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 2017 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 2017 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2017 FTIP is consistent with the adopted 2016-2040 RTP/SCS (April 7, 2016) as required by the California Government Code, Section 65080.

SCAG's 2017 FTIP utilizes the 2016 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 27, 2015. 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 2017 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 2017 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2017 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2017 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2017 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 2017 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 2017 FTIP is $27.7 billion. Local funds comprise 61 percent of total dollars programmed in the 2017 FTIP, state funds 18 percent and federal funds 21 percent. Uses of funds in the 2017 FTIP by modal category show that state highway projects total 42 percent of funds programmed, transit projects 36 percent, and local highway projects 22 percent.

Figure 1
Summary of 2017 FTIP by Funding Source
(in 000's)

	Federal	*State*	*Local*	*Total*
2016/17	$ 1,843,969	$ 2,015,459	$ 4,008,601	$ 7,868,029
2017/18	$ 1,297,261	$ 1,353,451	$ 4,071,787	$ 6,722,499
2018/19	$ 1,235,286	$ 264,781	$ 4,561,018	$ 6,061,085
2019/20	$ 698,264	$ 230,705	$ 2,061,341	$ 2,990,310
2020/21	$ 463,884	$ 1,018,528	$ 1,386,000	$ 2,868,412
2021/22	$ 348,122	$ 23,932	$ 789,145	$ 1,161,199
Total	$ 5,886,786	$ 4,906,856	$ 16,877,892	$ 27,671,534
% of Total	21%	18%	61%	100%

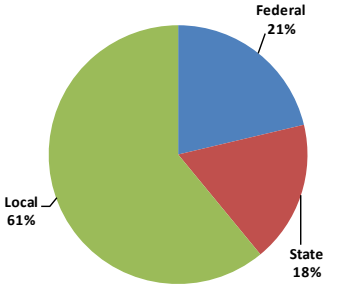
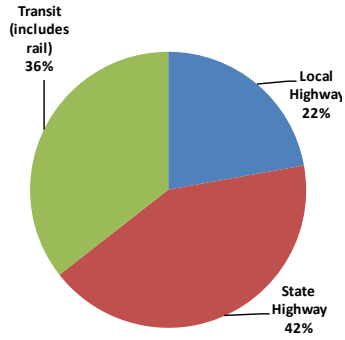


Figure 2
Summary of 2017 FTIP by All Programs
(in 000's)

	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2016/17	$ 1,860,879	$ 3,125,022	$ 2,882,128	$ 7,868,029
2017/18	$ 1,327,529	$ 3,375,816	$ 2,019,154	$ 6,722,499
2018/19	$ 1,069,208	$ 2,674,184	$ 2,317,693	$ 6,061,085
2019/20	$ 490,254	$ 1,193,829	$ 1,306,227	$ 2,990,310
2020/21	$ 1,179,223	$ 984,464	$ 704,725	$ 2,868,412
2021/22	$ 202,157	$ 342,847	$ 616,195	$ 1,161,199
Total	$ 6,129,250	$ 11,696,162	$ 9,846,122	$ 27,671,534
% of Total	22%	42%	36%	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 (FY2016/17 – FY2019/20); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2017 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2016 RTP/SCS set the framework for the 2017 FTIP. Further, the financial plan for the 2016 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.

The SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects. While most counties impose a 0.5 percent sales tax to fund transportation projects, Los Angeles County levies a 1.5 percent tax—a combination of two permanent half-cent sales taxes and Measure R at 0.5 percent. Measure R is not permanent and expires in 2039. Riverside County's Measure A also expires in 2039. Measure I in San Bernardino County expires in 2040, followed by Orange County's Measure M in 2041. Measure D in Imperial County expires in 2050. Ventura County is currently the only county in the region without a dedicated sales tax for transportation. However, Ventura County is in the process of seeking voter approval for a 0.5 percent sales tax.

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, 2015, the region's population had reached 18.9 million residents, a 4.2 percent increase (0.8 million more people) since 2010. Los Angeles County and Orange County account for 66.0 percent of the region's population growth over the last five years, adding 0.5 million residents, while Riverside and San Bernardino Counties together added 0.2 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 6.2 percent and Imperial County grew by 5.7 percent. Los Angeles and Ventura

Counties were the slowest growing counties, in terms of percentage—only 3.6 and 3.4 percent increases, respectively, during the same period (between 2010 and 2015).

	Population		Change 2010–2015	
	2010	2015	Number	Percent
Imperial County	174,804	184,760	9,956	5.7%
Los Angeles County	9,839,351	10,192,374	353,023	3.6%
Orange County	3,017,217	3,165,203	147,986	4.9%
Riverside County	2,195,306	2,331,040	135,734	6.2%
San Bernardino County	2,043,842	2,127,735	83,893	4.1%
Ventura County	824,871	852,964	28,093	3.4%
SCAG Region	**18,095,391**	**18,854,076**	**758,685**	**4.2%**

Source: State of California, Department of Finance

Despite lasting impacts from the economic recession that ended in 2009, the region's total employment was estimated to be 8.5 million in 2015, increasing by 0.8 million employed workers (9.8 percent) since 2010. The largest gains in employment between 2010 and 2015 were experienced in Los Angeles County (Los Angeles-Long Beach-Glendale MSA), which grew by 372,500 employed workers (8.7 percent). The Inland Empire (Riverside-San Bernardino-Ontario MSA) grew by 13.7 percent, adding 221,100 employed workers. Regional unemployment dropped down from 12.3 percent in 2010 to 6.4 percent in 2015. In 2015, regional unemployment ranged from a low of 4.5 percent in Orange County (Anaheim-Santa Ana-Irvine MSA) to a high of 24.0 percent in Imperial County (El Centro MSA).

	Civilian Employment		Change 2010–2015	
	2010	2015	Number	Percent
El Centro MSA	56,000	60,000	4,000	7.1%
Los Angeles-Long Beach-Glendale MSA	4,302,300	4,674,800	372,500	8.7%
Anaheim-Santa Ana-Irvine MSA	1,387,400	1,525,600	138,200	10.0%
Riverside-San Bernardino-Ontario MSA	1,611,200	1,832,300	211,100	13.7%
Oxnard-Thousand Oaks-Ventura MSA	383,400	405,300	21,900	5.7%
SCAG Region	**7,740,300**	**8,498,000**	**757,700**	**9.8%**

Source: State of California, Employment Development Department

Income

Income is one of the most important indicators of economic well-being in the region. In 2010, per capita income of the region was approximately $40,311. By 2014, per capita income grew to $46,411, an increase of 15.1 percent. After adjusting for inflation, regional per capita income increased from 2010 to 2014 by 7.3 percent. If the SCAG region was a state, it would rank as the 20th highest per capita income in both 2010 and 2014.

	Per Capita Income (2014$)		Change 2010–2014	
	2010	2014	Number	Percent
Imperial County	$29,834	$32,398	$2,564	8.6%
Los Angeles County	$45,654	$49,400	$3,746	8.2%
Orange County	$51,522	$55,096	$3,574	6.9%
Riverside County	$31,931	$33,590	$1,658	5.2%
San Bernardino County	$31,460	$32,892	$1,431	4.5%
Ventura County	$46,854	$50,405	$3,551	7.6%
SCAG Region	**$43,262**	**$46,411**	**$3,149**	**7.3%**

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

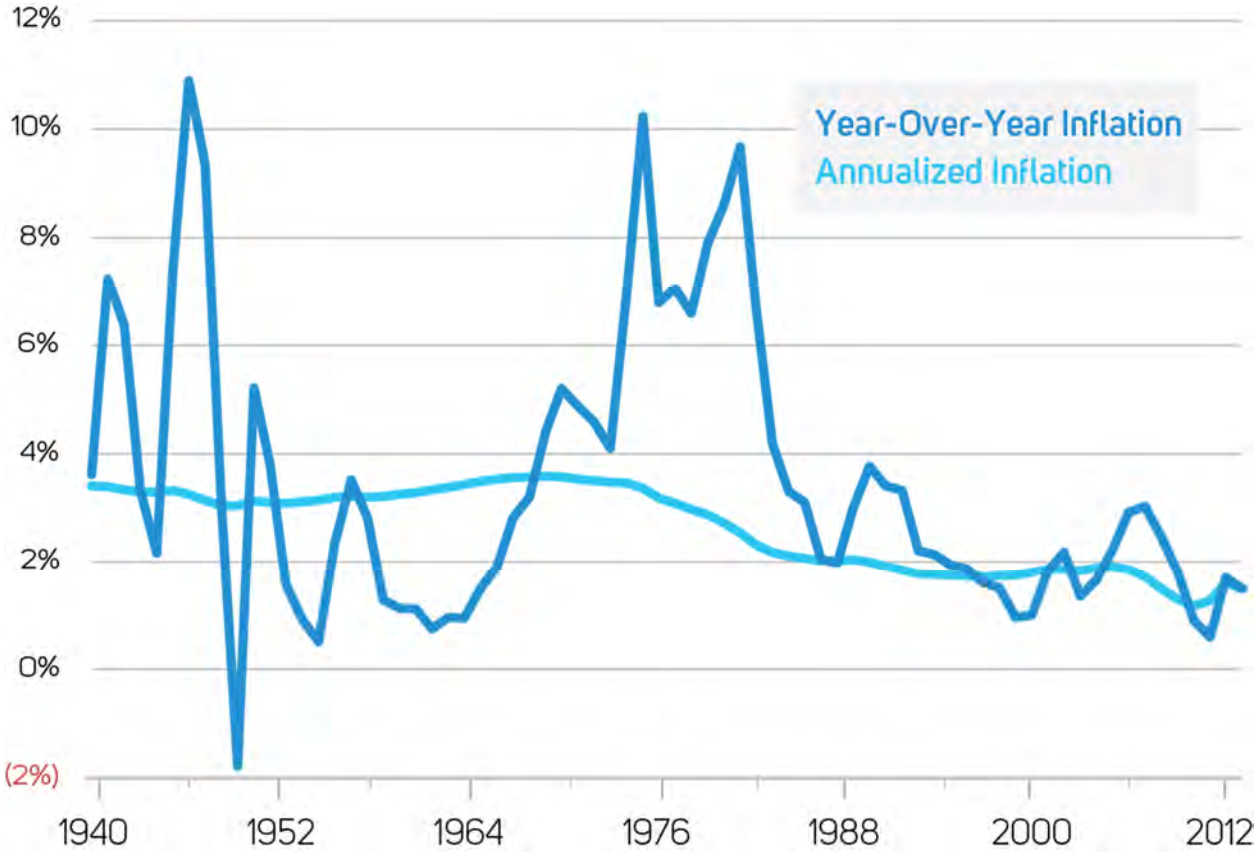
ECONOMIC OUTLOOK

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. On the basis of this information, a 2.4 percent inflation rate was used in the 2016 RTP/SCS financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

FIGURE 3 HISTORICAL INFLATION TRENDS

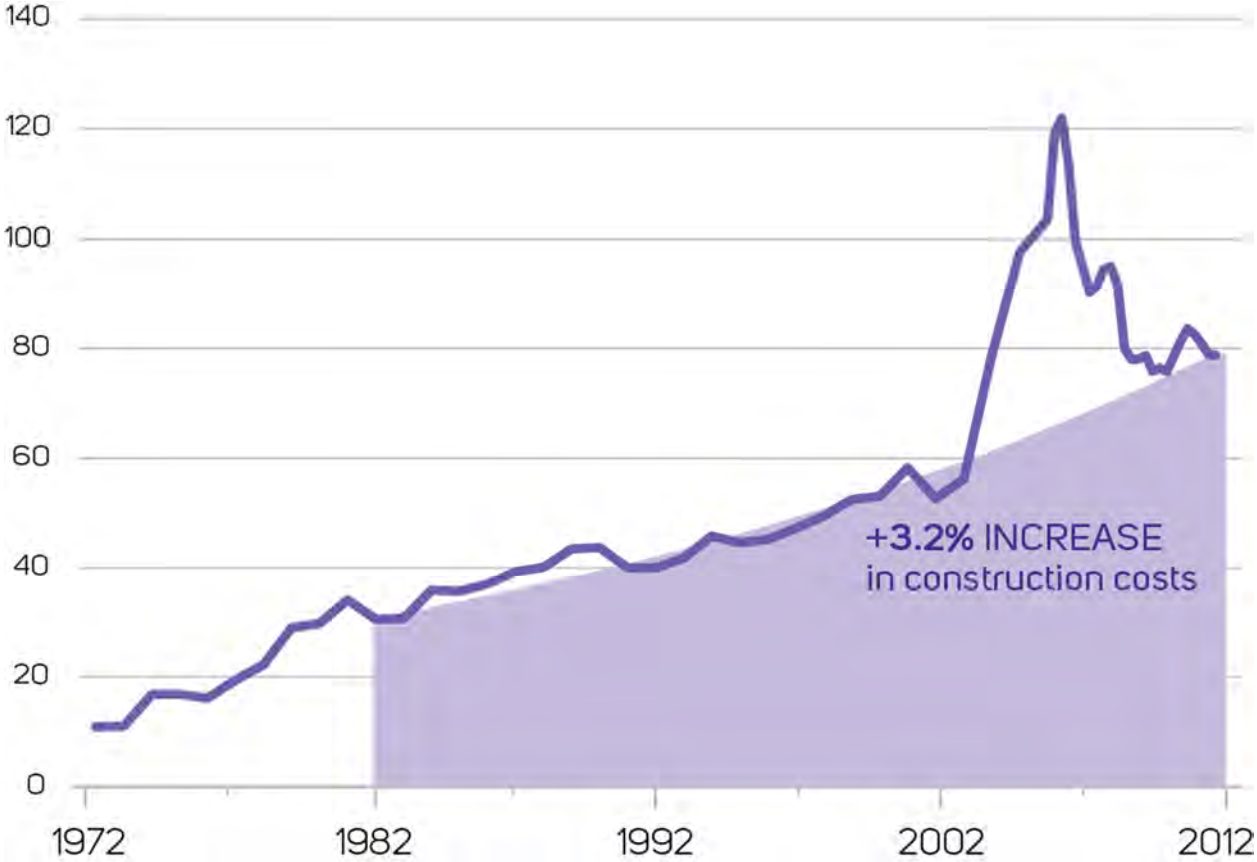


Source: Office of Management and Budget

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 2016 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 and the overall population are the main contributors to the growth in retail sales. Over the 30-year period from FY1982 to FY2012, statewide retail sales averaged an annual growth rate of 1.8 percent in real terms (when the effects of inflation are eliminated). The 2016 RTP/SCS financial plan assumes retail sales growth ranging from 1.8 percent to 3.9 percent annually in real terms.

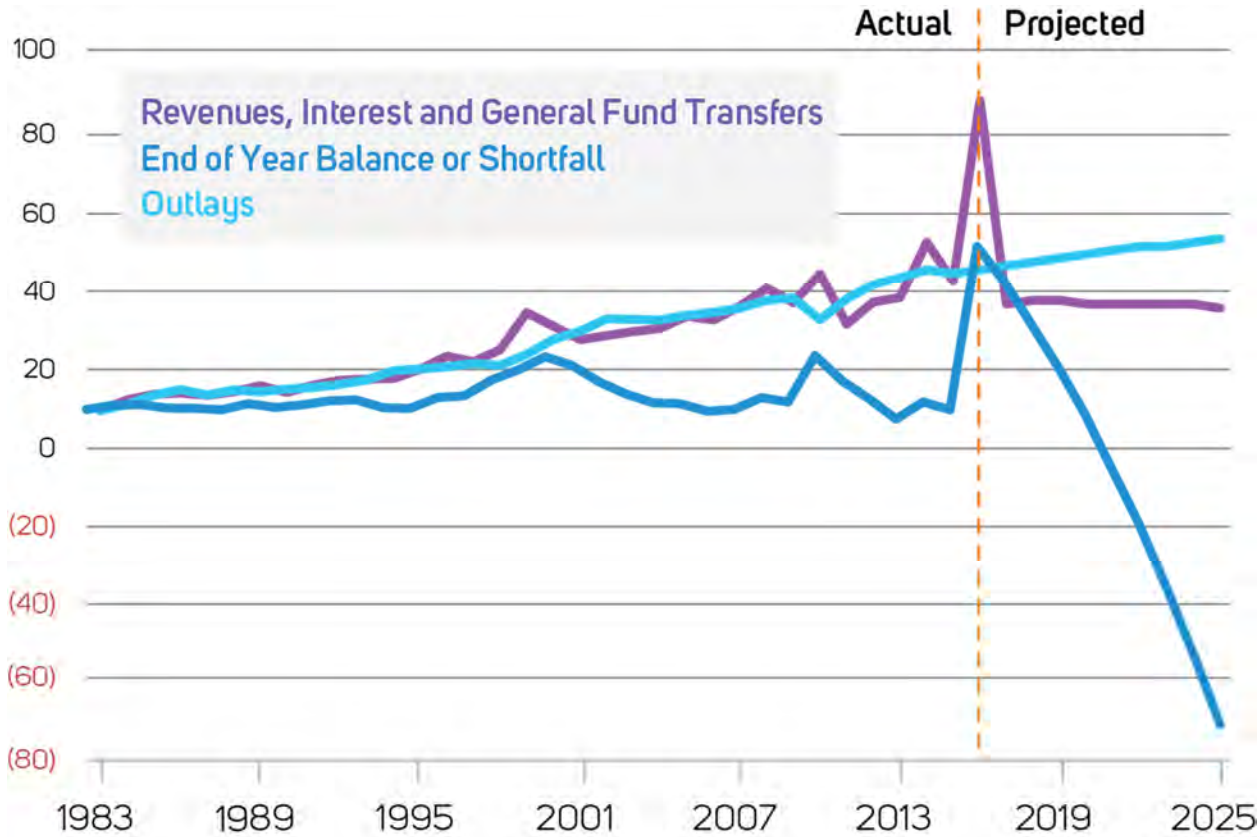
Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to authorize $141.1 billion in transfers from the General Fund to keep it solvent. The negative balances shown in Figure 5 illustrate the projected inability of the Trust Fund to pay its obligations into the highway account.

At the time of the 2016 RTP/SCS adoption, nearly a decade has passed without substantive Congressional agreement on a long-term solution to provide adequate funding for the Trust Fund.

The recently passed transportation reauthorization known as the FAST Act relies on $70 billion of one-time, non-user fees to keep the Trust Fund solvent through 2020. It does not address the present, long-term structural deficiency that exists in funding the Trust Fund. Although the 2016 RTP/SCS financial plan assumes that Congress will reach agreement on reauthorizing federal spending for transportation programs over the plan horizon, the core revenues available from the Trust Fund are expected to decline due to increasing fuel efficiency and other factors.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND

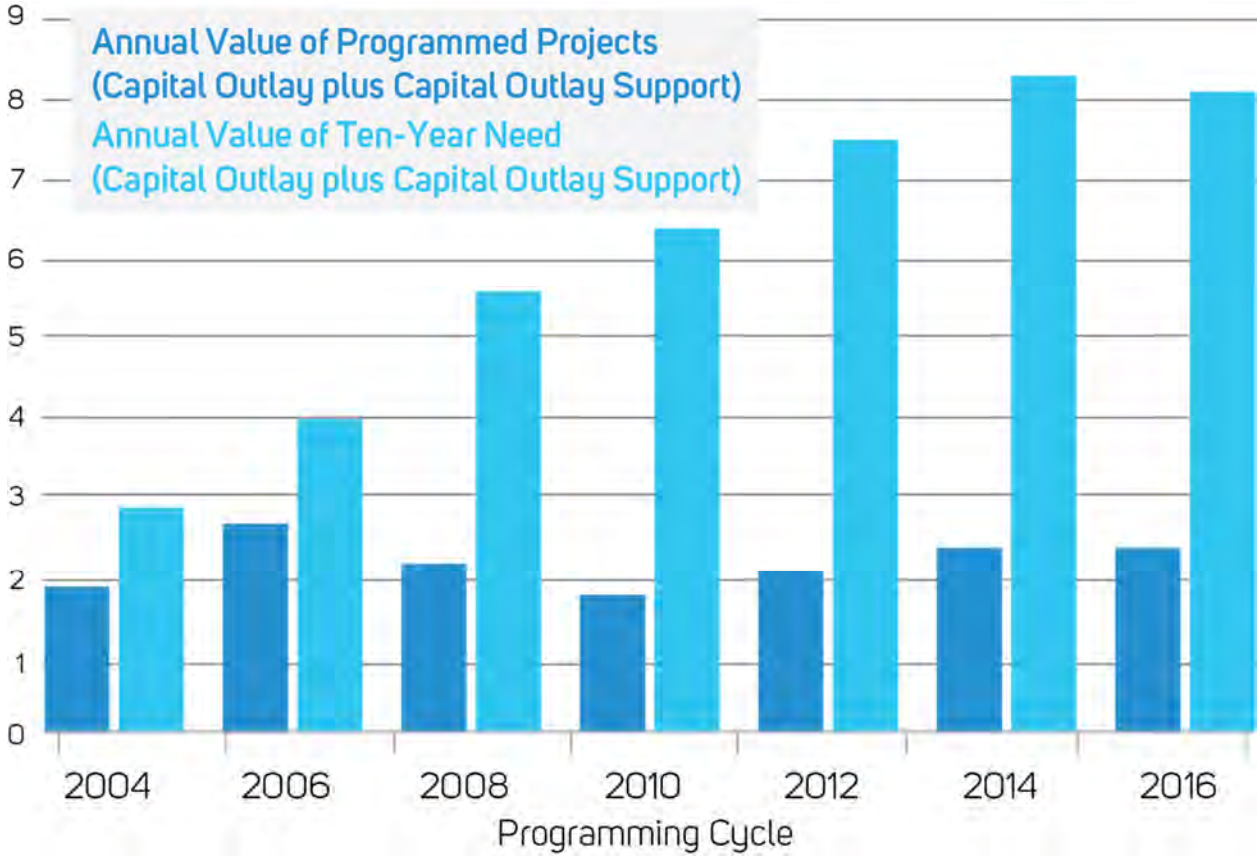


Source: Congressional Budget Office and Federal Highway Administration

Status of the State Highway Account

Despite the "Gas Tax Swap," the effective state gas excise tax rate of 18 cents per gallon has remained unadjusted for more than 20 years. Gas tax revenues remain the only source of funding for the State Highway Operation and Protection Program (SHOPP), which funds projects to maintain the State Highway System. As shown in Figure 6, previous levels of funding have been considerably less than actual needs. Statewide, the 2015 Ten-Year SHOPP Plan identifies $8.0 billion in statewide annual needs, while expenditures programmed for the next four years are only $2.3 billion annually. Continued underinvestment in the maintenance needs of the State Highway System will only increase the cost of bringing our highway assets back to a state of good repair.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation

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

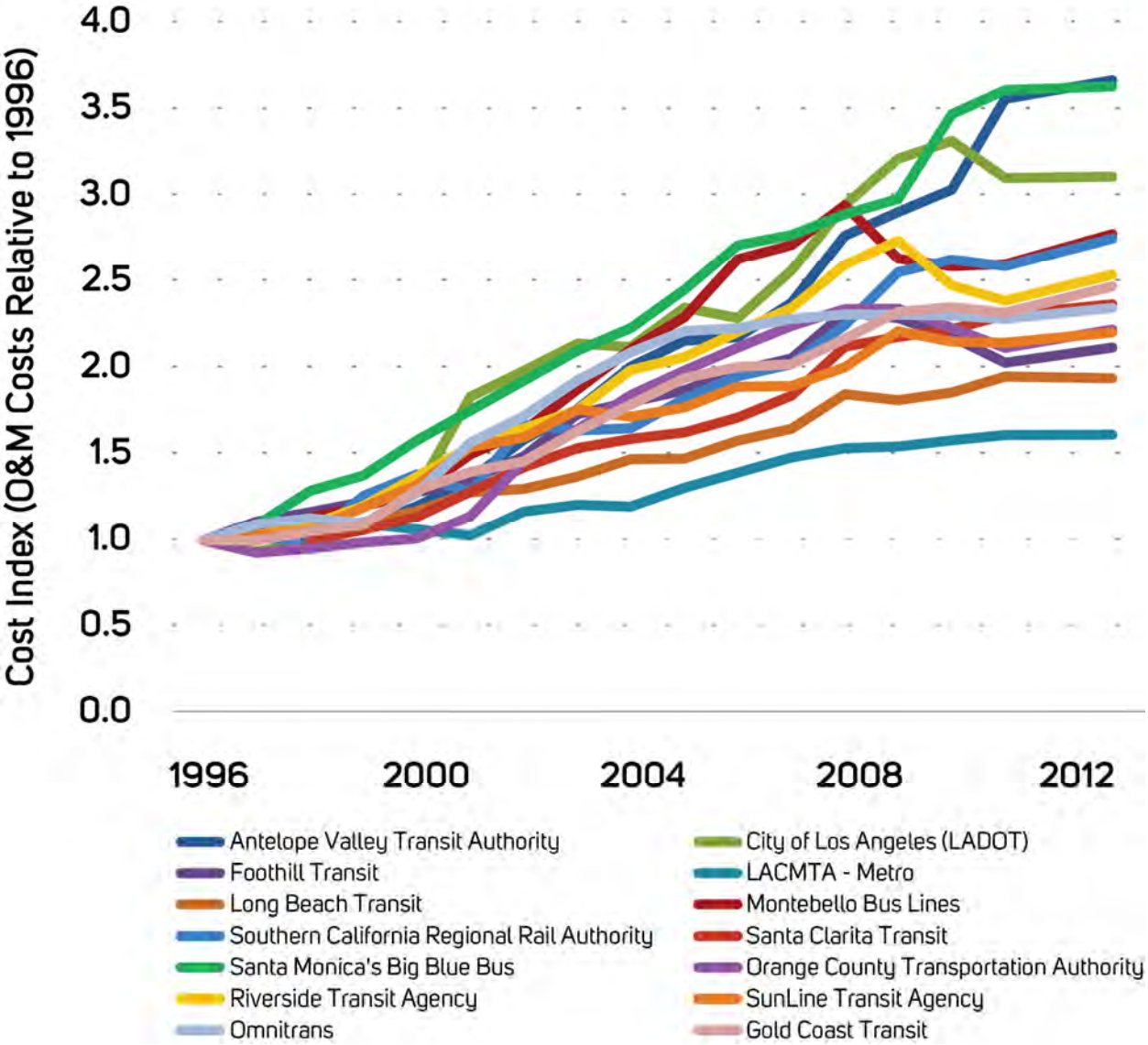
As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2016 RTP/SCS identifies a total of $103.0 billion in costs (through FY2040) 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 depend on a variety of factors, such as future revenue-miles of service, labor contracts, and age of rolling stock. 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).

FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

In SCAG's 2016 RTP/SCS financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (2.7 percent) is used for most operators.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data.

The 2016 RTP/SCS financial forecast identifies $172.4 billion in transit and passenger rail O&M costs through FY2040.

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, 2015, Imperial County Local Transportation Authority (ICLTA) had a total of $48.2 million in long-term outstanding debt related to bonds secured by sales tax revenue.[1]
- As of June 30, 2015, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of $4,023.8 million in long-term debt outstanding. Of this amount, $3,037.5 million relates to bonds secured by sales tax revenue, $142.0 million is secured by farebox and other general revenues and $467.9 million relates to lease/leaseback obligations.[2]
- As of June 30, 2015, Orange County Transportation Authority (OCTA) had $452.2 million in bonds and commercial paper notes outstanding compared to $489.0 million as of June 30, 2014. The June 30, 2015 $452.2 outstanding amount was comprised of $332.7 million in sales tax revenue bonds and $119.5 million in revenue refunding bonds.[3]
- As of June 30, 2015, Riverside County Transportation Commission (RCTC) had $991.9 million in sales tax, toll revenue bonds and Transportation Infrastructure Finance and

[1] ICLTA Annual Financial and Compliance Report for the year ended June 30, 2015
[2] LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015
[3] OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015

Innovation Act (TIFIA) loan. The sales tax debt limitation for RCTC under the 2009 Measure A program is $975.0 million, which exceeds the total outstanding debt of $759.1 million. RCTC also authorized the issuance of toll revenue bonds not to exceed $900.0 million, which is in excess of the total outstanding debt of $183.9 million. The TIFIA loan, which is a toll revenue bond that is subordinate to the senior toll revenue bonds, provides federal funding up to $421.1 million which may be drawn upon after certain conditions have been met.[4]

- As of June 30, 2015, San Bernardino Associated Governments (SANBAG) had $200.1 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.[5]

Conclusion

The financial conditions presented provide the overall context for the 2017 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 2016 RTP/SCS. Further, the 2017 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). 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 2017 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.

[4] RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015
[5] SANBAG Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015

Attachments

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Attachment A

Funding Sources

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2017 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
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
5303	METROPOLITAN PLANNING PROGRAM - 5303	FTA
5304	METROPOLITAN PLANNING PROGRAM - 5304	FTA
5305	METROPOLITAN PLANNING PROGRAM - 5305	FTA
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
5307H	HEMET 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-HESPERIA 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
5310H	HEMET URBANIZED AREA - EM	FTA
5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM	FTA
5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FTA

2017 FTIP FUND SOURCE LISTING		
5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM	FTA
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	5311 - NONURBANIZED AREA FORMULA PROGRAM	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5311F	5311F - INTERCITY BUS	FTA
5312	NATIONAL RESEARCH AND TECHNOLOGY	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5320	5320 - TRANSIT IN THE PARKS	FTA
5324	5324 - EMERGENCY RELIEF PROGRAM	FTA
5329	5329 - PUBLIC TRANSPORTATION SAFETY PROGRAM	FTA
5337	5337 - STATE OF GOOD REPAIR GRANTS	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	5339 - BUS AND BUS FACILITIES FORMULA GRANTS	FTA
5339CAM	CAMARILLO URBANIZED AREA - BFG	FTA
5339H	HEMET 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

2017 FTIP FUND SOURCE LISTING		
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
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
AGCY-AC	AGENCY - ADV 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-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-FRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FTA
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	STATE
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGRAM - MPO	STATE
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BUREAU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
BUS-PRO	BUS AND BUS-RELATED PROJECTS	FTA
CAPTRAD	CAP AND TRADE PROGRAM	STATE
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CDBG	COMMUNITY DEVELOPMENT BLOCK GRANT	FEDERAL

2017 FTIP FUND SOURCE LISTING		
CIIP	CORRIDOR INFRASTRUCTURE IMPROVEMENT 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
CRD	CRD-77J0	FEDERAL
CT-TIRCP	TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	STATE
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTEA	FEDERAL
DEMO	DEMO-PRE ISTEA	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOSTL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEMSTLAC	DEMO SAFETEA-LU ADVANCE CONSTRUCTION	LOCAL
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
ER-STATE	STATE EMERGENCY REPAIR	STATE
ERVTUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FBP	FERRY BOAT FORMULA PROGRAM	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
FERRY	CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES	FEDERAL
FERRY-D	1064 FERRY DISCRETIONARY	STATE
FLAP	FEDERAL LANDS ACCESS PROGRAM	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FLTP	FEDERAL LANDS TRANSPORTATION PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FTA
FTATRANS	FTA TRANSFER FROM PRIOR FTIP	FTA

2017 FTIP FUND SOURCE LISTING		
GAS-CITY	GAS TAX (SUBVENTION TO CITIES)	LOCAL
GAS-CO	GAS TAX (SUBVENTION TO COUNTIES)	LOCAL
GEN	GENERAL FUNDS	LOCAL
GEN-CITY	CITY GENERAL FUNDS	LOCAL
GEN-CO	COUNTY 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
HM	HIGHWAY MAINTENANCE	STATE
HPP	HIGH PRIORITY PROJECTS (HPP) AND DEMO	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADAVANCE CONSTRUCTION CONVERSIO	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	FEDERAL
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL
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
INV	INVESTMENT INCOME	LOCAL
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
MATCH	STATE MATCH	STATE
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL

2017 FTIP FUND SOURCE LISTING		
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
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
NRTP	NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	FTA
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	STATE
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	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL

2017 FTIP FUND SOURCE LISTING		
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
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	STATE
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
SHRP2	STRATEGIC HIGHWAY RESEARCH PROGRAM	FEDERAL
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

2017 FTIP FUND SOURCE LISTING		
STAL-S	STATE LEGIS - STATE	STATE
STAMIN	STATE MINOR PROGRAM	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
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	FEDERAL
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-3090	SURFACE TRANSPORTATION PROGRAM AB 3090	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
STP-RL	RAILWAY-HIGHWAY CROSSINGS	FEDERAL
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

2017 FTIP FUND SOURCE LISTING		
STPL	STP LOCAL	FEDERAL
STPL-EX	RSTP EXCHANGE FUNDS	LOCAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
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
TAP	TRANSPORTATION ALTERNATIVES PROGRAM	FEDERAL
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
THPP	TRIBAL HIGH PRIORITY PROJECTS (THPP)	FEDERAL
TI	TRANSPORTATION IMPROVEMENTS (TI)	NULL
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL
TIGER13	2013 TIGER GRANTS	FEDERAL
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FTA
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TOLLS	TOLLS	LOCAL
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY,SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
TTP	TRIBAL TRANSPORTATION PROGRAM	FEDERAL
UNIV	STATE UNIVERSITY	STATE
VPP	VALUE PRICING PILOT PROGRAM	FEDERAL
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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ICTC APPROVED
022416-6A

RESOLUTION NO. 022416-6A

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2016-17 – 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, FAST Act 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 Imperial County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the ICTC is responsible for the development of the Imperial County 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 20116/17-2021/22 Imperial County Transportation Improvement Program with funding for FFY 2016/17 and 2017/18 available and committed, and reasonably committed for FFY 2018/19 through 2021/22.

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2016/17-2021/22 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2016/17-2021/22 Imperial 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 2016/17-2021/22 ICTC TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2016; and

2. All of the projects in the Imperial County TIP have complete funding identified in the Program.

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 2016/17-2021/22 Imperial 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 FAST Act Guaranteed Funding levels.

PASSSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on February 24, 2016.

By: _____
Chairman

ATTEST:

By: Cristi Lerma

CRISTI LERMA
Secretary to the Commission

IMPERIAL COUNTY
TRANSPORTATION COMMISSION

1405 N. IMPERIAL AVE., SUITE 1
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4497

COMMISSION

Minute Order Number (022416-6A)

The Imperial County Transportation Commission (ICTC) at its regular meeting on Wednesday, February 24, 2016 took the following action(s) regarding the **Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2016/17 – 2021/2022 Federal Transportation Improvement Program (FTIP)**

1. Authorized the Chairman to sign the resolution that certifies funding has been identified for the projects in the FFY 2016/17-2021/22 FTIP and affirms our commitment to implement all projects in the program.

I, Cristi Lerma, Secretary to the Imperial County Transportation Commission, certify that this is true of actions taken on the 24th day of February 2016 by the ICTC Board.

Cristi Lerma

CRISTI LERMA
SECRETARY TO THE COMMISSION

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Metro

RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2016/2017 – 2021/2022 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 21st 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, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG region; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA 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, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2016/2017 – 2021/2022 Los Angeles County TIP with funding for FFY 2016/2017 and 2017/2018 available and committed, and reasonably committed for FFY 2018/2019 through 2021/2022.

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 2016/2017 – 2021/2022 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/2017 – 2021/2022 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 FFY2016/2017 – 2021/2022 Los Angeles County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2016;

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 2016/2017 – 2021/2022 Los Angeles County TIP; and

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 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 September 24, 2015.

Michele Jackson

MICHELE JACKSON
LACMTA Board Secretary

DATED:

(SEAL)

RESOLUTION NO. 2015-064 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2016-17 TO FISCAL YEAR 2021-22

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) 2016/17 – 2021/22 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County 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, OCTA has adopted the FFY 2016/17- 2021/22 Orange County Transportation Improvement Program with funding for FFY 2016/17 and FFY 2017/18 available and committed, and reasonably committed for FFY 2018/19 through FFY 2021/22.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2016/17 through FFY 2021/22 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/17 through FFY 2021/22 Orange 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 2016/17 through FFY 2021/22 Orange County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission (CTC) in April 2016; and

2. All of the projects in the Orange County TIP have complete funding identified in the Program, except those which will require additional funding in the 2016 State Transportation Improvement Program (STIP) cycle. This project is the County's number one priority for 2016 STIP funds. The Orange County 2016 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the project. Therefore, as required by MAP-21, the CTC finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.

3. Orange County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2016/17 through FFY 2021/22 Orange 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.

ADOPTED, SIGNED AND APPROVED this 9 day of November 2015.

AYES: Chairman Lalloway, Vice Chairman Donchak, and Directors Bartlett, Do, Katapodis, Miller, Murray, Pulido, Spitzer, Steel, Ury, and Winterbottom

NOES: None

ABSENT: Directors Hennessey, Jones, Nelson, Shaw, and Tait

ATTEST:

Laurena Weinert
Clerk of the Board

Jeffrey Lalloway, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2015-064

RESOLUTION NO. 16-001

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2016/17 THROUGH 2021/22 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 Fixing America Surface Transportation Act (FAST) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the FAST Act 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 2016/17 through FFY 2021/22 Riverside County TIP with funding for FFY 2016/17 and FFY 2017/18 available and committed, and reasonably committed for FFY 2018/19 through FFY 2021/2022.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2016/17 through FFY 2021/22 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/17 through FFY 2021/22 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 2016/17 through FFY 2021/22 Riverside County TIP are consistent with the Draft 2016 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in May 2016; and

2. All of the projects in the Riverside County TIP have complete funding identified in the Program based on reasonably available funding; and

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 2016/17 through FFY 2021/22 Riverside 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 FAST Act Guaranteed Funding Levels.

APPROVED AND ADOPTED this 9th day of March, 2016.

Scott Matas, Chair
Riverside County Transportation Commission

ATTEST:

Jennifer Harmon, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 16-020

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 2016/2017 – 2021/2022 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, San Bernardino County is located with the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"; and

WHEREAS, Federal regulations require SCAG to adopt a regional Transportation Improvement Program ("TIP") for the metropolitan planning area; and

WHEREAS, Federal regulations also require that the regional 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 the SCAG region; and

WHEREAS, as the responsible agency for short-range transportation planning, SANBAG is responsible for the development of the San Bernardino County TIP, including all projects utilizing 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 2016/17-2021/22 San Bernardino County TIP with funding available and committed for Federal Fiscal Years 2016/2017 and 2017/2018, and reasonably available for Federal Fiscal Years 2018/2019 through 2021/2022.

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 2016/2017-2021/2022 San Bernardino County TIP.

Section 2. The Federal Fiscal Years 2016/2017-2021/2022 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 2016/2017-2021/2022 San Bernardino County TIP are consistent with the proposed 2016 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in April 2016; and

2. All of the projects in the San Bernardino County TIP have complete funding identified in the Program. Except the following 5 projects which will require additional funding in the 2016 STIP cycle.

    - 20151301 – Redlands Passenger Rail Program
    - 20159901 – I-15 Express Lanes
    - 20159902 – I-10 Express Lanes
    - SBD31850 – I-215 @ Barton Road Interchange
    - SBD59303 – Set asides/reservations for future SB45-Planning, Programming and Monitoring

    These projects are the County's priorities for 2016 STIP funds. The San Bernardino County 2016 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the projects. Therefore, as required by Federal regulations, SANBAG finds that full funding can reasonably be anticipated to be available for these projects within the time period contemplated for completion of the project.

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 2016/2017-2021/2022 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 Federal Transit Administration-funded projects are programmed consistent with MAP-21 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 3, 2016.

Ryan McEachron, President

ATTEST:

Vicki Watson,
Clerk of the Board

RES16-020

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RESOLUTION NO. 2016-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2016/17 – 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL OF THE 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 Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act 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 2016/17-2021/22 Ventura County Transportation Improvement Program with funding for FFY 2016/17 and 2017/18 available and committed, and reasonably committed for fiscal years 2018/19 through 2021/22.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2016/17 – 2021/22 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2016/17-2021/22 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 2016/17 – 2021/22 Ventura County TIP are consistent with the proposed 2016 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in May 2016; 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 2016/17 – 2021/22 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 the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 5th day of February, 2016.

Keith Millhouse, 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 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Antelope Valley Transit Authority (AVTA)
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
FARE REVENUE	5,523,632	5,689,341	5,860,021	6,035,822	23,108,816	
MTA FUNDING	9,384,688	10,088,539	10,391,195	10,702,931	40,567,353	
JURISDICTIONAL CONTRIBUTIONS	3,490,310	3,595,019	3,702,870	3,813,956	14,602,154	
5307 FUNDS	6,120,850	6,426,893	6,619,700	6,818,291	25,985,734	
OTHER FEDERAL OPERATING FUNDS	1,283,050	1,347,202	1,387,618	1,429,247	5,447,117	
AUXILIARY REVENUE	326,053	1,592,713	326,053	326,053	2,570,872	
CAPITAL	59,188,555	62,147,983	64,012,422	65,932,795	251,281,755	
					-	
Revenue Total	**85,317,138**	**90,887,690**	**92,299,879**	**95,059,094**	**363,563,801**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	25,772,788	26,497,866	27,292,802	28,111,586	107,675,042	
Operating	4,752,026	6,189,000	6,374,670	6,565,910	23,881,606	
Expenditures Total	**30,524,814**	**32,686,866**	**33,667,472**	**34,677,496**	**131,556,648**	

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ACCESS SERVICES INCORPORATED

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Agency

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Access Services
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Prop C 40% Discretionary	83,402,826	87,572,967	91,951,616	96,549,196	359,476,605	
Section 5310 Flex	63,300,000	64,825,530	66,387,825	67,987,772	262,501,127	
Section 5310 MAP21 Capital	3,200,000	3,200,000	3,200,000	3,200,000	12,800,000	
Passenger Fares	9,659,477	10,239,046	10,853,388	11,504,592	42,256,503	
JARC	3,573,954	3,752,652	3,940,284	4,137,298	15,404,188	
New Freedom	116,810	122,651	128,783	135,222	503,466	
Revenue Total	**163,253,067**	**169,712,845**	**176,461,897**	**183,514,081**	**692,941,889**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	9,430	9,500,000	10,000,000	10,000,000	29,509,430	
Operating	163,243,637	160,212,845	166,461,897	173,514,081	663,432,459	
Expenditures Total	**163,253,067**	**169,712,845**	**176,461,897**	**183,514,081**	**692,941,889**	

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FOOTHILL TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Foothill Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	20,153,900	20,355,439	20,558,993	20,764,583	81,832,915	
Operating - Auxiliary	1,625,000	1,625,000	1,625,000	1,625,000	6,500,000	
Operating - TDA	28,636,393	28,987,966	29,340,949	29,695,245	116,660,552	
Opearting - STA	2,908,958	2,981,682	3,056,224	3,132,630	12,079,494	
Operating - Measure R	10,496,968	10,759,392	11,028,377	11,304,086	43,588,824	
Operating - Prop A	19,293,908	19,776,256	20,270,662	20,777,429	80,118,254	
Operating - Prop C	4,171,842	4,276,138	4,383,042	4,492,618	17,323,639	
Other Non-Transportation	1,600,000	1,600,000	1,600,000	1,600,000	6,400,000	
Capital - MOSIP	8,357,000	8,565,925	8,255,015	8,461,391	33,639,331	
Capital - Sec. 5307	14,645,521	15,011,659	15,386,951	10,852,969	55,897,100	
Capital - TDA	39,978,376	8,014,633	-	-	47,993,009	
Capital - 1 - B Bonds	7,281,000	7,463,025	7,649,601	7,840,841	30,234,466	
Revenue Total	**159,148,866**	**129,417,115**	**123,154,813**	**120,546,790**	**532,267,584**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	67,043,087	34,580,413	25,505,259	20,000,000	147,128,759	
Operating	92,105,779	94,836,702	97,649,554	100,546,790	385,138,825	
Expenditures Total	**159,148,866**	**129,417,115**	**123,154,813**	**120,546,790**	**532,267,584**	

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GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Agency

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Gardena Municipal Bus Lines
FY 2016/2017 - 2019/2020

Revenues

Revenue	First 4 years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital - FTA 5307	2,952,041		100,000	125,000	3,177,041	
Capital - FTA CMAQ	4,392,390				4,392,390	
Capital - State Bond Prop 1B PTMISEP	2,432,610				2,432,610	
Capital - State Bond Prop 1B Transit Security					-	
Capital - State Bond Prop 1B Transit Security - Bridge	49,732				49,732	
Capital - TDA	16,702				16,702	
Capital - STA	75,000	15,000			90,000	
Capital - MOSIP	1,318,560	905,500	1,000,000	1,000,000	4,224,060	
Capital - CA Energy Commision	2,400,000				2,400,000	
Operating - TDA	5,053,568	5,053,568	5,154,639	5,257,732	20,519,508	
Operating - STA	410,267	410,267	418,472	426,842	1,665,848	
Operating - Prop A Local Return	1,106,923	2,207,248	2,251,393	2,296,421	7,861,984	
Operating - Prop A E&H Incentive	168,532	167,549	170,900	174,318	681,300	
Operating - Prop A 40% Discretionary	3,290,679	3,290,679	3,356,493	3,423,622	13,361,473	
Operating - Prop C Discretionary	1,226,627	1,226,627	1,251,160	1,276,183	4,980,596	
Operating Measure R	3,771,802	2,633,623	2,686,295	2,740,021	11,831,742	
Operating - FTA Preventive Maintenance	2,357,456	2,357,456	2,404,605	2,452,697	9,572,214	
Operating - Other	450,000	450,000	459,000	468,180	1,827,180	
Operating - CRD & Low Carbon	711,484	711,484	725,714	740,228	2,888,910	
Operating - Fare Revenue	2,914,000	2,914,000	2,972,280	3,031,726	11,832,006	
Revenue Total	**35,098,373**	**22,343,001**	**22,950,951**	**23,412,970**	**103,805,295**	

Expenditures

Expenditures	First 4 years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	13,637,035	920,500	1,100,000	1,125,000	16,782,535	
Operating	21,461,338	21,422,501	21,850,951	22,287,970	87,022,760	
Expenditures Total	**35,098,373**	**22,343,001**	**22,950,951**	**23,412,970**	**103,805,295**	

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LONG BEACH TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Long Beach Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating- STA	$1,813,547	$1,849,818	$1,886,814	$1,924,551	$7,474,730	
Operating - TDA	$22,200,006	$22,644,006	$23,096,886	$23,558,824	$91,499,722	
Operating - Prop A	$19,840,652	$20,237,465	$20,642,214	$21,055,059	$81,775,390	
Operating-Measure R	$9,036,448	$9,217,177	$9,401,520	$9,589,551	$37,244,696	
Operating-Prop C	$5,440,003	$5,548,803	$5,659,779	$5,772,975	$22,421,560	
Operating-Fares	$17,014,460	$17,354,749	$17,701,844	$18,055,881	$70,126,934	
Operating-Advertising	$757,995	$773,155	$788,618	$804,390	$3,124,158	
Operating-invest/misc	$729,332	$743,919	$758,797	$773,973	$3,006,021	
Operating-FTA 5307	$8,312,740	$8,478,994	$8,648,573	$8,821,545	$34,261,852	
					$0	
Capital - FTA 5307	$10,208,279	$10,968,076	$11,770,851	$12,618,850	$45,566,056	
Capital- FTA 5309	$0	$0	$0	$0	$0	
Capital-State 1B Bond	$1,627,168	$1,659,711	$1,692,906	$1,726,764	$6,706,549	
Capital - STA	$0	$0	$0	$0	$0	
Capital- Prop C	$4,401,948	$4,489,987	$4,579,787	$4,671,382	$18,143,104	
Capital - Measure R	$0	$589,162	$0	$600,945	$1,190,107	
Capital - LBT	-	-	-	-	-	
					-	
Revenue Total	**101,382,578**	**104,555,023**	**106,628,589**	**109,974,689**	**422,540,879**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
					-	
Operating	85,145,183	86,848,086	88,585,047	90,356,748	350,935,064	
					-	
Capital	16,237,395	17,706,936	18,043,543	19,617,942	71,605,816	
					-	
Expenditures Total	**101,382,578**	**104,555,023**	**106,628,589**	**109,974,689**	**422,540,879**	

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CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION (LADOT)

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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City of Los Angeles Department of Transportation (LADOT)
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Op- Fares	14,113,710	14,254,847	14,397,935	14,541,369	57,307,861	
Op - Prop A Discretionary	19,722,694	19,722,694	19,722,694	19,722,694	78,890,776	
Op- Prop C Discretionary	7,433,095	7,433,095	7,433,095	7,433,095	29,732,380	
Op- Prop C Security	1,345,595	1,345,595	1,345,595	1,345,595	5,382,380	
Op - Measure R	4,412,405	4,412,405	4,412,405	4,412,405	17,649,620	
Op - Tier II	4,814,482	4,814,482	4,814,482	4,814,482	19,257,928	
Op - Advertising	900,000	900,000	900,000	900,000	3,600,000	
Op- Prop A LR	44,940,219	44,799,082	44,655,994	44,512,560	178,907,855	
					-	
Cap - 5307	6,341,386	6,341,386	6,341,386	6,341,386	25,365,544	
Cap - Prop 1B	1,904,961	1,904,961			3,809,922	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**105,928,547**	**105,928,547**	**104,023,586**	**104,023,586**	**419,904,266**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	8,246,347	8,246,347	6,341,386	6,341,386	29,175,466	
Operating	97,682,200	97,682,200	97,682,200	97,682,200	390,728,800	
Expenditures Total	**105,928,547**	**105,928,547**	**104,023,586**	**104,023,586**	**419,904,266**	

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2017[1]

[1] Proposed FY 2017 Budget, LACMTA

July 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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Summary of Expenditures by Program

	Program [1] Type ($ in millions)	FY15 Budget	FY16 Proposed	$ Change	% Change
1	**Metro Operations:**				
2	Bus	$ 1,013.9	$ 1,042.9	$ 29.0	2.9%
3	Rail	370.1	399.4	29.3	7.9%
4	**Subtotal**	**$ 1,384.0**	**$ 1,442.3**	**$ 58.3**	**4.2%**
5	Regional Activities and Other	19.8	19.0	(0.8)	-3.8%
6	**Metro Operations Total**	**$ 1,403.7**	**$ 1,461.3**	**$ 57.6**	**4.1%**
7					
8	**Capital:**				
9	Transit Capital Expansion	$ 1,610.0	$ 1,556.8	$ (53.2)	-3.3%
10	Operating Capital	426.0	437.4	11.4	2.7%
11	**Subtotal**	**$ 2,036.0**	**$ 1,994.2**	**$ (41.8)**	**-2.1%**
12	Regional Rail Capital	46.2	49.0	2.8	6.2%
13	Highway Capital	160.6	90.2	(70.4)	-43.8%
14	**Metro Capital Total**	**$ 2,242.8**	**$ 2,133.4**	**$ (109.3)**	**-4.9%**
15					
16	**Total Metro Operations and Capital**	**$ 3,646.5**	**$ 3,594.7**	**$ (51.8)**	**-1.4%**
17					
18	**Subsidy Funding Programs:**				
19	Regional Transit [2]	$ 520.3	$ 536.5	$ 16.2	3.1%
20	Local Agencies	542.4	569.2	26.8	4.9%
21	Wilshire BRT	33.2	16.2	(17.0)	-51.3%
22	Federal Pass Throughs	13.2	27.9	14.7	110.7%
23	Fare Assistance	10.5	10.5	-	0.0%
24	Highway Subsidy	168.3	218.0	49.7	29.5%
25	**Subsidy Funding Programs Total**	**$ 1,288.0**	**$ 1,378.3**	**$ 90.3**	**7.0%**
26					
27	**Congestion Management:**				
28	Freeway Service Patrol	$ 30.7	$ 28.3	$ (2.4)	-7.7%
29	ExpressLanes	31.9	42.3	10.4	32.7%
30	Kenneth Hahn Call Box Program	11.6	10.3	(1.3)	-11.1%
31	Regional Integration of Intelligent Transportation System	3.7	2.2	(1.5)	-40.1%
32	Rideshare Services	11.0	10.8	(0.2)	-2.2%
33	**Congestion Management Total**	**$ 88.8**	**$ 93.9**	**$ 5.1**	**5.7%**
34					
35	**General Planning and Programs:**				
36	Programs and Studies	$ 40.5	$ 42.5	$ 2.0	5.1%
37	General Planning and Programming	52.1	57.4	5.3	10.1%
38	Legal, Audit, Transit Court, Oversight and Other	35.8	38.6	2.8	7.8%
39	Property Management/Union Station and Development	27.1	34.3	7.2	26.4%
40	**General Planning and Programs Total**	**$ 155.5**	**$ 172.8**	**$ 17.3**	**11.1%**
41					
42	**Debt Service Total**	**$ 336.1**	**$ 328.7**	**$ (7.4)**	**-2.2%**
43					
44	**Total Expenditures**	**$ 5,514.9**	**$ 5,568.4**	**$ 53.5**	**1.0%**

Note: Totals may not add due to rounding.

[1] Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-41.

[2] Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

Enterprise Fund Bus & Rail Operations

	Resources and Expenses ($ in millions)	FY15 Budget	FY16 Proposed Total	Bus	Rail	Transit Court	Regional Activities
1	**Transit Operations Resources**						
2	**Transit Fares and Other Revenues**						
3	Fares	$ 351.1	$ 376.0	$ 280.2	$ 95.8	$ -	$ -
4	Advertising	21.5	22.5	20.2	2.3	-	-
5	Other Revenues (1)	7.1	5.3	3.9	-	1.4	-
6	**Total Fare and Other Revenues**	**$ 379.7**	**$ 403.8**	**$ 304.3**	**$ 98.1**	**$ 1.4**	**$ -**
7	**Federal & State Grants**						
8	Federal Preventive Maintenance	$ 227.0	$ 221.6	$ 145.3	$ 76.3	$ -	$ -
9	Federal CMAQ	23.0	10.8	-	10.8	-	-
10	Federal and States Grants	13.6	12.5	-	11.8	-	0.7
11	**Total Federal and State Grants**	**$ 263.6**	**$ 244.9**	**$ 145.3**	**$ 98.9**	**$ -**	**$ 0.7**
12	**Local Subsidies**						
13	Prop A - (40% Bus) & (35% Rail)	$ 455.8	$ 249.2	$ 160.1	$ 79.0	$ -	$ 10.1
14	Prop C - (40% Bus/Rail) & (5% Security)	58.5	69.9	52.6	17.3	-	-
15	Measure R - (20% Bus) & (5% Rail)	136.0	155.7	105.3	50.4	-	-
16	TDA Article 4	32.0	233.7	221.7	-	-	12.0
17	STA	85.7	91.3	40.5	50.8	-	-
18	Toll Revenue Grant	2.9	4.2	4.2	-	-	-
19	General Fund & Other Funds	-	19.0	14.1	4.9	0.1	-
20	**Total Local Subsidies**	**$ 770.9**	**$ 823.1**	**$ 598.5**	**$ 202.4**	**$ 0.1**	**$ 22.1**
21	**Total Transit Operations Resources**	**$ 1,414.2**	**$ 1,471.7**	**$ 1,048.2**	**$ 399.4**	**$ 1.4**	**$ 22.8**
22	**Transit Capital Resources**						
23	Federal, State & Local Grants	$ 808.5	$ 643.3	$ 74.7	$ 568.5	$ -	$ -
24	Local and State Sales Tax (2)	920.1	457.9	153.7	304.2	-	-
25	Other Capital Financing	317.4	899.0	15.0	883.9	-	-
26	**Total Transit Capital Resources**	**$ 2,046.0**	**$ 2,000.2**	**$ 243.5**	**$ 1,756.7**	**$ -**	**$ -**
27	**Total Transit Operations & Capital Resources**	**$ 3,460.3**	**$ 3,471.9**	**$ 1,291.6**	**$ 2,156.0**	**$ 1.4**	**$ 22.8**
28	**Transit Operations Expenses**						
29	Labor & Benefits	$ 885.4	$ 942.7	$ 712.2	$ 206.5	$ 0.5	$ 23.5
30	Fuel & Propulsion Power	65.1	62.6	25.0	37.6	-	-
31	Materials & Supplies	96.2	95.3	68.7	22.4	-	4.2
32	Contract and Professional Services	181.8	176.3	61.9	97.2	0.7	16.4
33	PL/PD and Other Insurance	51.2	50.9	46.4	4.4	-	-
34	Purchased Transportation	45.9	47.0	47.0	-	-	-
35	Allocated Overhead (3)	58.9	64.4	42.9	16.2	0.1	5.1
36	Regional Chargeback	-	-	22.5	7.6	-	(30.1)
37	Other Expenses (4)	29.7	32.6	21.5	7.5	-	3.6
38	**Total Transit Operations Expenses**	**$ 1,414.2**	**$ 1,471.7**	**$ 1,048.2**	**$ 399.4**	**$ 1.4**	**$ 22.8**
39	**Transit Capital Expenses Operating**	**2,011.9**	**1,973.7**	**243.5**	**1,730.2**	**-**	**-**
40	**Transit Capital Expenses Planning**	**34.1**	**26.5**	**-**	**26.5**	**-**	**-**
41	**Total Capital Expenses (5)**	**$ 2,046.0**	**$ 2,000.2**	**$ 243.5**	**$ 1,756.7**	**$ -**	**$ -**
42	**Total Transit Operations & Capital Expenses**	**$ 3,460.3**	**$ 3,471.9**	**$ 1,291.6**	**$ 2,156.0**	**$ 1.4**	**$ 22.8**
43	**Transit Operations & Capital (Deficit)/Surplus**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Note: Totals may not add due to rounding.

(1) Other Revenues includes Interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.

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

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

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

(5) Capital expenses for operations and construction project planning are combined for reporting purposes.

Enterprise Fund Other Operations

	Resources and Expenses ($ in millions)	FY15 Budget	FY16 Proposed Total	FY16 Proposed Union Station	FY16 Proposed Express Lanes	FY16 Proposed Park & Ride
1	**Other Transit Operations Resources**					
2	**Toll Fares and Other Revenues**					
3	Tolls & Violation Fines	$ 40.1	$ 62.2	$ -	$ 62.2	$ -
4	Rental & Lease Income	0.7	3.1	2.7	-	0.4
5	**Total Toll Fares and Other Revenues**	**$ 40.8**	**$ 65.3**	**$ 2.7**	**$ 62.2**	**$ 0.4**
6	**Local Subsidies**					
7	Prop A	$ -	$ 0.7	$ -	$ -	$ 0.7
8	Prop C Commuter Rail & General Fund	0.4	3.0	-	-	3.0
9	**Total Local Subsidies**	$ 0.4	$ 3.7	$ -	$ -	$ 3.7
10	**Total Other Transit Operations Resources**	$ 41.2	$ 69.0	$ 2.7	$ 62.2	$ 4.1
11	**Transit Other Operations Expenses**					
12	Labor & Benefits	$ 1.9	$ 2.7	$ 0.5	$ 1.7	$ 0.5
13	Fuel & Propulsion Power	-	-	-	-	-
14	Materials & Supplies	-	0.3	-	-	0.3
15	Contract and Professional Services	31.7	44.5	1.4	40.1	3.1
16	PL/PD and Other Insurance	0.2	0.2	0.2	-	-
17	Purchased Transportation	-	-	-	-	-
18	Allocated Overhead	0.8	0.9	0.2	0.5	0.2
18	Regional Chargeback	-	-	-	-	-
19	Other Expenses	-	-	-	-	-
20	**Total Other Transit Operations Expenses**	**$ 34.7**	**$ 48.6**	**$ 2.3**	**$ 42.3**	**$ 4.0**
21	**Other Operations Non Operating Expenses**					
22	Congestion Relief Reserve	$ 0.9	$ 1.9	$ -	$ 1.9	**$ -**
23	Silver Line Service	2.9	-	-	-	**-**
24	Congestion Relief Transit Operating Subsidy	2.5	6.2	-	6.2	**-**
25	Congestion Relief Toll Revenue Grant Program	-	6.6	-	6.6	-
26	Union Station	-	0.5	0.5	-	**-**
27	Interactive Kiosk Pilot	0.2	-	-	-	**-**
28	**Total Other Operations Non Operating Expenses**	**$ 6.5**	**$ 15.1**	**$ 0.5**	**$ 14.6**	**$ -**
29	**Transit Other Operations (Deficit)/Surplus [1]**	**$ -**	**$ 5.3**	**$ -**	**$ 5.3**	**$ -**

Note: Totals may not add due to rounding.

[1] Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

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MONTEBELLO BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Montebello Bus Lines
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
					-	
Capital 5307	4,378,276	4,465,842	4,555,158	4,646,262	18,045,537	
State PTMISEA	366,203	366,203	366,203	366,203	1,464,812	
State Prop 1B Sec.	67,791	67,791	67,791	67,791	271,164	
Capital - TDA	1,000,000	1,020,000	1,040,400	1,061,208	4,121,608	
Capital - Measure R Clean Fuel		196,039		199,960	395,999	
Operating - LCTOP	178,826	182,403	186,051	189,772	737,051	
Operating -TDA	7,992,145	8,151,988	8,315,028	8,481,328	32,940,489	
Operating - STA	652,889	1,215,563	1,239,874	1,264,672	4,372,998	Assumes methodology will revert back to FY 15-16
Operating - Prop A	5,236,699	5,341,433	5,448,262	5,557,227	21,583,620	
Operating - Prop C	1,543,036	1,573,897	1,605,375	1,637,482	6,359,790	
Operating - Measure R	3,591,895	3,663,733	3,737,008	3,811,748	14,804,383	
Operating - Fare Rev.	6,273,992	6,073,992	5,873,992	5,873,992	24,095,968	
					-	
Operating - Prop C 5% Security	472,040	481,481	491,110	500,933	1,945,564	
					-	
					-	
Revenue Total	**37,566,062**	**38,916,238**	**38,955,803**	**39,999,999**	**155,438,102**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	5,812,270	6,115,875	6,029,552	6,341,423	24,299,120	
Operating	27,858,292	28,415,458	28,983,767	29,563,442	114,820,959	
Expenditures Total	**33,670,562**	**34,531,332**	**35,013,319**	**35,904,866**	**139,120,079**	

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NORWALK TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Norwalk Transit System
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	1,452,573	1,467,099	1,481,770	1,496,587	5,898,029	Fixed Route and Dial-a-Ride
Operating - Auxiliary Rev	33,048	33,378	33,712	34,049	134,188	Bus Exterior Advertising
Operating - Contract Bus Srvc	8,500	8,585	8,671	8,758	34,513	Fiesta Taxi Service Santa Fe Springs
Operating - TDA	2,830,810	2,859,118	2,887,709	2,916,586	11,494,224	n/a
Operating - STA*	444,760	449,208	453,700	458,237	1,805,904	*Subject to change per new STA Allocation Methodology
Operating - Prop A	3,782,064	3,819,885	3,858,083	3,896,664	15,356,696	n/a
Operating - Prop C	910,773	919,881	929,080	938,370	3,698,104	n/a
Operating - Measure R	1,155,091	1,166,642	1,178,308	1,190,091	4,690,133	n/a
Operating - Misc.	57,185	57,757	58,334	58,918	232,194	Sale of Equipment, Scrap, Damage Recoveries
Capital - Sec 5307	1,150,000	1,161,500	1,173,115	1,184,846	4,669,461	Capitalization of Prev. Maint.
	-	-	-	-	-	
Capital - Sec 5307	1,283,421	1,296,255	1,309,218	1,322,310	5,211,204	n/a
Capital - Measure R Clean Fuel	57,434	58,008	58,588	59,174	233,205	n/a
Capital - 1B Bonds	220,611	222,817	225,045	227,296	895,769	PTMISEA & Bridge Funds
					-	
					-	
Revenue Total	**13,386,270**	**13,520,133**	**13,655,334**	**13,791,887**	**54,353,624**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	(1,561,466)	(1,577,081)	(1,592,851)	(1,608,780)	(6,340,178)	
Operating	(11,824,804)	(11,943,052)	(12,062,483)	(12,183,107)	(48,013,446)	
Expenditures Total	**(13,386,270)**	**(13,520,133)**	**(13,655,334)**	**(13,791,887)**	**(54,353,624)**	

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SANTA CLARITA TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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City of Santa Clarita - Santa Clarita Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	3,957,476	3,967,609	3,977,844	3,988,181	15,891,110	
Operating - Special Transit Service	839,774	856,570	873,701	891,175	3,461,220	
Operating - L.A. County Contribution	1,665,000	1,665,000	1,665,000	1,665,000	6,660,000	
Operating - Prop C	696,377	710,304	724,510	739,000	2,870,191	
Operating - Prop A Discretionary	5,025,948	5,126,467	5,333,576	5,440,248	20,926,239	
Operating - Measure R	2,496,197	2,546,121	2,597,043	2,648,984	10,288,345	
					-	
Capital - FTA 5307	7,123,188	5,252,899	2,713,951	1,908,863	16,998,901	
Capital - Prop C	1,780,798	1,313,225	310,444	477,216	3,881,683	
Revenue Total	**23,584,758**	**21,438,195**	**18,196,069**	**17,758,667**	**80,977,689**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	8,903,986	6,566,124	3,024,395	2,386,079	20,880,584	
Operating	14,680,772	14,872,071	15,171,674	15,372,588	60,097,105	
Expenditures Total	**23,584,758**	**21,438,195**	**18,196,069**	**17,758,667**	**80,977,689**	

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SANTA MONICA BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Santa Monica Big Blue Bus
FY 2016/17-FY 2019/20

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Passenger Revenue	$12,832,601	$13,089,253	$13,351,038	$13,618,059	$52,890,951	
STAF	$1,546,914	$1,585,587	$1,625,227	$1,665,857	$6,423,585	
TDA	$18,936,094	$19,409,496	$19,894,734	$20,392,102	$78,632,426	
Prop A LR	$427,290	$437,972	$448,922	$460,145	$1,774,328	
Prop A	$12,407,511	$12,717,699	$13,035,641	$13,361,532	$51,522,383	
Measure R	$7,707,882	$7,900,579	$8,098,094	$8,300,546	$32,007,100	
Measure R LR	$1,063,198	$1,089,778	$1,117,022	$1,144,948	$4,414,946	
Prop C - BSIP	$783,496	$803,083	$823,160	$843,739	$3,253,479	
Prop C - MOSIP	$3,754,760	$3,848,629	$3,944,845	$4,043,466	$15,591,700	
Prop C Transit Security	$1,159,172	$1,188,151	$1,217,855	$1,248,301	$4,813,480	
Prop C Foothill Mitigation	$552,981	$566,806	$580,976	$595,500	$2,296,262	
Auxillary Revenue	$2,444,000	$2,468,440	$2,493,124	$2,518,055	$9,923,619	
Other Revenues	$3,999,519	$2,577,734	$2,567,420	$2,619,582	$11,764,255	
	$67,615,418	**$67,683,207**	**$69,198,057**	**$70,811,833**	**$275,308,515**	
Capital - Prop 1B	$1,510,926	$1,510,926			$3,021,852	
Capital - FTA 5307	$10,964,903	$11,074,552	$11,185,298	$11,297,151	$44,521,903	
Revenue Total	**80,091,247**	**80,268,685**	**80,383,355**	**82,108,983**	**322,852,270**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	12,475,829	12,585,478	11,185,298	11,297,151	47,543,755	
Operating	67,615,418	67,683,207	69,198,057	70,811,833	275,308,515	
Expenditures Total	**80,091,247**	**80,268,685**	**80,383,355**	**82,108,983**	**322,852,270**	

Source: Los Angeles County Metropolitan Transportation Authority

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TORRANCE TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Torrance Transit
FY 2016/17-FY 2019/20

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
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	$ 5,939,241	$ 5,998,633	$ 6,058,620	$ 24,132,493	
Operating - STA	$ 770,100	$ 930,966	$ 940,276	$ 949,678	$ 3,591,020	
Operating - Prop A	$ 6,479,508	$ 6,604,515	$ 6,670,560	$ 6,737,266	$ 26,491,849	
Operating - Prop C	$ 3,247,975	$ 3,311,433	$ 3,344,547	$ 3,377,993	$ 13,281,948	
Operating - Measure R	$ 2,495,458	$ 2,417,878	$ 2,442,057	$ 2,466,477	$ 9,821,870	
Operating Fare Revenue	$ 3,400,000	$ 3,434,000	$ 3,468,340	$ 3,503,023	$ 13,805,363	
Revenue Total	**26,276,094**	**26,385,087**	**26,611,467**	**26,840,111**	**106,112,760**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	3,747,054	3,747,054	3,747,054	3,747,054	14,988,216	
Operating	22,529,040	22,638,033	22,864,413	23,093,057	91,124,544	
Expenditures Total	**26,276,094**	**26,385,087**	**26,611,467**	**26,840,111**	**106,112,760**	

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ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2016-17 to FY 2018-19[1]

[1] OCTA

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

July 2016

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Cash Flow Statement - Bus Operations

(millions)		2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	$	**233.5**	**233.8**	**181.1**	**154.8**	**199.1**	**295.6**	**486.5**	**527.3**
Cash flows from operating activities:									
Sources of funds:									
Sales Tax Revenue		150.9	161.5	171.2	180.3	188.9	229.6	281.8	346.0
Passenger Fares		58.2	59.7	63.5	68.6	70.6	86.2	104.7	123.9
Property Tax Revenue		12.3	12.4	12.5	12.7	12.8	13.4	14.1	14.8
Miscellaneous Revenues		1.9	1.4	0.9	0.9	1.0	1.1	1.2	1.3
Advertising Revenue		3.3	3.5	3.7	3.9	4.1	5.0	6.2	7.6
Alternative Fuel Tax Credit		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of funds	$	**226.6**	**238.5**	**252.0**	**266.4**	**277.4**	**335.3**	**408.0**	**493.7**
Cash flows from operating activities:									
Uses of funds:									
Salaries and Benefits		114.5	112.1	112.2	110.8	116.3	135.0	156.9	172.8
Purchased Transportation Services		76.7	85.8	92.0	94.8	98.2	118.3	143.1	174.1
Administrative Service Expense		29.1	32.6	34.0	35.3	37.2	48.0	60.7	76.9
Maintenance, Parts and Fuel		29.0	26.8	25.6	27.7	29.4	40.6	57.2	82.2
Professional Services		15.6	16.0	16.4	17.3	17.7	20.0	22.5	25.3
General and Administrative		3.8	3.8	3.9	4.2	4.3	4.8	5.4	6.1
Other Operating Expense		5.6	6.0	6.3	6.6	6.9	8.0	9.3	10.9
Total Uses of funds	$	**274.2**	**283.1**	**290.4**	**296.7**	**309.9**	**374.6**	**455.1**	**548.2**
Net cash provided by operations	$	**(47.6)**	**(44.6)**	**(38.5)**	**(30.3)**	**(32.6)**	**(39.3)**	**(47.1)**	**(54.6)**
Cash flows from non-capital financing activities:									
Operating grants									
Federal Formula Grant 5307		54.6	61.3	51.4	52.9	54.7	64.9	77.2	71.1
CMAQ		2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in									
Renewed Measure M		3.0	3.2	3.3	3.5	3.6	4.4	5.3	6.6
Rail Feeder		2.2	2.2	2.3	2.4	2.4	2.8	3.3	4.0
Net cash provided by noncapital financing activities	$	**62.0**	**68.9**	**57.0**	**58.8**	**60.8**	**72.1**	**85.9**	**81.6**
Cash flows from capital and related financing activities:									
Capital grants/other capital revenues		74.6	30.6	30.8	28.8	29.1	30.2	31.4	32.8
Acquisition/construction of capital assets		(91.2)	(111.5)	(79.8)	(17.6)	(8.7)	(108.4)	(105.1)	(58.1)
Net cash used by capital and related financing activities	$	**(16.6)**	**(80.9)**	**(49.0)**	**11.3**	**20.3**	**(78.2)**	**(73.6)**	**(25.3)**
Cash flows from investing activities:									
Interest on investments		2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
Net cash provided by investing activities	$	**2.5**	**3.9**	**4.1**	**4.6**	**6.8**	**13.1**	**20.9**	**22.3**
Net increase/decrease in cash	$	**0.3**	**(52.7)**	**(26.3)**	**44.3**	**55.4**	**(32.3)**	**(14.0)**	**24.0**
Available Cash	$	**233.8**	**181.1**	**154.8**	**199.1**	**254.5**	**263.3**	**472.5**	**551.3**

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RIVERSIDE TRANSIT AGENCY

Financial Data FY 2016-17 to FY 2018-19[1]

[1] Riverside County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Table 4 - Summary of Funds Requested for FY 2016/17

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	[1 6] Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Murrieta/ Temecula/ Menifee	Section 5307 - Hemet	[3] Section 5307 Carryover	[4] Section 5310	Section 5311	[5] Section 5339 Bus & Bus Facilities	[7] Section 5304 Planning	[2] LCTOP	Farebox	Other Revenue
Operating Assistance		40,998,251	36,857,990			1,790,000			1,800,000			550,261					
Operating Assistance - CTSA		823,000				823,000											
OPEB ARC		2,500,000	2,500,000														
RapidLink Operating Assistance		-															
91 Express Service [1]		425,000			425,000												
PVL Feeder Service [2]		1,554,550	938,685												460,410	155,455	
OCTA 794		150,000				150,000											
CommuterLink 212 & 217 (JARC Svc)		892,500	375,000				315,000			60,000						142,500	
Extended Fixed Route Service (JARC Svc)		553,500	225,000				225,000									103,500	
Travel Training [4]		370,000									370,000						
Capitalized Preventive Maintenance		7,500,000	1,500,000				4,750,000	750,000		500,000							
Capital Cost of Contracting		7,625,000	1,525,000				2,700,000	3,000,000		400,000							
Lifeline Service (DAR Plus)		129,142	66,142			41,000										22,000	
First Mile Last Mile Study		95,000	11,400											83,600			
Farebox (Cash, Tix, Passes)		10,626,545														10,626,545	
Interest Income		50,000															50,000
Advertising Revenue		18,000															18,000
CNG Sales		125,000															125,000
RINS/LCFS Credits		600,000															600,000
Medi-Cal Reimbursement		900,000	450,000														450,000
Wentworth Lease		62,100															62,100
		-															
		-															
Subtotal: Operating		**$75,997,588**	**$44,449,217**	**$0**	**$425,000**	**$2,804,000**	**$7,990,000**	**$3,750,000**	**$1,800,000**	**$960,000**	**$370,000**	**$550,261**	**$0**	**$83,600**	**$460,410**	**$11,050,000**	**$1,305,100**
Revenue Vehicles - (10) COFR - Repl	FY17-1	1,983,400		297,510				1,685,890									
Revenue Vehicles - (33) DAR - Repl	FY17-2	3,305,895		495,884			2,810,011										
Associated Transit Improvements	FY17-3	200,000		40,000			80,000	45,000	35,000								
Capital Maintenance Spares	FY17-4	1,110,065		222,013			888,052										
Capitalized Tire Lease	FY17-5	303,249		60,650				242,599									
Maintenance/Support Equipment	FY17-6	72,888		14,578					58,310								
Facility Maintenance	FY17-7	266,760		53,352			213,408										
Information Systems	FY17-8	90,000		18,000					72,000								
Central Operations & Maintenance Facility [5]	FY17-9	3,952,209		790,442									3,161,767				
Heavy-duty CNG Buses [6]	FY15-13	-	(3,698,701)		3,698,701												
		-															
Subtotal: Capital		**$11,284,466**	**($3,698,701)**	**$1,992,429**	**$3,698,701**	**$0**	**$3,991,471**	**$1,973,489**	**$165,310**	**$0**	**$0**	**$0**	**$3,161,767**	**$0**	**$0**	**$0**	**$0**
Total: Operating & Capital		**$87,282,054**	**$40,750,516**	**$1,992,429**	**$4,123,701**	**$2,804,000**	**$11,981,471**	**$5,723,489**	**$1,965,310**	**$960,000**	**$370,000**	**$550,261**	**$3,161,767**	**$83,600**	**$460,410**	**$11,050,000**	**$1,305,100**

[1] 91 Express service for six months funded with bond proceeds, which is farebox recovery ratio allowable.
[2] Low Carbon Transit Operations Program (LCTOP) carryover from FY16 SRTP.
[3] 5307 estimated carryover from FY16 grant (not yet awarded).
[4] 5310 funds represent the second year of the CalTrans grant awarded December 2015.
[5] Section 5339 Bus and Bus Facilities funding is FY2015 and FY2016 apportionment.
[6] Bond proceeds for 91 Express heavy duty buses will supplant previously programmed LTF. LTF offset to be used for operating.
[7] Section 5304 Planning grant is carryover from FY16 SRTP.

Riverside Transit Agency
FY 2017/18
Summary of Funds Requested
Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY 2017/18

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5337 State of Good Repair	Section 5339 Bus & Bus Facilities [1]	Section 5310	Section 5311	CMAQ	Farebox	Other Revenue
FY 2017/2018																
Operating Assistance		46,045,496	40,995,496			2,700,000			1,800,000				550,000			
GASB 43/45 ARC		2,500,000	2,500,000													
RapidLink Operating Assistance		1,319,608	314,067											989,706	15,835	
91 Express Service		876,299			876,299											
PVL Feeder Service		1,585,924	1,427,332												158,592	
OCTA 794		155,000				155,000										
CommuterLink 212 & 217 (JARC)		901,425	378,750				378,750								143,925	
Extended Fixed Route Service (JARC)		559,035	227,250				227,250								104,535	
Travel Training		450,000										450,000				
Capitalized Preventative Maintenance		6,937,500	1,387,500				3,700,000	1,850,000								
Capital Cost of Contracting		7,687,500	1,537,500				3,100,000	3,050,000								
Lifeline Service (DAR Plus)		300,000	300,000													
TAM Plan Development		150,000	30,000							120,000						
Farebox (Cash, Tix, Passes)		10,777,113													10,777,113	
Interest Income		50,000														50,000
Advertising Revenue		18,000														18,000
CNG Sales		125,000														125,000
RINS/LCFS Credits		600,000														600,000
Medi-Cal Reimbursement		900,000	450,000													450,000
Wentworth Bldg Lease		62,100														62,100
Subtotal: FY17/18 Operating		**$82,000,000**	**$49,547,895**	**$0**	**$876,299**	**$2,855,000**	**$7,406,000**	**$4,900,000**	**$1,800,000**	**$0**	**$0**	**$450,000**	**$550,000**	**$989,706**	**$11,200,000**	**$1,305,100**
Revenue Vehicles - (11) COFR Repl	FY18-1	2,253,020		337,953			1,915,067									
Revenue Vehicles - (18) DAR Repl	FY18-2	1,818,000		272,700					1,545,300							
Revenue Vehicles - (5) DAR - Expansion	FY18-3	505,000		75,750				429,250								
Non-Revenue Vehicles - (11) Support Vehicles	FY18-4	279,720		55,944			223,776									
Non-Revenue Vehicles - (2) S&Z Trailers	FY18-4	43,200		8,640				34,560								
Non-Revenue Vehicles - Electric Car	FY18-4	42,660		8,532				34,128								
Fare Collection System	FY18-5	1,788,480		357,696			1,430,784									
Associated Transit Improvements	FY18-6	1,000,000		200,000			720,000	47,000	33,000							
Capital Maintenance Spares	FY18-7	1,086,484		217,297			869,187									
Capitalized Tire Lease	FY18-8	311,113		62,223				248,890								
Maintenance/Support Equipment	FY18-9	61,880		12,376					49,504							
Facility Maintenance	FY18-10	3,001,131		600,226			2,050,905		350,000							
Information Systems	FY18-11	100,000		20,000					80,000							
Ops/Maint Facility	FY18-12	20,000,000		400,000							1,600,000					18,000,000
UCR Mobility Hub [2]	FY18-13	1,492,532														1,492,532
Ops & Facilities Security Projects	FY18-14	911,925														911,925
Subtotal: FY17/18 Capital		**$34,695,145**	**$0**	**$2,629,337**	**$0**	**$0**	**$7,209,719**	**$793,828**	**$2,057,804**	**$0**	**$1,600,000**	**$0**	**$0**	**$0**	**$0**	**$20,404,457**
Total: Operating & Capital FY17/18		**$116,695,145**	**$49,547,895**	**$2,629,337**	**$876,299**	**$2,855,000**	**$14,615,719**	**$5,693,828**	**$3,857,804**	**$0**	**$1,600,000**	**$450,000**	**$550,000**	**$989,706**	**$11,200,000**	**$21,709,557**

[1] Section 5339 Bus and Bus Facilities funding is estimated FY2016 apportionment.

[2] Funding for UCR Mobility Hub is Low Carbon Transit Operations Program (LCTOP).

Riverside Transit Agency
FY 2018/19
Summary of Funds Requested
Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY 2018/19

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5337 State of Good Repair	Section 5339 Bus & Bus Facilities	Section 5310	Section 5311	CMAQ	Farebox	Other Revenue
FY 2018/2019																
Operating Assistance		52,992,490	47,842,490			2,800,000			1,800,000				550,000			
GASB 43/45 ARC		2,500,000	2,500,000													
RapidLink Operating Assistance		1,358,420	176,595											1,018,815	163,010	
91 Express Service		-														
OCTA 794		161,000				161,000										
CommuterLink 212 & 217 (JARC)		911,540	383,000				383,000								145,540	
Extended Fixed Route Service (JARC)		565,800	230,000				230,000								105,800	
Travel Training		475,000										475,000				
Capitalized Preventative Maintenance		7,125,000	1,425,000				4,300,000	1,400,000								
Capital Cost of Contracting		7,750,000	1,550,000				3,200,000	3,000,000								
Lifeline Service (DAR Plus)		320,000	320,000													
Farebox (Cash, Tix, Passes)		11,085,650													11,085,650	
Interest Income		50,000														50,000
Advertising Revenue		18,000														18,000
CNG Sales		125,000														125,000
RINS/LCFS Credits		600,000														600,000
Medi-Cal Reimbursement		900,000	450,000													450,000
Wentworth Bldg Lease		62,100														62,100
Subtotal: FY18/19 Operating		**$87,000,000**	**$54,877,085**	**$0**	**$0**	**$2,961,000**	**$8,113,000**	**$4,400,000**	**$1,800,000**	**$0**	**$0**	**$475,000**	**$550,000**	**$1,018,815**	**$11,500,000**	**$1,305,100**
Revenue Vehicles - (27) DAR Repl	FY19-1	2,835,000		425,250			2,409,750									
Capital Maintenance Spares	FY19-2	1,086,484		217,297			869,187									
Capitalized Tire Lease	FY19-3	325,484		65,097			260,387									
Maintenance/Support Equipment	FY19-4	100,000		20,000					80,000							
Facility Maintenance	FY19-5	200,000		40,000					160,000							
Information Systems	FY19-6	100,000		20,000					80,000							
Ops/Maint Facility	FY19-7	18,000,000		-												18,000,000
Subtotal: FY18/19 Capital		**$22,646,968**	**$0**	**$787,644**	**$0**	**$0**	**$3,539,324**	**$0**	**$320,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$18,000,000**
Total: Operating & Capital FY18/19		**$109,646,968**	**$54,877,085**	**$787,644**	**$0**	**$2,961,000**	**$11,652,324**	**$4,400,000**	**$2,120,000**	**$0**	**$0**	**$475,000**	**$550,000**	**$1,018,815**	**$11,500,000**	**$19,305,100**

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SUNLINE TRANSIT AGENCY

Financial Data FY 2016-17 to FY 2018-19[1]

[1] Riverside County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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TABLE 4

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

Table 4 - Summary of Funding Request for FY 2016/17 FINAL V3 05.18.2016

FINAL V1 5/19/2016

Project Description		Total Amount of Funds	LTF	STA	PTMISEA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	LCTOP	Section 5310	Carryover Section 5310	5311(f)	Section 5339	Section 5311	Section 5316	Section 5317	CMAQ	AQIP	Other Revenue	Farebox
OPERATING																				
Operating Assistance		$31,867,800	$18,317,414				$5,835,696	$1,374,632						$341,572					$2,664,763	$3,333,723
Taxi Voucher		$275,707	$57,488							$29,606	$28,000					$57,488			$103,125	
Line 20		$212,231	$24,343														$187,888			
Commuter Link 220		$460,196	$147,103									$300,000			$13,093					
Lines 80, 81 & 95		$539,373							$539,373											
Vanpool Program		$118,804	$105,524														$13,280			
Sub-total Operating		**$33,474,111**	**$18,651,872**	**$0**	**$0**	**$0**	**$5,835,696**	**$1,374,632**	**$539,373**	**$29,606**	**$28,000**	**$300,000**	**$0**	**$341,572**	**$13,093**	**$57,488**	**$201,168**	**$0**	**$2,767,888**	**$3,333,723**

CAPITAL																				
	Capital Project Number	Total Amount of Funds	LTF	STA	PTMISEA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	LCTOP	Section 5310	Carryover Section 5310	5311(f)	Section 5339	Section 5311	Section 5316	Section 5317	CMAQ	AQIP	Other Revenue	Farebox
Paratransit (13) Replacement Vans	SL-17-01	$1,833,000		$1,113,032				$719,968												
Expansion (2) Paratransit Van	SL-17-02	$282,000		$28,200				$253,800												
Transit Enhancements	SL-17-03	$373,551				$373,551														
Information Technology (IT) Projects	SL-17-04	$312,000		$62,400				$249,600												
Facility Improvements	SL-17-05	$117,802			$117,802															
Operations Facility Replacement Phase 1	SL-17-06	$2,768,000		$1,825,126									$942,874							
Replacement Non Revenue Service Vehicles (4 SV)	SL-17-07	$240,000		$48,000				$192,000												
Hydrogen Electric Hybrid FCB and Hydrogen Station	SL-17-08	$12,213,200						$2,750,000										$9,463,200		
Hydrogen Electric Hybrid Fuel Cell Bus (FY13-LoNo Match)	SL-17-09	$341,320		$341,320																
Expansion (1) Fixed Route Bus	SL-17-10	$575,000		$115,000				$460,000												
Sub-total Capital		$19,055,873	$0	$3,533,078	$117,802	$373,551	$0	$4,625,368	$0	$0	$0	$0	$942,874	$0	$0	$0	$0	$9,463,200	$0	$0
Total Operating & Capital		**$52,529,984**	**$18,651,872**	**$3,533,078**	**$117,802**	**$373,551**	**$5,835,696**	**$6,000,000**	**$539,373**	**$29,606**	**$28,000**	**$300,000**	**$942,874**	**$341,572**	**$13,093**	**$57,488**	**$201,168**	**$9,463,200**	**$2,767,888**	**$3,333,723**

Project Funding Details

Target Budget	$33,474,111	Based on FY15/16 Operating Budget
Projected FY16/17 LTF	$18,651,872	Based on FY15/16 + some unallocated carryover funds
Projected FY16/17 Farebox Revenue	$3,333,723	Based on FY15/16
Projected FY16/17 Other Revenues	$2,664,763	As for FY14/15 SRTP - Based on projections with outside fuel sales ($1,300,000), advertising revenue ($173,202) , bus shelter maintenance revenue ($59,508), emissions credit ($544,642.43), SRA overhead fees ($27,078.06), CNG Rebate ($500,000), and miscellaneous interest and income ($60,333)
Projected FY 16/17 TVP Revenue	$103,125	Based on estimated Taxi Voucher Program Revenue
Projected FY16/17 Measure A	$5,835,696	As for FY15/16 + 12%
Projected FY16/17 CMAQ	$201,168	
Projected FY16/17 Section 5311 Operating Funds	$341,572	As for FY16/17
Section 5307	$1,374,632	
Section 5310	$29,606	
Section 5310	$28,000	Carryover
Section 5311 (f)	$300,000	
Section 5316	$13,093	Reprogram to Link 220 in grant X148
Section 5317	$57,488	Reprogram to Taxi Voucher Program in grant X102
LCTOP	$539,373	
Total Estimated Operating Funding Request	$33,474,111	Based on FY15/16 Operating Budget
Projected FY16/17 STA Capital	$3,533,078	FY16/17 plus some unallocated carryover
Projected FY16/17 5307 Capital	$4,625,368	FY 16 carryover plus some of FY 17
Projected FY16/17 Prop 1B Safety and Security	$373,551	FY 15/16 level
PTMISEA	$117,802	
Section 5339	$942,874	
AQIP	$9,463,200	
Total Estimated Capital Funding Request	$19,055,873	
Total Funding Request	**$52,529,984**	

TABLE 5.1

SunLine Transit Agency
FY 2017/18
Summary of Fund Requested
Short Range Transit Plan

Table 5.1 - Summary of Funding Request for FY 2017/18 FINAL V1 05.13.2016

FINAL V1 17-May-16

Project Description		Total Amount of Funds	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5311 (f)	Section 5312	Section 5339 ©	CMAQ Carryover	Other Revenue	Farebox
OPERATING														
Operating Assistance		$28,272,536	$15,020,534			$6,598,673		$429,687					$2,823,245	$3,400,397
Vanpool Program		$540,000	$61,938									$478,062		
Line 20		$190,508										$190,508		
Commuter Link 220		$723,350	$223,350							$500,000				
Sub-total Operating		$29,726,394	$15,305,822	$0	$0	$6,598,673	$0	$429,687	$0	$500,000	$0	$668,570	$2,823,245	$3,400,397
CAPITAL														
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5311 (f)	Section 5312	Section 5339 ©	CMAQ Carryover	Other Revenue	Farebox
Fixed Route Bus Rehabilitation	SL-18-01	$1,155,000		$231,000			$924,000							
Transit Enhancements	SL-18-02	$373,000			$373,000									
Information Technology (IT Projects)	SL-18-03	$350,000		$70,000			$280,000							
Facility Improvements	SL-18-04	$100,000		$20,000			$80,000							
Replacement Non-Revenue Support Vehicles (2 SV & 2 Safety)	SL-18-05	$240,000		$48,000			$192,000							
Expansion (2) Fixed Route Buses	SL-18-06	$1,150,000		$230,000			$920,000							
Replacement Fixed Route Buses (10)	SL-18-07	$5,750,000		$1,150,000			$4,600,000							
Operations Facility Replacement Phase 2	SL-18-08	$3,031,800		$471,800			$2,560,000							
Bus Operator Training Safety Equipment	SL-18-09	$400,000		$80,000			$320,000							
Maintenance Facility for Zero Emission Vehicle (ZEV)	SL-18-10	$1,688,055		$168,200							$1,519,855			
Sub-total Capital		$14,237,855	$0	$2,469,000	$373,000	$0	$9,876,000	$0	$0	$0	$1,519,855	$0	$0	$0
Total Operating & Capital		$43,964,249	$15,305,822	$2,469,000	$373,000	$6,598,673	$9,876,000	$429,687	$0	$500,000	$1,519,855	$668,570	$2,823,245	$3,400,397

Project Funding Details

Target Budget	$29,726,394	
Projected FY17/18 LTF	$15,305,822	
Projected FY17/18 Farebox Revenue	$3,400,397	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Other Revenues	$2,823,245	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Measure A	$6,598,673	
Projected FY17/18 Section 5307 Operating Funds	$0	
Projected FY17/18 CMAQ Carryover	$668,570	
Projected FY17/18 Section 5311 Operating Funds	$429,687	
Section 5312	$500,000	
Total Estimated Operating Funding Request	$29,726,394	Based on FY15/16 Operating Budget * 1.02 (2% increase)
Projected FY16/17 STA Capital	$2,469,000	
Projected FY16/17 5307 Capital	$9,876,000	
Projected FY16/17 Prop 1B Safety and Security	$373,000	
Section 5339 ©	$1,519,855	
Total Estimated Capital Funding Request	$14,237,855	
Total Funding Request	**$43,964,249**	

TABLE 5.2

SunLine Transit Agency
FY 2018/19
Summary of Fund Requested
Short Range Transit Plan

Table 5.2 - Summary of Funding Request for FY 2018/19 FINAL V1 05.13.2016

FINAL V1 17-May-16

Project Description		Total Amount of Funds	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	CMAQ Carryover	Other Revenue	Farebox
OPERATING										
Operating Assistance		$31,772,536	$15,020,534		$6,598,673	$3,500,000	$429,687		$2,823,245	$3,400,397
Vanpool Program		$540,000	$61,938					$478,062		
Line 20		$190,508						$190,508		
Sub-total Operating		$32,503,044	$15,082,472	$0	$6,598,673	$3,500,000	$429,687	$668,570	$2,823,245	$3,400,397

CAPITAL										
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	CMAQ Carryover	Other Revenue	Farebox
Fixed Route Bus Rehabiliation	SL-19-01	$1,155,000		$231,000		$924,000				
Replacement Paratransit Vans (4)	SL-19-02	$520,000		$52,000		$468,000				
Facility Improvements	SL-19-03	$100,000		$20,000		$80,000				
Information Technology (IT Projects)	SL-19-04	$350,000		$70,000		$280,000				
Expansion (2) Fixed Route Buses	SL-19-05	$1,150,000		$230,000		$920,000				
Replacement Fixed Route Buses (5)	SL-19-06	$2,875,000		$575,000		$2,300,000				
Bus Operator Training Safety Equipment	SL-19-07	$400,000		$80,000		$320,000				
Operations Facility Replacement Phase 3	SL-19-08	$3,200,000		$640,000		$2,560,000				
Sub-total Capital		$9,750,000	$0	$1,898,000	$0	$7,852,000	$0	$0	$0	$0
Total Operating & Capital		$42,253,044	$15,082,472	$1,898,000	$6,598,673	$11,352,000	$429,687	$668,570	$2,823,245	$3,400,397

Project Funding Details

Target Budget	$32,503,044	
Projected FY17/18 LTF	$15,082,472	
Projected FY17/18 Farebox Revenue	$3,400,397	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Other Revenues	$2,823,245	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Measure A	$6,598,673	
Projected FY17/18 Section 5307 Operating Funds	$3,500,000	
Projected FY17/18 CMAQ Carryover	$668,570	
Projected FY17/18 Section 5311 Operating Funds	$429,687	
Total Estimated Operating Funding Request	$32,503,044	Based on FY15/16 Operating Budget * 1.02 (2% increase)
Projected FY16/17 STA Capital	$1,898,000	
Projected FY16/17 5307 Capital	$7,852,000	
Total Estimated Capital Funding Request	$9,750,000	
Total Funding Request	**$42,253,044**	

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MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] San Bernardino Associated Governments

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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MARTA

FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Measure I	180,374	95,627	98,496	101,451	475,947	
LTF	2,625,305	2,704,064	2,785,186	2,868,742	10,983,297	
CMAQ	665,547	560,000	560,000	560,000	2,345,547	
STA	124,388	125,000	125,000	125,000	499,388	This is kept flat because it's a volitile fund.
Prop 1B Security	3,287	-	-	-	3,287	Ends this year
					-	
Revenue Total	**3,598,901**	**3,484,691**	**3,568,682**	**3,655,192**	**14,307,466**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	793,222	560,000	560,000	560,000	2,473,222	The capital will be the CMAQ funds plus STA but the STA is still not known.
Operating	2,805,679	2,889,849	2,976,545	3,065,841	11,737,914	
Expenditures Total	**3,598,901**	**3,449,849**	**3,536,545**	**3,625,841**	**14,211,136**	

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OMNITRANS

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] San Bernardino Associated Governments

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Omnitrans
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Passenger Fares - Fixed Route	12,125,011	18,950,000	19,870,000	20,380,000	71,325,011	Fares have seen a dramatic decrease the out years are based on the most recent SRTP. Omnitrans will need to adjust out year actual to reflect actuals.
Passenger Fares - Access	1,647,000	1,696,410	1,747,302	1,799,721	6,890,434	
Advertising	655,000	655,000	655,000	655,000	2,620,000	
Interest and Other Non-Trans	60,000	61,800	63,654	65,564	251,018	
LTF	39,974,380	40,910,000	42,140,000	43,400,000	166,424,380	
LTF Carryover	767,296	-	-	-	767,296	
FTA 5307	16,943,440	16,943,440	16,943,440	16,943,440	67,773,760	
STA	3,668,452	3,668,452	3,668,452	3,668,452	14,673,808	Funding is volatile so we project flat
Carl Moyer/JARC/STIP/LCTOP	744,000	-	-	-	744,000	
Measure I	5,800,000	6,100,000	6,400,000	6,700,000	25,000,000	
Other Funds	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	
FTA 5339	1,848,880	1,848,880	1,848,880	1,848,880	7,395,520	
Prop 1B	2,936,287	-	-	-	2,936,287	Funding ends FY17
CMAQ	6,660,000	5,560,000	5,470,000	7,620,000	25,310,000	
Prop 1B Security	128,566	-	-	-	128,566	Funding ends FY17
					-	
Revenue Total	**94,958,312**	**97,393,982**	**99,806,728**	**104,081,057**	**396,240,079**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	17,156,932	16,430,000	16,930,000	17,130,000	67,646,932	
Operating	77,210,768	79,527,091	81,912,904	84,370,291	323,021,054	
Expenditures Total	**94,367,700**	**95,957,091**	**98,842,904**	**101,500,291**	**390,667,986**	

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VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2016-17 to FY 2019-20[1]

(only FY16/17 available at this time)

[1] San Bernardino Associated Governments

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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VVTA

FY 2016/2017 - 2019/2020 *

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Section 5307	7,575,105				7,575,105	
Section 5311	463,178				463,178	
Section 5310	129,125				129,125	
Section 5316/5317	123,987				123,987	
Section 5339	1,020,647				1,020,647	
CMAQ	2,520,162				2,520,162	
LTF	13,381,881				13,381,881	
STA	537,385				537,385	
Measure I	1,975,721				1,975,721	
AB2766	113,320				113,320	
Prop 1B	3,459,195				3,459,195	
COP	5,000,000				5,000,000	
LCTOP	306,574				306,574	
Other	889,172				889,172	
Fares	3,538,000				3,538,000	
					-	
					-	
Revenue Total	**41,033,452**	**-**	**-**	**-**	**41,033,452**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	23,953,218					
Operating	17,080,234					
Expenditures Total	**41,033,452**	**-**	**-**	**-**	**-**	

* Only FY16/17 available at this time

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GOLD COAST TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Gold Coast Revenue and Expenditure Tables

Revenue (List Funds)	First 4-Years				Total Revenue
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
Calif. Local Transportation Funds (LTF)	$15,882	$16,478	$17,096	$17,737	$67,193
Federal Formula Funds	4,061	4,183	4,308	4,437	$16,989
Federal Funds, Other (CMAQ, JARC, ARRA)	792	816	840	865	$3,313
LTF Funds Deferred from Prior Year	3,202	0	0	0	$3,202
Calif. State Transit Assistance (STA) and Other	218	226	234	243	$921
Passenger Fares	3,579	4,099	4,185	4,272	$16,135
Local Support	171	177	184	191	$723
Advertising Revenue	252	260	268	276	$1,056
MAA Reimbursement Fares	150	200	207	214	$771
Calif. LCFS and Federal RIN Credit Revenue	150	200	250	258	$858
Other Revenue	13	2513*	13	13	$39
REVENUE TOTAL - GROSS	$28,470	$26,639	$27,585	$28,506	$111,200
Less: Funds Appropriated to District Members for Public Transit Uses	(2,589)	(2,680)	(2,774)	(2,871)	($10,914)
REVENUE TOTAL - NET	$25,881	$23,959	$24,811	$25,635	$100,286

***FY17/18 - Revenue from sale of real property**

Expenditures	First 4-Years				Total Expenditure
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
Operating					
Fixed Route	$11,907	$12,324	$12,755	$13,202	$50,188
Paratransit	2,920	3,023	3,128	3,238	$12,309
Maintenance	3,193	3,505	3,627	3,754	$14,079
Administration	2,417	2,501	2,589	2,679	$10,186
Planning and Marketing	907	939	972	1,006	$3,824
Capital					
COP Payments	$1,400	$1,400	$1,400	$1,400	$5,600
Capital Reserve Contribution Future Projects/Matching funds	1,637	1,280	200	200	$3,317
Retain for Operating Reserve	1,500	1,500	140	156	$3,296
EXPENDITURE TOTALS	$25,881	$26,472	$24,811	$25,635	$102,799

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SIMI VALLEY TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

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Simi Valley Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Fare Revenue	430,100	438,702	447,476	456,426	1,772,704	
Shleter Advertising	82,000	83,640	85,313	87,019	337,972	
Misc	60,000	61,200	62,424	63,672	247,296	
FTA 5307	2,251,540	2,251,540	2,296,571	2,342,502	9,142,153	
CMAQ	487,200	374,000	425,000	-	1,286,200	
State TDA/Prop 1B	5,953,300	4,703,300	4,797,366	4,893,313	20,347,279	
Revenue Total	**9,264,140**	**7,912,382**	**8,114,150**	**7,842,933**	**33,133,604**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	3,102,700	1,250,000	310,000	1,790,100		
Operating	6,161,440	6,662,382	7,804,150	6,052,833		
Expenditures Total	**9,264,140**	**7,912,382**	**8,114,150**	**7,842,933**	**-**	

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VCTC

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

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VCTC Bus 4-Year Expenditure / Revenue Forecast

Revenue Forecast				
	FY 16/17	**FY 17/18**	**FY 18/19**	**FY 19/20**
FTA	$ 2,208,614	$ 2,274,872	$ 2,343,119	$ 2,413,412
LTF	$ -	$ -	$ -	$ -
STA	$ 2,857,186	$ 3,005,642	$ 3,182,150	$ 3,296,466
Local Contr.	$ 1,529,066	$ 1,424,825	$ 1,460,862	$ 1,504,688
CMAQ	$ 1,147,481	$ 368,285	$ 327,561	n/a
LCTOP	$ 804,001	$ 483,113	$ 497,607	n/a
FARES	$ 1,812,000	$ 1,857,300	$ 1,885,160	$ 1,922,863
TOTAL	$ 10,358,348	$ 9,414,038	$ 9,696,458	$ 9,137,429

Expenditures				
	FY 16/17	**FY 17/18**	**FY18/19**	**FY19/20**
Operating	$ 7,657,792	$ 7,887,526	$ 8,124,152	$ 7,517,953
Capital	$ 2,245,756	$ 1,058,068	$ 1,089,810	$ 1,122,504
Administration	$ 454,800	$ 468,444	$ 482,497	$ 496,972
TOTAL	$ 10,358,348	$ 9,414,038	$ 9,696,458	$ 9,137,429

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data (Projected) for FY 2016/17[1]

[1] Southern California Regional Rail Authority

July 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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8.3.2 *Exhibit 8.2*
FY2016-17 Forecast of Operating Budget Distribution to Member Agencies

	Forecast FY 16-17 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	**236,732**	**122,063**	**50,799**	**24,693**	**26,422**	**12,755**
REVENUES	**104,828**	**55,034**	**25,007**	**8,227**	**13,107**	**3,453**
NET LOCAL SUBSIDY	**131,903**	**67,029**	**25,791**	**16,465**	**13,316**	**9,302**
OPERATIONS						
Revenues						
Farebox Revenue	87,517	44,184	21,406	7,576	11,769	2,581
Dispatching	2,698	1,373	915	13	58	339
Other Revenues						
MOW Revenues	14,614	9,477	2,687	638	1,279	533
Operation Revenue Subtotal	104,828	55,034	25,007	8,227	13,107	3,453
Member Agency Revenues	113,604	56,867	21,980	15,033	11,172	8,553
Total Revenues	**218,432**	**111,901**	**46,987**	**23,260**	**24,279**	**12,005**
Operations & Services						
Train Operations	45,420	24,046	10,274	4,709	4,769	1,622
Equipment Maintenance	29,811	15,076	6,549	3,317	3,422	1,448
Contingency (Train Ops)						
Fuel	23,898	12,102	6,066	2,481	2,499	750
Non-Scheduled Rolling Stock Repairs	232	129	48	18	27	9
Operating Facilities Maintenance	1,321	733	275	103	155	54
Other Operating Train Services	595	284	103	89	59	60
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,758	3,250	1,117	624	598	168
Security - Guards	2,070	989	358	309	207	207
Supplemental Additional Security	690	348	169	60	93	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,844	914	483	151	239	57
Holiday Trains						
TVM Maintenance/Revenue Collection	7,043	2,909	1,582	1,123	1,021	408
Marketing	944	477	235	78	124	31
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,766	1,322	478	413	276	277
Transfers to Other Operators	7,782	4,325	1,708	511	963	274
Amtrak Transfers	1,700	540	1,081			79
Station Maintenance	2,006	1,196	284	184	253	89
Rail Agreements	5,088	1,852	1,385	1,156	350	345
Subtotal Operations & Services	**139,899**	**70,938**	**32,363**	**15,454**	**15,160**	**5,984**
Maintenance-of-Way						
MoW - Line Segments	43,426	23,886	8,360	2,895	5,568	2,717
MoW - Extraordinary Maintenance	1,281	737	311	14	137	82
Subtotal Maintenance-of-Way	**44,707**	**24,623**	**8,671**	**2,909**	**5,705**	**2,799**
Administration & Services						
Staff						
Ops Salaries & Fringe Benefits	11,687	5,585	2,029	1,738	1,169	1,166
Ops Non-Labor Expenses	4,940	2,535	951	593	527	335
Indirect Administrative Expenses	13,936	6,660	2,409	2,079	1,392	1,396
Ops Professional Services	2,747	1,313	475	410	274	275
Subtotal Administration & Services	**33,310**	**16,093**	**5,864**	**4,820**	**3,362**	**3,171**
Contingency (Non-Train Ops)	**516**	**247**	**89**	**77**	**52**	**52**
Total Expenses Including MoW	**218,432**	**111,901**	**46,987**	**23,260**	**24,279**	**12,005**
RISK MANAGEMENT						
Revenues						
Member Agency Revenues	18,300	10,162	3,812	1,432	2,144	749
PL/PD Revenues						
Total Revenues	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**
Insurance						
Liability/Property/Auto	13,524	7,511	2,817	1,059	1,584	554
Claims / SI	3,500	1,944	729	274	410	143
Claims Administration	1,275	708	266	100	149	52
Subtotal Insurance	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**
Total Insurance / SIR Expenses	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**

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Attachment D

Regional Funding and Expenditure Tables

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TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$1,266,864**	**$1,125,200**	**$1,459,431**	**$530,768**	**$4,382,263**
	- City					
	- County	$1,266,864	$1,125,200	$1,459,431	$530,768	$4,382,263
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	**$770,278**	**$544,082**	**$523,733**	**$407,274**	**$2,245,367**
	- County General Funds	$73,920	$60,897	$66,386	$419	$201,622
	- City General Funds	$629,175	$368,681	$353,948	$312,938	$1,664,742
	- Street Taxes and Developer Fees	$67,183	$114,504	$103,399	$93,917	$379,003
	- RSTP exchange funds					
	Transit	**$98,658**	**$77,122**	**$76,641**	**$78,104**	**$330,525**
	- Transit Fares	$98,658	$77,122	$76,641	$78,104	$330,525
	Other (See Appendix 1)	$2,020,610	$2,558,876	$2,745,190	$1,258,334	$8,583,010
	Local Total	**$4,156,410**	**$4,305,280**	**$4,804,995**	**$2,274,480**	**$15,541,165**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**	**$1,403,705**	**$1,013,075**			**$2,416,780**
	- SHOPP (Including Augmentation)	$929,804	$1,013,075			$1,942,879
	- SHOPP Prior	$473,901				$473,901
	- State Minor Program					
	State Transportation Improvement Program (STIP)	**$322,934**	**$188,799**	**$78,880**	**$167,662**	**$758,275**
	- STIP (Including Augmentation)	$321,070	$188,799	$78,880	$167,662	$756,411
	- STIP Prior	$1,864				$1,864
	State Bond	**$72,931**	**$8,214**	**$6,521**	**$3,709**	**$91,375**
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	$72,931	$8,214	$6,521	$3,709	$91,375
	- Active Transportation Program	$27,512	$4,272	$5,970		$37,754
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	$138,036	$116,134	$148,853	$37,803	$440,826
	- Traffic Congestion Relief Program (TCRP)	$16,140				$16,140

TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$37,180	$33,995	$33,370	$33,015	$137,560
	Other (See Appendix 3)	$6,264	$2,719	$5,093	$2,829	$16,905
	State Total	**$2,024,702**	**$1,367,208**	**$278,687**	**$245,018**	**$3,915,615**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$513,347	$205,092	$108,427	$103,377	$930,243
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)	$300,000	$300,000	$404,900	$200,000	$1,204,900
	- 5309c - Bus and Bus Related Grants	$6,564				$6,564
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$22,502	$442	$13,127	$6,595	$42,666
	- 5311 - Formula Grants for Rural Areas	$4,310	$2,688	$1,844	$1,843	$10,685
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$46,288	$30,996	$31,143	$31,293	$139,720
	- 5339 - Bus and Bus Facilities Formula Grants	$31,371	$11,165	$11,207	$11,250	$64,993
	- FTA Transfer from Prior FTIP	$4,093	$1,079			$5,172
	Other (See Appendix 4)					
	Federal Transit Total	**$937,816**	**$551,462**	**$570,648**	**$354,358**	**$2,414,284**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$264,993	$261,452	$266,317	$271,813	$1,064,575
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo	$66,939	$14,495	$6,456	$769	$88,659
	- Highway Safety Improvement Program (HSIP)	$54,390	$47,613			$102,003
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance	$8,836				$8,836
	- Public Lands Highway	$585				$585
	- Railway Highway Crossings	$1,375				$1,375
	- Recreational Trails Program	$190	$26			$216
	- SAFETEA-LU Safe Routes to School (SRTS)	$15,028	$5,195			$20,223
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$233,426	$242,782	$251,848	$262,311	$990,367
	Other (See Appendix 5)	$24,621	$450			$25,071
	Federal Highway Total	**$670,383**	**$572,013**	**$524,621**	**$534,893**	**$2,301,910**

TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$1,608,199**	**$1,123,475**	**$1,095,269**	**$889,251**	**$4,716,194**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	$354,500	$457,646	$447,918	$184,865	$1,444,929
	Other (See Appendix 7)					
	Innovative Finance Total	**$354,500**	**$457,646**	**$447,918**	**$184,865**	**$1,444,929**
	REVENUE TOTAL	**$8,143,811**	**$7,253,609**	**$6,626,869**	**$3,593,614**	**$25,617,903**

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$1,135,574**	**$989,349**	**$1,318,280**	**$480,874**	**$3,924,077**
	- City					
	- County	$1,135,574	$989,349	$1,318,280	$480,874	$3,924,077
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	**$770,278**	**$544,082**	**$520,873**	**$348,938**	**$2,184,171**
	- County General Funds	$73,920	$60,897	$66,386	$419	$201,622
	- City General Funds	$629,175	$368,681	$351,088	$254,602	$1,603,546
	- Street Taxes and Developer Fees	$67,183	$114,504	$103,399	$93,917	$379,003
	- RSTP exchange funds					
	Transit	**$90,639**	**$67,710**	**$66,669**	**$67,542**	**$292,560**
	- Transit Fares	$90,639	$67,710	$66,669	$67,542	$292,560
	Other (See Appendix 1)	$2,012,110	$2,470,646	$2,655,196	$1,163,987	$8,301,939
	Local Total	**$4,008,601**	**$4,071,787**	**$4,561,018**	**$2,061,341**	**$14,702,747**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**	**$1,403,705**	**$1,013,075**			**$2,416,780**
	- SHOPP (Including Augmentation)	$929,804	$1,013,075			$1,942,879
	- SHOPP Prior	$473,901				$473,901
	- State Minor Program					
	State Transportation Improvement Program (STIP)	**$322,934**	**$188,799**	**$78,880**	**$167,662**	**$758,275**
	- STIP (Including Augmentation)	$321,070	$188,799	$78,880	$167,662	$756,411
	- STIP Prior	$1,864				$1,864
	State Bond	**$72,931**	**$8,214**	**$6,521**	**$3,709**	**$91,375**
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	$72,931	$8,214	$6,521	$3,709	$91,375
	- Active Transportation Program	$27,512	$4,272	$5,970		$37,754
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	$138,036	$116,134	$148,853	$37,803	$440,826
	- Traffic Congestion Relief Program (TCRP)	$16,140				$16,140

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$30,603	$22,957	$22,237	$21,531	$97,328
	Other (See Appendix 3)	$3,598		$2,320		$5,918
	State Total	**$2,015,459**	**$1,353,451**	**$264,781**	**$230,705**	**$3,864,396**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$482,489	$163,235	$74,558	$69,315	$789,597
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)	$300,000	$300,000	$404,900	$200,000	$1,204,900
	- 5309c - Bus and Bus Related Grants	$6,564				$6,564
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$20,789	$351	$13,036	$6,504	$40,680
	- 5311 - Formula Grants for Rural Areas	$3,418	$1,778	$916	$897	$7,009
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$39,070	$22,626	$22,626	$22,626	$106,948
	- 5339 - Bus and Bus Facilities Formula Grants	$28,970	$8,558	$8,558	$8,558	$54,644
	- FTA Transfer from Prior FTIP	$4,093	$1,079			$5,172
	Other (See Appendix 4)					
	Federal Transit Total	**$894,679**	**$497,627**	**$524,594**	**$307,900**	**$2,224,800**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$220,829	$155,292	$171,335	$137,229	$684,685
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo	$66,939	$14,495	$6,456	$769	$88,659
	- Highway Safety Improvement Program (HSIP)	$54,390	$47,613			$102,003
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance	$8,836				$8,836
	- Public Lands Highway	$585				$585
	- Railway Highway Crossings	$1,375				$1,375
	- Recreational Trails Program	$190	$26			$216
	- SAFETEA-LU Safe Routes to School (SRTS)	$15,028	$5,195			$20,223
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$201,997	$118,917	$84,983	$67,501	$473,398
	Other (See Appendix 5)	$24,621	$450			$25,071
	Federal Highway Total	**$594,790**	**$341,988**	**$262,774**	**$205,499**	**$1,405,051**

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$1,489,469**	**$839,615**	**$787,368**	**$513,399**	**$3,629,851**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	$354,500	$457,646	$447,918	$184,865	$1,444,929
	Other (See Appendix 7)					
	Innovative Finance Total	**$354,500**	**$457,646**	**$447,918**	**$184,865**	**$1,444,929**
	Programmed Total	**$7,868,029**	**$6,722,499**	**$6,061,085**	**$2,990,310**	**$23,641,923**

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$131,290**	**$135,851**	**$141,151**	**$49,894**	**$458,186**
	- City					
	- County	$131,290	$135,851	$141,151	$49,894	$458,186
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds			**$2,860**	**$58,336**	**$61,196**
	- County General Funds					
	- City General Funds			$2,860	$58,336	$61,196
	- Street Taxes and Developer Fees					
	- RSTP exchange funds					
	Transit	**$8,019**	**$9,412**	**$9,972**	**$10,562**	**$37,965**
	- Transit Fares	$8,019	$9,412	$9,972	$10,562	$37,965
	Other (See Appendix 1)	$8,500	$88,230	$89,994	$94,347	$281,071
	Local Total	**$147,809**	**$233,493**	**$243,977**	**$213,139**	**$838,418**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**					
	- SHOPP (Including Augmentation)					
	- SHOPP Prior					
	- State Minor Program					
	State Transportation Improvement Program (STIP)					
	- STIP (Including Augmentation)					
	- STIP Prior					
	State Bond					
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port					
	- Active Transportation Program					
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)					
	- Traffic Congestion Relief Program (TCRP)					

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$6,577	$11,038	$11,133	$11,484	$40,232
	Other (See Appendix 3)	$2,666	$2,719	$2,773	$2,829	$10,987
	State Total	**$9,243**	**$13,757**	**$13,906**	**$14,313**	**$51,219**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$30,858	$41,857	$33,869	$34,062	$140,646
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)					
	- 5309c - Bus and Bus Related Grants					
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$1,713	$91	$91	$91	$1,986
	- 5311 - Formula Grants for Rural Areas	$892	$910	$928	$946	$3,676
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$7,218	$8,370	$8,517	$8,667	$32,772
	- 5339 - Bus and Bus Facilities Formula Grants	$2,401	$2,607	$2,649	$2,692	$10,349
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
	Federal Transit Total	**$43,137**	**$53,835**	**$46,054**	**$46,458**	**$189,484**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$44,164	$106,160	$94,982	$134,584	$379,890
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo					
	- Highway Safety Improvement Program (HSIP)					
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance					
	- Public Lands Highway					
	- Railway Highway Crossings					
	- Recreational Trails Program					
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$31,429	$123,865	$166,865	$194,810	$516,969
	Other (See Appendix 5)					
	Federal Highway Total	**$75,593**	**$230,025**	**$261,847**	**$329,394**	**$896,859**

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$118,730**	**$283,860**	**$307,901**	**$375,852**	**$1,086,343**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other (See Appendix 7)					
	Innovative Finance Total					
	REVENUE - PROGRAM TOTAL	**$275,782**	**$531,110**	**$565,784**	**$603,304**	**$1,975,980**

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2017 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(All figures in $000's)

Category	Regional Summary							
	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total	%
Transit Improvement								
Bus Equipment or Capital Lease	59,885	5,855	3,860	4,872	3,369	130	77,971	0%
Bus Vehicles Expansion	10,354	2,800	2,320	-	-	-	15,474	0%
Commuter Rail Vehicles Expansion	-	-	-	-	-	-	-	0%
Intercity/Heavy Rail Extension	597,042	889,359	1,002,425	680,028	558,213	493,339	4,220,406	15%
Light Rail Equipment	-	-	-	-	-	-	-	0%
Light Rail Extension	483,562	305,576	123,480	20,510	-	-	933,128	3%
Light Rail Vehicles Expansion	128,345	71,209	579,728	20,700	20,700	-	820,682	3%
Transit Equipment, Structures, Facilities	271,077	136,724	40,927	35,285	8,728	8,728	501,469	2%
Transit Improvement Subtotal	**1,550,265**	**1,411,523**	**1,752,740**	**761,395**	**591,010**	**502,197**	**6,569,130**	**24%**
Transit Operations & Maintenance								
Bus Operations	570,599	324,847	327,457	322,893	29,945	29,988	1,605,729	6%
Bus Vehicles Rehab/Replace	260,481	68,281	14,292	22,023	95	220	365,392	1%
Commuter Rail Operations	100	100	100	100	-	-	400	0%
Intercity/Heavy Rail Operations	39,176	77,426	81,625	94,500	-	-	292,727	1%
Intercity/Heavy Rail Equipment	22,400	10,230	-	-	-	-	32,630	0%
Paratransit	317,100	90,835	99,640	92,270	82,925	83,035	765,805	3%
Transit O&M Subtotal	**1,209,856**	**571,719**	**523,114**	**531,786**	**112,965**	**113,243**	**3,062,683**	**11%**
Highway Improvement								
Auxiliary, Passing, Truck Climbing Lane	35,969	109,064	-	-	-	-	145,033	1%
Bridge Improvement	98,334	189,005	82,295	25,700	283,965	25,214	704,513	3%
Capacity Enhancing Improvements (Highway)	1,489,798	1,787,312	2,068,487	431,805	657,073	151,432	6,585,907	24%
Grade Separations	371,701	122,439	71,000	1,500	155,000	-	721,640	3%
HOV Lanes	161,233	326,184	585,307	556,057	216,401	-	1,845,182	7%
Interchange, ramps, over/undercrossing	696,889	681,526	643,773	604,909	256,723	119,803	3,003,623	11%
Non-Capacity Improvements	238,348	132,536	37,349	17,032	29,165	4,555	458,985	2%
Highway Improvement Subtotal	**3,092,272**	**3,348,066**	**3,488,211**	**1,637,003**	**1,598,327**	**301,004**	**13,464,883**	**49%**
Highway Operations & Maintenance								
SHOPP Operations	248,994	62,820	-	-	-	-	311,814	1%
SHOPP Rehabilitation	712,827	641,345	-	-	-	-	1,354,172	5%
SHOPP Safety	360,621	204,224	-	-	-	-	564,845	2%
Road Rehabilitation/Replacement	192,307	238,577	71,384	40,347	498,413	238,131	1,279,159	5%
Safety Improvements	46,192	23,854	12,117	3,954	-	-	86,117	0%
Soundwalls	500	2,000	3,000	-	-	-	5,500	0%
Highway O&M Subtotal	**1,561,441**	**1,172,820**	**86,501**	**44,301**	**498,413**	**238,131**	**3,601,607**	**13%**
ITS, TDM, and Non-Motorized								
ITS	129,096	35,757	52,846	-	-	-	217,699	1%
Bicycle and Pedestrian Facilities	60,511	46,027	113,715	2,222	2,254	-	224,729	1%
Rideshare	15,643	13,643	16,743	443	-	-	46,472	0%
TDM, Park and Ride (excl. ridematching)	11,717	4,358	8,657	3,087	3,219	3,224	34,262	0%
ITS, TDM, and Non-Motorized Subtotal	**216,967**	**99,785**	**191,961**	**5,752**	**5,473**	**3,224**	**523,162**	**2%**
Other								
Administration, Admin. Facilities, Vehicles, Misc.	47,247	14,261	7,772	7,401	62,224	3,400	142,305	1%
Ferry Service	395	-	-	-	-	-	395	0%
Land Acquisition	-	-	-	-	-	-	-	0%
Landscaping	34,340	12,731	2,856	2,260	-	-	52,187	0%
Planning	9,718	8,160	7,780	412	-	-	26,070	0%
Study	60,083	26,400	-	-	-	-	86,483	0%
Transportation Enhancement Activities	5,395	-	-	-	-	-	5,395	0%
Other Subtotal	**157,178**	**61,552**	**18,408**	**10,073**	**62,224**	**3,400**	**312,835**	**1%**
Various Agencies Lump Amounts	**80,050**	**57,034**	**150**	**-**	**-**	**-**	**137,234**	**0%**
Total	**7,868,029**	**6,722,499**	**6,061,085**	**2,990,310**	**2,868,412**	**1,161,199**	**27,671,534**	**100%**

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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.

In addition, SCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG.

The Caltrans Division of Local Assistance has implemented a project selection process for the Highway Maintenance (HM) Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), and High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.

Projects from the first four years of the 2017 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.

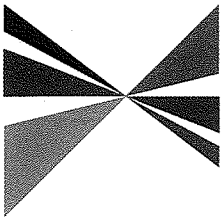
Additionally, the SCAG Regional Council adopted a resolution on October 6, 2011 regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated June 3, 2011 and the SCAG Regional Council hereby accepts delegation from Caltrans and delegates authority to 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.

SOUTHERN CALIFORNIA



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Energy & Environment
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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 6th day of October 2011.

Pam O'Connor
President
Councilmember, City of Santa Monica

Attested by:

Hasan Ikhrata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel