occur during legal proceedings or during an audit or program review conducted by the Bureau of State Audits, Department of Finance, a third-party auditor, or CARB. Depending on the outcome of those proceedings or review, agencies may be required to return monies to the state if expenditures are not consistent with the statutory requirements (such as not furthering the purposes of AB 32).

If a short-term financial plan does not meet the content and completeness requirements outlined in section 6, or if specific projects described do not meet eligibility requirements, agencies will have an opportunity to remedy their plan and receive access to the funding after the requirements are met.

Audits and on-site monitoring can take place at any time at the discretion of CalSTA, without prior warning given to the agency. CalSTA has the right to audit the project records, including technical and financial data of the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time after award, during the course of the project and for three years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request.

The state may terminate the disbursement of funds if it learns of or otherwise discovers that there are allegations supported by reasonable evidence that a violation of any state or federal law or policy by the recipient which affects performance of this funding, or any other grant agreement or contract entered into with the State. If funding disbursement is terminated, or project approval revoked, the Agency may be required to fully or partially repay funds from the TIRCP or ZETCP.

Attachment 1: CCI Funding Guidelines for Administering Agencies **(applies to ZETCP Recipients Using GGRF Funds)**

Investments to Benefit Disadvantaged Communities and Low-Income Communities and Households

The California Air Resources Board (CARB) released the "Funding Guidelines for Agencies Administering California Climate Investments" (Funding Guidelines) on August 30, 2018.

The 2018 Funding Guidelines provide flexibility in implementing a diverse set of investments while maintaining transparency of outcomes and ensuring meaningful community benefits from these investments. These guidelines align with the Legislature's priorities found in [AB 398](#) and Fiscal Year (FY) 2017-18 appropriations. These guidelines reflect the increasingly important role of California Climate Investments in facilitating the reduction of greenhouse gases while also reducing air pollution, helping communities adapt to the impacts of climate change, and providing meaningful benefits to disadvantaged communities, low-income communities, and low-income households (also referred to as "[priority populations](#)"), among other statutory requirements.

CARB collaborates with agencies that administer California Climate Investments programs to develop individual targets for each program to drive investments that achieve direct and meaningful benefits to [priority populations](#) and help ensure that [statutory requirements](#) are met, which are described in AB 1550.

Additional information can be found at the following CARB websites:

<https://ww2.arb.ca.gov/resources/documents/cci-funding-guidelines-administering-agencies>

Attachment 2: Quantification Methodology and Co-Benefit Assessment Methodology

CCI Quantification and Reporting Materials (applies to all agencies receiving SB125 funds)

Administering agencies using ZETCP GGRF funding for capital expenditures must use the Funding Guidelines with the resources provided by CARB to develop effective programs and demonstrate compliance with program requirements.

Resources include Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits; Benefit Criteria Tables (BCTs) for determining benefits to priority populations; and Reporting Templates for reporting outcomes.

CARB staff developed the [TIRCP QM](#) and associated [Calculator Tool](#) to provide guidance for estimating the GHG emission reductions and selected co-benefits for each proposed project type. The calculator tool automates methods described in the QM document, outlines documentation requirements, and provides a link to a step-by-step user guide with project examples. Projects will report the total project GHG emission reductions and co-benefit estimated using the TIRCP Calculator tool as well as the total project GHG emission reductions per dollar of GGRF funds.

The TIRCP Calculator Tool will be used for most ZETCP capital projects, and also for developing quantification estimates for new TIRCP capital projects using SB 125 funds.

Using many of the same inputs required to estimate GHG emission reductions, the TIRCP Calculator Tool will estimate the following co-benefits and key variables from TIRCP projects

- ROG emission reductions (lbs),
- NOx emission reductions (lbs),
- PM2.5 emission reductions (lbs),
- Diesel PM emission reductions (lbs),
- Passenger VMT reductions (miles),
- Fossil fuel use reductions (gallons),
- Fossil fuel energy use reductions (kWh),
- Passenger travel cost savings (\$), and
- Energy and fuel cost savings (\$).

While many ZETCP and TIRCP projects will use the TIRCP calculator tool, there are some project types that may not be covered by a single tool. CARB staff have developed the [ZETCP QM](#) by compiling the calculator tools from TIRCP, LCTOP, the Affordable Housing and Sustainable Communities (AHSC) program, the Low-Income Weatherization Program (LIWP), and the Low Carbon Fuel Production (LCFP) Program. The LIWP calculator can be used to calculate the benefits from solar panel and microgrid installations. The LCFP calculator can be used to calculate the benefits from alternative fuel generation in either a new facility or an expanded, existing facility.

All CARB co-benefit assessment methodologies are available at:
<https://ww2.arb.ca.gov/resources/documents/ci-methodologies>

Reporting templates are developed specifically for each program within California Climate Investments. These templates are used by TIRCP staff to report on outcomes from all projects funded by TIRCP, and are expected to also be used to report on outcomes for ZETCP GGRF-funded projects. Additional quantification tools will be

identified by CARB for ZETCP project types that are not covered by current quantification tools, generally utilizing select tools used by existing GGRF programs.

Additional information can be found at the following CARB website:

<https://ww2.arb.ca.gov/resources/documents/ci-quantification-benefits-and-reporting-materials>

Co-benefit Assessment Methodology

California Climate Investments support the State's climate change goals and provide many additional benefits to individuals, households, businesses, and communities. These "co-benefits" include social, economic, and environmental benefits. CARB provides guidance on quantification methods and reporting to administering agencies. CARB contracted with the University of California, Berkeley (UC Berkeley) to help research and develop methods for evaluating project co-benefits. Guidance on using the co-benefit assessment methodologies is contained in [CARB's Funding Guidelines](#).

The co-benefits were prioritized based on administering agency input and broad applicability to California Climate Investments programs. UC Berkeley first reviewed the scientific data to determine if methods could be developed and summarized the findings in literature reviews. Next, UC Berkeley and CARB developed Co-benefit Assessment Methodologies where feasible. CARB solicited public comment on draft versions in Spring 2018 prior to posting final Co-benefit Assessment Methodologies. CARB may review and update assessment methodologies periodically based on new or evolving project types; new legislation; available resources; new scientific developments or tools, or modifications in the analytical tools or approaches upon which the methodologies were based; or input from administering agencies or the public.

The California Air Resources Board is updating the Co-benefit assessment methodology. See the following website for the final methodology.

<https://ww2.arb.ca.gov/resources/documents/ci-methodologies>

Attachment 3: Benefit Criteria Tables **(applies to ZETCP Recipients Using GGRF Funds)**

CCI Benefit Criteria Tables

ZETCP will use the Sustainable Transportation [Benefit Criteria Table](#) developed by CARB to ensure that programs meet the minimum levels of investments to projects that benefit residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations”.

All projects counting toward the statutory investment minimums must be located within an identified community and benefit individuals living within that community, or directly benefit residents of low-income households anywhere in the State. Administering agencies must determine if a project meets the criteria for providing direct, meaningful, and assured benefits to priority populations using the following evaluation approach:

Step 1: Identify the Priority Population(s). Be located within a census tract identified as a disadvantaged community or low-income community, or directly benefit residents of a low-income household.

Step 2: Address a Need. Meaningfully address an important community or household need for the disadvantaged community, low-income community, or low-income household.

Step 3: Provide a Benefit. Using the evaluation criteria, identify at least one direct, meaningful, and assured benefit that the project provides to priority populations. The benefit provided must directly address the identified need.

Only investments that meet these criteria will be counted toward achieving the statutory investment minimums identified for priority populations. Administering agencies can fund projects that otherwise provide meaningful benefits, but do not meet these criteria; however, those projects will not be counted toward investment minimum.

Attachment 4: Eligible Recipients and Fund Estimates

A	B	C	D	E	F	G	H	I	J
RTPA	Year 1 TIRCP FY 23-24 (mix of GF and GGRF)	Year 2 TIRCP FY 24-25 (mix of GF and GGRF)	Year 3 TIRCP FY 25-26 (mix of GF and GGRF)	Year 1 ZETCP FY 23-24 (100% PTA)	Year 2 ZETCP FY24-25 (100% GGRF)	Year 3 ZETCP FY26-27 (100% GGRF)	Year 4 ZETCP FY27-28 (100% GGRF)	Grand Total (B+C+D+(E*3))	Maximum Admin Share
Metropolitan Transportation Commission	\$385,068,697	\$193,020,094	193,020,094	\$69,361,489	\$80,318,030	\$83,966,559	\$167,933,118	\$1,172,688,081	\$5,000,000
Alpine County Transportation Commission	\$360,641	\$180,397	\$180,397	\$3,123	\$3,617	\$3,781	\$7,562	\$739,518	\$25,000
Amador County Transportation Commission	\$2,336,465	\$1,170,803	\$1,170,803	\$101,094	\$117,064	\$122,381	\$244,762	\$5,263,372	\$52,634
Butte County Association of Governments	\$10,488,545	\$5,257,135	\$5,257,135	\$515,836	\$597,320	\$624,454	\$1,248,908	\$23,989,332	\$239,893
Calaveras County Local Transportation Commission	\$2,576,611	\$1,291,180	\$1,291,180	\$110,536	\$127,996	\$133,811	\$267,622	\$5,798,936	\$57,989
Colusa County Local Transportation Commission	\$1,402,047	\$702,415	\$702,415	\$55,216	\$63,937	\$66,842	\$133,684	\$3,126,556	\$31,266
Del Norte County Local Transportation Commission	\$1,675,501	\$839,487	\$839,487	\$69,395	\$80,357	\$84,007	\$168,014	\$3,756,248	\$37,562
El Dorado County Local Transportation Commission	\$9,085,857	\$4,554,021	\$4,554,021	\$450,323	\$521,458	\$545,145	\$1,090,290	\$20,801,114	\$208,011
Tahoe Regional Planning Agency	\$5,753,283	\$2,883,526	\$2,883,526	\$276,611	\$320,305	\$334,855	\$669,710	\$13,121,816	\$131,218
Fresno County Council of Governments	\$51,406,113	\$25,767,575	\$25,767,575	\$2,895,819	\$3,353,250	\$3,505,575	\$7,011,150	\$119,707,056	\$1,197,071
Glenn County Local Transportation Commission	\$1,752,922	\$878,296	\$878,295	\$77,684	\$77,008	\$86,778	\$173,556	\$3,924,539	\$39,245
Humboldt County Association of Governments	\$7,130,906	\$3,574,077	\$3,574,077	\$382,327	\$442,720	\$462,831	\$925,662	\$16,492,599	\$164,926
Imperial County Transportation Commission	\$9,362,644	\$4,692,763	\$4,692,763	\$476,155	\$551,369	\$576,416	\$1,152,832	\$21,504,942	\$215,049
Inyo County Local Transportation Commission	\$1,259,080	\$630,751	\$630,751	\$46,008	\$53,276	\$55,696	\$111,392	\$2,786,953	\$27,870
Kern Council of Governments	\$46,278,687	\$23,197,389	\$23,197,389	\$2,340,621	\$2,710,353	\$2,833,473	\$5,666,946	\$106,224,857	\$1,062,249
Kings County Association of Governments	\$7,982,701	\$4,001,049	\$4,001,049	\$383,313	\$443,862	\$464,025	\$928,050	\$18,204,049	\$182,040
Lake County/City Council of Governments	\$3,706,510	\$1,857,556	\$1,857,556	\$171,733	\$198,860	\$207,894	\$415,788	\$8,415,896	\$84,159
Lassen County Local Transportation Commission	\$1,829,937	\$916,900	\$916,900	\$76,509	\$88,594	\$92,619	\$185,238	\$4,106,697	\$41,067
Los Angeles County Metropolitan Transportation Authority	\$498,650,905	\$249,954,589	\$249,954,589	\$55,373,970	\$64,121,003	\$67,033,765	\$134,067,530	\$1,319,156,350	\$5,000,000

Madera County Local Transportation Commission	\$8,254,231	\$4,137,158	\$4,137,158	\$394,272	\$456,553	\$477,292	\$954,584	\$18,811,247	\$188,112
Mariposa County Local Transportation Commission	\$1,161,396	\$581,786	\$581,786	\$42,540	\$49,259	\$51,497	\$102,994	\$2,571,257	\$25,713
Mendocino Council of Governments	\$4,848,229	\$2,429,857	\$2,429,857	\$234,154	\$271,142	\$283,459	\$566,918	\$11,063,615	\$110,636
Merced County Association of Governments	\$14,669,424	\$7,352,852	\$7,352,852	\$722,403	\$836,516	\$874,515	\$1,749,030	\$33,557,592	\$335,576
Modoc County Local Transportation Commission	\$739,160	\$370,135	\$370,135	\$22,862	\$26,474	\$27,676	\$55,352	\$1,611,793	\$25,000
Mono County Local Transportation Commission	\$976,126	\$488,917	\$488,917	\$79,533	\$92,096	\$96,279	\$192,558	\$2,414,426	\$25,000
Transportation Agency for Monterey County	\$22,218,449	\$11,136,895	\$11,136,895	\$1,378,936	\$1,596,756	\$1,669,291	\$3,338,582	\$52,475,804	\$524,758
Nevada County Local Transportation Commission	\$5,416,406	\$2,714,662	\$2,714,662	\$256,982	\$297,576	\$311,093	\$622,186	\$12,333,567	\$123,336
Orange County Transportation Authority	\$160,108,526	\$80,256,011	\$80,256,011	\$10,414,353	\$12,059,435	\$12,607,247	\$25,214,494	\$380,916,077	\$3,809,161
Placer County Transportation Planning Agency	\$16,356,936	\$8,198,739	\$8,198,739	\$880,463	\$1,019,543	\$1,065,857	\$2,131,714	\$37,851,991	\$378,520
Plumas County Local Transportation Commission	\$1,257,263	\$629,840	\$629,840	\$53,042	\$61,421	\$64,211	\$128,422	\$2,824,039	\$28,240
Riverside County Transportation Commission	\$123,382,700	\$61,846,734	\$61,846,734	\$6,871,430	\$7,956,860	\$8,318,309	\$16,636,618	\$286,859,385	\$2,868,594
Sacramento Area Council of Governments	\$100,321,824	\$50,287,184	\$50,287,184	\$6,444,512	\$7,462,506	\$7,801,498	\$15,602,996	\$238,207,703	\$2,382,077
Council of San Benito County Governments	\$3,609,072	\$1,808,714	\$1,808,714	\$161,264	\$186,738	\$195,221	\$390,442	\$8,160,164	\$81,602
San Bernardino County Transportation Authority	\$110,856,746	\$55,567,944	\$55,567,944	\$6,425,010	\$7,439,924	\$7,777,890	\$15,555,780	\$259,191,238	\$2,591,912
San Diego Association of Governments	\$48,212,817	\$24,166,896	\$24,166,896	\$2,864,296	\$3,316,748	\$3,467,415	\$6,934,830	\$113,129,897	\$1,131,299
San Diego Metropolitan Transit System	\$118,515,843	\$59,407,162	\$59,407,162	\$8,000,723	\$9,264,540	\$9,685,392	\$19,370,784	\$283,651,605	\$2,836,516
San Joaquin Council of Governments	\$39,935,609	\$20,017,842	\$20,017,842	\$2,331,741	\$2,700,069	\$2,822,723	\$5,645,446	\$93,471,272	\$934,713
San Luis Obispo Area Council of Governments	\$14,486,636	\$7,261,228	\$7,261,228	\$727,328	\$842,219	\$880,477	\$1,760,954	\$33,220,069	\$332,201
Santa Barbara County Association of Governments	\$22,796,994	\$11,426,898	\$11,426,898	\$1,351,460	\$1,564,940	\$1,636,030	\$3,272,060	\$53,475,280	\$534,753
Santa Cruz County Transportation Commission	\$13,771,188	\$6,902,601	\$6,902,601	\$1,227,995	\$1,421,973	\$1,486,567	\$2,973,134	\$34,686,058	\$346,861

Shasta Regional Transportation Agency	\$9,423,391	\$4,723,214	\$4,723,214	\$460,303	\$533,013	\$557,226	\$1,114,452	\$21,534,812	\$215,348
Sierra County Local Transportation Commission	\$463,183	\$231,798	\$231,798	\$8,125	\$9,408	\$9,836	\$19,672	\$973,819	\$25,000
Siskiyou County Local Transportation Commission	\$2,515,009	\$1,260,301	\$1,260,301	\$110,781	\$128,280	\$134,108	\$268,216	\$5,676,995	\$56,770
Stanislaus Council of Governments	\$28,068,044	\$14,069,078	\$14,069,078	\$1,407,739	\$1,630,110	\$1,704,159	\$3,408,318	\$64,356,525	\$643,565
Tehama County Transportation Commission	\$3,587,498	\$1,797,899	\$1,797,899	\$160,949	\$186,374	\$194,840	\$389,680	\$8,115,139	\$81,151
Trinity County Transportation Commission	\$1,109,748	\$555,895	\$555,896	\$40,115	\$46,452	\$48,562	\$97,124	\$2,453,792	\$25,000
Tulare County Association of Governments	\$24,305,505	\$12,183,058	\$12,183,058	\$1,273,449	\$1,474,607	\$1,541,592	\$3,083,184	\$56,044,452	\$560,445
Tuolumne County Transportation Council	\$3,094,210	\$1,550,633	\$1,550,633	\$137,430	\$159,139	\$166,368	\$332,736	\$6,991,148	\$69,911
Ventura County Transportation Commission	\$42,429,785	\$21,268,079	\$21,268,079	\$2,348,047	\$2,718,951	\$2,842,463	\$5,684,926	\$98,560,329	\$985,603