



November 8, 2023

**MEMO TO: TRANSIT OPERATORS COMMITTEE**  
**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**  
**SUBJECT: SB125 RECOMMENDED PROJECTS**

**RECOMMENDATION:**

- Approve SB125 project lists

**BACKGROUND:**

SB 125 guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds.

VCTC is allocated the following:

TIRCP Y1	TIRCP Y2	ZETCP Y1	ZETCP Y2-4 (per yr)	Total
\$42,429,785	\$42,536,157	\$5,066,998	\$ 2,842,463	\$98,560,329

TIRCP has the following policy objectives:

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, there is a codified programmatic goal to provide at least 25% of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities.

Additionally, the intent of SB125 is as follows:

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. As such, SB 125 specifies that the funds 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 RTPA's jurisdiction.

Eligible projects 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.

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, 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.

There are numerous requirements for use of these funds, which are listed in the SB125 Guidelines (Attachment A).

#### **DISCUSSION:**

In August, VCTC reached out to VCTC operators to ask for funding priorities for each agency. VCTC used the projects submitted by the operators and separated them into TIRCP Years 1 and 2 and ZETCP Years 1-4 based on project type and year funds are needed. The priority was first to fund support needed for operations, followed by bus replacements, zero emission bus infrastructure, regional projects and then other projects. Regional projects include:

- Replacing fareboxes countywide, which will soon be unsupported
- Implementing a countywide radio system, listed as a priority in the Transportation Emergency Preparedness Plan (TEPP)

- Funding to support the continuation of the Youth Ride Free, College Ride and Free Fare Days programs. VCTC has been able to fund all of these programs concurrently due to a balance of funds saved due to the pandemic. Additional funds are needed to continue the programs
- Funding for regional paratransit trips to support Transit Integration and Efficiency Study (TIES) and Coordinated Plan implementation
- A Mobility as a Service (MaaS) platform to support the SB125 goal of innovation and meet the goals of the Commission
- A small amount for administration

By looking at all county transit projects and determining the allocation for future years, rather than just Year 1, it allowed VCTC to take a wholistic view of all transit priorities in the county. However, since funding beyond Year 1 is not guaranteed at this point, it is possible that funds Year 2 and beyond may not ultimately get funded. As such, VCTC recommends moving forward with submitting the recommended Year 1 projects, understanding that funds may need to be reallocated to different projects to ensure equity. Additionally, RTPA's have the ability to reallocate funding to projects if needs change or funds are received through other grants or sources. VCTC plans to meet with CalSTA and it is possible that there may be recommendations to change project funding or year based on feedback or project eligibility.

After the funds are allocated, \$24,909,102 remains to be funded elsewhere through FY27. VCTC made an effort to not only allocate TIRCP and ZETCP funds to projects outlined in the SB125 goals, but to also not fund projects most likely to be able to be funded through other grant programs, such as CMAQ, CRP and the regular TIRCP cycle. Below is the funded and unfunded distribution.

Total by Agency	Amount	Unfunded thru FY27
GCTD	\$ 33,574,299	\$ 7,271,856
Valley Express	\$ 2,437,754	\$ 62,246
County	\$ 32,350	\$ -
Camarillo	\$ 2,864,000	\$ -
Moorpark	\$ 1,100,000	\$ -
Ojai	\$ 1,835,000	\$ -
Simi Valley	\$ 4,650,000	\$ -
Thousand Oaks	\$ 11,150,000	\$ -
Metrolink	\$ 4,500,000	\$ 4,500,000
Intercity	\$ 22,500,000	\$ 10,075,000
VCTC - other	\$ -	\$ 3,000,000
VCTC - regional projects	\$ 13,475,000	\$ -
GGRF Contingency	\$ 441,926	
Total	\$ 98,560,329	\$ 24,909,102

Year 1 Recommended Projects			Capital			Operating			Total
Implementing Agency	Project	Fund Source	FY23-24	FY24-25	FY25-26	FY23-24	FY24-25	FY25-26	
GCTD	Operations Support	TIRCP					\$ 4,871,741	\$ 7,790,198	\$ 12,661,939
GCTD	DAR vehicle replacement	TIRCP		\$ 146,000					\$ 146,000
GCTD	Relief vehicles	ZETCP (GGRF)		\$ 51,998					\$ 51,998
GCTD	Energy Storage	ZETCP (GGRF)		\$ 1,124,000	\$ 700,496				\$ 1,824,496
Valley Express	Operations Support	TIRCP				\$ 400,000			\$ 400,000
County of Ventura	Operations Support	TIRCP					\$ 31,350		\$ 31,350
County of Ventura	Bus Stop Improvements	TIRCP			\$ 1,000				\$ 1,000
Moorpark	EV Charging	ZETCP (GGRF)		\$ 200,000					\$ 200,000
Ojai	Operations Support	TIRCP					\$ 30,000		\$ 30,000
Ojai	Replacement buses	TIRCP	\$ 1,590,000						\$ 1,590,000
Ojai	EV Charging	ZETCP (GGRF)		\$ 15,000					\$ 15,000
Simi Valley	EV Charging	ZETCP (PTA)		\$ 2,348,047					\$ 2,348,047
Simi Valley	EV Charging	ZETCP (PTA)		\$ 651,953					\$ 651,953
Simi Valley	Microtransit Software	TIRCP	\$ 150,000						\$ 150,000
Simi Valley	Microtransit Operating	TIRCP					\$ 1,500,000		\$ 1,500,000
Thousand Oaks	Replacement buses	ZETCP (GGRF)		\$ 5,550,000					\$ 5,550,000
Thousand Oaks	DAR vehicle replacement	ZETCP (GGRF)		\$ 1,800,000					\$ 1,800,000
Thousand Oaks	EV Charging	ZETCP (GGRF)		\$ 1,500,000					\$ 1,500,000
Thousand Oaks	EV Support	ZETCP (GGRF)		\$ 500,000					\$ 500,000
VCTC Intercity - VCTC	Replacement buses	TIRCP		\$10,000,000					\$ 10,000,000
VCTC - regional	New Fare System	TIRCP		\$ 4,000,000					\$ 4,000,000
VCTC - regional	Radio System	TIRCP	\$ 1,000,000				\$ 65,000		\$ 1,065,000
VCTC - regional	Free Fare Programs	TIRCP				\$ 350,000	\$ 1,100,000		\$ 1,450,000
VCTC - regional	Admin support	TIRCP				\$ 30,000			\$ 30,000
			\$ 2,740,000	\$ 27,886,998	\$ 701,496	\$ 780,000	\$ 7,598,091	\$ 7,790,198	\$ 47,496,783

Recommended	Ops	Capital	Total
TIRCP Y1	\$16,168,289	\$26,261,496	\$42,429,785
Total PTA		\$ 2,348,047	
Total GGRF Y1		\$ 2,718,951	

\$47,496,783

Year 2 Recommended Projects									
Implementing Agency	Project	Fund Source	Capital			Operating			Total
			FY24-25	FY25-26	FY26-27	FY24-25	FY25-26	FY26-27	
GCTD	Operations Support	TIRCP						\$ 9,520,904	\$ 9,520,904
GCTD	Matching Grant Funds	TIRCP				\$ 1,643,995			\$ 1,643,995
GCTD	Relief vehicles	ZETCP (GGRF)	\$ 42,463						\$ 42,463
GCTD	Replacement buses	TIRCP			\$ 6,920,000				\$ 6,920,000
GCTD	Energy Storage	ZETCP (GGRF)		\$ 468,504					\$ 468,504
GCTD	Bus Technology	TIRCP		\$ 51,000					\$ 51,000
Valley Express	Bus Stop Improvements	TIRCP			\$ 37,754				\$ 37,754
Camarillo	Replacement buses	TIRCP		\$ 534,000	\$ 330,000				\$ 864,000
Camarillo	EV Charging	ZETCP (GGRF)		\$ 500,000					\$ 500,000
Moorpark	Replacement buses	TIRCP			\$ 750,000				\$ 750,000
Moorpark	Expansion Microtransit Vehicles	TIRCP		\$ 150,000					\$ 150,000
Ojai	Facility Upgrades	TIRCP		\$ 200,000					\$ 200,000
Thousand Oaks	DAR vehicle replacement	TIRCP		\$ 1,800,000					\$ 1,800,000
Metrolink	Train Service to Santa Barbara	TIRCP				\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 4,500,000
VCTC Intercity - VCTC	Replacement buses	TIRCP		\$ 10,000,000					\$ 10,000,000
VCTC Intercity - VCTC	EV Charging	ZETCP (GGRF)		\$ 500,000					\$ 500,000
VCTC Intercity - VCTC	Relief vehicles	TIRCP	\$ 75,000						\$ 75,000
VCTC Intercity - VCTC	Camera System	TIRCP	\$ 425,000						\$ 425,000
VCTC - regional	Radio System	TIRCP					\$ 65,000	\$ 65,000	\$ 130,000
VCTC - regional	Regional Paratransit Trips	TIRCP				\$ 250,000	\$ 500,000	\$ 500,000	\$ 1,250,000
VCTC - regional	MaaS Implementation	TIRCP	\$ 1,500,000				\$ 700,000	\$ 700,000	\$ 2,900,000
VCTC - regional	Free Fare Programs	TIRCP					\$ 1,300,000	\$ 1,300,000	\$ 2,600,000
VCTC - regional	Admin support	TIRCP				\$ 30,000	\$ 20,000		\$ 50,000
			\$ 2,042,463	\$ 14,203,504	\$ 8,037,754	\$ 3,423,995	\$ 4,085,000	\$ 13,585,904	\$ 45,378,620

Recommended	Ops	Capital	Total
TIRCP Y2	\$ 21,094,899	\$ 21,441,258	\$ 42,536,157
Total GGRF Y2		\$ 2,842,463	

\$ 45,378,620

Year 3 & 4 Recommended Projects			Capital	Total
Implementing Agency	Project	Fund Source	FY26-27	
GCTD	Relief vehicles	ZETCP (GGRF)	\$ 243,000	\$ 243,000
Valley Express	EV Charging	ZETCP (GGRF)	\$ 2,000,000	\$ 2,000,000
Camarillo	EV Charging	ZETCP (GGRF)	\$ 1,500,000	\$ 1,500,000
VCTC Intercity - VCTC	EV Charging	ZETCP (GGRF)	\$ 1,342,463	\$ 1,342,463
VCTC Intercity - VCTC	EV Charging	TIRCP	\$ 157,537	\$ 157,537
	GGRF Y4 Projects/contingency	ZETCP (GGRF)	\$ 441,926	\$ 441,926
			\$ 5,684,926	\$ 5,684,926

Recommended	Capital
Total GGRF Y3	\$ 2,842,463
Total GGRF Y4	\$ 2,842,463
Total	\$ 5,684,926

Projects Unfunded/Recommended for CRP/CMAQ/Regular TIRCP			Capital				Operating			FY28+	Total
Implementing	Project	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	FY24-25	FY25-26	FY26-27		
GCTD	Operations Support	TIRCP								\$ 24,159,112	\$ 24,159,112
GCTD	Expansion DAR vehicles	ZETCP (GGRF)		\$ 281,000	\$ 292,000	\$ 608,000					\$ 1,181,000
GCTD	Replacement buses	ZETCP (GGRF)		\$ 2,621,000							\$ 2,621,000
GCTD	Hydrogen Station	ZETCP (GGRF)		\$ 221,856	\$ 3,248,000						\$ 3,469,856
Valley Express	Bus Stop Improvements	TIRCP				\$ 62,246					\$ 62,246
Metrolink	Train Service to Santa Barbara	TIRCP					\$ 500,000	\$ 500,000	\$ 500,000		\$ 1,500,000
Metrolink	Tier 4 Locomotives	TIRCP		\$ 3,000,000							\$ 3,000,000
VCTC Intercity -	Replacement buses	TIRCP				\$ 10,000,000					\$ 10,000,000
VCTC Intercity -	Relief vehicles	TIRCP	\$ 75,000								\$ 75,000
VCTC	ADA Improvements - Cam Station	TIRCP			\$ 1,500,000	\$ 1,500,000					\$ 3,000,000
			\$ 75,000	\$ 6,123,856	\$ 5,040,000	\$ 12,170,246	\$ 500,000	\$ 500,000	\$ 500,000		\$ 49,068,214