SB 125 (Committee on Budget and Fiscal Emission) Transit Capital Program. This funding would flow to RTPAs on a population- and revenue-based formula operations - and would be phased as follows.

The accountability and reform requirements would further require that, as a condition of receiving the funding in SB 102 and AB 102 - irrespective of whether a RTPA proposes to direct the funding it receives to transit capital or transit operations - a RTPA shall maintain service levels relative to FY 2020 and 2021 for transit agencies through FY 2025-26.

In particular, the statutory relief measures would:

- Extend the suspension of the financial penalties associated with the Transportation Development Act's (TDA) farebox recovery requirements through fiscal year 2025-2026;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program's (STAP) nursery school requirement that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) through fiscal year 2025-2026;
- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Income Transit Pass Program, and Greenhouse Gas Reduction Fund dollars before October 31, 2025.

The accountability and reform requirements would also require a RTPA that received Zero-Emission Transit Capital Program funding to:

- Maintain a long-term financial plan that addresses the approach to sustain its transit operations absent additional discretionary or federal funding.
- Maintain a short-term financial plan that sets the objectives for the period of time for which it receives funding.
- Submit, and CalSTA approve, by June 26, 2026, a long-term financial plan that sets the objectives for the period of time for which it receives funding.
- Submit, and CalSTA approve by December 31, 2023, a regional short-term financial plan.
- Submit, and CalSTA approve by December 31, 2025, an updated regional short-term financial plan.
- Submit to CalSTA an annual report that indicates the progress of the use of funds.
- Submit to CalSTA an annual report that contains the number, type, data, and location of electric charging stations or hydrogen fueling stations installed.
- Submit to CalSTA an annual report that contains a discussion of the achievement of the purpose of the funding.
- Submit to CalSTA an annual report that contains a statement of existing service plan and planned service changes.
- Submit to CalSTA an annual report that contains a summary of how the plan will support ridership improvement strategies that focus on riders, such as schedule coordination, operational management, and site sharing, to improve rider experience; and,
- Submit to CalSTA an annual report that contains an A detailed breakdown and justification for how the funding is proposed to be distributed between operations, including any new local and regional funding sources being pursued and the ridership experience.

Please see the following funding breakdown for Zero-Emission Transit Capital Program funding:

- FY 2026-27: $230 million
- FY 2025-26: $230 million
- FY 2024-25: $230 million
- FY 2023-24: $410 million
- Greenhouse Gas Reduction Fund: $230 million
- Greenhouse Gas Reduction Fund: $230 million
- Greenhouse Gas Reduction Fund: $230 million
- Greenhouse Gas Reduction Fund: $220 million

To receive an allocation of FY 2023-24 funding:

- The bills would require that a regional entity submit, and CalSTA approve by June 26, 2026, a long-term financial plan that sets the objectives for the period of time for which it receives funding.

NOTE:

These bills, which respond to the advocacy efforts of the California Transit Association, our regional partners, and allies, would restore $2 billion in new and previously appropriated transit funding for the newly created Zero-Emission Transit Capital Program. These bills would institute accountability and reform requirements on regions and their transit agencies to ensure the funds are used for their intended purpose.

For questions about this Funding Update, please contact Executive Director Michael Pimentel at (916) 938-6701 or at info@caltransit.org.