

# **Section IV**

# **Financial Plan**



# SECTION IV

## FINANCIAL PLAN

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## Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six-county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties – also referred to as SCAG’s Federal Transportation Improvement Program (FTIP). The FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third and fourth year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG’s 2015 FTIP demonstrates financial constraint by identifying all transportation revenues including local, state, and federal sources available to meet the region’s programming totals.

The policy boards of the region’s county transportation commissions have approved their respective programs and committed necessary funds to implement the projects listed in the 2015 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2015 FTIP is consistent with the adopted 2012-2035 RTP/SCS (April 4, 2012) as required by the California Government Code, Section 65080.

SCAG’s 2015 FTIP utilizes the 2014 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 6, 2013. Additionally, programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based on estimated distribution of funds provided by the California Department of Transportation (Caltrans) to MPOs. In addition to state and federal funded projects, the 2015 FTIP includes local projects that are regionally significant and may require federal approval, regardless of funding source. Local funding sources associated with these projects are identified as well. Consistent with federal guidelines, the 2015 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

## Financial Capacity

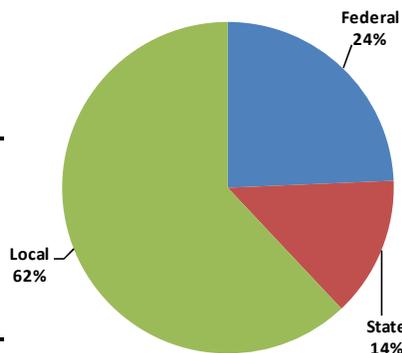
### 2015 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2015 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2015 FTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2015 FTIP, consistent with programmed levels for that year.

Local, state, and federal funding shares are presented in Figures 1 and 2. Total funds programmed for the SCAG region’s 2015 FTIP is \$31.8 billion. Local funds comprise 62 percent of total dollars programmed in the 2015 FTIP, state funds 14 percent and federal funds 24 percent. Uses of funds in the 2015 FTIP by modal category show that state highway projects total 39 percent of funds programmed, transit projects 38 percent, and local highway projects 23 percent.

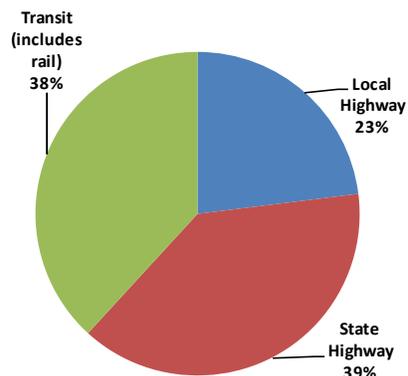
**Figure 1**  
**Summary of 2015 FTIP by Funding Source**  
*(in 000's)*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2014/15</b>	\$ 1,357,919	\$ 1,813,403	\$ 3,599,974	\$ 6,771,296
<b>2015/16</b>	\$ 1,481,401	\$ 1,030,142	\$ 4,016,979	\$ 6,528,522
<b>2016/17</b>	\$ 1,103,511	\$ 849,868	\$ 3,071,274	\$ 5,024,653
<b>2017/18</b>	\$ 1,275,417	\$ 425,221	\$ 3,868,566	\$ 5,569,204
<b>2018/19</b>	\$ 1,822,951	\$ 216,135	\$ 2,546,073	\$ 4,585,159
<b>2019/20</b>	\$ 694,114	\$ 20,438	\$ 2,615,961	\$ 3,330,513
<b>Total</b>	\$ 7,735,313	\$ 4,355,207	\$ 19,718,827	\$ 31,809,347
<b>% of Total</b>	24%	14%	62%	100%



**Figure 2**  
**Summary of 2015 FTIP by All Programs**  
*(in 000's)*

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2014/15</b>	\$ 1,608,869	\$ 2,604,753	\$ 2,557,674	\$ 6,771,296
<b>2015/16</b>	\$ 1,199,455	\$ 2,878,787	\$ 2,450,280	\$ 6,528,522
<b>2016/17</b>	\$ 1,385,759	\$ 1,622,551	\$ 2,016,343	\$ 5,024,653
<b>2017/18</b>	\$ 1,240,836	\$ 2,260,124	\$ 2,068,244	\$ 5,569,204
<b>2018/19</b>	\$ 1,458,244	\$ 1,247,962	\$ 1,878,953	\$ 4,585,159
<b>2019/20</b>	\$ 429,079	\$ 1,716,066	\$ 1,185,368	\$ 3,330,513
<b>Total</b>	\$ 7,322,242	\$ 12,330,243	\$ 12,156,862	\$ 31,809,347
<b>% of Total</b>	23%	39%	38%	100%



Additional details on revenue sources and uses are presented in the tables located in Attachment D. There are a total of three tables in Attachment D, including a table showing revenue estimates for the first four years of the FTIP (FY2014/15 – FY2017/18); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

## Financial Condition

The 2015 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2012–2035 RTP/SCS set the framework for the 2015 FTIP. Further, the financial plan for the 2012–2035 RTP/SCS provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments. Most counties in the region voted to support local sales taxes to fund transportation projects. Ventura County is the only county in the region without a dedicated sales tax for transportation. While most counties impose a 0.5 percent sales tax to fund transportation projects, Los Angeles County levies a permanent 1 percent tax (a combination of two half-cent sales taxes). Since the 2008 RTP, voters in Los Angeles County have passed Measure R, which imposes an additional 0.5 percent sales tax to fund transportation projects. Unlike the other Los Angeles County sales taxes, Measure R is not permanent and expires in 2039. Additionally, several local sales taxes have been renewed in recent years. Prior to the 2008 RTP, Orange, Riverside, and San Bernardino Counties extended their sales tax measure through 2039 or beyond. Since the 2008 RTP, Imperial County has renewed its Measure D through 2050. As a result of these extensions, revenues from the local sales tax measures will be available for the entire 2012–2035 RTP/SCS planning period, which includes the 2015 FTIP timeframe.

In developing the region's financial plan, SCAG assessed the region's growth trends and economic outlook, stability of revenue streams, debt management policies, and commitments to maintaining and operating the region's transportation system. The following discussion highlights these critical areas.

### GROWTH TRENDS

General economic as well as demographic trends and conditions directly impact transportation revenues in the SCAG region. The growth trends described in this section were integrated into SCAG's financial forecasting efforts.

#### Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By July 1, 2013, the region's population had reached 18.5 million residents, an 11.5 percent increase (1.9 million more people) since 2000. Los Angeles County and Orange County accounted for 38.0 percent of the region's population growth over the last 13 years, adding 0.7 million residents,

while Riverside and San Bernardino Counties together added 1.1 million residents. In terms of relative growth, the Inland Empire (Riverside and San Bernardino Counties) and Imperial County are the fastest growing areas in the region. Riverside County grew by 45.6 percent, San Bernardino County by 20.8 percent and Imperial County by 25.1 percent. Los Angeles, Orange, and Ventura Counties were the slowest growing counties, in terms of percentage—only 5.0, 8.8, and 11.0 percent increases, respectively, during the same period (between 2000 and 2013).

	Population		Change 2000–2013	
	2000	2013	Number	Percent
Imperial County	143,151	179,086	35,935	25.1%
Los Angeles County	9,543,983	10,019,365	475,382	5.0%
Orange County	2,853,893	3,104,680	250,787	8.8%
Riverside County	1,557,271	2,267,760	710,489	45.6%
San Bernardino County	1,719,190	2,076,399	357,209	20.8%
Ventura County	756,902	840,320	83,418	11.0%
<b>SCAG Region</b>	<b>16,574,390</b>	<b>18,487,610</b>	<b>1,913,220</b>	<b>11.5%</b>

Source: State of California, Department of Finance

Despite lasting impacts from the economic recession between 2007 and 2009, the region's total employment was estimated to be 8.1 million in 2013, increasing by 0.5 million employed workers (5.9 percent) since 2000. The largest gains in employment between 2000 and 2013 were experienced in Riverside County, which grew by 211,100 employed workers (32.8 percent). Los Angeles County (Los Angeles-Long Beach-Glendale MSA) continued to maintain the majority of the region's employment (55.4 percent) yet only increased by 1.0 percent between 2000 and 2011. Regional unemployment was 5.0 percent in 2000 and peaked at 12.4 percent in 2010. It has since dropped down to 9.3 percent in the latest 2013 estimates from the State of California Employment Development Department. In 2013, regional unemployment ranged from a low of 6.2 percent in Orange County (Santa Ana-Anaheim-Irvine MSA) to a high of 24.5 percent in Imperial County (El Centro MSA).

	Civilian Employment		Change 2000–2013	
	2000	2013	Number	Percent
El Centro MSA	46,300	60,600	14,300	30.9%
Los Angeles-Long Beach-Glendale MSA	4,424,900	4,470,700	45,800	1.0%
Santa Ana-Anaheim-Irvine MSA	1,429,100	1,510,600	81,500	5.7%
Riverside County	644,200	855,300	211,100	32.8%
San Bernardino County	704,000	778,100	74,100	10.5%
Oxnard-Thousand Oaks-Ventura MSA	374,900	401,100	26,200	7.0%
<b>SCAG Region</b>	<b>7,623,400</b>	<b>8,076,400</b>	<b>453,000</b>	<b>5.9%</b>

Source: State of California, Employment Development Department

## Income

Income is one of the most important indicators of economic well-being in the region. In 2000, per capita income of the region was approximately \$30,191. By 2012, per capita income grew to

\$42,892, an increase of 42.1 percent. After adjusting for inflation, regional per capita income increased from 2000 to 2012 by 3.0 percent. If the SCAG region was a state, it would rank as the 16<sup>th</sup> highest per capita income in 2000. By 2012, the SCAG region would have dropped to the 25<sup>th</sup> highest per capita income compared to other states.

	Per Capita Income (2012\$)		Change 2000–2012	
	2000	2012	Number	Percent
Imperial County	\$26,162	\$30,894	\$4,732	18.1%
Los Angeles County	\$41,204	\$44,474	\$3,270	7.9%
Orange County	\$52,897	\$52,342	-\$555	-1.0%
Riverside County	\$33,826	\$31,742	-\$2,084	-6.2%
San Bernardino County	\$31,200	\$32,072	\$872	2.8%
Ventura County	\$47,296	\$48,837	\$1,541	3.3%
<b>SCAG Region</b>	<b>\$41,636</b>	<b>\$42,892</b>	<b>\$1,256</b>	<b>3.0%</b>

Source: U.S. Department of Commerce, Bureau of Economic Analysis

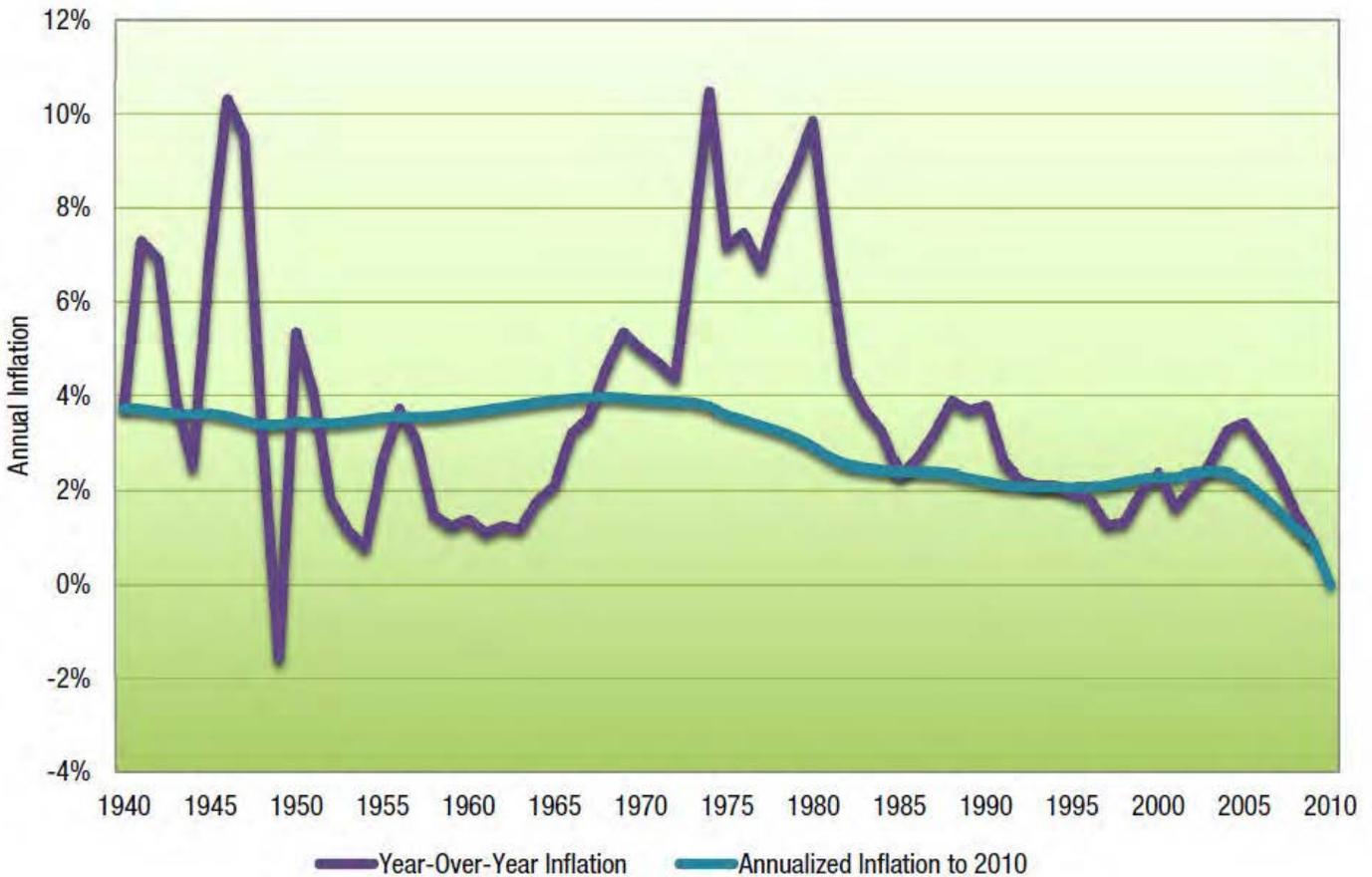
## ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation. Although it is difficult to predict the future, especially given the recent economic turmoil, SCAG's financial model takes a conservative approach in forecasting revenues. The approach includes maintaining historical growth trends for key revenue sources, including locally generated sales tax revenues as well as both state and federal gas tax revenues.

### Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. SCAG's revenue model utilizes historical inflation trends as measured by the Gross Domestic Product (GDP) Price Deflator—an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. Figure 3 shows inflation trends since World War II as measured by the GDP Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent, as illustrated by the blue-green line. On the basis of this information, a 2.9 percent inflation rate was used in the 2012–2035 RTP/SCS financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

**FIGURE 3 HISTORICAL INFLATION TRENDS**



Source: Office of Management and Budget

### Construction Cost Increases

While inflation clearly affects the nominal dollars reported for future revenues, the rise in construction costs can further erode the purchasing power of transportation revenues. After spiking dramatically in 2007, construction costs have corrected in recent years. Figure 4 shows the increase and decline in California highway construction costs since the early 1970s. The United States Army Corps of Engineers Index for Roads, Railroads, and Bridges shows similar trends. While the recent correction in construction costs has slowed the longer-term increase in costs, the growth still remains above general inflation. The 2012–2035 RTP/SCS financial plan uses a 3.2 percent annual inflation factor to estimate future, nominal costs. The faster increase in construction costs than in revenues contributes to a decline in purchasing power for transportation funding over the planning period.

**FIGURE 4 HIGHWAY PROJECT COSTS**



Source: California Department of Transportation

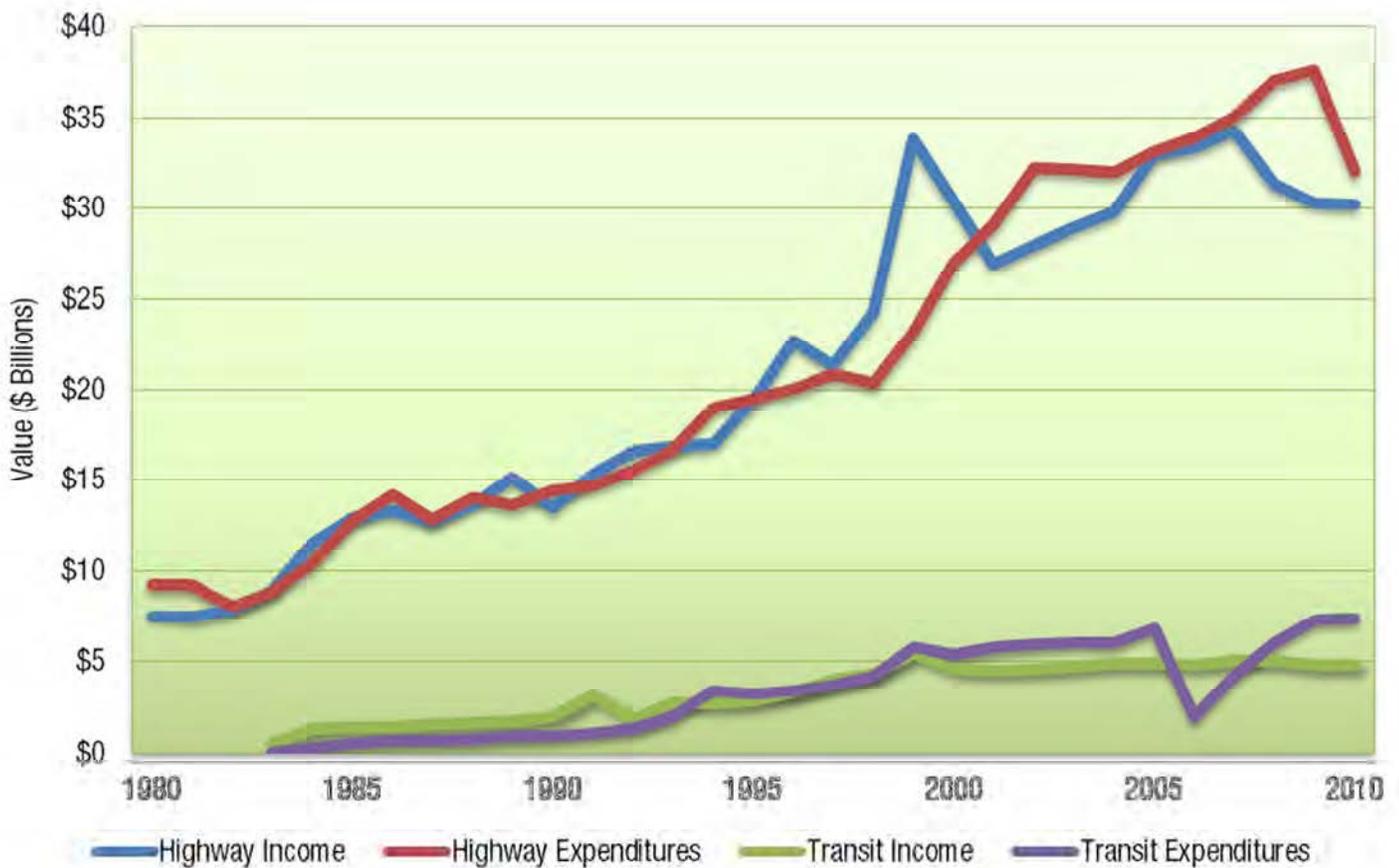
### Retail Sales Growth

Changes in personal consumption, population, available land, and retail locations are the biggest contributors to the growth in retail sales. The recession has dealt a blow to retail sales, which reached their peak in FY2007. Retail sales have begun to improve and are expected to rise over the RTP/SCS planning period. Over the 30-year period from FY1980 to FY2010, regional retail sales averaged an annual growth rate of 2.1 percent in real terms (when the effects of inflation are eliminated). However, the growth was uneven. The 2012–2035 RTP/SCS financial plan assumes uneven growth will continue to occur, with retail sales growth ranging from 1.2 percent to 3.9 percent annually in real terms.

## Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax<sup>1</sup>. As shown in Figure 5, the Federal Highway Trust Fund revenues averaged an annual growth rate of 2.8 percent in real terms from FY1980 to FY2010. Expenditures have outpaced revenues over the last decade, necessitating the United States Congress to authorize transfers from the General Fund to keep the Federal Highway Trust Fund solvent. The financial plan assumes that Congress will reach agreement on maintaining solvency of the Federal Highway Trust Fund over the planning period. However, the core revenues available from the Federal Highway Trust Fund are expected to decline due to increasing fuel efficiency over the 2012–2035 RTP/SCS planning period.

**FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND**



Source: Federal Highway Administration

<sup>1</sup> The federal gasoline excise tax is 18.4-cent per gallon. However, only 18.3-cent is deposited into the HTF (15.44-cent for the Highway Account and 2.86-cent for the Mass Transit Account). The additional 0.1-cent is deposited into the Leaking Underground Storage Tank Trust Fund.

## Status of the State Highway Account

The viability of the State Highway Account (SHA) remains another critical issue. Despite a recent “Gas Tax Swap,” the effective state excise rates have remained unadjusted for more than 15 years. The excise tax revenues, however, remain the only source of funding for the State Highway Operation and Protection Program (SHOPP), which finances projects to maintain the State Highway System.

Despite the entire SHA being dedicated to the SHOPP in some years, previous levels of funding have been considerably less than actual needs (see Figure 6). Continued underinvestment in the rehabilitation and maintenance needs of the State Highway System has serious ramifications—rapidly increasing the number of distressed lane-miles on the State Highway System and eroding the condition of the State’s bridges. As a result, the cost of bringing the highway assets back to a state of good repair is expected to grow exponentially.

**FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM**



Source: California Department of Transportation

The 2011 Ten-Year SHOPP Plan identifies \$7.4 billion in statewide annual needs, while expenditures programmed for the next four years are only \$1.8 billion annually. Increased fuel efficiency will further erode State Highway Account funding available over the 2012–2035 RTP/SCS planning period.

## Operating and Maintaining the Region's Transportation System

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multimodal transportation system and must protect these investments for current and future generations. In accordance with federal guidance on fiscal constraint, the SCAG region addresses system-level operation and maintenance needs in addition to estimating costs associated with capital expansion projects in both the RTP/SCS and the FTIP.

### HIGHWAY AND REGIONAL ARTERIAL SYSTEM OPERATION AND MAINTENANCE (O&M) COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2012–2035 RTP/SCS identifies a total of \$77.6 billion in costs (through FY2035) to operate and maintain the region's state highway and arterial systems. SCAG recognizes the importance of obtaining additional funding to achieve this level of investment. As such, SCAG continues to maintain the importance of adjusting the federal and state gas taxes and ultimately (post-2025) transitioning to a mileage-based user fee to maintain historical purchasing power.

### TRANSIT O&M COSTS

Future transit O&M costs are difficult to predict because they depend on a variety of factors, such as future revenue-miles of service, labor contracts, and the age of rolling stock. The addition of new transit service and capital projects can add to ongoing O&M costs. Over the last decade, these O&M costs grew annually 1 to 10 percent in real terms, depending on the transit operator (see Figure 7). Some of the differences in O&M growth are due to rapid expansion among the newer operators and outsourcing among the older operators.

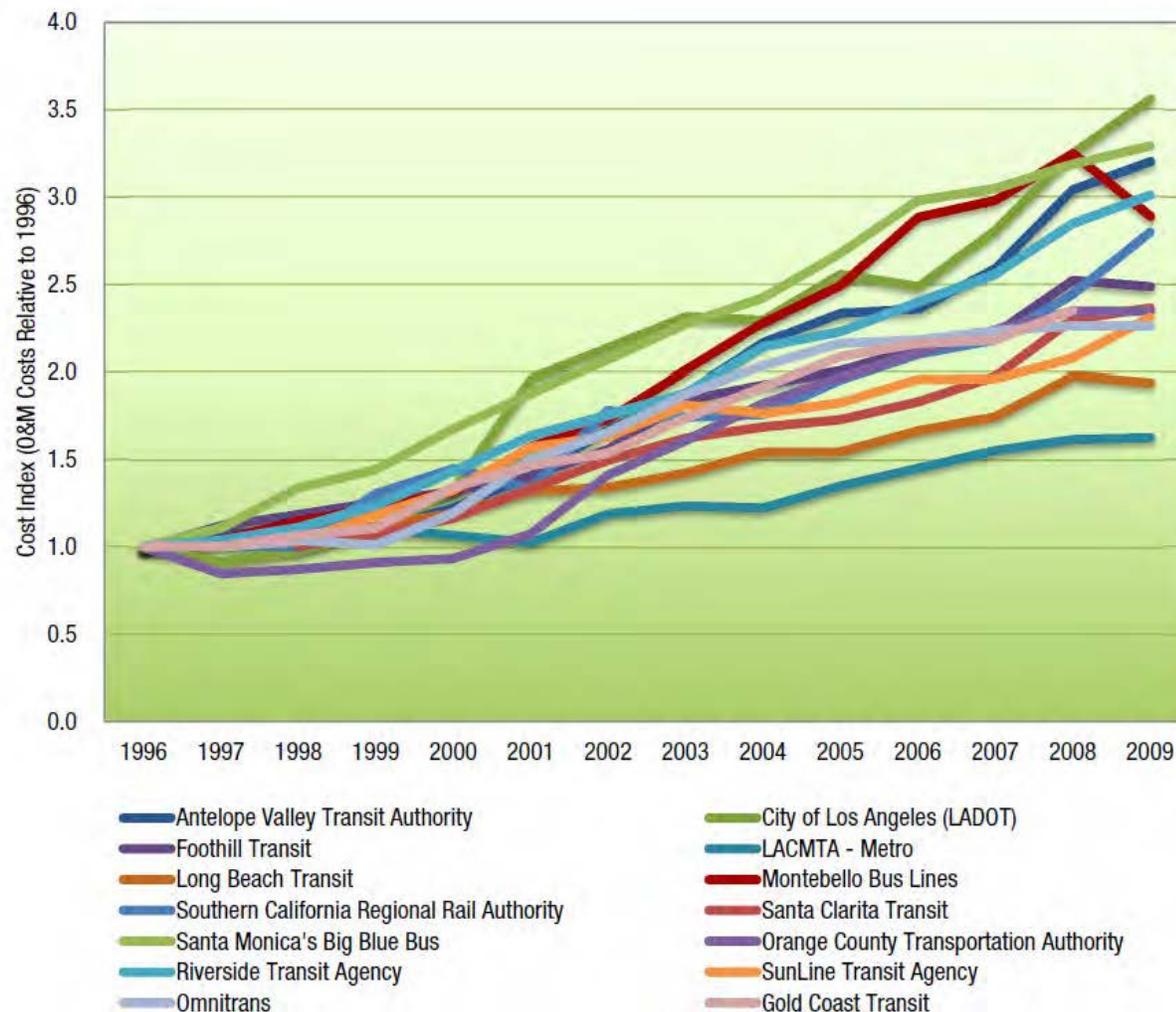
In SCAG's financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (3.6 percent) is used for most operators. This assumes that some of the extraordinary increases for individual operators due to rapid expansion will not continue into the future.

- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data and take into account large shifts in O&M costs due to major capital projects.

The 2012–2035 RTP/SCS financial forecast identifies \$139.3 billion in transit O&M costs through FY2035.

**FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS**



Source: SCAG Analysis of National Transit Database Statistics

## Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability

to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. The latest outstanding debt for each local county transportation commission is summarized below:

- As of June 30, 2013, Riverside County Transportation Commission (RCTC) had \$311.4 million in sales tax revenue bonds and \$60.0 million in commercial paper notes outstanding. The sales tax debt limitation for RCTC under the 2009 Measure A program is \$975.0 million, which exceeds the total outstanding debt of \$371.4 million. In July 2010, RCTC authorized the issuance of toll revenue bonds not to exceed \$900.0 million but no toll revenue bonds were issued as of June 30, 2013.<sup>2</sup>
- As of June 30, 2013, Orange County Transportation Authority (OCTA) had \$526.6 million in bonds and commercial paper notes outstanding compared to \$538.3 million as of June 30, 2012. The June 30, 2013 \$526.6 outstanding amount was comprised of \$346.2 million in sales tax revenue bonds, \$25.0 million in commercial paper notes, and \$155.5 million in toll road revenue refunding bonds.<sup>3</sup>
- As of June 30, 2013, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of \$4,484.8 million in long-term debt outstanding. Of this amount, \$3,107.2 million relates to bonds secured by sales tax revenue, \$154.9 million is secured by farebox and other general revenues and \$815.4 million relates to lease/leaseback obligations.<sup>4</sup>
- As of June 30, 2013, San Bernardino Associated Governments (SANBAG) had \$91.9 million in sales tax revenue bonds outstanding. The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010-2040 Measure I sales tax.<sup>5</sup>

## Conclusion

The financial conditions presented provide the overall context for the 2015 FTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted 2012–2035 RTP/SCS. Further, the 2015 FTIP for the SCAG region is financially constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e).

<sup>2</sup> RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2013

<sup>3</sup> OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2013

<sup>4</sup> LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2013

<sup>5</sup> SANBAG Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2013

All programming totals are consistent with projected revenues. The policy boards of the region's county transportation commissions have approved their respective programs and committed funds to implement the projects listed in the 2015 FTIP. County resolutions are included in Attachment B to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

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## ***Attachments***

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# ***Attachment A***

## ***Funding Sources***

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<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 Appropriations Earmarks	FEDERAL
2009EAR	FFY 2009 Appropriations Earmarks	FEDERAL
2010EAR	FFY 2010 APPROPRIATIONS EARMARKS	FEDERAL
2011FDG	2011 FED DISC GRANTS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307CAM	CAMARILLO URBANIZED AREA	FTA
5307IC	INDIO-CATHEDRAL CITY URBANIZED AREA	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307OX	OXNARD URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	FTA
5307SV	SIMI VALLEY URBANIZED AREA	FTA
5307TO	THOUSAND OAKS URBANIZED AREA	FTA
5307VH	VICTORVILLE-HEPERIA URBANIZED AREA - FP	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
5310	FTA 5310 ELD AND DISABI	FTA
5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)	FTA
5310CAM	CAMARILLO URBANIZED AREA - EM	FTA
5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM	FTA
5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FTA
5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM	FTA

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
5310MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - EM	FTA
5310MV	MISSION VIEJO URBANIZED AREA - EM	FTA
5310OX	OXNARD URBANIZED AREA - EM	FTA
5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM	FTA
5310SC	SANTA CLARITA URBANIZED AREA - EM	FTA
5310SV	SIMI VALLEY URBANIZED AREA - EM	FTA
5310TO	THOUSAND OAKS URBANIZED AREA - EM	FTA
5310VH	VICTORVILLE-HESPERIA URBANIZED AREA - EM	FTA
5311	FTA 5311 NON-UZA	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5337-SGR	5337 STATE OF GOOD REPAIR	FTA
5337CAM	CAMARILLO URBANIZED AREA - SGR	FTA
5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR	FTA
5337LP	LANCASTER-PALMDALE URBANIZED AREA - SGR	FTA
5337MV	MISSION VIEJO URBANIZED AREA - SGR	FTA
5337OX	OXNARD URBANIZED AREA - SGR	FTA
5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA	FTA
5337SV	SIMI VALLEY URBANIZED AREA - SGR	FTA
5337TO	THOUSAND OAKS URBANIZED AREA - SGR	FTA
5339	FTA 5339 ALTERNATIVES ANALYSIS PROGRAM	FTA
5339CAM	CAMARILLO URBANIZED AREA - BFG	FTA
5339IC	INDIO-CATHEDRAL CITY URBANIZED AREA - BFG	FTA
5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	FTA
5339LP	LANCASTER-PALMDALE URBANIZED AREA - BFG	FTA
5339MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - BFG	FTA
5339MV	MISSION VIEJO URBANIZED AREA - BFG	FTA
5339OX	OXNARD URBANIZED AREA - BFG	FTA
5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG	FTA
5339SC	SANTA CLARITA URBANIZED AREA - BFG	FTA
5339SV	SIMI VALLEY URBANIZED AREA - BFG	FTA

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
5339TO	THOUSAND OAKS URBANIZED AREA - BFG	FTA
5339VH	VICTORVILLE-HESPERIA URBANIZED AREA	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FTA
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL
AR-5307	ARRA - FTA 5307	FTA
AR-5309	ARRA - FTA 5309	FTA
AR-5311	ARRA - FTA 5311	FTA
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
AR-FRA	ARRA Federal Railroad Administration	FTA
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	FEDERAL
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	LOCAL
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
CRD	CRD-77J0	FEDERAL
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTE A	FEDERAL
DEMO	DEMO-PRE ISTE A	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOTSL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	STATE
ECREC	ECONOMIC RECOVERY	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ERV TUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
FERRY-D	1064 FERRY DISCRETIONARY	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FEDERAL
GEN	GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	STATE
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	STATE
HBRR-L	BRIDGE - LOCAL	FEDERAL
HBRR-S	HBRR - STATE	STATE
HFL	HIGHWAYS FOR LIFE	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADVANCE CONSTRUCTION CONVERSIO	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	STATE

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	STATE
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
HUD	HOUSING AND URBAN DEV	FEDERAL
I	INTERSTATE	FEDERAL
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	FEDERAL
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL
IM-EAR	INTERSTATE MAINTENANC - EARMARK	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE - IIP	STATE
IM-RIP	INTERSTATE MAINTENANCE - RIP	STATE
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	STATE
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	STATE
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	STATE
NH-HM	NATIONAL HWY SYSTEM - HM	STATE

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
NH-IIP	NATIONAL HWY SYSTEM - IIP	STATE
NH-RIP	NATIONAL HWY SYSTEM - RIP	STATE
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	FTA
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	LOCAL
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP "C40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
S-PARK	STATE PARK FUNDS	FTA
SC3090	STATE CASH (AB 3090)	STATE
SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC112	SECTION 112	FEDERAL
SEC115	SECTION 115	FEDERAL
SEC117	SECTION 117	FEDERAL
SEC125	Section 125 - Surface Transportation Priorities	FEDERAL
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
SLP	STATE LOCAL PARTNER	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSIST	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACT.	STATE
STA-PUC	STATE PUC	STATE
STAL-S	STATE LEGIS - STATE	STATE
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
STCASHHM	STATE CASH – HM	STATE
STCASHI	STATE CASH - IIP	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIM2-L	ECONOMIC STIMULUS II – LOCAL	FTA
STIM2-S	ECONOMIC STIMULUS II – STATE	FTA
STIP-AC	STIP Advance Cons	STATE
STIPACIP	STIP ADVANCE CON-IIP	STATE
STIPACRP	STIP ADVANCE CON-RIP	STATE
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-GI	STP-GRANDFATHER IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPACIPP	STIP ADVANCE CON-PIIP	STATE
STPACRPP	STIP ADVANCE CON-PRIP	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
STPE-SH	STP ENHANCE-SHOPP TEA	STATE
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE
STPL	STP LOCAL	FEDERAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL

<b>2015 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
STPR	SURFACE TRANS. PRIORITIES	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPRIP3	SURFACE TRANS PROG-RIP AB3090	STATE
STPSHOP	SURFACE TRANS PROG-SHOPP	STATE
STSHOPPP	STATE CASH-SHOPP PRIOR	STATE
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
TIGER	TIGER DISCRETIONARY GRANT	FTA
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FTA
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
UNIV	STATE UNIVERSITY	STATE
WRVTUMF	WESTERN RIV TUMF	LOCAL
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

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***Attachment B***  
***County Resolutions***

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**RESOLUTION NO. 012214-4E**

**A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2014-15 – 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

**WHEREAS**, ICTC is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

**WHEREAS**, the MAP-21 Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

**WHEREAS**, the ICTC is the agency responsible for short-range capital and service planning and programming for the ICTC area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, the ICTC is responsible for the development of the ICTC Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

**WHEREAS**, the ICTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, the ICTC has adopted the FFY 2014/15-2019/20 ICTC Transportation Improvement Program with funding for FFY 2014/15 and 2015/16 available and committed, and reasonably committed for FFY 2016/17 through 2019/20.

**NOW, THEREFORE, BE IT RESOLVED** by the ICTC that it affirms its continuing commitment to the projects in the FFY 2014/15-2019/20 ICTC Transportation Improvement Program (TIP); and

**BE IT FURTHER RESOLVED**, that the FFY 2014/15-2019/20 ICTC TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2014/15-2019/20 ICTC TIP are consistent with the proposed 2014 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2014; and

2. All of the projects in the ICTC TIP have complete funding identified in the Program. The ICTC 2014 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project.
3. ICTC has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2014/15-2019/20 ICTC TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

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**PASSED AND ADOPTED** at a regular meeting of the Imperial County Transportation Commission held on January 22, 2014.

By:   
Chairman

ATTEST:

By:   
\_\_\_\_\_

CRISTI LERMA  
Secretary to the Commission



**RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2014/2015 – 2019/2020 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

**WHEREAS**, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

**WHEREAS**, MTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within the SCAG region; and

**WHEREAS**, as the responsible agency for short-range transportation planning, MTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

**WHEREAS**, MTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, MTA has adopted the Federal Fiscal Year (FFY) 2014/2015 – 2019/2020 Los Angeles County TIP with funding for FFY 2014/2015 and 2015/2016 available and committed, and reasonably committed for FFY 2016/2017 through 2019/2020.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2014/2015 – 2019/2020 Los Angeles County TIP; and

**BE IT FURTHER RESOLVED**, that the FFY 2014/2015 – 2019/2020 Los Angeles County TIP Financial Plan identifies the resources that are available and

committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY2014/2015 – 2019/2020 Los Angeles County TIP are consistent with the proposed 2014 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2014;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2014/2015 – 2019/2020 Los Angeles County TIP;
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and
4. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Board of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on

\_\_\_\_\_.

  
MICHELE JACKSON  
MTA Board Secretary



DATED:

(SEAL)



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**RESOLUTION NO. 2013-211 OF THE BOARD OF DIRECTORS OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**FISCAL YEAR 2014-15 TO FISCAL YEAR 2019-20**

**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA) WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2014-15 TO 2019-20 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, OCTA is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires SCAG to adopt a federal transportation improvement program for the metropolitan planning area; and

WHEREAS, MAP-21 also requires that the federal transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the OCTA is the agency responsible for short-range capital and service planning and programming for Orange County within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the OCTA is responsible for the development of the OCTA Transportation Improvement Program (TIP), including all projects utilizing federal and state, highway/road, and transit funds; and

WHEREAS, the OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the OCTA has adopted the FFY 2014-15 to 2019-20 OCTA Transportation Improvement Program with funding for FFY 2014-15 and 2015-16 available and committed, and reasonably committed for FFY 2016-17 through 2019-20.

NOW, THEREFORE, BE IT RESOLVED by the OCTA that it affirms its continuing commitment to the projects in the FFY 2014-15 to 2019-20 OCTA TIP; and

BE IT FURTHER RESOLVED, that the FFY 2014-15 to 2019-20 OCTA TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2014-15 to 2019-20 OCTA TIP are consistent with the proposed 2014 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2014; and
2. All of the projects in the OCTA TIP have complete funding identified in the program; and
3. OCTA has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2014-15 to 2019-20 OCTA TIP; and
4. The local match for projects funded with federal STP and CMAQ funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within MAP-21 guaranteed funding levels.

ADOPTED, SIGNED AND APPROVED this 13th day of January, 2014.

AYES: Chair Nelson, Directors Bates, Donchak, Hennessey, Jones, Lalloway, Miller, Moorlach, Murray, Nguyen, Pulido, Shaw, Spitzer, Tait, Ury and Winterbottom

NOES: *NONE*

ABSENT: Director Harper

ATTEST:



Wendy Knowles  
Clerk of the Board



Shawn Nelson, Chairman  
Orange County Transit District

**RESOLUTION NO. 14-013**

**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN FEDERAL FISCAL YEARS 2014/15 THROUGH 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission (RCTC) is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FFY 2014/15 through FFY 2019/20 Riverside County TIP with funding for FFY 2014/15 and FFY 2015/16 available and committed, and reasonably committed for FFY 2016/17 through FFY 2019/2020.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2014/15 through FFY 2019/20 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2014/15 through FFY 2019/20 Riverside County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

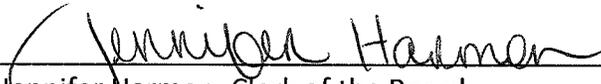
1. Projects in the FFY 2014/15 through FFY 2019/20 Riverside County TIP are consistent with the proposed 2014 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2014; and

2. All of the projects in the Riverside County TIP have complete funding identified in the Program.
3. Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2014/15 through FFY 2019/20 Riverside County TIP, and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP,
5. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding Levels.

APPROVED AND ADOPTED this 12th day of March, 2014.

  
\_\_\_\_\_  
Marion Ashley, Chair  
Riverside County Transportation Commission

ATTEST:

  
\_\_\_\_\_  
Jennifer Harmon, Clerk of the Board  
Riverside County Transportation Commission

**RESOLUTION NO. 14-006**

**A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2014/2015 – 2019/2020 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM.**

**WHEREAS**, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as “SCAG”); and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (“MAP-21”) requires SCAG to adopt a Transportation Improvement Program (“TIP”) for the metropolitan planning area; and

**WHEREAS**, MAP-21 also requires that the TIP include a financial plan that demonstrates how the TIP can be implemented; and

**WHEREAS**, the San Bernardino County Transportation Commission (hereinafter referred to as “SANBAG”) is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, SANBAG is responsible for the development of the San Bernardino County TIP in coordination with other project sponsors, including all projects using federal and state highway/road and transit funds; and

**WHEREAS**, SANBAG must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, SANBAG has adopted the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP with funding available and committed for Federal Fiscal Years 2014/2015 and 2015/2016, and reasonably available for Federal Fiscal Years 2016/2017 through 2019/2020.

**NOW, THEREFORE, BE IT RESOLVED** by the San Bernardino County Transportation Commission as follows:

**Section 1.** The Commission affirms its continuing commitment to the projects in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP.

**Section 2.** The Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP are consistent with the proposed 2014 State Transportation Improvement

Program (STIP) scheduled to be approved by the California Transportation Commission in April 2014; and

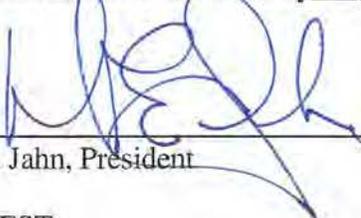
2. All of the projects in the San Bernardino County TIP have complete funding identified except the following five projects that will require either additional funding or approved schedule changes in the 2014 STIP cycle:
  - SBD31850 – I-215/Barton Rd. Interchange
  - OM630 – I-215/Mt. Vernon Interchange
  - 20111625 – SR-210 Lane Addition
  - 0C2500 – I-10 HOV Lane Addition
  - 200451 – US-395 Widening through Adelanto

These projects are the County's priorities for 2014 STIP funds. The San Bernardino County 2014 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by MAP-21, SANBAG finds that full funding can reasonably be anticipated to be available for these projects within the time period contemplated for completion of the projects.

3. SANBAG has the funding capacity in its county Surface Transportation Program ("STP") and Congestion Mitigation and Air Quality Program ("CMAQ") apportionments to fund all of the projects programmed for those funds in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the San Bernardino County TIP; and
5. All of the Federal Transit Administration-funded projects are programmed within MAP-21 Guaranteed Funding levels.
6. SANBAG staff is authorized to amend the TIP based on current funding levels and funding priorities established by the SANBAG Board of Directors and other project sponsors.

**Section 3.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Commission held on February 5, 2014.

  
\_\_\_\_\_  
W.E. Jahn, President

ATTEST:

  
\_\_\_\_\_  
Vicki Watson,  
Clerk of the Board

RESOLUTION NO. 2014-01

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION  
WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES  
TO FUND THE PROJECTS IN THE FY 2014/15 – 2019/20 TRANSPORTATION  
IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO  
IMPLEMENT ALL OF PROJECTS IN THE PROGRAM

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the MAP-21 Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2014/15 – 2019/20 Ventura County Transportation Improvement Program with funding for FFY 2014/15 and 2015/16 available and committed, and reasonably committed for fiscal years 2016/17 through 2019/20.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2014/15 – 2019/20 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2014/15 – 2019/20 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

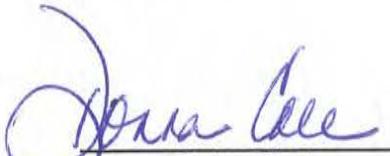
1. Projects in the FFY 2014/15 – 2019/20 Ventura County TIP are consistent with the proposed 2014 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in April 2014; and

2. All of the projects in the Ventura County TIP have complete funding identified.
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2014/15 – 2019/20 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP; and
5. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

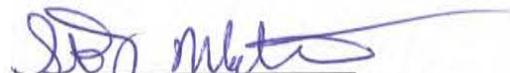
PASSED, APPROVED AND ADOPTED this 7th day of February, 2014.

for   
Ralph Fernandez, Chair

ATTEST:

  
Donna Cole, Clerk

APPROVED AS TO FORM:

  
Steven Mattas, General Counsel

***Attachment C***  
***Transit Operator Financial Data***

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# **ANTELOPE VALLEY TRANSIT AUTHORITY**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**ANTELOPE VALLEY TRANSIT AUTHORITY**

FY 14/15 - FY 17/18

**REVENUE**

REVENUE (=LIST FUNDS)	FISCAL YEAR				TOTAL
	FY 14/15	FY 15/16	FY 16/17	FY 17/18	
FARE REVENUE	\$5,206,553	\$5,362,749	\$5,523,632	\$5,689,341	\$21,782,275
MTA FUNDING	\$8,120,876	\$8,729,942	\$9,384,688	\$10,088,539	\$36,324,045
JURISDICTIONAL CONTRIBUTIONS	\$3,289,952	\$3,388,651	\$3,490,310	\$3,595,019	\$13,763,932
5307 FUNDS	\$5,800,000	\$6,083,667	\$6,120,850	\$6,426,893	\$24,431,410
OTHER FEDERAL OPERATING FUNDS	\$1,163,764	\$1,221,952	\$1,283,050	\$1,347,202	\$5,015,968
AUXILIARY REVENUE	\$326,053	\$315,000	\$315,000	\$315,000	\$1,271,053
CAPITAL	\$9,981,144	\$10,432,891	\$11,837,711	\$10,563,100	\$42,814,846
<b>REVENUE TOTAL</b>	<b>\$33,888,342</b>	<b>\$35,534,852</b>	<b>\$37,955,241</b>	<b>\$38,025,094</b>	<b>\$145,403,529</b>

**EXPENDITURES**

EXPENDITURES (LIST TYPES)	FISCAL YEAR				TOTAL
	FY 14/15	FY 15/16	FY 16/17	FY 17/18	
OPERATING EXPENDITURES	\$23,907,198	\$25,071,358	\$25,772,788	\$26,497,866	\$101,249,210
CAPITAL EXPENDITURES	\$14,059,184	\$5,824,320	\$4,752,026	\$6,189,000	\$30,824,530
<b>EXPENDITURES TOTAL</b>	<b>\$37,966,382</b>	<b>\$30,895,678</b>	<b>\$30,524,814</b>	<b>\$32,686,866</b>	<b>\$132,073,740</b>

**COMMENTS**

FY 15 WITH \$16 MILLION ROLL OVER CAPITAL FUNDS

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# **ACCESS SERVICES INCORPORATED**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Agency

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Access Services Inc. (ASI)  
FY 14/15 - FY 17/18

**Revenues**

Revenue (List Funds)					Total Revenue (1st 4-yrs)	Comments
	FY14/15	FY15/16	FY 16/17	FY17/18		
Operating-Fares	7,226,666	7,602,842	7,982,984	8,382,133	31,194,625	
Operating-Prop C	62,463,446	78,636,000	0	0	141,099,446	Metro has not programmed Prop C and STP funds for FY 17 & 18
Operating-STP FTA 5310	60,600,000	61,812,000	0	0	122,412,000	Metro has not programmed Prop C and STP funds for FY 17 & 18
Operating-Interest/Misc	120,000	120,000	120,000	120,000	480,000	
Operating-New Freedom	400,313	275,000	275,000	275,000	1,225,313	
Operating-JARC	353,224	500,000	500,000	500,000	1,853,224	
					0	
Capital-Misc	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000	
Capital-FTA 5310	531,180	531,180	531,180	531,180	2,124,720	
Capital-Prop C	5,078,820	5,078,820	0	0	10,157,640	Metro has not programmed Prop C and STP funds for FY 17 & 18
<b>Revenue Total</b>	<b>139,273,649</b>	<b>157,055,842</b>	<b>11,909,164</b>	<b>12,308,313</b>	<b>320,546,968</b>	

**Expenditures**

Expenditures (List Types)					Total Expenditures (1st 4-yrs)	Comments
	FY14/15	FY15/16	FY 16/17	FY17/18		
Operating	131,563,649	138,675,332	146,025,125	153,764,456	270,238,981	Note: Expenditures are based on third party projections that assume ADA paratransit fares are kept at the same levels after 9/1/12.
Capital	5,960,000	5,960,000	11,600,000	11,600,000	11,920,000	
<b>Expenditures Total</b>	<b>137,523,649</b>	<b>144,635,332</b>	<b>157,625,125</b>	<b>165,364,456</b>	<b>282,158,981</b>	

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# FOOTHILL TRANSIT

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**Foothill Transit  
Financial Plan  
FY2015 - FY2018**

**REVENUES**

Revenue					Total Revenues	Comments
	FY14/15	FY15/16	FY16/17	FY17/18	1st 4yrs.	
Operating - Fares	18,870,000	18,870,000	18,900,000	20,009,000	76,649,000	
Operating - Auxiliary	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000	Misc Revenues
Operating - TDA	22,181,600	24,243,515	25,301,978	25,308,652	97,035,745	
Operating - STA	2,744,300	2,812,908	2,883,230	2,955,311	11,395,749	
Operating - Measure R	9,902,800	10,150,370	10,404,129	10,664,232	41,121,532	
Operating - Prop A	18,201,800	18,656,845	19,123,266	19,601,348	75,583,259	
Operating - Prop C	3,935,700	4,034,093	4,134,945	4,238,318	16,343,056	
Operating - CMAQ	1,000,000	-	-	-	1,000,000	
<b>Total Operating Revenue</b>	<b>78,336,200</b>	<b>80,267,730</b>	<b>82,247,548</b>	<b>84,276,862</b>	<b>325,128,340</b>	
Capital - MOSIP	8,357,000	8,565,925	8,780,073	8,999,575	34,702,573	
Capital - Sec. 5307	17,257,900	17,689,348	18,131,581	18,584,871	71,663,699	
Capital - TDA	17,483,400	-	-	-	17,483,400	
Capital - Excise Tax	1,240,700	-	-	-	1,240,700	
Capital - 1 - B Bonds	7,281,000	7,463,025	7,649,601	7,840,841	30,234,466	
Capital - Measure R	-	-	-	-	-	
<b>Total Revenue</b>	<b>129,956,200</b>	<b>113,986,028</b>	<b>116,808,803</b>	<b>119,702,148</b>	<b>480,453,179</b>	

**EXPENDITURES**

Expenditures					Total Expenditures	Comments
	FY14/15	FY15/16	FY16/17	FY17/18	1st 4yrs.	
Operating Expenditures	77,261,200	79,192,730	81,172,548	83,201,862	320,828,340	
Non - Operating	1,075,000	1,075,000	1,075,000	1,075,000	4,300,000	
<b>Total Operating Expenditures</b>	<b>78,336,200</b>	<b>80,267,730</b>	<b>82,247,548</b>	<b>84,276,862</b>	<b>325,128,340</b>	
Capital Expenditures	51,620,000	33,718,298	34,561,255	35,425,286	155,324,839	
<b>Total Expenditures</b>	<b>129,956,200</b>	<b>113,986,028</b>	<b>116,808,803</b>	<b>119,702,148</b>	<b>480,453,179</b>	

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## **GARDENA MUNICIPAL BUS LINES**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Agency

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**Gardena Municipal Bus Lines**  
**FY 2014/2015 - 2017/2018**

**Revenues**

Revenue	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Capital - FTA 5307	3,049,201	3,810,720	7,323,693	200,000	14,383,614	
Capital - State Bond Prop 1B PTMISEP	800,000	-	2,687,027	-	3,487,027	
Capital - State Bond Prop 1B Transit Security	443,662	-	-	-	443,662	
Capital - TDA	85,936	31,400	31,400	31,500	180,236	
Capital - STA	318,907	-	-	-	318,907	
Capital - MOSIP	1,077,739	261,281	111,280	111,000	1,561,300	
Operating - TDA	5,074,019	5,190,721	5,289,345	5,389,843	20,943,928	
Operating - STA	636,824	651,471	663,849	676,462	2,628,606	
Operating - Prop A Local Return	885,675	1,713,754	1,857,110	1,816,509	6,273,048	
Operating - Prop A E&H Incentive	164,264	168,042	171,235	174,488	678,029	
Operating - Prop A 40% Discretionary	3,210,332	3,284,170	3,346,569	3,410,154	13,251,225	
Operating - Prop C Discretionary	1,246,161	1,279,634	1,310,129	1,341,450	5,177,374	
Operating Measure R	3,036,420	2,557,742	2,510,185	2,528,950	10,633,297	
Operating - FTA Preventive Maintenance	2,906,496	2,945,878	2,945,878	3,064,879	11,863,131	
Operating - Other	429,472	439,350	447,698	456,203	1,772,723	
Operating - Fare Revenue	3,195,985	3,269,492	3,331,613	3,394,914	13,192,004	
<b>Revenue Total</b>	<b>26,561,093</b>	<b>25,603,655</b>	<b>32,027,011</b>	<b>22,596,352</b>	<b>106,788,111</b>	

**Expenditures**

Expenditures	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Capital	5,775,445	4,103,400	10,153,400	342,500	20,374,745	
Operating	20,785,648	21,500,255	21,873,611	22,253,852	86,413,366	
<b>Expenditures Total</b>	<b>26,561,093</b>	<b>25,603,655</b>	<b>32,027,011</b>	<b>22,596,352</b>	<b>106,788,111</b>	

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# **LONG BEACH TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**Long Beach Transit  
FY 14/15 - FY 17/18**

**Revenues**

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Operating- STA	\$2,768,700	\$2,768,700	\$2,768,700	\$2,768,700	\$11,074,800	
Operating - TDA	\$22,060,149	\$22,611,653	\$23,176,944	\$23,756,368	\$91,605,114	
Operating - Prop A	\$19,033,930	\$19,509,778	\$19,997,522	\$20,497,461	\$79,038,691	
Operating-Measure R	\$8,971,626	\$9,195,917	\$9,425,815	\$9,661,460	\$37,254,818	
Operating-Prop C	\$5,312,480	\$5,424,192	\$5,559,797	\$5,698,792	\$21,995,261	
Operating-Fares	\$18,492,230	\$19,046,997	\$19,618,407	\$20,206,959	\$77,364,593	
Operating-Advertising	\$570,000	\$575,000	\$575,000	\$575,000	\$2,295,000	
Operating-invest/misc	\$255,000	\$260,718	\$266,578	\$272,585	\$1,054,881	
Operating-FTA 5307	\$8,078,689	\$8,288,420	\$8,484,645	\$8,682,920	\$33,534,674	Prev Maint Money for operating needs & JARC thru FY16
					\$0	
Capital - FTA 5307	\$7,780,523	\$13,021,024	\$12,622,665	\$13,222,039	\$46,646,251	
Capital- FTA 5309	\$0	\$0			\$0	
Capital-State 1B Bond	\$1,998,768	\$6,891,318	\$4,654,345	\$371,112	\$13,915,543	
Capital - STA	\$0	\$0			\$0	
Capital- Prop C	\$4,164,680	\$4,289,620	\$4,418,309	\$4,396,763	\$17,269,372	
Capital - Measure R	\$0	\$582,120	\$0	\$582,120	\$1,164,240	
Capital - LBT	\$454,719	\$0	\$0	\$0	\$454,719	
					\$0	
<b>Revenue Total</b>	<b>\$99,941,494</b>	<b>\$112,465,457</b>	<b>\$111,568,727</b>	<b>\$110,692,279</b>	<b>\$434,667,957</b>	

**Expenditures**

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
					\$0	
Operating	\$85,542,804	\$87,681,375	\$89,873,408	\$92,120,245	\$355,217,832	
					\$0	
Capital	\$14,398,690	\$24,784,082	\$21,695,319	\$18,572,034	\$79,450,125	
					\$0	
					\$0	
					\$0	
					\$0	
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<b>Expenditures Total</b>	<b>\$99,941,494</b>	<b>\$112,465,457</b>	<b>\$111,568,727</b>	<b>\$110,692,279</b>	<b>\$434,667,957</b>	

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**CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION (LADOT)**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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## City of Los Angeles Department of Transportation (LADOT)

**FY 2014/15 – 2017/18**

### Revenues

Revenue (List Funds)	FIRST 4-Years				Total Revenue (1 <sup>st</sup> 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 116/17	FY 17/18		
Op - Fares	13,973,970	13,973,970	13,973,970	13,973,970	55,895,880	
Op – Prop A Discr.	19,709,213	19,709,213	19,709,213	19,709,213	78,836,852	
Op – Prop C Discr.	7,327,637	7,327,637	7,327,637	7,327,637	29,310,548	
Op – Measure R	4,558,943	4,558,943	4,558,943	4,558,943	18,235,772	
Op – Tier II	4,791,374	4,791,374	4,791,374	4,791,374	19,165,496	
Op - Advertising	922,880	922,880	922,880	922,880	3,691,520	
Op – Prop A LR	32,001.376	32,001.376	32,001.376	32,001.376	128,005,504	
Cap – 5307	6,390,002	6,390,002	6,390,002	6,390,002	25,560,008	
Cap – Prop 1 B	1,904,961	1,904,961	1,904,961	1,904,961	7,619,844	
<b>REVENUE TOTAL</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>366,321,424</b>	

### Expenditures

Expenditure (List Funds)	FIRST 4-Years				Total Expend. (1 <sup>st</sup> 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 116/17	FY 17/18		
Operating Expend.	85,190,354	85,190,354	85,190,354	85,190,354	340,761,416	
Capital Expend.	6,390,002	6,390,002	6,390,002	6,390,002	25,560,008	
<b>Expenditure Total</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>91,580,356</b>	<b>366,321,424</b>	

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# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2015<sup>1</sup>

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<sup>1</sup> Proposed FY 2015 Budget, LACMTA

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Los Angeles County Metropolitan Transportation Authority  
FY15 Proposed Budget

## Summary of Expenditures by Program

Program <sup>(1)</sup> Type	(\$ in millions)	FY14 Budget	FY15 Proposed	\$ Change from FY14	% Change from FY14
<b>1 Metro Operations &amp; Development:</b>					
2 Bus		\$ 976.7	\$ 981.8	\$ 5.2	0.5%
3 Rail		352.2	366.3	14.1	4.0%
4 <b>Subtotal</b>		<b>\$ 1,328.9</b>	<b>\$ 1,348.1</b>	<b>\$ 19.2</b>	<b>1.4%</b>
5 Regional Activities and Other		23.4	28.6	5.2	22.2%
6 <b>Total Metro Operations</b>		<b>\$ 1,352.3</b>	<b>\$ 1,376.7</b>	<b>\$ 24.4</b>	<b>1.8%</b>
7					
8 <b>Capital:</b>					
9 Transit Construction		\$ 1,271.5	\$ 1,709.7	\$ 438.2	34.5%
10 Operating Capital (Deferred Maintenance)		340.3	400.9	60.6	17.8%
11 <b>Subtotal</b>		<b>\$ 1,611.8</b>	<b>\$ 2,110.6</b>	<b>\$ 498.8</b>	<b>30.9%</b>
12 Regional Rail Capital		\$ 13.7	\$ 42.1	\$ 28.4	207.2%
13 Highway Capital		262.2	156.9	(105.3)	-40.2%
14 <b>Total Metro Capital</b>		<b>\$ 1,887.7</b>	<b>\$ 2,309.6</b>	<b>\$ 421.9</b>	<b>22.3%</b>
15					
16 <b>Total Metro Operations and Capital</b>		<b>\$ 3,240.0</b>	<b>\$ 3,686.3</b>	<b>\$ 446.3</b>	<b>13.8%</b>
17					
18 <b>Subsidy Funding Programs:</b>					
19 Regional Transit <sup>(2)</sup>		\$ 467.7	\$ 492.5	\$ 24.8	5.3%
20 Local Agencies		531.3	560.6	29.3	5.5%
21 Wilshire BRT		31.0	35.1	4.0	13.0%
22 Federal Pass Throughs		17.2	13.5	(3.7)	-21.5%
23 Fare Assistance		10.5	10.5	0.0	0.2%
24 Highway Subsidy		181.7	136.0	(45.7)	-25.1%
25 <b>Total Subsidy Funding Programs</b>		<b>\$ 1,239.4</b>	<b>\$ 1,248.2</b>	<b>\$ 8.8</b>	<b>0.7%</b>
26					
27 <b>Freeway Services:</b>					
28 Freeway Service Patrol		\$ 31.0	\$ 30.7	\$ (0.3)	-1.0%
29 ExpressLanes		15.2	20.0	4.8	31.4%
30 Kenneth Hahn Call Box Program		11.7	11.4	(0.3)	-2.4%
31 Regional Intelligent Transportation System		3.6	3.7	0.0	0.6%
32 Rideshare Services		10.7	11.3	0.6	5.6%
33 <b>Total Freeway Services</b>		<b>\$ 72.2</b>	<b>\$ 77.0</b>	<b>\$ 4.8</b>	<b>6.6%</b>
34					
35 <b>General Planning and Programs:</b>					
36 Programs and Studies		\$ 29.2	\$ 39.9	\$ 10.7	36.7%
37 General Planning and Programming		51.3	59.7	8.3	16.2%
38 Legal, Audit, Transit Court, Oversight and Other		31.6	35.2	3.6	11.4%
39 Property Management / Union Station & Development		26.8	25.8	(1.0)	-3.6%
40 <b>Total General Planning and Programs</b>		<b>\$ 138.9</b>	<b>\$ 160.7</b>	<b>\$ 21.7</b>	<b>15.6%</b>
41					
42 <b>Total Debt Service</b>		<b>\$ 332.5</b>	<b>\$ 336.1</b>	<b>\$ 3.6</b>	<b>1.1%</b>
43					
44 <b>Total Expenditures</b>		<b>\$ 5,023.0</b>	<b>\$ 5,508.2</b>	<b>\$ 485.2</b>	<b>9.7%</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 37-41.

<sup>(2)</sup> Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

Los Angeles County Metropolitan Transportation Authority  
FY15 Proposed Budget

## Enterprise Fund Bus & Rail Operations

	FY14 Budget	FY15 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
<b>Resources and Expenses (\$ in millions)</b>						
<b>1 <u>Transit Operations Resources</u></b>						
<b>2 <u>Transit Fares and Other Revenues</u></b>						
3 Fares	\$ 345.8	\$ 347.7	\$ 260.2	\$ 87.0	\$ -	\$ 0.5
4 Advertising	20.5	21.5	19.2	2.3	-	-
5 Other Revenues <sup>(1)</sup>	6.1	9.9	8.5	-	1.4	-
<b>6 Total Fare &amp; Other Revenues</b>	<b>\$ 372.4</b>	<b>\$ 379.1</b>	<b>\$ 287.9</b>	<b>\$ 89.3</b>	<b>\$ 1.4</b>	<b>\$ 0.5</b>
<b>7 <u>Federal Grants</u></b>						
8 Federal Preventive Maintenance	\$ 210.8	\$ 228.9	\$ 149.2	\$ 75.3	\$ -	\$ 4.4
9 Federal CMAQ	24.1	17.4	4.0	13.4	-	-
10 Fed Growing States, Homeland Security & Other	14.5	7.8	-	7.8	-	-
<b>11 Total Federal Grants</b>	<b>\$ 249.4</b>	<b>\$ 254.1</b>	<b>\$ 153.2</b>	<b>\$ 96.5</b>	<b>\$ -</b>	<b>\$ 4.4</b>
<b>12 <u>Local Subsidies</u></b>						
13 Prop A - (40% Bus) & (35% Rail)	\$ 93.2	\$ 207.7	\$ 114.7	\$ 92.6	\$ -	\$ 0.4
14 Prop C - (40% Bus/Rail) & (5% Security)	27.7	57.7	52.5	-	-	5.2
15 Measure R - (20% Bus) & (5% Rail)	155.3	139.1	107.8	31.3	-	-
16 TDA Article 4	330.0	243.9	232.5	-	-	11.4
17 STA	121.1	89.8	33.2	56.6	-	-
<b>18 Total Local Subsidies</b>	<b>\$ 727.2</b>	<b>\$ 738.2</b>	<b>\$ 540.7</b>	<b>\$ 180.5</b>	<b>\$ -</b>	<b>\$ 17.0</b>
<b>19 Total Transit Operations Resources</b>	<b>\$1,349.0</b>	<b>\$1,371.4</b>	<b>\$ 981.8</b>	<b>\$ 366.4</b>	<b>\$ 1.4</b>	<b>\$ 21.9</b>
<b>20 <u>Transit Capital Resources</u></b>						
21 Federal, State & Local Grants	\$ 652.7	\$ 751.9	\$ 190.1	\$ 561.8	\$ -	\$ -
22 Local and State Sales Tax <sup>(2)</sup>	583.0	1,108.3	107.5	1,000.8	-	-
23 Bond Funding	376.1	250.3	-	250.3	-	-
<b>24 Total Transit Capital Resources</b>	<b>\$1,611.8</b>	<b>\$2,110.6</b>	<b>\$ 297.6</b>	<b>\$1,812.9</b>	<b>\$ -</b>	<b>\$ -</b>
<b>25 Total Transit Operations &amp; Capital Resources</b>	<b>\$2,960.8</b>	<b>\$3,482.0</b>	<b>\$1,279.4</b>	<b>\$2,179.4</b>	<b>\$ 1.4</b>	<b>\$ 21.9</b>
<b>26 <u>Transit Operations Expenses</u></b>						
27 Labor & Benefits	\$ 835.8	\$ 843.0	\$ 652.4	\$ 171.1	\$ 0.5	\$ 19.0
28 Fuel & Propulsion Power	57.9	66.3	29.3	37.0	-	-
29 Materials & Supplies	98.1	97.8	69.9	22.6	-	5.3
30 Contract and Professional Services	182.0	178.0	58.5	99.6	0.8	19.1
31 PL/PD and Other Insurance	46.6	51.2	47.1	4.1	-	-
32 Purchased Transportation	45.9	45.9	45.9	-	-	-
33 Allocated Overhead <sup>(3)</sup>	54.2	57.0	36.1	17.3	0.1	3.5
34 Regional Chargeback	-	-	21.4	7.3	-	(28.7)
35 Other Expenses <sup>(4)</sup>	28.5	32.2	21.2	7.3	-	3.7
<b>36 Total Transit Operations Expenses</b>	<b>\$1,349.0</b>	<b>\$1,371.4</b>	<b>\$ 981.8</b>	<b>\$ 366.4</b>	<b>\$ 1.4</b>	<b>\$ 21.9</b>
<b>37 Transit Capital Expenses Operating</b>	<b>1,586.7</b>	<b>2,089.4</b>	<b>297.6</b>	<b>1,791.8</b>	<b>-</b>	<b>-</b>
<b>38 Transit Capital Expenses Planning</b>	<b>25.1</b>	<b>21.2</b>	<b>-</b>	<b>21.2</b>	<b>-</b>	<b>-</b>
<b>39 Total Capital Expenses <sup>(5)</sup></b>	<b>\$1,611.8</b>	<b>\$2,110.6</b>	<b>\$ 297.6</b>	<b>\$1,812.9</b>	<b>\$ -</b>	<b>\$ -</b>
<b>40 Total Transit Operations &amp; Capital Expenses</b>	<b>\$2,960.8</b>	<b>\$3,482.0</b>	<b>\$1,279.4</b>	<b>\$2,179.4</b>	<b>\$ 1.4</b>	<b>\$ 21.9</b>
<b>41 Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>					

Note: Totals may not add due to rounding.

<sup>(1)</sup> Other Revenues includes, toll, parking, vending revenues, county buy down, transit court and other miscellaneous revenues.

<sup>(2)</sup> Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.

<sup>(3)</sup> Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

<sup>(4)</sup> Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, training/seminars/periodicals.

<sup>(5)</sup> Capital expenses for operations and planning are combined for reporting purpose.

Los Angeles County Metropolitan Transportation Authority  
FY15 Proposed Budget

## Enterprise Fund Other Operations

	FY14 Budget	FY15 Proposed		
		Total	Union Station	Express Lanes
<b>Resources and Expenses (\$ in millions)</b>				
1 <b><u>Other Transit Operations Resources</u></b>				
2 <b><u>Toll Fares and Other Revenues</u></b>				
3 Tolls & Violation Fines	\$ 12.4	\$ 33.5	\$ 2.8	\$ 30.7
4 Rental Building	0.9	-	-	-
5 <b>Total Toll Fares &amp; Other Revenues</b>	<b>\$ 13.3</b>	<b>\$ 33.5</b>	<b>\$ 2.8</b>	<b>\$ 30.7</b>
6 <b><u>Federal Grants</u></b>				
7 Federal CMAQ	\$ 2.7	-	-	-
8 <b>Total Federal Grants</b>	<b>\$ 2.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
9 <b>Total Other Transit Operations Resources</b>	<b>\$ 16.1</b>	<b>\$ 33.5</b>	<b>\$ 2.8</b>	<b>\$ 30.7</b>
10 <b><u>Transit Other Operations Expenses</u></b>				
11 Labor & Benefits	\$ 0.8	\$ 1.3	\$ 0.4	\$ 0.9
12 Contract and Professional Services	13.5	19.8	1.1	18.7
13 PL/PD and Other Insurance	0.2	0.2	0.2	-
14 Allocated Overhead	0.1	0.6	0.2	0.4
15 Other Expenses	1.2	-	-	-
16 <b>Total Other Transit Operations Expenses</b>	<b>\$ 15.9</b>	<b>\$ 21.9</b>	<b>\$ 1.9</b>	<b>\$ 20.0</b>
17 Reserve	\$ -	0.5	-	0.5
18 Congestion Reduction Demonstration Subsidy <sup>(2)</sup>	-	2.5	-	2.5
19 Union Station	-	(0.1)	(0.1)	-
20 Economic Development	0.2	-	-	-
21 Interactive Kiosk Pilot	-	0.3	0.3	-
22 <b>Transit Other Operations (Deficit)/Surplus <sup>(1)</sup></b>	<b>\$ -</b>	<b>\$ 5.5</b>	<b>\$ 0.7</b>	<b>\$ 4.8</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Toll revenues in excess of expenses will be reinvested within the Transit Corridor where ExpressLanes operates.

<sup>(2)</sup> Subsidy provided to Other Operators.

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## **MONTEBELLO BUS LINES**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**Montebello Bus Lines  
FY14-15 thru FY17-18**

**Revenues**

Revenues By Fund	FIRST 4 YEARS				Total Revenue (1st 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Ccapital 5307	6,300,000	6,100,000	6,500,000	7,500,000	26,400,000	
State PTMISEA	1,133,974	300,000			1,433,974	
State Prop 1B Sec.	68,650		75,000		143,650	
Capital - TDA	1,200,000	1,400,000	1,500,000	1,500,000	5,600,000	
Capital - Measure R	97,500.00	97,500	105,000	105,000	405,000	
					-	
Operating -TDA	6,700,000	6,900,000	7,000,000	7,250,000	27,850,000	
Operating - STA	1,000,000	1,150,000	1,250,000	1,250,000	4,650,000	
Operating - Prop A	5,084,565	5,240,000	5,400,000	5,600,000	21,324,565	
Operating - Prop C	3,516,300	3,670,000	3,850,000	4,000,000	15,036,300	
Operating - Measure R	3,268,292	3,431,706	3,603,292	3,745,000	14,048,290	
Operating - Fare Rev.	6,500,000	6,700,000	6,755,000	6,900,000	26,855,000	
<b>RevenueTotal</b>	<b>\$34,869,281</b>	<b>\$34,989,206</b>	<b>\$36,038,292</b>	<b>\$37,850,000</b>	<b>\$143,746,779</b>	

**Expenditures**

Expenditures By Fund	FIRST 4 YEARS				Total Revenue (1st 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Operating	26,069,157	27,091,706	27,858,292	28,745,000	109,764,155	
Capital	8,800,124	7,897,500	8,180,000	9,105,000	33,982,624	
<b>Expenditures Total</b>	<b>\$34,869,281</b>	<b>\$34,989,206</b>	<b>\$36,038,292</b>	<b>\$37,850,000</b>	<b>\$143,746,779</b>	

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## **NORWALK TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**Norwalk Transit System**  
**FY 14/15 - FY 17/18**

REVENUES

REVENUE (List Funds)	FY 14/15	FY 15/16	FY 16/17	FY 17/18	TOTAL REVENUE Sum 4 yrs)	COMMENTS
Operating - Fares	1,348,500	1,361,985	1,375,605	1,389,361	2,710,485	
Operating - Auxiliary Rev	31,000	31,310	32,876	34,519	62,310	
Operating - Contract Bus Srvc	16,500	16,665	16,832	17,000	33,165	
Operating - TDA	2,933,648	2,962,984	2,992,614	3,022,540	5,896,632	
Operating - STA	368,193	371,875	375,594	379,350	740,068	
Operating - Prop A	3,659,589	3,696,185	3,733,147	3,770,478	7,355,774	
Operating - Prop C	905,229	914,281	923,424	932,658	1,819,510	
Operating - Measure R	1,193,089	1,205,020	1,217,070	1,229,241	2,398,109	
Operating - Misc.	52,500	53,025	53,555	54,091	105,525	Sale of Equipment, Scrap, Damage Recoveries
Capital - Sec 5307	1,132,000	1,143,320	1,154,753	1,166,301	2,275,320	Capitalization of Prev. Maint.
Capital - Sec 5307	2,389,293	1,791,970	1,809,889	1,827,988	4,181,263	
Capital - Measure R Clean Fuel	70,139	70,490	70,842	71,196	140,629	
Capital - 1B Bonds	130,475	136,999	143,849	151,041	267,474	
<b>TOTAL REVENUE(S)</b>	<b>14,230,155</b>	<b>13,756,109</b>	<b>13,900,050</b>	<b>14,045,765</b>	<b>27,986,264</b>	

EXPENDITURES

EXPENDITURES (List Types)	FY 14/15	FY 15/16	FY 16/17	FY 17/18	TOTAL EXPENDITURES Sum 4 yrs)	COMMENTS
Operating Expenditures	11,232,937	11,550,958	11,666,468	11,783,132	22,783,895	
Non Operating	407,311	205,692	209,001	212,407	613,003	
Capital Expenditures	2,589,907	1,999,459	2,024,580	2,050,226	4,589,366	
<b>TOTAL EXPENDITURE(S)</b>	<b>14,230,155</b>	<b>13,756,109</b>	<b>13,900,049</b>	<b>14,045,765</b>	<b>27,986,264</b>	

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## **SANTA CLARITA TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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City of Santa Clarita - Santa Clarita Transit  
FY 2014/15 - 2017/18

Revenues	FY 14/15	FY 15/16	FY 16/17	FY 17/18	TOTAL REVENUE
Operating - Fares	\$ 4,058,515	\$ 4,180,270	\$ 4,305,679	\$ 4,434,849	\$ 16,979,313
Operating - Special Transit Service	\$ 940,735	\$ 968,957	\$ 998,026	\$ 1,027,967	\$ 3,935,685
Operating - L.A. County Contribution	\$ 1,875,000	\$ 1,875,000	\$ 1,875,000	\$ 1,875,000	\$ 7,500,000
Operating - Prop. C	\$ 474,515	\$ 493,495	\$ 513,235	\$ 533,765	\$ 2,015,010
Operating - Prop. A	\$ 5,833,022	\$ 6,066,343	\$ 6,308,996	\$ 6,561,357	\$ 24,769,718
Operating - Measure R	\$ 2,416,994	\$ 2,513,674	\$ 2,614,221	\$ 2,718,789	\$ 10,263,678
Capital - FTA 5307	\$ 6,351,108	\$ 5,132,390	\$ 4,910,780	\$ 3,570,564	\$ 19,964,842
Capital - Prop C	\$ 970,600	\$ 791,570	\$ 1,439,227	\$ 892,641	\$ 4,094,038
REVENUE TOTAL	\$ 22,920,489	\$ 22,021,699	\$ 22,965,164	\$ 21,614,932	\$ 89,522,284

EXPENDITURES	FY 14/15	FY 15/16	FY 16/17	FY 17/18	TOTAL EXPENDITURE
Capital	\$ 7,321,708	\$ 5,923,960	\$ 6,350,007	\$ 4,463,205	\$ 24,058,880
Operating	\$ 15,598,781	\$ 16,097,739	\$ 16,615,157	\$ 17,151,727	\$ 65,463,404
Expenditure Total	\$ 22,920,489	\$ 22,021,699	\$ 22,965,164	\$ 21,614,932	\$ 89,522,284

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## **SANTA MONICA BUS LINES**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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**Santa Monica Big Blue Bus  
FY 2014/15-FY 2017/18**

**Revenues**

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1st 4-yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Passenger Revenue	\$14,374,328	\$14,518,071	\$14,663,252	\$14,809,885	\$58,365,536	
STAF	\$2,425,957	\$2,498,736	\$2,573,698	\$2,650,909	\$10,149,299	
TDA	\$19,329,273	\$19,909,151	\$20,506,426	\$21,121,618	\$80,866,468	
Prop A LR	\$398,542	\$410,498	\$422,813	\$435,498	\$1,667,351	
Prop A	\$12,229,633	\$12,596,522	\$12,974,418	\$13,363,650	\$51,164,223	
Measure R	\$7,861,048	\$8,096,879	\$8,339,786	\$8,589,979	\$32,887,693	
Measure R LR	\$991,753	\$1,021,506	\$1,052,151	\$1,083,715	\$4,149,125	
Prop C - BSIP	\$754,403	\$777,035	\$800,346	\$824,357	\$3,156,141	
Prop C - MOSIP	\$3,622,401	\$3,731,073	\$3,843,005	\$3,958,295	\$15,154,775	
Prop C Transit Security	\$1,167,590	\$1,202,618	\$1,238,696	\$1,275,857	\$4,884,761	
Prop C Foothill Mitigation	\$543,804	\$560,118	\$576,922	\$594,229	\$2,275,073	
Auxillary Revenue	\$1,707,000	\$1,695,100	\$1,776,228	\$1,857,383	\$7,035,711	
Other Revenues	\$2,846,852	\$2,917,263	\$2,989,886	\$3,065,028	\$11,819,029	
	\$68,252,584	\$69,934,570	\$71,757,626	\$73,630,404	\$283,575,184	
Capital - Prop 1B	\$1,510,926	\$1,510,926	\$1,510,926	\$1,510,926	\$6,043,704	
Capital - FTA 5307	\$9,451,593	\$9,546,109	\$9,641,570	\$9,737,986	\$38,377,258	
<b>Revenue Total</b>	\$147,467,687	\$150,926,175	\$154,667,748	\$158,509,720	\$611,571,330	

**Expenditures**

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1st 4-yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Operating	\$136,505,168	\$139,869,140	\$143,515,252	\$147,260,808	\$567,150,369	
Capital	\$10,962,519	\$11,057,035	\$11,152,496	\$11,248,912	\$44,420,962	
<b>Expenditures Total</b>	\$147,467,687	\$150,926,175	\$154,667,748	\$158,509,720	\$611,571,330	

Source: Los Angeles County Metropolitan Transportation Authority

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# **TORRANCE TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

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Torrance Transit System  
FY14/15 thru FY 17/18

## Revenues

Revenue	First 4 Years				Total Revenue (1st 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Capital - FTA 5307	\$ 3,150,000	\$ 3,150,000	\$ 3,150,000	\$ 3,150,000	\$ 12,600,000	
Capital - State Bond Prop 1B PTMISEA	\$ 481,584	\$ 481,584	\$ 481,584	\$ 481,584	\$ 1,926,336	
Capital - State Bond Prop 1B Transit Security	\$ 115,470	\$ 115,470	\$ 115,470	\$ 115,470	\$ 461,880	
Capital - TDA	\$ -	\$ -	\$ -	\$ -	\$ -	
Operating - TDA	\$ 6,135,999	\$ 6,197,359	\$ 6,259,333	\$ 6,321,926	\$ 24,914,616	
Operating - STA	\$ 770,100	\$ 777,801	\$ 785,579	\$ 793,435	\$ 3,126,915	
Operating - Prop A	\$ 6,453,859	\$ 6,518,398	\$ 6,583,582	\$ 6,649,417	\$ 26,205,256	
Operating - Prop C	\$ 3,002,720	\$ 3,032,747	\$ 3,063,075	\$ 3,093,705	\$ 12,192,247	
Operating - Measure R	\$ 2,495,458	\$ 2,520,413	\$ 2,545,617	\$ 2,571,073	\$ 10,132,560	
Operating Fare Revenue	\$ 3,400,000	\$ 3,434,000	\$ 3,468,340	\$ 3,503,023	\$ 13,805,363	
Revenue Total	\$ 26,005,190	\$ 26,227,771	\$ 26,452,579	\$ 26,679,634	\$ 105,365,174	

## Expenditures

Expenditures	First 4 Years				Total Revenue (1st 4 yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Capital	\$ 3,747,054	\$ 3,747,054	\$ 3,747,054	\$ 3,747,054	\$ 14,988,216	
Operating	\$ 22,258,136	\$ 22,480,717	\$ 22,705,525	\$ 22,932,580	\$ 90,376,958	
Expenditures Total	\$ 26,005,190	\$ 26,227,771	\$ 26,452,579	\$ 26,679,634	\$ 105,365,174	

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# **ORANGE COUNTY TRANSPORTATION AUTHORITY**

Financial Data for FY 2014-15 to FY 2016-17<sup>1</sup>

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## BUS OPERATIONS

### Cash Flow Statement - Bus Operations

(millions)	2012-13	2013-14	2014-15	2015-16	2016-17	2021-22	2026-27	2031-32
<b>Beginning Balance</b>	\$ 133.2	192.4	233.4	247.9	206.5	424.1	362.6	333.8
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Sales Tax Revenue	136.0	143.8	154.9	163.6	171.0	209.3	258.7	318.5
Passenger Fares	56.6	62.1	62.9	63.4	67.6	82.0	99.1	124.0
State Transit Assistance Fund	26.4	26.9	27.5	28.0	28.6	31.6	34.9	38.5
Property Tax Revenue	11.9	11.1	11.2	11.4	11.5	12.1	12.7	13.3
Gas Tax Exchange	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous Revenues	4.3	5.4	5.5	5.6	1.4	1.6	1.8	2.1
Advertising Revenue	3.3	3.5	3.7	3.9	4.1	5.0	6.1	7.5
Alternative Fuel Tax Credit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Sources of funds</b>	<b>\$ 261.5</b>	<b>252.8</b>	<b>265.7</b>	<b>275.9</b>	<b>284.2</b>	<b>341.5</b>	<b>413.2</b>	<b>503.8</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and Benefits	114.8	113.2	116.1	122.3	128.4	149.7	169.3	197.8
Purchased Transportation Services	67.7	76.9	83.0	87.3	91.4	112.4	138.6	172.9
Administrative Service Expense	30.3	31.9	33.5	35.1	36.8	46.3	57.6	71.2
Maintenance, Parts and Fuel	22.4	24.5	26.1	26.8	28.2	39.0	55.4	80.7
Professional Services	15.3	15.9	16.3	16.8	17.2	19.5	22.1	25.2
General and Administrative	2.5	2.6	2.7	2.7	2.8	3.2	3.5	4.0
Other Operating Expense	2.0	2.2	2.3	2.3	2.4	2.8	3.3	3.9
<b>Total Uses of funds</b>	<b>\$ 255.0</b>	<b>267.1</b>	<b>280.0</b>	<b>293.3</b>	<b>307.2</b>	<b>372.9</b>	<b>449.8</b>	<b>555.8</b>
<b>Net cash provided by operations</b>	<b>\$ 6.5</b>	<b>(14.2)</b>	<b>(14.3)</b>	<b>(17.3)</b>	<b>(23.0)</b>	<b>(31.4)</b>	<b>(36.6)</b>	<b>(51.9)</b>
<b>Cash flows from non-capital financing activities:</b>								
<b>Operating grants</b>								
Federal Formula Grant 5307	61.5	56.7	59.6	62.3	57.7	64.5	71.4	79.0
CMAQ	0.0	2.2	1.8	1.7	0.0	0.0	0.0	0.0
<b>Operating transfers in</b>								
Renewed Measure M	2.7	2.8	3.0	3.2	3.4	4.1	5.0	6.1
Rail Feeder	2.2	2.4	2.6	2.6	2.8	3.2	3.7	4.4
<b>Net cash provided by noncapital financing activities</b>	<b>\$ 66.4</b>	<b>64.2</b>	<b>67.0</b>	<b>69.9</b>	<b>63.9</b>	<b>71.8</b>	<b>80.1</b>	<b>89.6</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	32.3	10.4	0.0	0.0	36.7	0.0	0.0	0.0
Acquisition/construction of capital assets	(50.2)	(25.8)	(48.5)	(104.9)	(54.5)	(84.2)	(43.1)	(9.5)
<b>Net cash used by capital and related financing activities</b>	<b>\$ (17.9)</b>	<b>(15.5)</b>	<b>(48.5)</b>	<b>(104.9)</b>	<b>(17.9)</b>	<b>(84.2)</b>	<b>(43.1)</b>	<b>(9.5)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	4.2	6.5	10.4	11.0	9.1	17.8	15.4	14.1
<b>Net cash provided by investing activities</b>	<b>\$ 4.2</b>	<b>6.5</b>	<b>10.4</b>	<b>11.0</b>	<b>9.1</b>	<b>17.8</b>	<b>15.4</b>	<b>14.1</b>
<b>Net increase/decrease in cash</b>	<b>\$ 59.2</b>	<b>41.0</b>	<b>14.5</b>	<b>(41.4)</b>	<b>32.0</b>	<b>(26.1)</b>	<b>15.8</b>	<b>42.3</b>
<b>Available Cash</b>	<b>\$ 192.4</b>	<b>233.4</b>	<b>247.9</b>	<b>206.5</b>	<b>238.5</b>	<b>398.0</b>	<b>378.4</b>	<b>376.0</b>

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# **RIVERSIDE TRANSIT AGENCY**

Financial Data FY 2014-15 to FY 2016-17<sup>1</sup>

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<sup>1</sup> Riverside County Transportation Commission

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Riverside Transit Agency  
 FY 2014/15  
 Summary of Funds Requested  
 Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2014/15

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Measure A Operating Assistance	Section 5307 - LA/LB/ Anaheim	Section 5307 - Riv-San Bernardino	Section 5307 - Murrieta/ Temecula/ Menifee	Section 5307 - Hemet	Section 5307 Carryover	Section 5309 Carryover	CMAQ	Section 5311	Section 5339 Bus & Bus Facilities	Section 5316 JARC	Section 5317 New Freedom	Farebox	Other Revenue
Operating Assistance	38,532,071		34,495,121		1,786,950				1,800,000				450,000					
Operating Assistance - CTSA	870,247				870,247													
GASB 43/45 ARC	1,200,000		1,200,000															
OCTA 794	111,923				111,923													
JARC CommuterLink 212 & 217 <sup>1</sup>	887,892		371,433		92,915										290,360		133,184	
JARC Fixed Route Service <sup>1</sup>	651,032		201,430		94,790										296,219		58,593	
Travel Training	385,082		77,016															
Capitalized Preventive Maintenance	6,250,000		1,250,000			155,678	2,844,322	2,600,000		2,000,000								
Capital Cost of Contracting	6,750,000		1,350,000				2,800,000											
Farebox (Cash, Tix, Passes)	11,019,734																11,019,734	
Interest Income	20,000																	20,000
Advertising Revenue	15,000																	15,000
CNG Sales	100,000																	100,000
RINS/LCFS Credits	100,000																	100,000
COA/BRT Study <sup>3</sup>	80,000		55,000								25,000							100,000
<b>Subtotal: Operating</b>	<b>\$66,972,981</b>		<b>\$39,000,000</b>	<b>\$0</b>	<b>\$2,956,825</b>	<b>\$155,678</b>	<b>\$5,644,322</b>	<b>\$2,600,000</b>	<b>\$1,800,000</b>	<b>\$2,000,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$586,579</b>	<b>\$308,066</b>	<b>\$11,211,511</b>	<b>\$235,000</b>
Replacement Revenue Vehicles - (12) COFR	FY15-1	2,438,640		365,796					2,072,844									
Replacement Revenue Vehicles - (26) DAR	FY15-2	1,866,870		283,030			1,603,840											
Expansion Revenue Vehicles - (10) DAR	FY15-3	839,950		125,993			713,957											
Replace Support Vehicles/Trucks - (19)	FY15-4	735,480		147,096			588,384											
Fareboxes - DO & CO	FY15-5	3,396,600		679,320			2,717,280											
Associated Transit Improvements	FY15-6	150,000		30,000				80,000	40,000									
Capitalized Tire Lease	FY15-7	302,099		60,420				241,679						1,580,162				
Maintenance/Support Equipment	FY15-8	98,815		19,763				79,052										
Facility Maintenance	FY15-9	332,618		66,524			266,094											
Information Systems	FY15-10	467,200		93,440			373,760					6,037,500						
Bus & Bus Facilities Projects (Incl Rte 1 Ltd Infrastructure) <sup>4</sup>	FY15-11	1,975,203		395,041														
Expansion Revenue Vehicles-(14) DO Heavy Duty-RT 1 LTD	FY15-12	8,050,000																
Expansion Heavy Duty Revenue Vehicles-TDA Roll Forward <sup>5</sup>	FY15-13	13,682,692		3,175,634														
<b>Subtotal: Capital</b>		<b>\$34,356,167</b>		<b>\$5,442,057</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,674,931</b>	<b>\$989,115</b>	<b>\$2,112,844</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,037,500</b>	<b>\$450,000</b>	<b>\$1,580,162</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total: Operating &amp; Capital</b>		<b>\$101,329,148</b>		<b>\$5,442,057</b>	<b>\$2,956,825</b>	<b>\$155,678</b>	<b>\$11,319,253</b>	<b>\$3,589,115</b>	<b>\$3,912,844</b>	<b>\$2,000,000</b>	<b>\$25,000</b>	<b>\$6,037,500</b>	<b>\$450,000</b>	<b>\$1,580,162</b>	<b>\$586,579</b>	<b>\$308,066</b>	<b>\$11,211,511</b>	<b>\$235,000</b>

<sup>1</sup> JARC/NF funds reflect funding from current executed grants.

<sup>2</sup> 5307 estimated carryover from FY14 grant CA-90-Z128.

<sup>3</sup> COA Study utilizes previously programmed 5309 funds.

<sup>4</sup> Section 5339 Bus and Bus Facilities funding is FY2013 apportionment only. (60020-LA UZA: \$4,256; 60420-Riv/San UZA: \$1,093,569; 61320-Temecula UZA: \$482,338)

<sup>5</sup> TDA Section 6648 - "Allocations Reserved in the Fund" - requires the Commission to reprogram unexpended prior reserved funds after 3 years. Since these funds were allocated for the heavy-duty CNG bus replacement project, but not yet expended, they are being removed from the FY11/12 and FY12/13 SRTPs, respectively, and are hereby reprogrammed in FY14/15 SRTP in the amount of \$13,682,692 for the heavy-duty CNG bus expansion project.

Riverside Transit Agency  
 FY 2015/16  
 Summary of Funds Requested  
 Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY 2015/16

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/Murrieta	Section 5307 - Hemet/San Jacinto	Section 5339 Bus & Bus Facilities	Section 5311	Section 5316 - JARC	Section 5317 New Freedom	Farebox	Other Revenue
<b>FY 2015/2016</b>														
Operating Assistance		41,820,130	36,855,130		2,700,000			1,800,000		465,000				
GASB 43/45 Pre-funding		1,400,000	1,400,000		130,000									
OCTA 794		130,000												
JARC CommuterLink 212 & 217		932,287	396,222		15,403		396,222				48,134	60,449	139,843	
JARC Fixed Route Service		683,584	292,015				259,284						68,748	
Travel Training		423,590	363,141											
Capitalized Preventative Maintenance		6,500,000	1,300,000			3,600,000	1,600,000							20,000
Capital Cost of Contracting		7,000,000	1,400,000			2,800,000	2,800,000							15,000
Farebox (Cash, Tix, Passes)		11,141,409											11,141,409	100,000
Interest Income		20,000												260,000
Advertising Revenue		15,000												300,000
CNG Sales		100,000												200,000
RINSLCFS Credits		260,000												
Medi-Cal Reimbursement		620,000												
Retiree Medical/PAY Co		200,000	320,000											
<b>Subtotal: FY15/16 RTA Operating</b>		<b>\$71,246,000</b>	<b>\$42,326,508</b>	<b>\$0</b>	<b>\$2,845,403</b>	<b>\$6,400,000</b>	<b>\$5,055,506</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$465,000</b>	<b>\$48,134</b>	<b>\$60,449</b>	<b>\$11,350,000</b>	<b>\$895,000</b>
Revenue Vehicles - (16) COFR	FY16-1	2,949,400		442,410		2,506,990								
Revenue Vehicles - (24) DAR	FY16-2	2,093,640		314,046				1,779,594						
Non-Revenue Vehicles - (12) Support Vehicles	FY16-3	291,600		58,320		233,280								
Associated Transit Improvements	FY16-4	150,000		30,000		120,000								
Capital Maintenance Spares	FY16-5	500,000		100,000		400,000								
Capitalized Tire Lease	FY16-6	327,500		65,500		262,000								
Maintenance/Support Equipment	FY16-7	107,459		21,492		85,967								
Facility Maintenance	FY16-8	302,198		60,440		241,758								
Information Systems	FY16-9	100,000		20,000		80,000								
Bus & Bus Facilities Projects <sup>2</sup>	FY16-10	2,051,269		410,254										911,880
Ops & Facilities Security Projects	FY16-11	911,880							1,641,015					
<b>Subtotal: FY15/16 Capital</b>		<b>\$9,784,946</b>	<b>\$0</b>	<b>\$1,522,462</b>	<b>\$0</b>	<b>\$3,929,995</b>	<b>\$0</b>	<b>\$1,779,594</b>	<b>\$1,641,015</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$911,880</b>
<b>Total: Operating &amp; Capital FY15/16</b>		<b>\$81,030,946</b>	<b>\$42,326,508</b>	<b>\$1,522,462</b>	<b>\$2,845,403</b>	<b>\$10,329,995</b>	<b>\$5,055,506</b>	<b>\$3,579,594</b>	<b>\$1,641,015</b>	<b>\$465,000</b>	<b>\$48,134</b>	<b>\$60,449</b>	<b>\$11,350,000</b>	<b>\$1,806,880</b>

<sup>1</sup> JARC/NF funds reflect funding from current executed grants

<sup>2</sup> Section 5339 Bus and Bus Facilities funding is estimated FY2014 apportionment.

Riverside Transit Agency  
 FY 2016/17  
 Summary of Funds Requested  
 Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY 2016/17

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Measure A Operating Assistance	Section 5307 Riv-San Bernardino	Section 5307 - Temecula/Murrieta	Section 5307 - Hemet/San Jacinto	Section 5339 Bus & Bus Facilities	Section 5311	Section 5317 New Freedom	Farebox	Other Revenue
<b>FY 2016/2017</b>													
Operating Assistance		44,959,177	39,984,177		2,700,000			1,800,000		475,000			
GASB 43/45 Pre-funding		1,500,000	1,500,000										
OCTA 794		132,000			132,000								
JARC CommuterLink 212 & 217		978,901	416,033			416,033						146,835	
JARC Fixed Route Service		717,763	322,994			322,993						71,776	
Travel Training		444,770	444,770										
Capitalized Preventative Maintenance		6,750,000	1,350,000			700,000							
Capital Cost of Contracting		7,250,000	1,450,000			2,900,000							
Farebox (Cash, Tix, Passes)		11,181,389										11,181,389	
Interest Income		20,000											20,000
Advertising Revenue		15,000											15,000
CNG Sales		100,000											100,000
RINS/LCFS Credits		260,000											260,000
Medi-Cal Reimbursement		300,000											300,000
Retiree Medical PAY Go		200,000											200,000
<b>Subtotal: FY16/17 RTA Operating</b>		<b>\$74,809,000</b>	<b>\$45,467,974</b>	<b>\$0</b>	<b>\$2,832,000</b>	<b>\$7,600,000</b>	<b>\$4,339,026</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$475,000</b>	<b>\$0</b>	<b>\$11,400,000</b>	<b>\$895,000</b>
Revenue Vehicles - (7) DAR	FY17-1	625,766		93,865		531,900							
Non-Revenue Vehicles - (2) Support Trailers	FY17-2	43,200		8,640		34,560							
Rebuild Fareboxes	FY17-3	690,608		138,122		552,486							
Associated Transit Improvements	FY17-4	150,000		30,000		120,000							
Capital Maintenance Spares	FY17-5	750,000		150,000		600,000							
Capitalized Tire Lease	FY17-6	343,875		68,775		275,100							
Maintenance/Support Equipment	FY17-7	100,000		20,000		80,000							
Facility Maintenance	FY17-8	200,000		40,000		160,000							
Information Systems	FY17-9	100,000		20,000		80,000							
Ops & Facilities Security Projects	FY17-10	911,470		20,000		80,000							911,470
<b>Subtotal: FY16/17 Capital</b>		<b>\$3,914,918</b>	<b>\$0</b>	<b>\$569,402</b>	<b>\$0</b>	<b>\$2,434,046</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$911,470</b>
<b>Total: Operating &amp; Capital FY16/17</b>		<b>\$78,723,918</b>	<b>\$45,467,974</b>	<b>\$569,402</b>	<b>\$2,832,000</b>	<b>\$10,034,046</b>	<b>\$4,339,026</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$475,000</b>	<b>\$0</b>	<b>\$11,400,000</b>	<b>\$1,806,470</b>

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# SUNLINE TRANSIT AGENCY

Financial Data FY 2014-15 to FY 2016-17<sup>1</sup>

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<sup>1</sup> Riverside County Transportation Commission

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TABLE 4

BuLine Transit Agency  
 2015 FTIP  
 Summary of Funds Requested  
 Short Range Transit Plan

Table 4 - Summary of Funding Request for FY 2014/15 DRAFT 05/21/14

DRAFT: May 22, 2014

Project Description	Total Amount of Funds With Carryover	Total Amount of Funds Without Carryover	Total Carryover Amount	LTF	Carryover LTF	STA	Carryover STA	Prop IB Transit Security	Measure A	Section 5307 Inland/Cathedral City Palm Springs	Carryover Section 5307 Inland/Cathedral City Palm Springs*	Section 5310	Section 5311	Section 5316	Section 5317	Section 5339	CMAQ	Other Revenue	Farebox	
<b>OPERATING</b>																				
Operating Assistance	\$28,044,924	\$28,044,924	\$0	\$13,506,121	\$0		\$5,846,000			\$3,000,000	\$0		\$429,697	\$32,928	\$65,709		\$150,000	\$1,363,844	\$3,650,635	
Preventive Maintenance	\$0	\$0	\$0	\$0	\$0															
	\$28,044,924	\$28,044,924	\$0	\$13,506,121	\$0		\$5,846,000	\$0		\$3,000,000	\$0	\$0	\$429,697	\$32,928	\$65,709		\$150,000	\$1,363,844	\$3,650,635	
<b>Subtotal: Operating</b>																				
<b>CAPITAL</b>																				
2 New and 2 Replacement Paratransit Vans	\$440,000	\$440,000	\$0			\$890,000				\$142,000		\$210,000								
Transit Enhancement (26 shelters)	\$312,417	\$312,417	\$0					\$212,417		\$100,000										
High Performance Wireless Video Link for Buses	\$135,000	\$135,000	\$0					\$135,000			\$240,000									
IT Projects	\$300,000	\$0	\$300,000				\$90,000													
New CNG Fueling Station Construction Thousand Palms (second part of funding)	\$2,500,000	\$2,500,000	\$0			\$2,500,000				\$130,000										
Replacement & New Service Vehicles (1 new truck, 1 new supervisor SUV, 2 replacement cars)	\$170,000	\$170,000	\$0			\$40,000														
New ITS Ops Vets and CDM modules	\$175,000	\$175,000	\$0			\$175,000														
Replacement Bus Lifts for Thousand Palms	\$400,000	\$400,000	\$0			\$150,000				\$20,000										
Replacement Bus Fleet	\$3,300,000	\$2,956,880	\$343,120			\$1,744,876	\$341,320			\$300,000										
Operator Break Room at Coachella	\$500,000	\$500,000	\$0			\$500,000														\$913,604
Thousand Palms Transit Center Security Cameras	\$25,000	\$25,000	\$0					\$25,000												
New Asset Management Tool	\$500,000	\$500,000	\$0			\$100,000				\$400,000										
Master Plan Update	\$100,000	\$100,000	\$0			\$40,000				\$60,000										
Thousand Palms Site Development	\$200,000	\$200,000	\$0			\$200,000				\$180,000										
New Accounting System	\$1,000,000	\$0	\$1,000,000			\$500,000														
<b>Subtotal: Capital</b>	<b>\$10,657,417</b>	<b>\$8,415,097</b>	<b>\$1,641,320</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$5,287,876</b>	<b>\$901,320</b>	<b>\$372,417</b>	<b>\$5,846,000</b>	<b>\$1,632,000</b>	<b>\$240,000</b>	<b>\$210,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$913,604</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total: Operating &amp; Capital</b>	<b>\$38,023,341</b>	<b>\$36,460,021</b>	<b>\$1,641,320</b>	<b>\$13,506,121</b>	<b>\$500,000</b>	<b>\$5,287,876</b>	<b>\$901,320</b>	<b>\$372,417</b>	<b>\$5,846,000</b>	<b>\$4,632,000</b>	<b>\$240,000</b>	<b>\$210,000</b>	<b>\$429,697</b>	<b>\$32,928</b>	<b>\$65,709</b>	<b>\$913,604</b>	<b>\$150,000</b>	<b>\$1,363,844</b>	<b>\$3,650,635</b>	<b>\$0</b>

Proposed Funding Details

Operating Budget

- FY 14/15 LTF assumptions \$ 13,506,121 \$12,607,066 FY 14-15 allocation + some use of unallocated past carryover.
- FY 14/15 Farebox assumptions \$ 3,650,635 This number is projected from farebox revenue YTD FY 13/14 + full year of service improvements of FY 13-14 and new FY 14-15 improvements \$3,384,263 Fixed Route and \$266,372 paratransit.
- FY 14/15 Other Revenue assumptions \$ 1,363,844 Based on projections, with \$900,000 outside fuel sales, \$107,000 bus shelter maintenance, \$39,174 RTA 220 contribution, \$95,670 taxi voucher sales, \$18,000 interest and other income, \$75,000 advertising fees and \$175,000 for emissions credits.
- FY 14/15 Measure A funds Projection \$ 5,846,000 RCTC Est. \$5,846,000.
- FY 14/15 Section 5307 Operating Funds Projection \$ 3,000,000 From FFY 2013 & 2014 allocations.
- FY 14/15 Section 5311 Operating Funds Projection \$ 429,697 Est. based on CalTrans County Allocation and prev. split RTA-SuLine
- FY 2014/15 JARC Section 5316 Projection \$ 32,928 \$32,928 Allocation (CA37-X193) for Commuter Link 220
- CMAQ Grant for Line 64 \$ 150,000 CMAQ Grant Line 64
- FY 2014/15 New Freedom Section 5317 Projection \$ 65,709 Taxi Voucher Grant Revenue from CA67-X083 plus Commuter Link 220 funding \$22,709 Grant CA67-X102
- TOTAL \$ 28,044,924

Capital Budget

LTF Carryover \$ 500,000 From RCTC Carryover funding sheet (surplus from previous ITS project)



TABLE 5.1

SunLine Transit Agency  
FY 2015/16  
Summary of Funds Requested  
Short Range Transit Plan

Table 5.1 - Summary of Funding Request for FY 2015/16 DRAFT as at 052214

DRAFT as at 052214

Project Description	Operations	Total Amount of Funds	Total Carryover Amount	LTF	Carryover STA	STA	Prop 1B Transit Security	Section 5309 (Carryover)	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	CMAQ	Section 5317	Other Revenue	Farebox
<b>OPERATING</b>																
Operating Assistance		\$28,605,822	\$0	\$14,776,999	\$0				\$6,284,450	\$1,900,000	\$1,900,000	\$429,687	\$63,040	\$64,154	\$1,363,844	\$3,723,648
Preventive Maintenance		\$0	\$0	\$0	\$0											
		\$28,605,822	\$0	\$14,776,999	\$0		\$0	\$0	\$6,284,450	\$1,900,000	\$1,900,000	\$429,687	\$63,040	\$64,154	\$1,363,844	\$3,723,648
<b>CAPITAL</b>																
Bus Rehabilitation (20 buses)	Capital Project Number	\$1,100,000	\$0			\$220,000										
13 Paratransit replacement vans	SL-16-02	\$1,430,000	\$526,016		\$105,203	\$403,984		\$420,813		\$500,000	\$500,000					
Transit Enhancement (25 shelters)	SL-16-03	\$392,417	\$0				\$372,417			\$20,000	\$20,000					
Refurbished Hydrogen Fueling Station Thousand Palms	SL-16-04	\$1,500,000	\$0			\$1,500,000				\$0	\$0					
IT Projects	SL-16-05	\$250,000	\$0			\$250,000				\$0	\$0					
Maintenance Tools & Equipment	SL-16-06	\$100,000	\$0			\$20,000				\$80,000	\$80,000					
Replacement Service Vehicles (3 cars, 2 trucks)	SL-16-07	\$200,000	\$0			\$40,000				\$160,000	\$160,000					
Replacement Buses	SL-16-08	\$3,300,000	\$0			\$829,000				\$2,000,000	\$2,000,000				\$471,000	
		\$8,272,417	\$526,016	\$0	\$105,203	\$3,262,984	\$372,417	\$420,813	\$0	\$3,640,000	\$3,640,000	\$0	\$0	\$0	\$471,000	\$0
<b>Subtotal: Capital</b>																
<b>Total: Operating &amp; Capital</b>		<b>\$36,878,239</b>	<b>\$526,016</b>	<b>\$14,776,999</b>	<b>\$105,203</b>	<b>\$3,262,984</b>	<b>\$372,417</b>	<b>\$420,813</b>	<b>\$6,284,450</b>	<b>\$5,540,000</b>	<b>\$5,540,000</b>	<b>\$429,687</b>	<b>\$63,040</b>	<b>\$64,154</b>	<b>\$1,834,844</b>	<b>\$3,723,648</b>

**Proposed Funding Details**

**Target Budget**

Projected FY 15/16 LTF \$ 14,776,999 Based on FY 13-14 + carryover  
 Projected FY15/16 Farebox Revenue \$ 3,723,648 based on FY 14-15 x 1.02 (2 % growth).  
 Projected FY15/16 Other Revenues \$ 1,363,844 As for FY 14-15  
 Projected FY15/16 Measure A funds \$ 6,284,450 based on FY 14-15 + 7.5%  
 Projected FY15/16 Section 5307 Operating Funds \$ 1,900,000 FFY 15 balance and some FFY 16.  
 Projected FY 15/16 Section 5311 Operating Funds \$ 429,687 As for FY 14-15  
 Recommended FY 15/16 NEW Freedom Funds \$ 64,154 [This includes \$43,000 Taxi Voucher program funds and \$21,154 for Commuter Link 220].  
 Recommended FY 15/16 CMAQ Funds \$ 63,040 Est. remaining CMAQ for Line 54  
 Estimated Operating Funding Total FY14-15 \$ 28,605,822  
 Projected FY15/16 STA Capital \$ 3,262,984 FY 15/16 plus some unallocated carryover.  
 Projected FY15/16 5307 Capital \$ 3,640,000 FFY 15 balance and some FFY 16.  
 Projected FY15/16 Section 5339 Capital \$ 471,000 FFY 14/15 level.  
 Projected FY15/16 Prop 1B Safety and Security \$ 372,417 FY14-15 level.  
 Carryover Section 5309 \$ 420,813  
 Carryover STA \$ 105,203  
 TOTAL Estimated Capital \$ 8,272,417



Table 5.2

SunLine Transit Agency  
 FY 2016/17  
 Summary of Funds Requested  
 Short Range Transit Plan

Table 5.2 - Summary of Funding Request for FY 2016/17 DRAFT as at 052214

DRAFT as at 052214

Project Description	Operations	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Prop 1B Transit Security	Prop 1B PTMISEA	Measure A	Indio/Cathedral City Palm Springs	5307 Indio/Cathedral City	Section 5311	Other Revenue	Farebox
<b>OPERATING</b>														
Operating Assistance		\$29,177,938	\$0	\$15,073,296	\$0				\$6,598,673	\$1,914,318	\$0	\$429,687	\$1,363,844	\$3,798,121
Preventive Maintenance		\$0	\$0	\$0	\$0						\$0			
<b>Subtotal: Operating</b>		\$29,177,938	\$0	\$15,073,296	\$0		\$0	\$0	\$6,598,673	\$1,914,318	\$0	\$429,687	\$1,363,844	\$3,798,121
<b>CAPITAL</b>														
Bus Rehabilitation (21 buses)	Capital Project Number	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Prop 1B Transit Security	Prop 1B PTMISEA	Measure A	Indio/Cathedral City Palm Springs	5307 Indio/Cathedral City	Section 5311	Other Revenue	Farebox
14 Paratransit replacement vans	SL-17-01	\$1,155,000	\$0											
Transit Enhancement (25 shelters)	SL-17-02	\$1,540,000	\$0			\$245,000								
IT Projects	SL-17-03	\$392,417	\$0			\$636,000	\$372,417							
Facility Improvements	SL-17-04	\$250,000	\$0			\$250,000								
Replacement Service Vehicles (3 cars, 2 trucks)	SL-17-05	\$100,000	\$0			\$20,000								
Replacement Buses	SL-17-06	\$200,000	\$0			\$40,000								
	SL-17-07	\$3,300,000	\$0			\$1,329,000								
<b>Subtotal: Capital</b>		\$6,937,417	\$0	\$0	\$0	\$2,720,000	\$372,417	\$0	\$0	\$3,374,000	\$0	\$0	\$471,000	\$0
<b>Total: Operating &amp; Capital</b>		<b>\$36,115,355</b>	<b>\$0</b>	<b>\$15,073,296</b>	<b>\$0</b>	<b>\$2,720,000</b>	<b>\$372,417</b>	<b>\$0</b>	<b>\$6,598,673</b>	<b>\$5,288,318</b>	<b>\$0</b>	<b>\$429,687</b>	<b>\$1,834,844</b>	<b>\$3,798,121</b>

**Proposed Funding Details**

**Target Budget**

Projected FY 16/17 LTF \$ 29,177,938 Based on FY15-16 operating budget\*1.02 (2 % increase)  
 Projected FY16/17 Farebox Revenue \$ 15,073,296 Based on FY 15-16 +some unallocated carryover funds.  
 Projected FY16/17 Other Revenues \$ 3,798,121 Based on FY 15-16 + 2%  
 Projected FY16/17 Measure A funds \$ 1,363,844 As for FY 14-15  
 Projected FY16/17 Section 5307 Operating Funds \$ 6,598,673 as for FY 15-16 + 5%  
 Projected FY 16/17 Section 5311 Operating Funds \$ 1,914,318 FFY 16 carryover plus some FFY 17  
 Estimated Operating Funding Total FY14-15 \$ 429,687 As for FY 13-14  
 Projected FY16/17 STA Capital \$ 29,177,938  
 Projected FY16/17 5307 Capital \$ 2,720,000 FY 16/17 plus some unallocated carryover  
 Projected FY 16/17 Section 5339 Capital \$ 3,374,000 FFY 16 carryover plus some FFY 17  
 Projected FY16/17 Prop 1B Safety and Security \$ 471,000 FY 14/15 level  
 TOTAL Estimated Capital \$ 372,417 FY 14/15 level  
 \$ 6,937,417



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# **MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)**

Financial Data for FY 2015-2018<sup>1</sup>

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<sup>1</sup> San Bernardino Associated Governments

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**Mountain Area Regional Transit Authority (MARTA)****REVENUE****Operating**

	FY15	FY16	FY17	FY18
FTA 5311	\$ 255,580	\$ 255,580	\$ 255,580	\$ 255,580
Measure I - S&D	\$ 85,558	\$ 87,911	\$ 90,548	\$ 93,491
LTF*	\$ 2,024,369	\$ 2,080,039	\$ 2,142,440	\$ 2,212,070
STAF-Operator	\$ 15,948	\$ 15,948	\$ 15,948	\$ 15,948
MI - PDTMS				
<b>Total</b>	<b>\$ 2,381,455</b>	<b>\$ 2,439,478</b>	<b>\$ 2,504,516</b>	<b>\$ 2,577,089</b>

**Capital**

	FY15	FY16	FY17	FY18
FTA 5307				
FTA 5339				
FTA 5311				
CMAQ	\$ 380,304	\$560,000	\$560,000	\$560,000
LTF				
STAF-Pop**	\$ 108,468			
Prop 1B-PTMISEA	\$ 508,519	\$ -	\$ -	\$ -
Prop 1B Security	\$ 3,287	\$ 3,287	\$ 3,287	\$ -
<b>Total</b>	<b>\$ 1,000,578</b>	<b>\$ 563,287</b>	<b>\$ 563,287</b>	<b>\$ 560,000</b>

<b>Grand Total</b>	<b>\$ 3,382,033</b>	<b>\$ 3,002,765</b>	<b>\$ 3,067,803</b>	<b>\$ 3,137,089</b>
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**EXPENDITURES**

	FY15	FY16	FY17	FY18
Operating	\$ 2,381,455	\$ 2,439,478	\$ 2,504,516	\$ 2,577,089
Capital	\$ 1,000,578	\$ 563,287	\$ 563,287	\$ 560,000
<b>Grand Total</b>	<b>\$ 3,382,033</b>	<b>\$ 3,002,765</b>	<b>\$ 3,067,803</b>	<b>\$ 3,137,089</b>

\*The LTF allocations included under Operations reflect the total LTF available to the service area. VVTA, MBTA and MARTA typically return a portion to the local jurisdictions for local street and road purposes pursuant to Transportation Development Act Article 8. Additionally, the LTF amounts included under Operations may be used for either operating or capital expenses.

\*\*STAF-Pop amounts for future years are to be determined pending SRTP updates.

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# OMNITRANS

## Financial Data for FY 2015-2018<sup>1</sup>

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<sup>1</sup> San Bernardino Associated Governments

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**Omnitrans****REVENUE****Operating**

	FY15	FY16	FY17	FY18
FTA 5311				
Measure I - S&D	\$ 5,300,000	\$ 5,600,000	\$ 5,800,000	\$ 6,100,000
LTF	\$ 37,440,212	\$ 38,563,419	\$ 39,720,321	\$ 40,911,931
STAF-Operator	\$ 988,295	\$ 988,295	\$ 988,295	\$ 988,295
MI - PDTMS				
<b>Total</b>	<b>\$ 43,728,507</b>	<b>\$ 45,151,714</b>	<b>\$ 46,508,616</b>	<b>\$ 48,000,226</b>

**Capital**

	FY15	FY16	FY17	FY18
FTA 5307	\$ 16,941,200	\$ 16,941,200	\$ 16,941,200	\$ 16,941,200
FTA 5339	\$ 1,848,880	\$ 1,848,880	\$ 1,848,880	\$ 1,848,880
FTA 5311				
CMAQ	\$ 5,152,215	\$ 5,183,975	\$ 6,657,705	\$ 5,562,048
LTF				
STAF-Pop	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000	\$ 3,100,000
Prop 1B-PTMISEA				
Prop 1B Security	\$ 128,566	\$ 128,566	\$ 128,566	
<b>Total</b>	<b>\$ 27,170,861</b>	<b>\$ 27,202,621</b>	<b>\$ 28,676,351</b>	<b>\$ 27,452,128</b>
<b>Grand Total</b>	<b>\$ 70,899,368</b>	<b>\$ 72,354,335</b>	<b>\$ 75,184,967</b>	<b>\$ 75,452,354</b>

**EXPENDITURES**

	FY15	FY16	FY17	FY18
Operating	\$ 43,728,507	\$ 45,151,714	\$ 46,508,616	\$ 48,000,226
Capital	\$ 27,170,861	\$ 27,202,621	\$ 28,676,351	\$ 27,452,128
<b>Grand Total</b>	<b>\$ 70,899,368</b>	<b>\$ 72,354,335</b>	<b>\$ 75,184,967</b>	<b>\$ 75,452,354</b>

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# VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2015-2018<sup>1</sup>

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<sup>1</sup> San Bernardino Associated Governments

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**Victor Valley Transit Authority (VVTA)****REVENUE****Operating**

	FY15	FY16	FY17	FY18
FTA 5311	\$ 398,693	\$ 398,693	\$ 398,693	\$ 398,693
Measure I - S&D	\$ 759,340	\$ 780,222	\$ 803,629	\$ 829,746
LTF*	\$ 13,884,116	\$ 14,265,929	\$ 14,693,907	\$ 15,171,459
STAF-Operator	\$ 154,810	\$ 154,810	\$ 154,810	\$ 154,810
MI - PDTMS	\$ 5,080	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 15,202,039</b>	<b>\$ 15,599,654</b>	<b>\$ 16,051,039</b>	<b>\$ 16,554,708</b>

**Capital**

	FY15	FY16	FY17	FY18
FTA 5307	\$ 3,556,757	\$ 3,556,757	\$ 3,556,757	\$ 3,556,757
FTA 5339	\$ 381,337	\$ 381,337	\$ 381,337	\$ 381,337
FTA 5311				
CMAQ	\$ 1,471,000	\$ 86,067	\$ -	\$ 2,627,000
LTF				
STAF-Pop**	\$ 114,700			
Prop 1B-PTMISEA	\$ 805,000	\$ 935,000	\$ 3,440,503	\$ -
Prop 1B Security	\$ 18,692	\$ 18,692	\$ 18,692	\$ -
<b>Total</b>	<b>\$ 6,347,486</b>	<b>\$ 4,977,853</b>	<b>\$ 7,397,289</b>	<b>\$ 6,565,094</b>

<b>Grand Total</b>	<b>\$ 21,549,525</b>	<b>\$ 20,577,507</b>	<b>\$ 23,448,328</b>	<b>\$ 23,119,802</b>
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**EXPENDITURES**

	FY15	FY16	FY17	FY18
Operating	\$ 15,202,039	\$ 15,599,654	\$ 16,051,039	\$ 16,554,708
Capital	\$ 6,347,486	\$ 4,977,853	\$ 7,397,289	\$ 6,565,094

<b>Grand Total</b>	<b>\$ 21,549,525</b>	<b>\$ 20,577,507</b>	<b>\$ 23,448,328</b>	<b>\$ 23,119,802</b>
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\*The LTF allocations included under Operations reflect the total LTF available to the service area. VVTA, MBTA and MARTA typically return a portion to the local jurisdictions for local street and road purposes pursuant to Transportation Development Act Article 8. Additionally, the LTF amounts included under Operations may be used for either operating or capital expenses.

\*\*STAF-Pop amounts for future years are to be determined pending SRTP updates.

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# **GOLD COAST TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

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	<u>BUDGET</u>		<u>FORECAST</u>			
	2013-14	2014-15	2015-16	2016-17	2017-18	
<b>Gold Coast Transit Operating Budget (000's)</b>						
<b>Revenues</b>						
Passenger Fares - Fixed Route	\$ 2,870	\$ 2,956	\$ 3,045	\$ 3,106	\$ 3,168	
Passenger Fares - ADA Paratransit	\$ 167	\$ 173	\$ 182	\$ 186	\$ 189	
Passenger Fares - Local Govt Route Guarantees	\$ 645	\$ 300	\$ -	\$ -	\$ -	
Passenger Fares - Other	\$ 201	\$ 150	\$ 150	\$ 150	\$ 150	
Other	\$ 18	\$ 241	\$ 241	\$ 241	\$ 241	
Interest	\$ 192	\$ 19	\$ 20	\$ 20	\$ 21	
Operating Assistance - State	\$ 4,808	\$ 220	\$ 230	\$ 237	\$ 244	
Operating Assistance - Federal Capital	\$ 80	\$ 4,525	\$ 4,401	\$ 4,356	\$ 4,405	
Planning Funds	\$ 11,636	\$ 82	\$ 184	\$ 188	\$ 192	
Other Local Assistance	\$ 20,617	\$ 12,789	\$ 13,411	\$ 13,817	\$ 14,237	
<b>Total Revenues</b>	<b>\$ 20,617</b>	<b>\$ 21,455</b>	<b>\$ 21,864</b>	<b>\$ 22,301</b>	<b>\$ 22,847</b>	
<b>Expenses</b>						
Operations	\$ 11,460	\$ 12,024	\$ 12,244	\$ 12,489	\$ 12,739	
Paratransit	\$ 2,435	\$ 2,508	\$ 2,558	\$ 2,609	\$ 2,661	
Maintenance	\$ 3,455	\$ 3,558	\$ 3,630	\$ 3,702	\$ 3,876	
Administration	\$ 1,815	\$ 1,873	\$ 1,908	\$ 1,943	\$ 1,979	
Promotion	\$ 928	\$ 955	\$ 974	\$ 994	\$ 1,014	
Insurance	\$ 524	\$ 537	\$ 550	\$ 564	\$ 578	
<b>Total Expenses</b>	<b>\$ 20,617</b>	<b>\$ 21,455</b>	<b>\$ 21,864</b>	<b>\$ 22,301</b>	<b>\$ 22,847</b>	

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# **SIMI VALLEY TRANSIT**

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

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**Simi Valley Transit**  
**FY 2014/15 - 2017/18**  
**Revenues**

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1st 4-yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Fare Revenue	\$ 434,578	\$ 439,625	\$ 437,102	\$ 438,364	\$ 1,749,669	
Shelter Advertising	\$ 48,000	\$ 50,400	\$ 52,920	\$ 55,566	\$ 206,886	
Misc	\$ 2,320	\$ 2,320	\$ 2,320	\$ 2,320	\$ 9,280	
FTA 5307	\$ 2,489,760	\$ 2,489,760	\$ 2,489,760	\$ 2,489,760	\$ 9,959,040	
Local Match	\$ 1,973,265	\$ 2,116,545	\$ 2,265,527	\$ 2,421,888	\$ 8,777,225	
<b>Revenue Total</b>	<b>\$ 4,947,923</b>	<b>\$ 5,098,650</b>	<b>\$ 5,247,629</b>	<b>\$ 5,407,898</b>	<b>\$ 20,702,100</b>	

**Expenditures**

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1st 4-yrs)	Comments
	FY 14/15	FY 15/16	FY 16/17	FY 17/18		
Operating	\$ 3,554,000	\$ 3,660,000	\$ 3,769,000	\$ 3,883,000	\$ 14,866,000	
Capital	\$ 1,393,923	\$ 1,438,650	\$ 1,478,629	\$ 1,524,898	\$ 5,836,100	
<b>Expenditures Total</b>	<b>\$ 4,947,923</b>	<b>\$ 5,098,650</b>	<b>\$ 5,247,629</b>	<b>\$ 5,407,898</b>	<b>\$ 20,702,100</b>	

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# VISTA

Financial Data for FY 2014-15 to FY 2017-18<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

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**VISTA 4-Year Expenditure / Revenue Forecast**

Revenues	FIRST 4 Years			
	FY 14/15	FY 15/16	FY 16/17	FY 17/18
FTA	\$ 2,497,000	\$ 2,571,901	\$ 2,649,067	\$ 2,728,539
TDA	\$ 1,378,140	\$ 1,419,484	\$ 1,462,069	\$ 1,505,931
STA	\$ 3,226,503	\$ 3,117,728	\$ 3,409,080	\$ 3,506,472
Local	\$ 434,578	\$ 447,615	\$ 461,044	\$ 474,875
Local Sales tax (Sbco)	\$ 338,874	\$ 349,040	\$ 359,511	\$ 370,297
Fares	\$ 1,531,713	\$ 1,577,664	\$ 1,624,994	\$ 1,673,744
	\$ 9,406,808	\$ 9,483,432	\$ 9,965,765	\$ 10,259,858

Expenditures	FIRST 4 Years			
	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Operating	\$ 2,987,808.00	\$ 3,077,442	\$ 3,169,766	\$ 3,264,858
Capital	\$ 6,419,000	\$ 6,406,000	\$ 6,796,000	\$ 6,995,000
	\$ 9,406,808	\$ 9,483,442	\$ 9,965,766	\$ 10,259,858

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# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)**

Financial Data for FY 2015<sup>1</sup>

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<sup>1</sup> Southern California Regional Rail Authority

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FY 2014-15 BUDGET SOURCES AND USES BY MEMBER AGENCY  
 (\$000s)

<b>Operating Budget</b>	<b>Total FY 2014-15</b>	<b>% of Total</b>	<b>Metro</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SANBAG</b>	<b>VCTC</b>	<b>System</b>
<b>Local Funds For Operating</b>	<b>\$112,397</b>	<b>50.4%</b>	<b>\$59,683</b>	<b>\$22,267</b>	<b>\$9,817</b>	<b>\$12,467</b>	<b>\$8,163</b>	<b>\$0</b>
Operations	76,473	34.3%	34,730	17,365	8,750	9,171	6,458	-
Maintenance-of-Way	35,924	16.1%	24,953	4,902	1,067	3,296	1,705	-
<b>Other Operating Revenues</b>	<b>\$110,539</b>	<b>49.6%</b>	<b>\$58,234</b>	<b>\$27,787</b>	<b>\$7,312</b>	<b>\$13,444</b>	<b>\$3,762</b>	<b>\$0</b>
Farebox Revenue	91,571	41.1%	46,056	23,450	7,268	12,111	2,687	-
Non-Fare Operating Revenue	3,994	1.8%	1,972	1,383	43	109	487	-
MOW Revenues	14,974	6.7%	10,206	2,955	0	1,224	588	-
<b>Total Funding Sources For Operating</b>	<b>\$222,935</b>	<b>100.0%</b>	<b>\$117,917</b>	<b>\$50,054</b>	<b>\$17,129</b>	<b>\$25,910</b>	<b>\$11,925</b>	<b>\$0</b>

<b>Total Operating Expenditures</b>	<b>\$222,935</b>	<b>100.0%</b>	<b>\$117,917</b>	<b>\$50,054</b>	<b>\$17,129</b>	<b>\$25,910</b>	<b>\$11,925</b>	<b>\$0</b>
Operating Expenditures (Excludes MOW)	183,009	82.1%	94,716	42,091	15,877	21,017	9,308	0
Maintenance-of-Way	39,926	17.9%	23,201	7,963	1,251	4,894	2,617	0

<b>Capital Budget</b>	<b>Total FY 2014-15</b>	<b>% of Total</b>	<b>Metro</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SANBAG</b>	<b>VCTC</b>	<b>System</b>
<b>Local Funds For Capital</b>	<b>\$148,340</b>	<b>54.7%</b>	<b>\$92,418</b>	<b>\$21,561</b>	<b>\$8,483</b>	<b>\$16,434</b>	<b>\$9,444</b>	<b>\$0</b>
New Capital	46,366	17.1%	44,427	709	119	785	326	-
Rehabilitation/Renovation	101,974	37.6%	47,991	20,852	8,364	15,649	9,118	-
<b>Other Capital Revenues</b>	<b>\$122,787</b>	<b>45.3%</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,787</b>
Interest on Lease Proceeds	2,630	1.0%	-	-	-	-	-	2,630
Other Non-Member (includes insurance recoveries)	-	0.0%	-	-	-	-	-	-
State Funds	95,372	35.2%	-	-	-	-	-	95,372
Federal funds	17,574	6.5%	-	-	-	-	-	17,574
UPRR Funds	7,211	2.7%	-	-	-	-	-	7,211
<b>Total Funding Sources For Capital</b>	<b>\$271,127</b>	<b>100.0%</b>	<b>\$92,418</b>	<b>\$21,561</b>	<b>\$8,483</b>	<b>\$16,434</b>	<b>\$9,444</b>	<b>\$122,787</b>

<b>Total Capital Expenditures</b>	<b>\$271,127</b>	<b>100.0%</b>	<b>\$92,418</b>	<b>\$21,561</b>	<b>\$8,483</b>	<b>\$16,434</b>	<b>\$9,444</b>	<b>\$122,787</b>
New Capital	162,497	59.9%	44,427	709	119	785	326	116,131
Rehabilitation/Renovation	108,630	40.1%	47,991	20,852	8,364	15,649	9,118	6,656

<b>Total Proposed Expenditures</b>	<b>\$494,062</b>		<b>\$210,335</b>	<b>\$71,615</b>	<b>\$25,612</b>	<b>\$42,344</b>	<b>\$21,369</b>	<b>\$122,787</b>
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***Attachment D***  
***Regional Funding and Expenditure Tables***

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# TABLE 1: REVENUE

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18		
<b>LOCAL</b>						
<b>Sales Tax</b>						
-- City	\$1,709,405	\$1,998,018	\$805,346	\$882,671	\$5,395,440	
-- County	\$0	\$0	\$0	\$0	\$0	
<b>Gas Tax</b>	\$1,709,405	\$1,998,018	\$805,346	\$882,671	\$5,395,440	
-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	
-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	
<b>Other Local Funds</b>	\$813,141	\$649,759	\$532,805	\$810,050	\$2,805,755	
-- County General Funds	\$81,250	\$5,839	\$44,083	\$68,029	\$199,201	
-- City General Funds	\$644,226	\$481,146	\$329,840	\$483,017	\$1,938,229	
-- Street Taxes and Developer Fees	\$87,665	\$162,774	\$158,882	\$259,004	\$668,325	
-- RSTP Exchange funds	\$0	\$0	\$0	\$0	\$0	
<b>Transit</b>	\$69,253	\$70,427	\$72,467	\$77,122	\$289,269	
-- Transit Fares	\$69,253	\$70,427	\$72,467	\$77,122	\$289,269	
<b>Tolls (e.g. non-state owned bridges)</b>	\$0	\$0	\$0	\$0	\$0	
<b>Other</b>	\$1,103,720	\$1,397,113	\$1,761,194	\$2,202,560	\$6,464,587	
<b>Local Total</b>	\$3,695,519	\$4,115,317	\$3,171,812	\$3,972,403	\$14,955,051	
<b>REGIONAL</b>						
<b>Tolls</b>	\$0	\$0	\$0	\$0	\$0	
-- Bridge	\$0	\$0	\$0	\$0	\$0	
-- Corridor	\$0	\$0	\$0	\$0	\$0	
Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	
Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	
Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	
Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	
Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	
<b>Other</b>	\$0	\$0	\$0	\$0	\$0	
<b>Regional Total</b>	\$0	\$0	\$0	\$0	\$0	

# TABLE 1: REVENUE

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18	2017/18	
State Highway Operations and Protection Program	\$1,289,825	\$695,777	\$456,200	\$211,790	\$211,790	\$2,653,592
SHOPP (Including Augmentation)	\$825,903	\$695,777	\$456,200	\$211,790	\$211,790	\$2,189,670
SHOPP Prior	\$463,922	\$0	\$0	\$0	\$0	\$463,922
State Minor Program	\$0	\$0	\$0	\$0	\$0	\$0
<b>State Transportation Improvement Program</b>	<b>\$338,468</b>	<b>\$148,056</b>	<b>\$365,584</b>	<b>\$168,549</b>	<b>\$168,549</b>	<b>\$1,020,657</b>
STIP (Including Augmentation)	\$318,352	\$148,056	\$365,584	\$168,549	\$168,549	\$1,000,541
Transportation Enhancement	\$0	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$19,690	\$0	\$0	\$0	\$0	\$19,690
Transportation Enhancement	\$426	\$0	\$0	\$0	\$0	\$426
Proposition 1 A	\$0	\$46,000	\$0	\$0	\$0	\$46,000
Proposition 1 B	\$74,487	\$82,848	\$4,540	\$11,828	\$11,828	\$173,703
GARVEE Bonds (Includes Debt Service Payments)	\$35,272	\$0	\$0	\$0	\$0	\$35,272
Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0
Traffic Congestion Relief Program (TCRP)	\$47,666	\$30,140	\$0	\$0	\$0	\$77,806
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$29,726	\$23,980	\$24,035	\$23,503	\$23,503	\$101,244
Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0	\$0
Other	<b>1,905</b>	<b>3,870</b>	<b>\$0</b>	<b>10,000</b>	<b>\$0</b>	<b>\$15,775</b>
<b>State Total</b>	<b>\$1,817,349</b>	<b>\$1,030,671</b>	<b>\$850,359</b>	<b>\$425,670</b>	<b>\$425,670</b>	<b>\$4,124,049</b>

# TABLE 1: REVENUE

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18		
5307 - Urbanized Area Formula Program	\$377,610	\$385,318	\$289,237	\$255,462	\$1,307,627	
5308 - Clean Fuel Formula Program	\$3,002	\$0	\$100	\$0	\$3,102	
5309 - Fixed Guideway Capital Investment Grants	\$0	\$0	\$0	\$0	\$0	
5309b - New and Small Starts (Capital Investment Grants)	\$200,000	\$212,983	\$200,000	\$200,000	\$812,983	
5309c - Bus and Bus Related Grants	\$4,923	\$12,815	\$0	\$0	\$17,738	
5310 - Mobility of Seniors and Individuals with Disabilities	\$1,611	\$223	\$223	\$223	\$2,280	
5311 - Nonurbanized Area Formula Program	\$1,716	\$927	\$635	\$635	\$3,913	
5311f - Intercity Bus	\$0	\$0	\$0	\$0	\$0	
5316 - Job Access and Reverse Commute Program	\$987	\$0	\$0	\$0	\$987	
5317 - New Freedom	\$461	\$0	\$0	\$0	\$461	
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0	
5324 - Emergency Relief Program	\$0	\$0	\$0	\$0	\$0	
5329 - Public Transportation Safety Program	\$0	\$0	\$0	\$0	\$0	
5337 - State of Good Repair Grants	\$63,125	\$67,752	\$57,677	\$73,361	\$261,915	
5339 - Bus and Bus Facilities Formula Grants	\$18,846	\$6,621	\$6,621	\$6,621	\$38,709	
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
<b>Federal Transit Total</b>	<b>\$672,281</b>	<b>\$686,639</b>	<b>\$554,493</b>	<b>\$536,302</b>	<b>\$2,449,715</b>	

FEDERAL TRANSIT

# TABLE 1: REVENUE

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18		
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$249,735	\$249,735	\$249,735	\$249,735	\$249,735	\$998,940
Construction of Ferry Boats and Ferry Terminal Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Transportation Program	\$0	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP) and Demo	\$97,213	\$23,699	\$4,001	\$1,440	\$1,440	\$126,353
High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program (HBP)	\$128,956	\$107,192	\$67,084	\$150,134	\$150,134	\$453,366
Highway Safety Improvement Program (HSIP)	\$35,048	\$29,517	\$46,143	\$0	\$0	\$110,708
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance	\$12,440	\$0	\$0	\$0	\$0	\$12,440
Public Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0
Railway Highway Crossings	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$0	\$154	\$0	\$0	\$0	\$154
Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (RSTP)	\$215,646	\$215,646	\$215,646	\$215,646	\$215,646	\$862,584
Transportation Alternatives	\$0	\$0	\$0	\$0	\$0	\$0
Tribal High Priority Projects (THPP)	\$0	\$0	\$0	\$0	\$0	\$0
Tribal Transportation Program	\$0	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other</b>	<b>\$ 24,244</b>	<b>\$ 4,323</b>	<b>\$ 450</b>	<b>\$ 3,948</b>	<b>\$ 3,948</b>	<b>\$ 32,965</b>
<b>Federal Highway Total</b>	<b>\$763,282</b>	<b>\$630,266</b>	<b>\$583,059</b>	<b>\$620,903</b>	<b>\$620,903</b>	<b>\$2,597,510</b>

# TABLE 1: REVENUE

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18		
<b>FEDERAL RAILROAD ADMINISTRATION</b>						
Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$ 41	\$0	\$0	\$0	\$0	\$41
<b>Federal Railroad Administration Total</b>	\$41					\$41
<b>FEDERAL</b>						
Federal Total	\$1,435,604	\$1,316,905	\$1,137,552	\$1,157,205	\$5,047,266	
TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$60,664	\$337,400	\$208,500	\$396,646	\$1,003,210	
Other	\$0	\$0	\$0	\$0	\$0	
<b>INNOVATIVE FINANCE</b>						
Innovative Financing Total	\$60,664	\$337,400	\$208,500	\$396,646	\$1,003,210	
<b>REVENUE TOTAL</b>	\$7,009,136	\$6,800,293	\$5,368,223	\$5,951,924	\$25,129,576	

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# TABLE 2: PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18	TOTAL	
<b>LOCAL</b>						
Local Total	\$3,599,974	\$4,016,979	\$3,071,274	\$3,868,566	\$14,556,793	
<b>REGIONAL</b>						
Tolls	\$0	\$0	\$0	\$0	\$0	\$0
-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0
-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0
Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0
Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0
Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0
Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
Regional Total	\$0	\$0	\$0	\$0	\$0	\$0

# TABLE 2: PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>STATE</b>					
State Highway Operations and Protection Program	\$1,289,825	\$695,777	\$456,200	\$211,790	\$2,653,592
SHOPP (Including Augmentation)	\$825,903	\$695,777	\$456,200	\$211,790	\$2,189,670
SHOPP Prior	\$463,922	\$0	\$0	\$0	\$463,922
State Minor Program	\$0	\$0	\$0	\$0	\$0
<b>State Transportation Improvement Program</b>	\$338,468	\$148,056	\$365,584	\$168,549	\$1,020,657
STIP (Including Augmentation)	\$318,352	\$148,056	\$365,584	\$168,549	\$1,000,541
Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$19,690	\$0	\$0	\$0	\$19,690
Transportation Enhancement	\$426	\$0	\$0	\$0	\$426
Proposition 1 A	\$0	\$46,000	\$0	\$0	\$46,000
Proposition 1 B	\$74,487	\$82,848	\$4,540	\$11,828	\$173,703
GARVEE Bonds (Includes Debt Service Payments)	\$35,272	\$0	\$0	\$0	\$35,272
Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
Traffic Congestion Relief Program (TCRP)	\$47,666	\$30,140	\$0	\$0	\$77,806
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$29,162	\$23,451	\$23,544	\$23,054	\$99,211
Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0
<b>Other</b>	\$1,905	\$3,870	\$0	\$10,000	\$15,775
<b>State Total</b>	\$1,816,785	\$1,030,142	\$849,868	\$425,221	\$4,122,016

# TABLE 2: PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
5307 - Urbanized Area Formula Program	\$377,610	\$385,318	\$289,237	\$255,462	\$1,307,627
5308 - Clean Fuel Formula Program	\$3,002	\$0	\$100	\$0	\$3,102
5309 - Fixed Guideway Capital Investment Grants	\$0	\$0	\$0	\$0	\$0
5309b - New and Small Starts (Capital Investment Grants)	\$200,000	\$212,983	\$200,000	\$200,000	\$812,983
5309c - Bus and Bus Related Grants	\$4,923	\$12,815	\$0	\$0	\$17,738
5310 - Elderly & Persons with Disabilities Formula Program	\$1,611	\$223	\$223	\$223	\$2,280
5311 - Nonurbanized Area Formula Program	\$1,716	\$927	\$635	\$635	\$3,913
5311f - Intercity Bus	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$987	\$0	\$0	\$0	\$987
5317 - New Freedom	\$461	\$0	\$0	\$0	\$461
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
5324 - Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
5329 - Public Transportation Safety Program	\$0	\$0	\$0	\$0	\$0
5337 - State of Good Repair Grants	\$63,125	\$67,752	\$57,677	\$73,361	\$261,915
5339 - Bus and Bus Facilities Formula Grants	\$18,846	\$6,621	\$6,621	\$6,621	\$38,709
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Federal Transit Total</b>	<b>\$672,281</b>	<b>\$686,639</b>	<b>\$554,493</b>	<b>\$536,302</b>	<b>\$2,449,715</b>

# TABLE 2: PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)					TOTAL
	2014/15	2015/16	2016/17	2017/18	2018/19	
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$189,896	\$146,455	\$126,157	\$93,133	\$555,641	\$555,641
Construction of Ferry Boats and Ferry Terminal Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Transportation Program	\$0	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$97,213	\$23,699	\$4,001	\$1,440	\$126,353	\$126,353
High Priority Projects (HPP) and Demo	\$0	\$0	\$0	\$0	\$0	\$0
High Risk Rural Road (HRRR)	\$128,956	\$107,192	\$67,084	\$150,134	\$453,366	\$453,366
Highway Bridge Program (HBP)	\$35,048	\$29,517	\$46,143	\$0	\$110,708	\$110,708
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$12,440	\$0	\$0	\$0	\$12,440	\$12,440
Projects of National/Regional Significance	\$0	\$0	\$0	\$0	\$0	\$0
Public Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0
Railway Highway Crossings	\$0	\$154	\$0	\$0	\$154	\$154
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0
Safe Routes to School (SRTS)	\$133,754	\$146,022	\$96,683	\$93,814	\$470,273	\$470,273
Surface Transportation Program (RSTP)	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives	\$0	\$0	\$0	\$0	\$0	\$0
Tribal High Priority Projects (THPP)	\$0	\$0	\$0	\$0	\$0	\$0
Tribal Transportation Program	\$0	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other</b>	<b>\$ 24,244</b>	<b>\$ 4,323</b>	<b>\$ 450</b>	<b>\$ 3,948</b>	<b>\$ 32,965</b>	<b>\$ 32,965</b>
<b>Federal Highway Total</b>	<b>\$621,551</b>	<b>\$457,362</b>	<b>\$340,518</b>	<b>\$342,469</b>	<b>\$1,761,900</b>	<b>\$1,761,900</b>

## TABLE 2: PROGRAMMED

### Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

		4 YEAR (FSIP Cycle)					TOTAL
		2014/15	2015/16	2016/17	2017/18	TOTAL	
FEDERAL RAILROAD ADMINISTRATION	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0	
	Other	\$ 41	\$0	\$0	\$0	\$ 41	
	<b>Federal Railroad Administration Total</b>	<b>\$41</b>				<b>\$41</b>	
INNOVATIVE FINANCE	Federal Total	\$1,293,873	\$1,144,001	\$895,011	\$878,771	\$4,211,656	
	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$60,664	\$337,400	\$208,500	\$396,646	\$1,003,210	
	Other	\$0	\$0	\$0	\$0	\$0	
	<b>Innovative Financing Total</b>	<b>\$60,664</b>	<b>\$337,400</b>	<b>\$208,500</b>	<b>\$396,646</b>	<b>\$1,003,210</b>	
<b>PROGRAMMED TOTAL</b>		<b>\$6,771,296</b>	<b>\$6,528,522</b>	<b>\$5,024,653</b>	<b>\$5,569,204</b>	<b>\$23,893,675</b>	

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**TABLE 3: REVENUE-PROGRAMMED**  
**Southern California Association of Governments**  
**2014/15-2017/18 Federal Transportation Improvement Program**  
**2015 FTIP Adoption**  
**(\$'s in 1,000)**

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>LOCAL</b>					
Local Total	\$95,545	\$98,338	\$100,538	\$103,837	\$398,258
<b>REGIONAL</b>					
Tolls	\$0	\$0	\$0	\$0	\$0
-- Bridge	\$0	\$0	\$0	\$0	\$0
-- Corridor	\$0	\$0	\$0	\$0	\$0
Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Regional Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

# TABLE 3: REVENUE-PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>STATE</b>					
State Highway Operations and Protection Program	\$0	\$0	\$0	\$0	\$0
SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
SHOPP Prior	\$0	\$0	\$0	\$0	\$0
State Minor Program	\$0	\$0	\$0	\$0	\$0
<b>State Transportation Improvement Program</b>	\$0	\$0	\$0	\$0	\$0
STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0	\$0
Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
Proposition 1 A	\$0	\$0	\$0	\$0	\$0
Proposition 1 B	\$0	\$0	\$0	\$0	\$0
GARVEE Bonds (Includes Debt Service Payments)	\$0	\$0	\$0	\$0	\$0
Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$564	\$529	\$491	\$449	\$2,033
Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>State Total</b>	<b>\$564</b>	<b>\$529</b>	<b>\$491</b>	<b>\$449</b>	<b>\$2,033</b>

# TABLE 3: REVENUE-PROGRAMMED

## Southern California Association of Governments 2014/15-2017/18 Federal Transportation Improvement Program 2015 FTIP Adoption (\$'s in 1,000)

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>FEDERAL TRANSIT</b>					
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309 - Fixed Guideway Capital Investment Grants	\$0	\$0	\$0	\$0	\$0
5309b - New and Small Starts (Capital Investment Grants)	\$0	\$0	\$0	\$0	\$0
5309c - Bus and Bus Related Grants	\$0	\$0	\$0	\$0	\$0
5310 - Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0	\$0
5311 - Nonurbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5311f - Intercity Bus	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom	\$0	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
5324 - Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
5329 - Public Transportation Safety Program	\$0	\$0	\$0	\$0	\$0
5337 - State of Good Repair Grants	\$0	\$0	\$0	\$0	\$0
5339 - Bus and Bus Facilities Formula Grants	\$0	\$0	\$0	\$0	\$0
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Federal Transit Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### TABLE 3: REVENUE-PROGRAMMED

**Southern California Association of Governments  
2014/15-2017/18 Federal Transportation Improvement Program  
2015 FTIP Adoption  
(\$'s in 1,000)**

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>FEDERAL HIGHWAY</b>					
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$59,839	\$103,280	\$123,578	\$156,602	\$443,299
Construction of Ferry Boats and Ferry Terminal Facilities	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0	\$0
Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
Federal Lands Transportation Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP) and Demo	\$0	\$0	\$0	\$0	\$0
High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance	\$0	\$0	\$0	\$0	\$0
Public Lands Highway	\$0	\$0	\$0	\$0	\$0
Railway Highway Crossings	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$0	\$0	\$0	\$0	\$0
Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (RSTP)	\$81,892	\$69,624	\$118,963	\$121,832	\$392,311
Transportation Alternatives	\$0	\$0	\$0	\$0	\$0
Tribal High Priority Projects (THPP)	\$0	\$0	\$0	\$0	\$0
Tribal Transportation Program	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Federal Highway Total</b>	<b>\$141,731</b>	<b>\$172,904</b>	<b>\$242,541</b>	<b>\$278,434</b>	<b>\$835,610</b>

### TABLE 3: REVENUE-PROGRAMMED

Southern California Association of Governments  
 2014/15-2017/18 Federal Transportation Improvement Program  
 2015 FTIP Adoption  
 (\$'s in 1,000)

	4 YEAR (FSIP Cycle)				TOTAL
	2014/15	2015/16	2016/17	2017/18	
<b>FEDERAL RAILROAD ADMINISTRATION</b>					
Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Federal Railroad Administration Total</b>	\$0	\$0	\$0	\$0	\$0
<b>FEDERAL FINANCE</b>					
Federal Total	\$141,731	\$172,904	\$242,541	\$278,434	\$835,610
TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Innovative Financing Total</b>	\$0	\$0	\$0	\$0	\$0
<b>REVENUE - PROGRAM TOTAL</b>	<b>\$237,840</b>	<b>\$271,771</b>	<b>\$343,570</b>	<b>\$382,720</b>	<b>\$1,235,901</b>

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2015 Federal Transportation Improvement Program  
Expenditure Summary by Program Category  
(All figures in \$000's)

Category	Regional Summary							Total	%
	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020			
<b>Transit Improvement</b>									
Bus Equipment or Capital Lease	24,320	21,624	7,346	7,405	0	0	60,695	0%	
Bus Vehicles Expansion	2,699	371	4,025	0	0	0	7,095	0%	
Commuter Rail Vehicles Expansion	1,500	0	0	1,500	0	0	3,000	0%	
Intercity/Heavy Rail Extension	315,003	345,739	496,140	878,914	963,363	540,334	3,539,493	11%	
Light Rail Equipment	125,000	0	0	0	0	0	125,000	0%	
Light Rail Extension	961,228	853,614	531,610	298,696	106,280	10,190	2,761,618	9%	
Light Rail Vehicles Expansion	0	0	0	0	0	0	0	0%	
Transit Equipment, Structures, Facilities	137,787	213,041	161,803	97,262	37,906	10,608	658,407	2%	
<b>Transit Improvement Subtotal</b>	<b>1,567,537</b>	<b>1,434,389</b>	<b>1,200,924</b>	<b>1,283,777</b>	<b>1,107,549</b>	<b>561,132</b>	<b>7,155,308</b>	<b>22%</b>	
<b>Transit Operations &amp; Maintenance</b>									
Bus Operations	335,287	321,124	321,249	309,569	294,651	302,708	1,884,588	6%	
Bus Vehicles Rehab/Replace	427,185	513,731	328,266	320,319	276,427	243,500	2,109,428	7%	
Commuter Rail Operations	100	100	100	100	0	0	400	0%	
Intercity/Heavy Rail Operations	83,785	4,279	25,064	0	27,635	17,460	158,223	0%	
Intercity/Heavy Rail Vehicles Rehab/Replace	0	0	0	0	0	0	0	0%	
Paratransit	98,937	151,643	151,895	156,556	166,741	56,402	782,174	2%	
<b>Transit O&amp;M Subtotal</b>	<b>945,294</b>	<b>990,877</b>	<b>826,574</b>	<b>786,544</b>	<b>765,454</b>	<b>620,070</b>	<b>4,934,813</b>	<b>16%</b>	
<b>Highway Improvement</b>									
Auxiliary, Passing, Truck Climbing Lane	10,259	73,797	51,772	10,500	0	0	146,328	0%	
Bridge Improvement	93,406	79,399	41,983	72,658	330,919	11,200	629,565	2%	
Capacity Enhancing Improvement (Highway)	690,595	1,957,281	1,142,477	1,784,813	943,105	1,277,470	7,795,741	25%	
Grade Separations	349,494	141,388	108,063	81,460	60,999	0	741,404	2%	
HOV Lanes	620,706	219,559	497,275	332,666	562,857	568,150	2,801,213	9%	
Interchange, ramps, over/undercrossing	383,937	391,249	198,460	593,305	317,234	284,525	2,168,710	7%	
Non-Capacity Improvement	270,194	115,551	62,842	34,365	19,029	0	501,981	2%	
<b>Highway Improvement Subtotal</b>	<b>2,418,591</b>	<b>2,978,224</b>	<b>2,102,872</b>	<b>2,909,767</b>	<b>2,234,143</b>	<b>2,141,345</b>	<b>14,784,942</b>	<b>46%</b>	
<b>Highway Operations &amp; Maintenance</b>									
SHOPP Operations	86,707	77,614	138,178	5,396	0	0	307,895	1%	
SHOPP Rehabilitation	815,364	328,435	226,315	167,665	0	0	1,537,779	5%	
SHOPP Safety	128,175	130,042	85,211	38,729	0	0	382,157	1%	
Road Rehab/Replace (non-SHOPP)	366,392	345,663	225,995	202,262	442,322	0	1,582,634	5%	
Safety Improvements (non-SHOPP)	110,858	63,004	84,392	21,000	0	0	279,254	1%	
Soundwalls	0	0	0	0	0	0	0	0%	
<b>Highway O&amp;M Subtotal</b>	<b>1,507,496</b>	<b>944,758</b>	<b>760,091</b>	<b>435,052</b>	<b>442,322</b>	<b>0</b>	<b>4,089,719</b>	<b>13%</b>	
<b>ITS, TDM, and Non-Motorized</b>									
ITS	82,117	65,633	31,302	23,184	23,536	0	225,772	1%	
Bicycle and Pedestrian Facilities	154,911	78,004	60,601	89,492	5,217	7,966	396,191	1%	
Rideshare	9,458	558	558	558	0	0	11,132	0%	
TDM, Park and Ride (excl. ridematching)	5,352	2,249	10,216	1,175	2,845	0	21,837	0%	
<b>ITS, TDM, and Non-Motorized Subtotal</b>	<b>251,838</b>	<b>146,444</b>	<b>102,677</b>	<b>114,409</b>	<b>31,598</b>	<b>7,966</b>	<b>654,932</b>	<b>2%</b>	
<b>Other</b>									
Administration, Admin. Facilities, Veh., Misc.	28,534	7,569	5,481	20,622	745	0	62,951	0%	
Ferry Service	0	0	0	0	0	0	0	0%	
Land Acquisition	0	0	0	0	0	0	0	0%	
Landscaping	30,971	15,020	12,179	12,731	46	0	70,947	0%	
Planning	6,155	5,541	9,855	3,302	3,302	0	28,155	0%	
Study	14,880	5,700	4,000	3,000	0	0	27,580	0%	
Transportation Enhancement Activities	0	0	0	0	0	0	0	0%	
<b>Other Subtotal</b>	<b>80,540</b>	<b>33,830</b>	<b>31,515</b>	<b>39,655</b>	<b>4,093</b>	<b>0</b>	<b>189,633</b>	<b>1%</b>	
<b>Various Agencies Lump Amounts</b>	<b>44,640</b>	<b>33,712</b>	<b>56,811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135,163</b>	<b>0%</b>	
<b>Total</b>	<b>6,771,296</b>	<b>6,528,522</b>	<b>5,024,653</b>	<b>5,569,204</b>	<b>4,585,159</b>	<b>3,330,513</b>	<b>31,809,347</b>	<b>100%</b>	

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***Attachment E***  
***Expedited Project Selection Procedures***

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## **Expedited Project Selection Procedures**

Under California law (AB 1246), the County Transportation Commissions (CTCs- Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, and Ventura County Transportation Commission) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the FTIP using the county TIPs.

SCAG publishes the FTIP guidelines at the beginning of each FTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the RTP and for financial constraint. SCAG incorporates the eligible projects into the Federal Transportation Improvement Program (FTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the FTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the AB 1246 CEOs Committee. If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

### **2. Project Programming**

Once the CTCs have programmed funds to projects, as required by state and federal statutes, projects are then included in the FTIP in accordance with the estimated project delivery schedules. The first four years of the FTIP are required to be financially constrained, and programming beyond this period is for information purposes only. Below are the steps which specify how projects are programmed in the FTIP:

- i. The CTCs have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Federal TIP as submitted by the CTCs in accordance with the appropriate transportation conformity and RTP consistency requirements.
- ii. SCAG performs all required conformity and consistency analysis and public hearings on the FTIP and adopts the FTIP.
- iii. SCAG submits the FTIP to the Governor (authority delegated to Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

### 3. Expedited Project Selection Procedures

The current Code of Federal Regulations, 23CFR450.330, states the following regarding Expedited Project Selection Procedures (EPSP):

“If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the TIP.”

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), and transit operators) developed and agree to the following expedited project selection procedures:

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- i. SCAG receives request to use EPSP for project(s) in the FTIP.
- ii. SCAG analyzes, discusses with CTC, and takes action on the request for the use of EPSP for project(s) in the FTIP.
- iii. CTC submits changes to project(s) using EPSP in a future FTIP amendment, or administrative modification.

Projects from the first four years of the 2015 FTIP have been selected using the project selection procedures.

***Attachment F***  
***Amendment Approval Procedures***

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## **Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority**

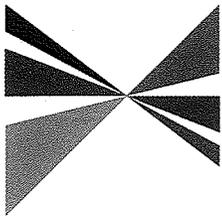
The Regional Council hereby grants authority to SCAG’s Executive Director to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- a. Changes that do not affect the regional emissions analysis.
- b. Changes that do not affect the timely implementation of the Transportation Control Measures.
- c. Changes that do not adversely impact financial constraint.
- d. Changes consistent with the adopted Regional Transportation Plan as amended.

Amendments triggered by an RTP/SCS amendment must be approved by the Regional Council.

Additionally, the SCAG Regional Council adopted a resolution on October 6, 2011 regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated June 3, 2011 and the SCAG Regional Council hereby accepts delegation from Caltrans and delegates authority to SCAG’s Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans. The following procedures apply to this delegation of authority:

- a. SCAG must submit copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- b. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- c. Caltrans will conduct periodic reviews of SCAG’s administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of the MPO’s delegation.



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**Policy Committee Chairs**

Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Paul Glaab, Laguna Niguel

**RESOLUTION NO. 11-532-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) GRANTING AUTHORITY TO SCAG'S EXECUTIVE DIRECTOR TO APPROVE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENTS AND TO APPROVE FTIP ADMINISTRATIVE MODIFICATIONS**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312; and

**WHEREAS**, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and FTIP under California Government Code §§ 65080 and 65082 respectively; and

**WHEREAS**, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that the RTP and FTIP updates reflect these provisions beginning July 1, 2007; and

**WHEREAS**, under SAFETEA-LU and its implementing regulations under 23 CFR Part 450, and MPO shall develop a FTIP for the metropolitan planning area covering a period of no less than four years, and be updated at least every four years. In addition, the FTIP must also be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP); and

**WHEREAS**, SCAG received a letter dated June 3, 2011 from Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regarding revisions to the Federal State Transportation Improvement Program (FSTIP)/FTIP Amendments and Administrative Modification Procedures; and

**WHEREAS**, under the revised FHWA/FTA procedures, the Regional Council may delegate authority to the SCAG Executive Director to approve FTIP amendments and associated conformity determinations in accordance with requisite procedures; and

**WHEREAS**, under the revised FHWA/FTA procedures, SCAG may submit to the State Department of Transportation (Caltrans) a board action to approve administrative modifications to the FSTIP in accordance with requisite procedures, and to delegate the approval of such administrative modifications to the SCAG Executive Director.

**NOW, THEREFORE BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council hereby grants authority to the SCAG Executive Director to approve FTIP amendments and associated conformity determinations and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:
  - a. Changes that do not affect the regional emissions analysis.
  - b. Changes that do not affect the timely implementation of the Transportation Control Measures.
  - c. Changes that do not adversely impact financial constraint.
  - d. Changes consistent with the adopted Regional Transportation Plan.
2. Amendments triggered by an RTP amendment must be approved by the Regional Council.
3. Consistent with the FHWA and FTA letter dated June 3, 2011, the SCAG Regional Council hereby accepts delegation from Caltrans and delegates authority to SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FTSIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans. The following procedures apply to this delegation of authority:

- a. SCAG must submit copies of the approved administrative modification to Caltrans, FHWA, and FTA.
  - b. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
  - c. Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of the MPO's delegation.
4. SCAG staff shall request Caltrans approval of the delegation of authority procedures set forth above.

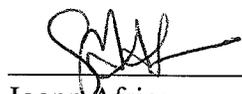
**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6<sup>th</sup> day of October 2011.

  
\_\_\_\_\_  
Pam O'Connor  
President  
Councilmember, City of Santa Monica

Attested by:

  
\_\_\_\_\_  
Hasan Ikhata  
Executive Director

Approved as to Form:

  
\_\_\_\_\_  
Joann Africa  
Chief Counsel