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 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 2011 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 2011 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2011 FTIP is consistent with the adopted 2008 RTP (May 8, 2008) as required by the California Government Code, Section 65080.

SCAG's 2011 FTIP utilizes the 2010 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on October 14, 2009. 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 2011 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 2011 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2011 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2011 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2011 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 2011 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 2011 FTIP is $31.3 billion. Local funds comprise 58 percent of total dollars programmed in the 2011 FTIP, state funds 14 percent and federal funds 28 percent. Uses of funds in the 2011 FTIP by modal category show that state highway projects total 46 percent of funds programmed, transit projects 30 percent, and local highway projects 24 percent.

Figure 1
Summary of 2011 FTIP by Funding Source
(in thousands)

	Federal	*State*	*Local*	*Total*
2010/11	$ 2,596,781	$ 1,970,052	$ 3,434,145	$ 8,000,978
2011/12	$ 1,299,613	$ 549,044	$ 3,546,180	$ 5,394,837
2012/13	$ 1,334,155	$ 1,376,918	$ 4,291,939	$ 7,003,012
2013/14	$ 1,352,112	$ 478,865	$ 2,560,539	$ 4,391,516
2014/15	$ 1,522,857	$ 82,433	$ 3,185,692	$ 4,790,982
2015/16	$ 541,297	$ -	$ 1,263,572	$ 1,804,869
Total	$ 8,646,815	$ 4,457,312	$ 18,282,067	$ 31,386,194
% of Total	28%	14%	58%	100%

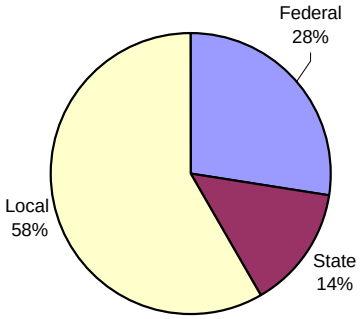
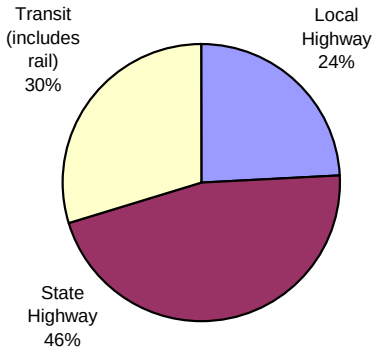


Figure 2
Summary of 2011 FTIP by All Programs
(in 000's)

	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2010/11	$ 1,565,947	$ 4,396,229	$ 2,038,802	$ 8,000,978
2011/12	$ 1,662,135	$ 2,580,778	$ 1,151,924	$ 5,394,837
2012/13	$ 1,760,564	$ 3,538,826	$ 1,703,622	$ 7,003,012
2013/14	$ 903,331	$ 1,915,779	$ 1,572,406	$ 4,391,516
2014/15	$ 1,471,666	$ 1,948,076	$ 1,371,240	$ 4,790,982
2015/16	$ 24,323	$ 265,810	$ 1,514,736	$ 1,804,869
Total	$ 7,387,966	$ 14,645,498	$ 9,352,730	$ 31,386,194
% of Total	24%	46%	30%	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 (FY2010/11 – FY2013/14); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2011 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2008 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2008 RTP set the framework for the 2011 FTIP. Further, the financial plan for the 2008 RTP 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. Since 2002, four counties within the SCAG region (Riverside, San Bernardino, Orange, and Imperial) have reauthorized their local sales tax measures with overwhelming voter approval. In 2008, voters in Los Angeles County approved Measure R, which establishes a 30-year sales tax to be administered by the Los Angeles County Metropolitan Transportation Authority. In 2006, the general electorate of California approved Proposition 1B, the Highway

Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, which provides $19.9 billion in infrastructure bonds for transportation improvements throughout the state.

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, 2009, the region's population had reached 18.8 million residents, a 13 percent increase (2.2 million more people) from nine years ago. Population growth since the 2000 Census is attributable to natural increase (births minus deaths) and net migration (net foreign immigration and net domestic migration). According to California Department of Finance (DOF) estimates, 78 percent of population growth (between 2000 and 2009) occurred in the age group of 38 years old or more.

Los Angeles County and Orange County accounted for 52 percent of the region's population growth over the last nine years, adding 1.1 million residents, while Riverside and San Bernardino Counties together added 911,000 residents. In terms of relative growth, the Inland Empire and Imperial Valley are the fastest growing areas in the region. Riverside County grew by 36 percent, San Bernardino County by 20 percent and Imperial County by 26 percent. Forty-eight percent of the region's growth between 2000 and 2009 occurred in areas outside of Los Angeles and Orange Counties. Los Angeles, Orange, and Ventura Counties were the slowest growing counties, in terms of percentage—only 9, 10, and 11 percent increases, respectively, during the same period (between 2000 and 2009).

	Population		Change 2000-2009	
	2000	2009	Number	Percent
Imperial County	143,529	181,513	37,984	26%
Los Angeles County	9,576,124	10,409,035	832,911	9%
Orange County	2,863,597	3,155,393	291,796	10%
Riverside County	1,559,220	2,127,612	568,392	36%
San Bernardino County	1,722,050	2,064,375	342,325	20%
Ventura County	758,707	841,001	82,294	11%
SCAG Region	16,623,227	18,778,929	2,155,702	13%

Source: California Department of Finance, E-2 California County Population Estimates and Percent Change, 2009.

With an economic recession between 2007 and 2009, the region's total employment was estimated to be 7.3 million in 2009, declining by 150,000 jobs (two percent) from 2000. Recession seriously affected all areas and most economic sectors in the region. The region's economy was weak with the highest unemployment rate at 11.6 percent in 2009.

Income

Income is one of the most important indicators of economic well-being in the region. In 1999, per capita income of the region was approximately $28,645. By 2008, per capita income grew to $41,277, an increase of 44 percent. After adjusting for inflation, per capita income has increased from 1999 to 2008 by 15.8 percent. If the SCAG region was a state, it would ranked as the 15th highest per capita income in 1999. By 2008, the SCAG region would have dropped to the 16th highest per capita income compared to other states.

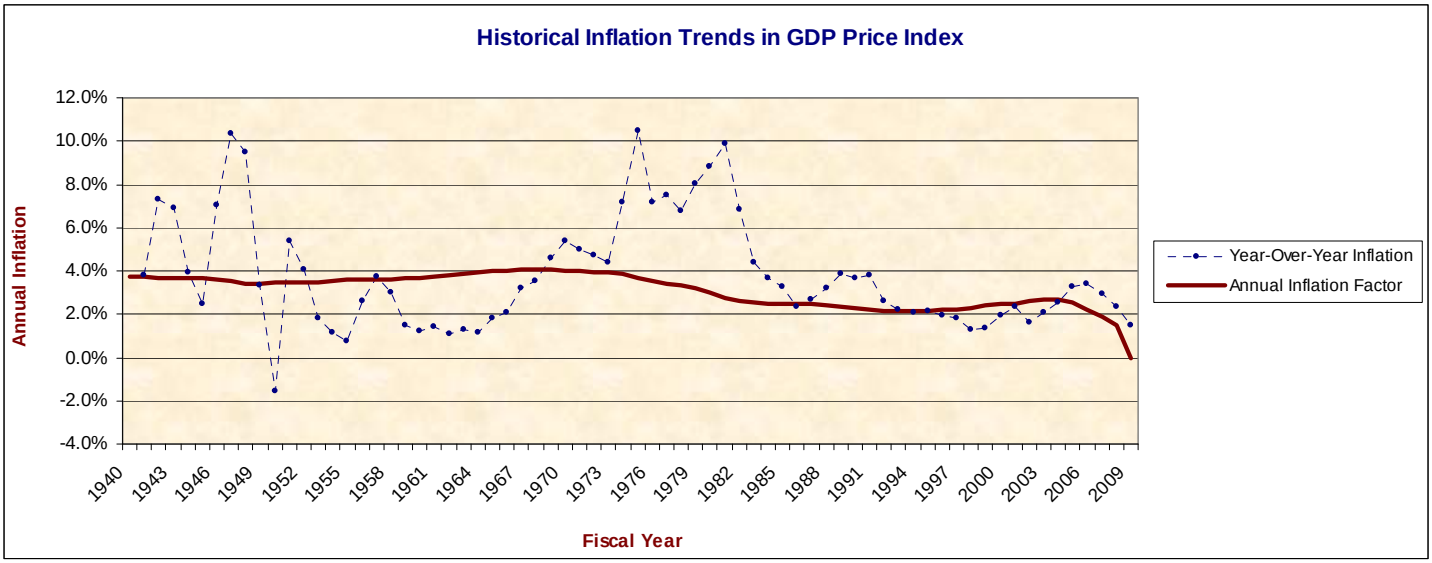
ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the 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. This conservative approach has worked well in the past – the 2008 RTP financial plan did not overestimate revenues compared to what are currently available.

Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. Figure 3 shows inflation trends since World War II as measured by the Gross Domestic Product (GDP) Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent, as illustrated by the red line. Since the 2008 RTP, inflation has declined to below 2 percent. SCAG's revenue model utilizes historical inflation trends as measured by the 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. On the basis of this information, a 3.7-percent inflation rate is used to adjust revenue model data to nominal dollars (year-of-expenditure dollars).

FIGURE 3 HISTORICAL INFLATION TRENDS

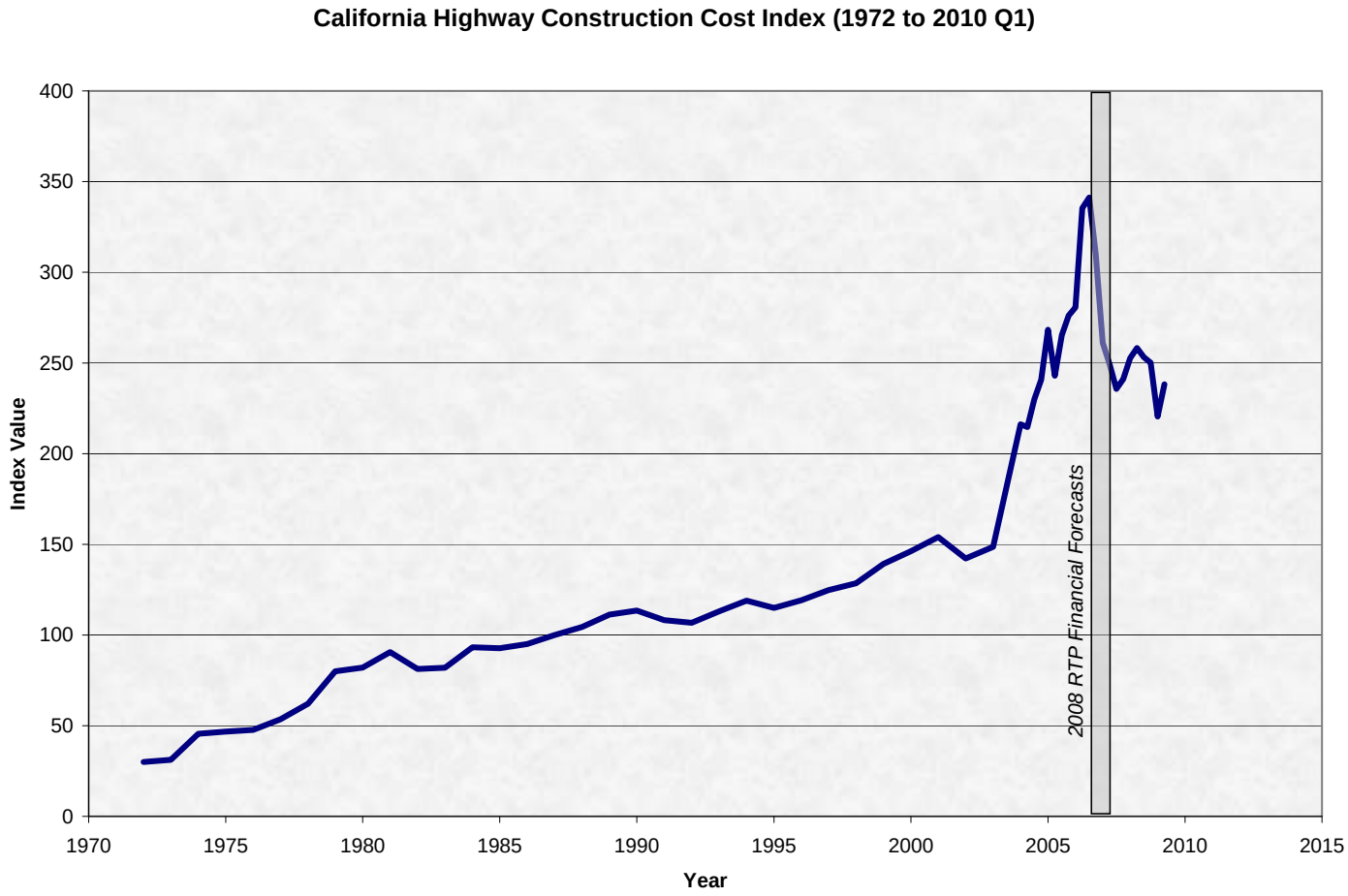


Source: Office of Management and Budget, Budget of the United States Government, Fiscal Year 2011 Budget (FY11).

Construction Cost Increases

Construction costs in California and the nation escalated rapidly during the four years prior to the 2008 RTP financial forecasts. The large increase was due to a variety of factors, including a building boom and higher demand for commodities in developing countries. As Figure 4 shows, California highway construction costs have declined rapidly since their 2007 peak, but remain above their long-range trend. The 2008 financial plan used a 5.3-percent annual inflation factor to estimate future, nominal costs. As the next section shows, the rapid rise and decline in highway construction costs is mirrored in retail sales growth, which drives much of the transportation funding available in the region.

FIGURE 4 HIGHWAY PROJECT COSTS



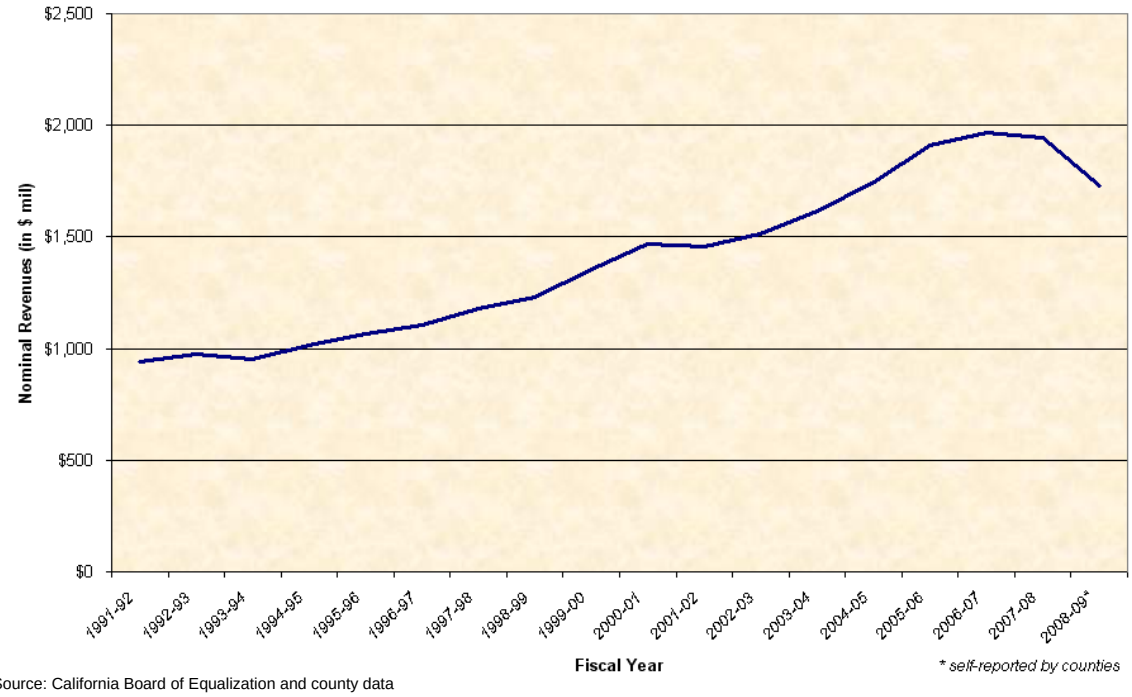
Source: California Department of Transportation

Retail Sales Growth

Available land, population increases, and new retail locations are the biggest contributors to growth in retail sales. According to statistics from the California Board of Equalization (BOE), retail sales grew by 2.9 percent in the SCAG region from FY1978 to FY2007, a period roughly equal in length to the 2008 RTP. Growth was uneven, ranging from 1.2 percent in Los Angeles County to 4.7 percent in Riverside County. Retail sales have declined since 2008. While published BOE data are not available after FY2007, county agencies are able to provide historical sales tax receipts through FY 2008. These receipts show that nominal sales tax receipts have

declined over the last two years (see Figure 5). County-level data indicates that FY2008 sales tax revenues are down 12.1 percent from FY2007, when revenues were roughly equal to the prior year. The 2008 financial plan assumed that uneven growth will continue over the RTP planning period with retail sales growth for individual counties ranging from 1.2 to 4.7 percent.

FIGURE 5 LOCAL SALES TAX REVENUES FOR TRANSPORTATION FUNDING



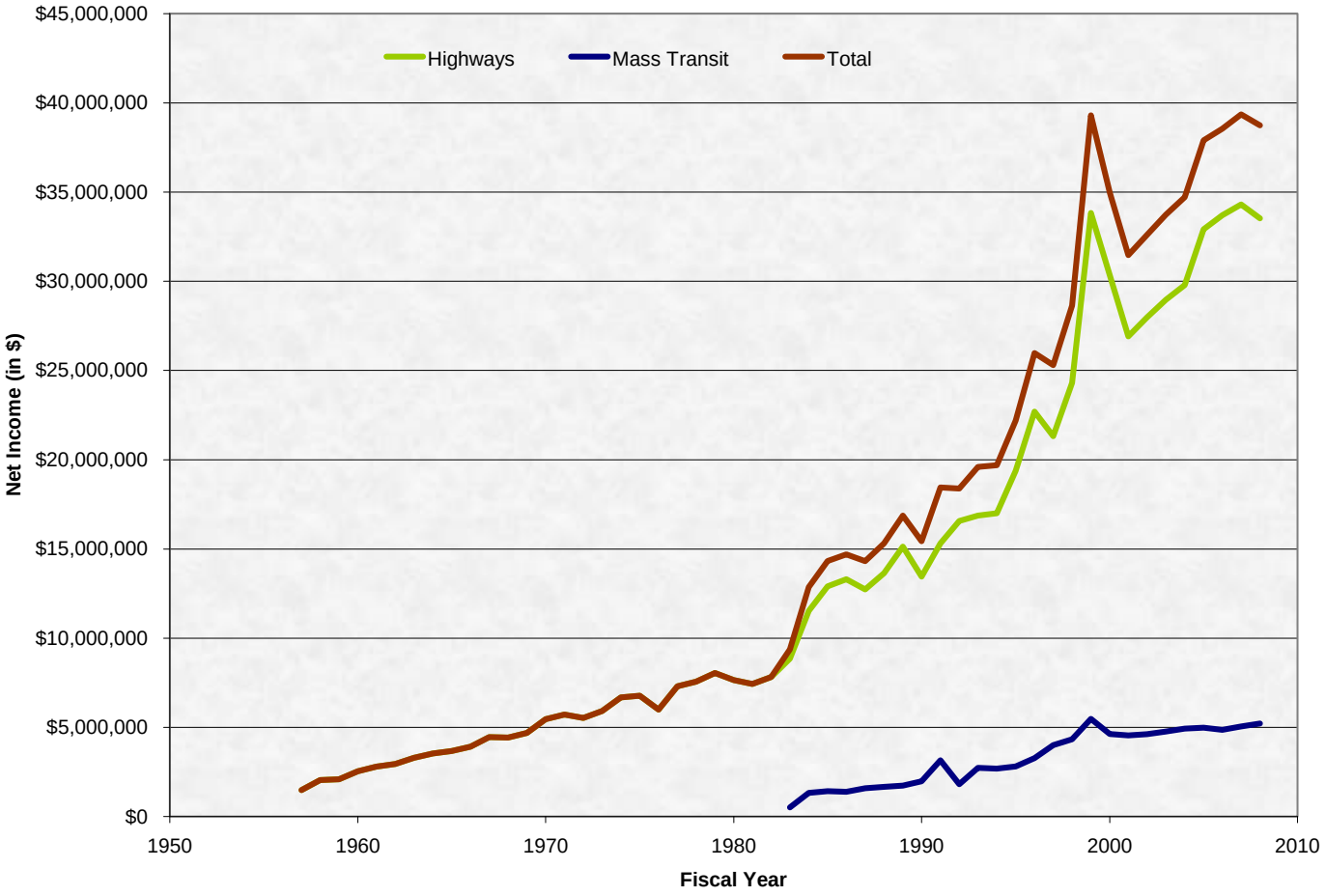
Source: California Board of Equalization and county data

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[1]. As shown in Figure 6, the Federal Highway Trust Fund has grown by 2.9 percent annually since 1957. While the growth also reflects changes in the base tax rate, most of the growth has been due to increases in fuel consumption. The share devoted to transit has increased over time, but has been flat over the last decade.

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

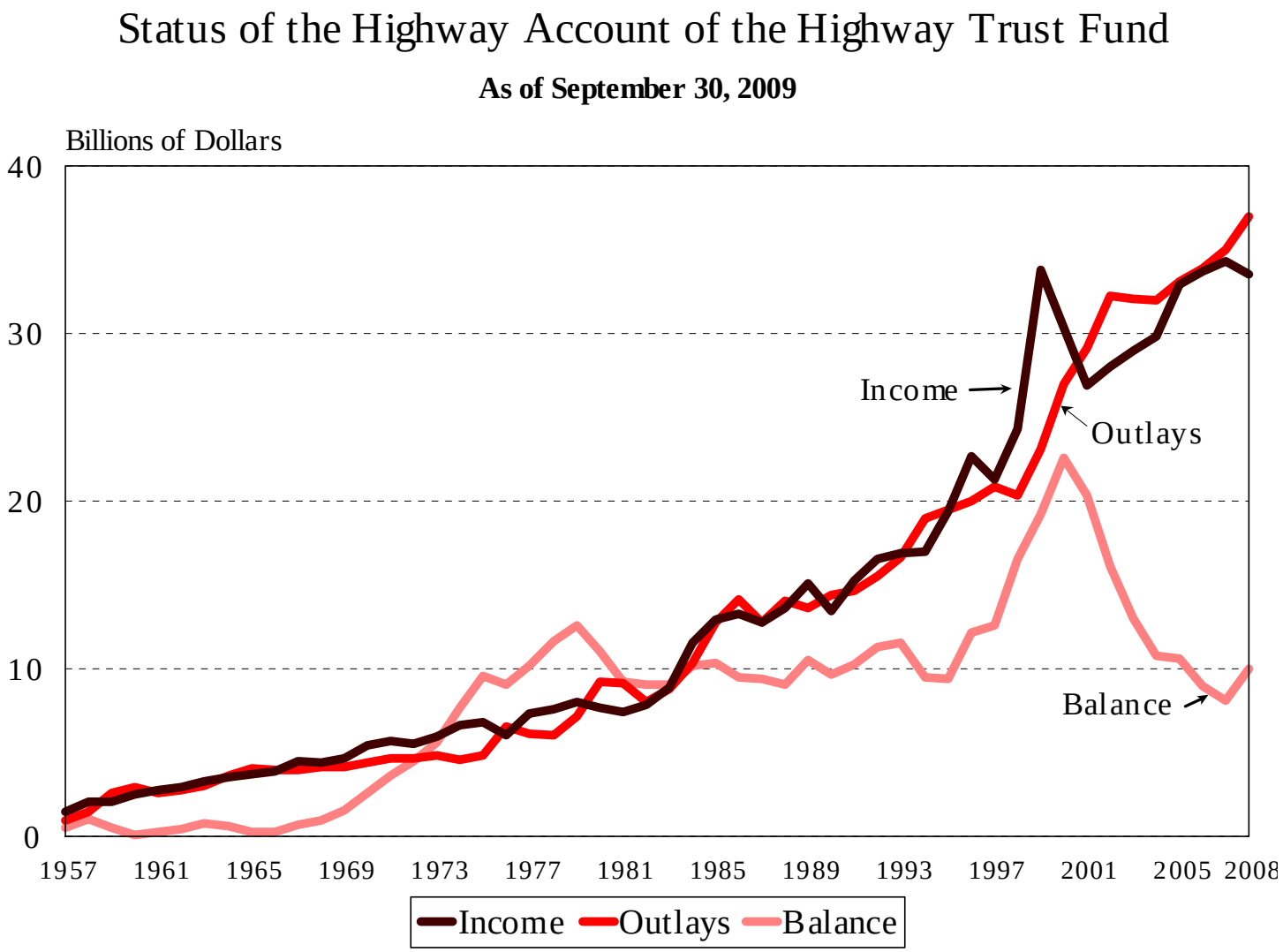
FIGURE 6 STATUS OF THE FEDERAL HIGHWAY TRUST FUND



Source: Federal Highway Administration, Federal Highway Statistics 2010

Many public officials and transportation professionals have become concerned about the health of the Federal Highway Trust Fund, as expenditures authorized under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) have outstripped revenues generated by the tax. Figure 7 shows a chart from the latest Federal Highway Statistics, which show the status through 2008. A 2006 General Accountability Office (GAO) analysis of Federal Highway Trust Fund forecasts predicted that the Highway Trust Fund would be overdrawn by 2010 or 2011. Congress has already authorized temporary measures using general fund revenues. The SCAG financial forecasting model assumes that Congress will take action to ensure that the Highway Trust Fund maintains current funding levels.

FIGURE 7 CURRENT HIGHWAY TRUST FUND YEAR-END BALANCE ESTIMATES

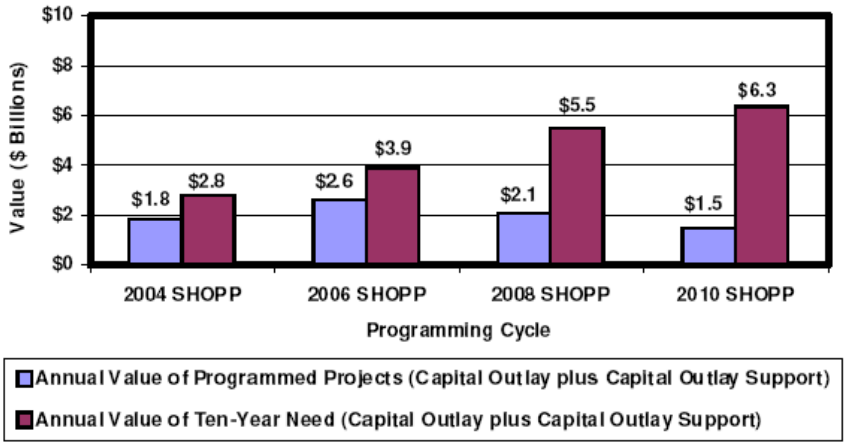


Source: Federal Highway Administration, Federal Highway Statistics 2009

Status of the State Highway Account

The viability of the State Highway Account remains a critical issue. The state's gasoline tax revenues are now exclusively dedicated to funding the State Highway Operation and Protection Program (SHOPP). As shown in Figure 8, previous levels of funding have been considerably less than actual needs. Continued underinvestment in the rehabilitation and maintenance needs of the state highway system has serious ramifications – rapidly increasing the number of distressed lane-miles on the state highway system and eroding the condition of the state's bridges.

FIGURE 8 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation, 2009 Ten-Year SHOPP Plan

Statewide, the 2009 Ten-Year SHOPP Plan identifies $6.3 billion in annual needs, while the fiscally constrained funding plan for the next four years totals only $1.5 billion annually.

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 multi-modal 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 and the FTIP.

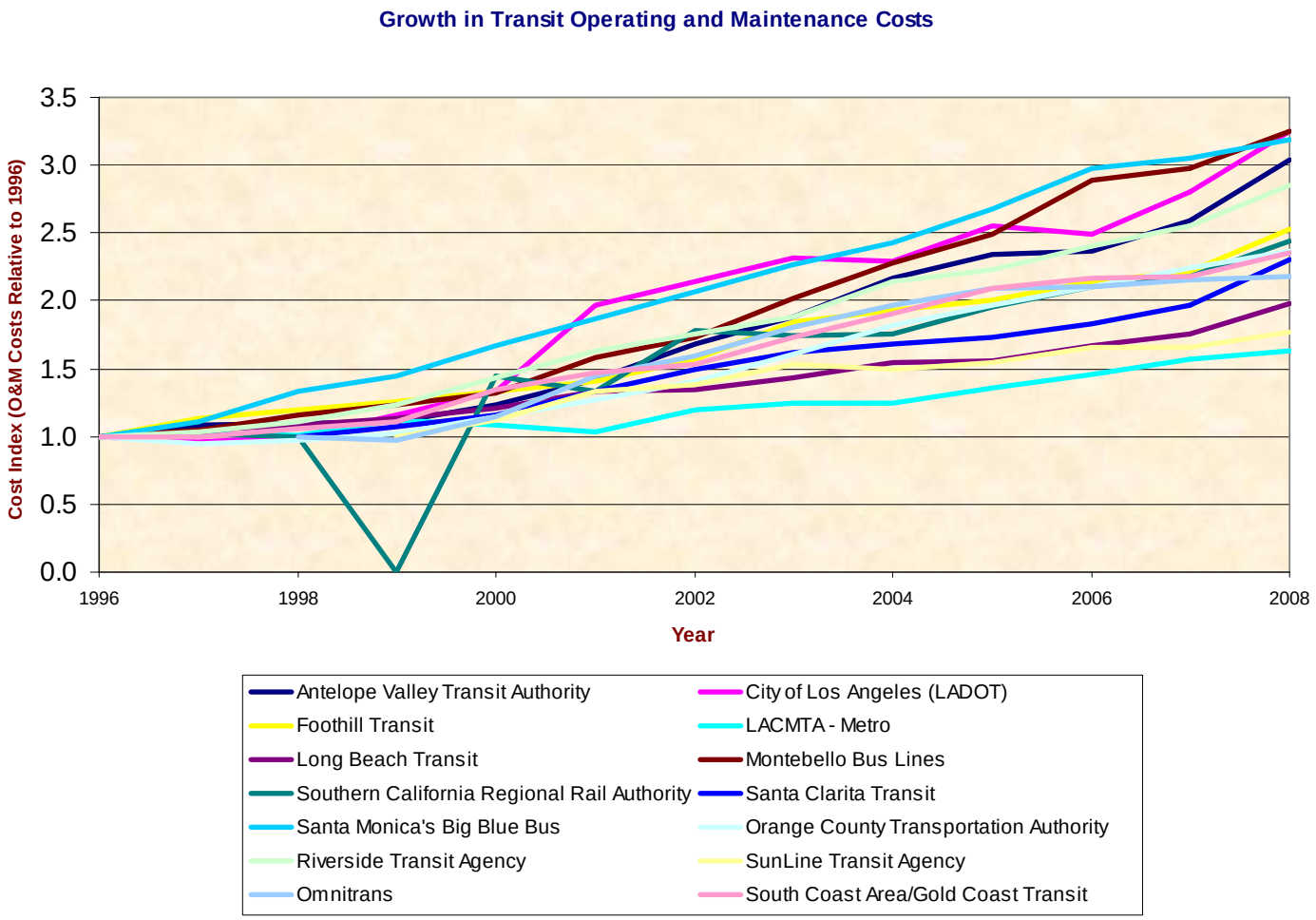
HIGHWAY AND REGIONAL ARTERIAL SYSTEM OPERATION AND MAINTENANCE (O&M) COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and regional arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2008 RTP identifies a total of $51.6 billion in costs (through the year 2035) 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 state gas tax to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs are difficult to predict because they depend on a variety of factors, such as future revenue-miles of service, labor contracts, and the age of rolling stock. The addition of new transit service and capital projects can add to ongoing O&M costs. Over the last decade, these O&M costs grew annually 2 to 8 percent in real terms, depending on the transit operator. Some of the differences in O&M growth are due to rapid expansion among the newer operators and outsourcing among the older operators. Figure 9 shows the even faster growth in nominal dollars.

FIGURE 9 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

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

- The regional average increase (4 percent) is used for most operators. This assumes that some of the extraordinary increases for individual operators due to rapid expansion will not continue into the future.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data and take into account large shifts in O&M costs due to major capital projects.
- Through the year 2035, $164.4 billion in transit operating and maintenance costs are identified in the 2008 RTP financial forecast.

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. There are specific limitations by each local county transportation commission as to the amount of debt that can be incurred at any time:

- As of June 30, 2009, Riverside County Transportation Commission (RCTC) had bonds outstanding under two different authorizations: the original 1989 Measure A program which ended on June 30, 2009 and the 2009 Measure A program which commenced on July 1, 2009. RCTC had $126.4 million outstanding in 2008 bonds under the 2009 Measure A program; all sales tax revenue bonds issued under the 1989 Measure A program were retired in June 2009. The total debt decreased from the $160 million outstanding as of June 30, 2008. In March 2005, RCTC established a $185 million commercial paper program to provide advance funding for 2009 Measure A capital projects. As of June 30, 2009, RCTC had $110 million in outstanding commercial paper notes. The debt limitation for RCTC under the 2009 Measure A program is $500 million, which exceeds the total outstanding debt of $236,395,000.[2]
- As of June 30, 2009, Orange County Transportation Authority's (OCTA) outstanding debt consisting of bonds and commercial paper notes, totaled $386 million. OCTA issued $25 million in Renewed Measure M commercial paper notes; and retired $22.6 million in Measure M commercial paper notes, $75.4 million of sales tax revenue bonds, and $4.4 million of revenue refunding bonds during fiscal year 2009.[3]
- As of June 30, 2009, the Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total long-term debt of $4.4 billion of which $2.9 billion were bonds collateralized by Proposition A and Proposition C sales tax revenue and $871 million were lease/leaseback obligations. Debt affordability targets and policy limits are set as a percentage of revenues used to pay debt service in categories of allowable uses and are adopted annually.[4]
- As of April 2009, San Bernardino Associated Governments (SANBAG) issued $250 million of sales tax revenue notes. This plus $34 million of capitalized interest will be paid off in early 2012. These sales tax revenue bonds are backed by the full faith and credit of SANBAG's Measure I Transitions and Use Tax. SANBAG continues to be well under the $500 million indebtedness limit as set by Ordinance 89-1, Measure I Transaction.[5]

Conclusion

The financial conditions presented provide the overall context for the 2011 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 2008 RTP. Further, the 2011 FTIP for the SCAG region is financial 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 2011 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.

[2] RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2009
[3] OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2009
[4] LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007; also, LACMTA debt policy and program
[5] SANBAG Budget Fiscal Year 2009/2010 and William Stawarski, SANBAG Chief Financial Officer (August 2010)

Attachments

Attachment A

Funding Sources

2011 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
1112	RECREATIONAL TRAILS	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 Appropriations Earmarks	FEDERAL
2009EAR	FFY 2009 Appropriations Earmarks	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	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
5311	FTA 5311 NON-UZA	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5339	FTA 5339 ALTERNATIVES ANALYSIS PROGRAM	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FEDERAL
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	FEDERAL
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL
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
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	STATE
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE

2011 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
ERVTUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FEDERAL
GEN	GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	FEDERAL
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	FEDERAL
HBRR-L	BRIDGE - LOCAL	FEDERAL
HBRR-S	HBRR - STATE	FEDERAL
HFL	HIGHWAYS FOR LIFE	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADAVANCE CONSTRUCTION CONVERSIO	FEDERAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	STATE
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL
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	FEDERAL
IM-RIP	INTERSTATE MAINTENANCE - RIP	FEDERAL
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	FEDERAL
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	FEDERAL
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	FEDERAL
NH-HM	NATIONAL HWY SYSTEM - HM	FEDERAL
NH-IIP	NATIONAL HWY SYSTEM - IIP	FEDERAL
NH-RIP	NATIONAL HWY SYSTEM - RIP	FEDERAL
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	FEDERAL
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

2011 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
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
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	FEDERAL
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
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	FEDERAL
SHOPPACP	SHOPP AC-PRIOR	FEDERAL
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	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
STAL-S	STATE LEGIS - STATE	STATE
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE

2011 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
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
STIPACIP	STIP ADVANCE CON-IIP	FEDERAL
STIPACRP	STIP ADVANCE CON-RIP	FEDERAL
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-GI	STP-GRANDFATHER IIP	FEDERAL
STP-GR	STP-GRANDFATHER RIP	FEDERAL
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	FEDERAL
STP-IIP	SURFACE TRANS PROG - IIP	FEDERAL
STP-RIP	SURFACE TRANS PROG - RIP	FEDERAL
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPE-I	STP ENHANCE-IIP TEA	FEDERAL
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	FEDERAL
STPE-PR	STP ENHANCE-PRIOR RIP TEA	FEDERAL
STPE-R	STP ENHANCE-RIP TEA	FEDERAL
STPE-S	STP ENHANCE-SHOPP TEA	FEDERAL
STPE-SH	STP ENHANCE-SHOPP TEA	FEDERAL
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	FEDERAL
STPL	STP LOCAL	FEDERAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPRIP3	SURFACE TRANS PROG-RIP AB3090	FEDERAL
STPSHOP	SURFACE TRANS PROG-SHOPP	FEDERAL
STSHOPPP	STATE CASH-SHOPP PRIOR	STATE
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FEDERAL
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY,SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
UNIV	STATE UNIVERSITY	STATE
WRVTUMF	WESTERN RIV TUMF	LOCAL
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

Attachment B

County Resolutions

RESOLUTION NO. 12-09.1.5

A RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS (IVAG) WHICH CERTIFIES THAT IVAG HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2010/11 – 2015/16 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM.

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

WHEREAS, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

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

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

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

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

WHEREAS, IVAG has adopted the FFY 2010/11 – 2015/16 IVAG Transportation Improvement Program with funding FFY 2010/11 and 2011/12 available and committed, and reasonably committed for FFY 2012/13 through 2015/16.

NOW, THEREFORE, BE IT RESOLVED by the IVAG that it affirms its continuing commitment to the projects in the FFY 2010/11 – 2015/16 IVAG Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the FFY 2010/11 – 2015/16 IVAG 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 Federal Improvement Program projects in the FFY 2010/11 – 2015/16 IVAG TIP are consistent with the proposed 2010 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2010; and

2. IVAG 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 2010/11 – 2015/16 IVAG TIP; and

3. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP.

4. All the Federal Transit Administration (FTA) funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 9th day of December, 2009.

IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

BY: _____

Regional Council Chairperson

Ksw\projects\rtip\2011ftip\2011rsl (b)

Metro

RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2010-11 – 2015-16 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

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

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

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

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

WHEREAS, MTA has adopted the Federal Fiscal Year (FFY) 2010-11 – 2015-16 Los Angeles County TIP with funding for FFY 2010-11 and 2011-12 available and committed, and reasonably committed for FFY 2012-13 through 2015-16.

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 2010-11 – 2015-16 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2010-11 – 2015-16 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 FY2010-11 – 2015-16 Los Angeles County TIP are consistent with the proposed 2010 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2010;

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 2010-11 – 2015-16 Los Angeles County TIP; and

3. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.

4. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU 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, 2009.

MICHELE JACKSON
MTA Board Secretary

DATED: Wednesday, February 24, 2010

(SEAL)

RESOLUTION 2009-68 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEARS 2010-11 THROUGH 2015-16 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEARS 2010-11 THROUGH 2015-16 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE 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 (hereinafter referred to as "SCAG"); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a Regional Transportation Improvement Program (RTIP) for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the RTIP include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") 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, the Authority is responsible for the development of the Orange County RTIP, including all projects utilizing federal and state highway and transit funds; and

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

WHEREAS, the Authority has adopted the fiscal years 2010-11 through 2015-16 Orange County RTIP with funding for fiscal years 2010-11 and 2011-12, available and committed, and reasonably committed for fiscal years 2012-13 through 2015-16; and

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the fiscal years 2010-11 through 2015-16 Orange County RTIP; and

BE IT FURTHER RESOLVED that the fiscal years 2010-11 through 2015-16 Orange County RTIP 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. All the RTIP projects in the fiscal years 2010-11 through 2015-16 are consistent with the 2010 State Transportation Improvement Program, scheduled to be approved by the California Transportation Commission in May 2010; and

2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the fiscal years 2010-11 through 2015-16; and

3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP; and

4. All of the Federal Transit Administration funded projects are programmed within SAFETEA-LU guaranteed funding levels; and

5. Throughout the life of the 2010 RTIP, Authority staff is authorized to amend the RTIP based on current funding levels and funding priorities established by the Authority's Board of Directors.

ADOPTED, SIGNED AND APPROVED this 14th day of December, 2009.

AYES: Chairman Buffa, Vice Chairman Amante, Directors Bates, Brown, Campbell, Cavecche, Dixon, Green, Moorlach, Nguyen, Norby, and Pringle

NOES:

ABSENT: Directors Dalton, Glaab, Mansoor, Pulido, and Winterbottom

ATTEST:

Wendy Knowles

Wendy Knowles
Clerk of the Board

Peter Buffa, Chairman
Orange County Transportation Authority

RESOLUTION NO. 10-001

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN FISCAL YEARS 2010/11 THROUGH 2015/16 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 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the SAFETEA-LU 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 annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FY 2010/11 through FY 2015/16 Riverside County TIP for FY 2010/11 through FY 2015/16 available and committed, and reasonably committed for FFY 2012/13 through 2015/2016 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FY 2010/11 through FY 2015/16 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2010/11 through FY 2015/16 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 that the RCTC certifies to the following:

1 The Federal Improvement Program in the FFY 2010/11 – 2015/16 Riverside County TIP are consistent with the proposed 2010 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in May 2010; and

2 All projects in the Riverside County TIP have complete funding identified in the Program except the (project) which will require additional funding in the 2012 STIP cycle. This project is in the County's number one priority for 2012 STIP funds. The Riverside County 2012 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by the SAFETEA-LU, the Commission 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 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 2010/11- 2015/16 Riverside County TIP, and

4 The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP,

5 All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding Levels.

APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Wednesday, January 13, 2010

BY: Bob Buster

Bob Buster, Chair
Riverside County Transportation Commission

ATTEST:

BY: Jennifer Harmon

Jennifer Harmon
Clerk of the Board

RESOLUTION NO. 10-007

*2010/2011 RTIP (Regional Transportation Improvement Program)

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION (SANBAG) CERTIFIES THAT SAN BERNARDINO COUNTY HAS THE RESOURCES TO FUND THE PROJECTS SUBMITTED FOR INCLUSION IN THE FEDERAL FISCAL YEAR (FFY) 2010/2011-2015-2016 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS SUBMITTED IN THE PROGRAM

WHEREAS, San Bernardino County is located with the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

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

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

WHEREAS, as the responsible agency for short-range transportation planning, the San Bernardino County Transportation Commission is responsible for the development of the San Bernardino County Transportation Improvement Program, including all projects within its boundaries; and

WHEREAS, San Bernardino County Transportation Commission has programmed the FFY 2010/2011 – 2015/2016 in year of expenditure dollars; and

*

Approved
Board of Directors

Date: *April 7, 2010*

Moved: Nuaimi *Second: Ovitt*

In Favor: 27 *Opposed: 0* *Abstained: 0*

Witnessed: Anna Aldana

WHEREAS, San Bernardino County Transportation Commission adopts the FFY 2010/2011-2015/2016 San Bernardino County Transportation Improvement Program with funding for FFY 2010/2011 and 2011/2012 available and committed, and reasonably committed for FFY2012/2013 through 2015/2016; and

NOW, THEREFORE, BE IT RESOLVED, that the San Bernardino County Transportation Commission (SANBAG) that it affirms its continuing commitment to the projects in the FFY 2010/2011-2015/2016 SANBAG Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2010/2011-2015/2016 SANBAG 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 Transportation Improvement Program projects in the FFY 2010/2011-2015/2016 (SANBAG) TIP are consistent with the proposed 2010 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in May 2010; and

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

3. San Bernardino County Transportation Commission has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocations to support all such programming in the FFY2010/2011-2015/2016 SANBAG TIP; and

4. The local match for projects funded with federal STP and CMAQ programs is identified in the RTIP; and

5. All of Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

RESOLUTION NO.2009-08

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FY 2010/11-2015/16 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL OF PROJECTS IN THE PROGRAM

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU 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 2010/11-2015/16 Ventura County Transportation Improvement Program for fiscal years 2010/11 and 2011/12 available and committed, and reasonably committed for fiscal years 2012/13 through 2015/16.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2010/11-2015/16 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2010/11-2015/16 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. The Federal Transportation Improvement Program projects in the FY 2010/11 – 2015/16 Ventura County TIP are in the proposed 2010 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in May 2010; and

2. All of the projects in the Ventura County TIP have complete funding identified; and

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 2010/11 – 2015/16 Ventura County TIP; and

4. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and

5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this fourth day of December, 2009.

Kathy Long, Chair

ATTEST:

Donna Cole, Clerk

Attachment C

Transit Operator Financial Data

ACCESS SERVICES

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Los Angeles County Metropolitan Transportation Agency

Access Services
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating - Fares	$5,345,320	$6,259,207	$6,966,687	$7,309,580	$25,880,794	
Operating - Prop C	$40,013,233	$46,989,432	$54,038,992	$61,313,757	$202,355,414	
Operating - STP FTA 5310	$55,711,400	$57,009,229	$58,307,057	$59,604,886	$230,632,572	
Operating - Interest/Misc	$120,000	$70,000	$70,000	$70,000	$330,000	
Capital - Misc	$252,000	$306,000	$306,000	$306,000	$1,170,000	
Capital - FTA 5310	$531,180	$531,180	$531,180	$531,180	$2,124,720	
Capital - Prop C	$4,646,820	$6,106,820	$6,032,820	$5,942,820	$22,729,280	
Revenue Total	$106,619,953	$117,271,868	$126,252,736	$135,078,223	$485,222,780	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
						Note: Expenditures are based on third-party projections that assume ADA paratransit fares are kept at current levels.
Operating	$101,189,953	$110,327,868	$119,382,736	$128,298,223	$459,198,780	
Capital	$5,430,000	$6,944,000	$6,870,000	$6,780,000	$26,024,000	
Expenditures Total	$106,619,953	$117,271,868	$126,252,736	$135,078,223	$485,222,780	

Source: Los Angeles County Metropolitan Transportation Authority

FOOTHILL TRANSIT

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Los Angeles County Metropolitan Transportation Authority

Foothill Transit
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating-Fares	$15,130,000	$15,130,000	$15,886,500	$15,886,500	$62,033,000	
Operating-Auxiliary Rev	$1,545,647	$1,584,288	$1,623,895	$1,664,492	$6,418,322	Revenue from special services
Operating-TDA	$19,885,000	$20,382,125	$20,891,678	$20,413,970	$81,572,773	
Operating-Measure R	$6,500,000	$6,662,500	$6,829,063	$6,999,789	$26,991,352	
Operating-Prop A	$15,990,000	$16,389,750	$16,799,494	$17,219,482	$66,398,726	Combined Prop A funds
Operating-Prop C	$3,469,625	$3,556,365	$3,645,275	$3,736,407	$14,407,672	Combined Prop C funds
Operating-Excise Tax	$3,500,000	$0	$0	$0	$3,500,000	IRS credit for CNG fuel usage
Operating-Sec 5307	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$20,000,000	Preventive Maintenance
Capital-Prop C MOSIP	$4,202,500	$4,307,563	$4,415,252	$4,525,633	$17,450,948	
Capital- Sec. 5307	$10,301,250	$10,558,781	$10,822,751	$11,093,320	$42,776,102	
Capital-TDA/local	$5,831,001	$6,147,345	$0	$0	$11,978,346	
Revenue Total	$91,355,023	$89,718,717	$85,913,908	$86,539,593	$353,527,241	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating Expenditures	$71,020,272	$68,705,028	$70,675,905	$70,920,640	$281,321,845	
Capital Expenditures	$20,334,751	$21,013,689	$15,238,003	$15,618,953	$72,205,396	
Expenditures Total	$91,355,023	$89,718,717	$85,913,908	$86,539,593	$353,527,241	

Source: Los Angeles County Metropolitan Transportation Authority

GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Los Angeles County Metropolitan Transportation Agency

Gardena Municipal Bus Lines
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Capital - FTA 5307	$2,274,607	$2,342,845	$2,413,130	$2,485,524	$9,516,106	
Capital - State Bond Prop. 1 B PTMISEP	$337,547	$337,547	$337,547	$337,547	$1,350,188	
Capital - State Bond Prop. 1 B Transit Security	$76,732	$76,732	$76,732	$76,732	$306,928	
Capital - TDA	$0	$100,000	$60,000	$60,000	$220,000	
Capital - Measure R	$0	$112,822	$0	$112,822	$225,644	
Operating - TDA	$3,734,819	$3,746,864	$3,799,270	$3,853,248	$15,134,200	
Operating - STA	$1,200,000	$1,236,000	$1,273,080	$1,311,272	$5,020,352	Assumes revenue stream will resume
Operating - Prop A	$4,295,472	$4,416,927	$4,614,881	$4,849,918	$18,177,199	
Operating - Prop. C	$3,834,984	$3,925,915	$4,019,575	$4,116,044	$15,896,518	
Operating - Measure R	$1,319,043	$1,358,614	$1,399,373	$1,441,354	$5,518,384	
Operating - Fare Revenue	$3,065,175	$3,157,130	$3,251,844	$3,349,399	$12,823,549	
Revenue Total	$20,138,379	$20,811,397	$21,245,431	$21,993,860	$84,189,068	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Capital	$2,688,886	$2,969,946	$2,887,409	$3,072,625	$11,618,866	
Operating	$17,449,494	$17,841,451	$18,358,022	$18,921,235	$72,570,202	
Expenditures Total	$20,138,379	$20,811,397	$21,245,431	$21,993,860	$84,189,068	

Source: Los Angeles County Metropolitan Transportation Authority

GOLD COAST TRANSIT

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Ventura County Transportation Commission

Gold Coast Transit

Operating Budget (000's)

Revenues	20010/11	2011/12	2012/13	2013/14
Passenger Fares - Fixed Route	$ 2,835	$ 2,948	$ 3,081	$ 3,235
Passenger Fares - ADA Paratransit	$ 183	$ 190	$ 199	$ 209
Passenger Fares - Local Govt Route Guarantees	$ 414	$ 431	$ 450	$ 473
Other	$ 106	$ 110	$ 115	$ 121
Interest	$ 36	$ 37	$ 39	$ 41
Operating Assistance - State	$ 25	$ 26	$ 27	$ 28
Operating Assistance - Federal Capital	$ 3,767	$ 3,918	$ 4,094	$ 4,299
Planning Funds	$ 621	$ 646	$ 675	$ 709
Other Local Assistance	$ 9,132	$ 9,497	$ 9,924	$ 10,420
Total Revenues	**$ 17,119**	**$ 17,803**	**$ 18,604**	**$ 19,535**

Expenses	20010/11	2011/12	2012/13	2013/14
Operations	$ 8,819	$ 9,172	$ 9,585	$ 10,064
Paratransit	$ 2,564	$ 2,667	$ 2,787	$ 2,926
Maintenance	$ 2,894	$ 3,010	$ 3,145	$ 3,302
Administration	$ 1,468	$ 1,527	$ 1,596	$ 1,676
Promotion	$ 878	$ 912	$ 952	$ 999
Insurance	$ 496	$ 516	$ 539	$ 566
Total Expenses	**$ 17,119**	**$ 17,804**	**$ 18,604**	**$ 19,533**

LONG BEACH TRANSIT

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Los Angeles County Metropolitan Transportation Agency

Long Beach Transit
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating- STA	$6,175,808	$5,529,990	$5,780,553	$6,039,185	$23,525,536	Assumes revenue stream will resume
Operating - TDA	$15,654,449	$16,138,607	$16,622,765	$17,121,448	$65,537,269	
Operating - Prop A	$15,622,417	$17,030,349	$17,542,622	$18,059,512	$68,254,900	
Operating-Measure R	$6,918,723	$6,918,723	$7,126,285	$7,340,073	$28,303,804	
Operating-Prop C	$5,996,787	$5,911,549	$6,024,577	$6,141,996	$24,074,909	
Operating-Fares	$16,385,000	$16,711,400	$17,044,328	$17,383,915	$67,524,643	
Operating-Advertising	$515,000	$530,000	$546,000	$563,000	$2,154,000	
Operating-invest/misc	$574,400	$700,000	$750,000	$800,000	$2,824,400	
Operating-FTA 5307	$6,169,018	$6,395,725	$6,330,321	$6,266,958	$25,162,022	Prev Maint Money for operating needs
Capital - FTA 5307	$4,400,589	$4,616,602	$4,836,934	$5,061,673	$18,915,798	
Capital- FTA 5309	$2,461,000	$2,461,000	$2,461,000	$2,461,000	$9,844,000	Average of historical awards
Capital-State 1B Bond	$2,405,633	$2,405,633	$2,405,633	$2,405,633	$9,622,532	
Capital - STA	$165,058	$1,006,985	$952,531	$895,892	$3,020,466	Assumes revenue stream will resume
Capital- Prop C	$2,839,120	$2,051,226	$2,160,763	$2,273,586	$9,324,695	
Capital - Measure R	$540,530	$540,530	$540,530	$540,530	$2,162,120	
Revenue Total	$86,823,532	$88,948,319	$91,124,842	$93,354,401	$360,251,094	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating	$74,011,602	$75,866,343	$77,767,451	$79,716,087	$307,361,483	
Capital	$12,811,930	$13,081,976	$13,357,391	$13,638,314	$52,889,611	
Expenditures Total	$86,823,532	$88,948,319	$91,124,842	$93,354,401	$360,251,094	

Source: Los Angeles County Metropolitan Transportation Authority

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2011[1]

[1] Proposed FY 2011 Budget, LACMTA

Summary of Resources

	($ in millions)	FY09 Actual		FY10 Budget		FY11 Proposed		$ Change FY10 to FY11
1	Sales Tax							
2	Proposition A	$ 620.8	20.4%	$ 616.7	16.0%	$ 589.8	15.7%	$ (26.9)
3	Proposition C	620.9	20.4%	616.9	16.0%	589.8	15.7%	(27.1)
4	Measure R	-	0.0%	361.2	9.4%	589.8	15.7%	228.6
5	Transportation Development Act	310.4	10.2%	307.3	8.0%	294.9	7.9%	(12.4)
6	State Transit Assistance	76.5	2.5%	115.2	3.0%	-	0.0%	(115.2)
7	Total Current Year Sales Tax	$ 1,628.6	53.5%	$ 2,017.4	52.4%	$ 2,064.3	55.0%	$ 46.9
8								
9	Federal Grants							
10	Recurring [1]	$ 290.2	9.5%	$ 326.3	8.5%	$ 269.3	7.2%	$ (57.0)
11	Non-Recurring [2]	85.8	2.8%	471.5	12.3%	211.2	5.6%	(260.3)
12	Total Current Year Federal Grants	$ 376.0	12.4%	$ 797.8	20.7%	$ 480.50	12.8%	$ (317.3)
13								
14	Miscellaneous Other							
15	State Grants [3]	$ 412.0	13.5%	$ 414.3	10.8%	$ 516.7	13.8%	$ 102.5
16	Local Grants [4]	13.9	0.5%	45.3	1.2%	37.1	1.0%	(8.2)
17	Passenger Fares	324.7	10.7%	337.4	8.8%	335.5	8.9%	(1.9)
18	Advertising	23.6	0.8%	25.6	0.7%	28.0	0.7%	2.4
19	CNG Fuel Credits	20.4	0.7%	10.2	0.3%	-	0.0%	(10.2)
20	Fines & Fees	8.1	0.3%	8.5	0.2%	8.0	0.2%	(0.5)
21	Investment Income	63.1	2.1%	5.0	0.1%	1.0	0.0%	(4.0)
22	Other [5]	40.4	1.3%	66.8	1.7%	58.9	1.6%	(7.9)
23	Total Current Year Miscellaneous Other	$ 906.2	29.8%	$ 913.1	23.7%	$ 985.2	26.3%	$ 72.1
24								
25	Total Current Year Revenues	$ 2,910.8	95.6%	$ 3,728.3	96.9%	$ 3,530.0	94.1%	$ (198.3)
26	Use of Prior Year Fund Balances to Fund Current Expense/Expenditure[6]	133.1	4.4%	120.5	3.1%	219.9	5.9%	99.4
27	Total Resources Required to Cover Current Year Expenses/Expenditures	$ 3,043.9	100.0%	$ 3,848.8	100.0%	$ 3,749.9	100.0%	$ (98.9)

Note - totals may not add due to rounding

[1] Recurring Federal Grants includes Federal Section 5307 & 5309, Growing State Section 5340, JARC (Job Access/Reverse Commute) Grant Program, and New Freedoms Section 5316-17.

[2] Non-Recurring Federal Grants includes CMAQ (Congestion Mitigation & Air Quality Improvement Program), ARRA (American Recovery & Reinvestment Act), Homeland Security, and other grant revenues not considered annual entitlements.

[3] State Grants includes Regional Improvement Funds, State Highway Account, STIP (State Transportation Improvement Program), Freeway Service Patrol Grant, State TCRP (Traffic Congestion Relief Program) Grant, Prop 1B and State Others.

[4] Local Grants includes Grants from different cities, EZ Pass Program, and Joint Development Reimbursement.

[5] Other includes lease revenues, legal settlements, vending revenues, film site revenues, prior year surplus, and other miscellaneous resources.

[6] Represents use of fund balances such as STA, TCRP and Prop 1B advances, and others accumulated in prior years to cover current year expenses/expenditures. Refer to separate Fund Balance schedule for more information related to individual Fund Balances.

Summary of Expenses/Expenditures by Program

	($ in millions)	FY09 Actual		FY10 Budget		FY11 Proposed		$ Change FY10 to FY11
1	Countywide Bus							
2	Metro Bus							
3	Operating	$ 903.3	29.7%	$ 976.1	25.4%	$ 924.5	24.7%	$ (51.6)
4	Capital	159.5	5.2%	332.9	8.6%	236.3	6.3%	(96.6)
5	BRT Capital	6.0	0.2%	37.6	1.0%	66.0	1.8%	28.4
6	Metro Bus Subtotal	$ 1,068.8	35.1%	$ 1,346.6	35.0%	$ 1,226.8	32.7%	$ (119.8)
7								
8	Municipal Operator and							
9	Paratransit Programs	349.5	11.5%	305.9	7.9%	301.7	8.0%	(4.2)
10	Countywide Bus Subtotal	$ 1,418.3	46.6%	$ 1,652.5	42.9%	$ 1,528.5	40.8%	$ (124.0)
11								
12	Countywide Rail							
13	Metro Rail							
14	Operating	$ 233.8	7.7%	$ 264.4	6.9%	$ 257.7	6.9%	$ (6.7)
15	Capital	32.9	1.1%	51.5	1.3%	48.7	1.3%	(2.8)
16	Rail Rehabilation	0.8	0.0%	36.7	1.0%	18.1	0.5%	(18.6)
17	Major Rail Construction	337.4	11.1%	273.5	7.1%	237.9	6.3%	(35.6)
18	Metro Rail Subtotal	$ 604.9	19.9%	$ 626.1	16.3%	$ 562.4	15.0%	$ (63.7)
19								
20	Metrolink	47.5	1.6%	70.8	1.8%	75.7	2.0%	4.9
21	Countywide Rail Subtotal	$ 652.4	21.4%	$ 696.9	18.1%	$ 638.1	17.0%	$ (58.8)
22								
23	Regional Activities Subtotal	$ 4.7	0.2%	$ 21.1	0.5%	$ 16.9	0.5%	$ (4.2)
24								
25	Non Bus & Rail Expenses							
26	Sales tax return to local jurisdictions	$ 269.7	8.9%	$ 321.4	8.4%	$ 343.4	9.2%	$ 22.0
27	Streets and Highways and Other Planning	330.1	10.8%	760.3	19.8%	868.2	23.2%	107.9
28	Debt Service [1]	297.7	9.8%	329.0	8.5%	296.8	7.9%	(32.2)
29	Other Governmental [2]	71.0	2.3%	67.6	1.8%	58.0	1.5%	(9.6)
30	Non Bus & Rail Expenses Subtotal	$ 968.5	31.8%	$ 1,478.3	38.4%	$ 1,566.4	41.8%	$ 88.1
31								
32	Total Expenses/Expenditures	$ 3,043.9	100.0%	$ 3,848.8	100.0%	$ 3,749.9	100.0%	$ (98.9)

Note: Totals may not add due to rounding.

[1] Includes principal liability payments and Benefit Assessment District debt payments, but excludes the following items: (a) USG Building (General Revenue Bonds) debt service, (b) Capital Grant bonds repaid from FTA grant with full funding agreement, and (c) defeased lease payments.

[2] General Fund Others, General Fund Property Management, Rideshare Service, & Regional EZ Pass.

Enterprise Fund

		Bus		Rail		Regional		Total	
		FY10 Budget	FY11 Proposed	FY10 Budget	FY11 Proposed	FY10 Budget	FY11 Proposed	FY10 Budget	FY11 Proposed
1	**Transit Operations & Capital**								
2	Transit Operations Resources								
3	T Fare & Other Revenues								
4	Fares (incl. Metrolink Subsidy)	$ 268.5	$ 266.0	$ 68.8	$ 69.4	$ -	$ -	$ 337.3	$ 335.4
5	Other Revenues (1)	55.1	28.7	12.1	28.4	0.2	0.2	67.4	57.3
6	Total Fare & Other Revenues	$ 323.6	$ 294.7	$ 80.9	$ 97.8	$ 0.2	$ 0.2	$ 404.7	$ 392.7
7	Federal Grants								
8	Federal Sect. 5307/5309 Prev. Maint.	$ 183.6	$ 196.9	$ 37.9	$ 40.4	$ -	$ -	$ 221.5	$ 237.3
9	Federal CMAQ	-	-	11.7	12.1	-	-	11.7	12.1
10	Federal Grwng St, Hmlnd Scrty & Other	0.1	0.1	7.5	6.5	5.0	3.4	12.6	10.0
11	Total Federal Grants	$ 183.7	$ 197.0	$ 57.1	$ 59.0	$ 5.0	$ 3.4	$ 245.8	$ 259.4
12	Local Subsidy Transfers In								
13	Prop A - (40% bus) & (35% rail)	$ 164.5	$ 151.2	$ 25.1	$ 5.9	$ 1.8	$ 2.7	$ 191.4	$ 159.8
14	Prop C - (40% bus/rail) & (5% Security)	75.9	62.4	101.1	39.2	14.2	10.6	191.2	112.2
15	Measure R - (20% bus) 7 (5% Rail)	32.0	117.4	-	3.0	-	-	32.0	120.4
16	TDA Article 4	185.7	57.4	-	-	0.6	-	186.3	57.4
17	STA	-	44.4	-	52.8	-	-	-	97.2
18	General Fund (revenue from CNG Tx Credits)	10.2	-	-	-	-	-	10.2	-
19	Total Local Subsidy Transfers In	$ 468.4	$ 432.8	$ 126.2	$ 100.9	$ 16.6	$ 13.3	$ 611.2	$ 547.0
20	Total Transit Operations Resources	$ 975.7	$ 924.5	$ 264.2	$ 257.7	$ 21.8	$ 16.9	$ 1,261.7	$ 1,199.1
21	Transit Capital Resources								
22	Federal, State & Local Grants	$ 259.9	$ 210.9	$ 264.6	$ 178.3	$ -	$ -	$ 524.5	$ 389.2
23	Local and State Sales Tax (2)	111.7	91.4	88.0	122.4	-	-	199.7	213.8
24	Bond Financing	-	-	8.0	4.0	-	-	8.0	4.0
25	Total Transit Capital Resources	$ 371.6	$ 302.3	$ 360.6	$ 304.7	$ -	$ -	$ 732.2	$ 607.0
26	Total Transit Operations & Capital Resources	$ 1,347.3	$ 1,226.8	$ 624.8	$ 562.4	$ 21.8	$ 16.9	$ 1,993.9	$ 1,806.1
27	Transit Operations Expenses								
28	Labor & Benefits (3)	$ 651.0	$ 616.2	$ 138.5	$ 128.5	$ 15.4	$ 13.5	$ 804.9	$ 758.2
29	Fuel & Propulsion Power	59.9	41.6	24.6	24.2	-	-	84.5	65.8
30	Materials & Supplies (4)	67.6	63.6	14.8	13.6	3.6	3.7	86.0	80.9
31	Contract and Professional Services	62.3	51.8	70.9	69.9	16.5	13.0	149.7	134.7
32	PL/PD and Other Insurance	51.9	36.9	5.4	3.9	-	-	57.3	40.8
33	Purchased Transportation	44.1	39.9	-	-	-	-	44.1	39.9
34	Allocated Overhead (5)	11.3	40.2	3.0	11.1	0.2	3.5	14.5	54.8
35	Regional Chargeback	10.9	13.1	3.0	3.7	(13.9)	(16.8)	-	-
36	All Other Expenses (6)	16.7	21.2	4.0	2.8	-	-	20.7	24.0
37	Total Transit Operations Expeses (7)	$ 975.7	$ 924.5	$ 264.2	$ 257.7	$ 21.8	$ 16.9	$ 1,261.7	$ 1,199.1
38	Transit Capital Expenses (8)	371.6	302.3	360.6	304.7	-	-	732.2	607.0
39	Total Transit Operations & Capital Expenses	$ 1,347.3	$ 1,226.8	$ 624.8	$ 562.4	$ 21.8	$ 16.9	$ 1,993.9	$ 1,806.1
40	**Transit Operations & Capital (Deficit) / Surplus**	-	-	-	-	-	-	-	-

(1) Other Revenues includes advertising, parking, vending revenues, county buydown, prior year surplus, and other miscellaneous revenues.
(2) Includes funding from TCRP and State Proposition 1B cash funds.
(3) Labor and Benefits includes Wages, Fringe Benefits and Workers' Compensation.
(4) Material & Supplies includes Inventory/Parts, Building & Grounds, Lubricants, Other Parts & Supplies.
(5) An accounting overhead methodology change in FY11 results in allocation of support service costs that had previously been directly charged to the operating, construction, and planning line functions and was spread in previous years between lines 28-36.
(6) All Others Expenses includes Utilities, Taxes, Advertisement/Settlement, Travel/Mileage/meals, Training/Seminars/Periodicals, Warrenties/Misc. Settlements, and Legal Chargebacks.
(7) For additional operating expense detail please refer to the Activity Based Cost schedules elsewhere in this document.
(8) For additional capital expense details please refer to the Capital Program Project charts elsewhere in this document.
Note: Totals may not add due to rounding.

OMNITRANS

Financial Data for FY 2010-2011-FY 2012-2013[1]

[1] Omnitrans FY 2008 Short Range Transit Plan (SRTP)

Omnitrans

Summary of Three-Year (2011 - 2013) Capital Expenses and Revenues ($000)

		Capital Revenues							
Fiscal Year	Capital Expenses	LTF	STAF	FTA 5307	FTA 5309	CMAQ	Measure I	Other Revenue	Total Capital Revenue
FIXED ROUTE	63,054.2	537.5	3,322.9	15,395.2	36,932.6	0.0	2,366.0	4,500.0	*63,054.2*
ACCESS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0*
2010-2011	63,054.2	537.5	3,322.9	15,395.2	36,932.6	0.0	2,366.0	4,500.0	*63,054.2*
FIXED ROUTE	36,414.9	12,226.2	2,099.9	13,902.2	5,692.6	0.0	2,494.0	0.0	*36,414.9*
ACCESS	2,554.9	0.0	511.0	2,043.9	0.0	0.0	0.0	0.0	*2,554.9*
2011-2012	38,969.8	12,226.2	2,610.9	15,946.1	5,692.6	0.0	2,494.0	0.0	*38,969.8*
FIXED ROUTE	20,630.5	2,299.9	1,836.1	16,494.5	0.0	0.0	0.0	0.0	*20,630.5*
ACCESS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0*
2012-2013	20,630.5	2,299.9	1,836.1	16,494.5	0.0	0.0	0.0	0.0	*20,630.5*
3 - Year Total	122,654.5	15,063.6	7,769.9	47,835.8	42,625.2	0.0	4,860.0	4,500.0	122,654.5

Source: *Omnitrans FY 2008 Short Range Transit Plan (SRTP).*
Note: Only the last three years of the SRTP are reflected on this table.

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2010-2011 to FY 2014-2015[1]

[1] OCTA

Orange County Transportation Authority

Cash Flow Statement - Transit

(millions)		2010	2011	2012	2013	2014
Beginning Balance	$	**80.6**	**26.6**	**22.8**	**44.1**	**58.1**
Cash flows from operating activities:						
Sources of funds:						
Sales Tax Revenue		67.4	68.5	135.2	142.9	150.5
Passenger fares		52.4	50.9	55.2	59.5	63.7
Gas Tax Exchange		23.0	23.0	23.0	23.0	0.0
Property tax revenue		10.4	10.7	10.8	11.8	11.0
Miscellaneous revenues		8.9	6.9	5.9	6.1	6.4
Total sources of funds	$	**162.0**	**159.9**	**230.1**	**243.3**	**231.6**
Cash flows from operating activities:						
Uses of funds:						
Salaries and benefits		122.3	112.3	109.5	111.0	114.5
Purchased transportation services		50.4	54.4	58.8	63.1	66.6
Administrative service expense		31.9	27.6	28.0	29.1	30.1
Professional services		15.9	14.6	14.8	15.5	16.1
Maintenance, parts and fuel		23.3	22.1	23.1	24.6	24.8
Other operating expense		3.5	3.3	3.3	3.5	3.6
General and administrative		4.7	4.2	4.2	4.4	4.5
Total uses of funds	$	**252.0**	**238.5**	**241.7**	**251.2**	**260.1**
Net cash provided by operations	$	**(90.0)**	**(78.5)**	**(11.6)**	**(7.8)**	**(28.5)**
Cash flows from non-capital financing activities:						
Operating grants		58.8	45.3	30.2	30.7	35.2
Operating transfers in		18.7	48.4	30.2	18.5	5.7
Operating transfers out		(3.9)	(4.0)	(4.1)	(4.3)	(4.4)
Net cash provided by noncapital financing activites	$	**73.6**	**89.7**	**56.2**	**44.9**	**36.5**
Cash flows from capital and related financing activities:						
Capital Grants		29.3	17.6	3.7	8.1	52.6
Acquistion and construction of capital assets		(68.0)	(33.3)	(28.4)	(33.2)	(69.5)
Net cash used by capital and related financing activities	$	**(38.7)**	**(15.6)**	**(24.6)**	**(25.1)**	**(16.9)**
Cash flows from investing activities:						
Interest on investments		1.1	0.7	1.3	2.0	2.1
Net cash provided by investing activities:	$	**1.1**	**0.7**	**1.3**	**2.0**	**2.1**
Net increase/decrease in cash	$	**(54.0)**	**(3.8)**	**21.3**	**13.9**	**(6.8)**
Available cash	$	**26.6**	**22.8**	**44.1**	**58.1**	**51.2**

Source: OCTA

Note: Totals may not add due to rounding.

RIVERSIDE TRANSIT AGENCY

Financial Data FY 2010-11 to FY 2012-2013[1]

[1] FY 2010-11 to FY 2012-13 Short Range Transit Plan

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

September 2010

Riverside Transit Agency
FY 2010/11
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2010/11 [9]

Draft: 6/2/10

Project Description	Total Amount of Funds	Total Amount of Carryover	LTF	STA Carryover [3]	Measure A Operating Assistance	Measure A Operating Assistance Carryover	[5] Section 5307 - Riv-San Bernardino	[5] Section 5307 - Temecula/ Murrieta	Section 5307 - Temecula/ Murrieta Carryover	[5] Section 5307 - Hemet/San Jacinto	Section 5309	Section 5311	Section 5316 JARC	Section 5316 JARC Carryover	Section 5317 New Freedom	Section 5317 New Freedom Carryover	ARRA (Stimulus) 5307 Carryover	[6] FY08 Prop 1B Carryover	[2] Farebox / Other
Operating Assistance	23,108,099		19,388,344		1,542,714					1,750,000		427,041							
GASB 43/45 ARC	645,000		645,000																
OCTA 794	122,000				122,000														
CommuterLink 212 & 217	600,502				274,583								266,851		6,232				52,836
CommuterLink 212 & 217 - FY10 Carryover	154,295	154,295				76,398								20,201		57,696			
Extended Fixed Route Service	612,988				342,053								206,309						64,626
Extended Fixed Route Svc - FY10 Carryover	33,267	33,267				6,924								26,343					
Farebox (Cash, Tix, Passes)	8,458,538																		8,458,538
Federal Excise Tax Credit	-																		-
Interest Income	25,000																		25,000
Advertising Revenue	20,000																		20,000
Lease Revenue	60,000																		60,000
Cal PERS CERBT Reimbursement	700,000																		700,000
Capitalized Preventive Maintenance	7,834,494		1,566,899				6,267,595												
Capitalized Prev Maint - FY10 Carryover [7]	879,595	853,676	25,919						103,676								750,000		
Capital Cost of Contracting	6,627,599		1,325,520				3,840,544	1,461,535											
Capital Cost of Contracting - FY10 Carryover [8]	85,000	85,000															85,000		
Subtotal: RTA Operating [1]	**$49,966,377**	**$1,126,238**	**$22,951,682**	**$0**	**$2,281,350**	**$83,322**	**$10,108,139**	**$1,461,535**	**$103,676**	**$1,750,000**	**$0**	**$427,041**	**$473,160**	**$46,544**	**$6,232**	**$57,696**	**$835,000**	**$0**	**$9,381,000**
DPSS/Care-A-Van Transit -HOPE Bus	148,607												148,607						
DPSS/Care-A-Van Transit -Mobility Mgr	20,000												20,000						
Care Connexxus, Inc-Special Shuttle	35,000													35,000					
Blindness Support Svcs-Travel Training	95,685													95,685					
Jefferson Transitional Prog-Shuttle	34,810													34,810					
Wildomar Senior Community	13,572													13,572					
Riv Cty Regional Med Ctr-Med Transport	118,784													118,784					
Subtotal: Soc Svcs Operating [4]	**$466,458**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$168,607**	**$297,851**	**$0**	**$0**	**$0**	**$0**	**$0**
Subtotal: Operating	**$50,432,835**	**$1,126,238**	**$22,951,682**	**$0**	**$2,281,350**	**$83,322**	**$10,108,139**	**$1,461,535**	**$103,676**	**$1,750,000**	**$0**	**$427,041**	**$641,767**	**$344,395**	**$6,232**	**$57,696**	**$835,000**	**$0**	**$9,381,000**
Revenue Vehicles - 40 ft. buses	1,687,000	287,000									1,400,000							287,000	
Revenue Vehicles - Type VII buses	968,750	193,750		90,000				775,000										103,750	
Capital Maintenance Spares	1,666,147	333,229		333,229				1,332,918											
Capitalized Tire Lease	260,907	52,181		52,181						208,726									
Maintenance Equipment	64,260	12,852		12,852						51,408									
Facility Maintenance	5,000	1,000		1,000						4,000									
	-																		
	-																		
	-																		
	-																		
Subtotal: Capital	**$4,652,064**	**$880,012**	**$0**	**$489,262**	**$0**	**$0**	**$0**	**$2,107,918**	**$0**	**$264,134**	**$1,400,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$390,750**	**$0**
Total: Operating & Capital	**$55,084,899**	**$2,006,250**	**$22,951,682**	**$489,262**	**$2,281,350**	**$83,322**	**$10,108,139**	**$3,569,453**	**$103,676**	**$2,014,134**	**$1,400,000**	**$427,041**	**$641,767**	**$344,395**	**$6,232**	**$57,696**	**$835,000**	**$390,750**	**$9,381,000**

[1] Operating Expense budget does not include any GASB pre-funding, ARC only.
[2] Total Farebox Revenue for PIP Calculation = $11,745,671 ($8,576,000 Farebox + $3,169,671 Other Local Revenue).
[3] $489,262 of STA is reprogrammed RTA FY09 funds.
[4] Social Services Pass-Thru funds are exempt from Farebox and PIP calculations.
[5] Funding represents carryover for Temecula/Murrieta and Hemet/San Jacinto plus FY10 apportionment up to eligible operating amount. Riv/San represents carryover plus a portion of current year apportionment up to eligible amount based on total budget.
[6] Prop 1B PTMISEA funds of $287,000 and $103,750 programmed in FY08 used as local match for 5307 & 5309.
[7] Preventive Maintenance - $103,676 of 5307 Temecula/Murrieta funds original planned for use in FY10 will be used in FY11 to allow for use of lapsing LA UZA funds in FY10. $750,000 estimated carryover of FY10 ARRA funds.
[8] Capital Cost of Contracting - $85,000 estimated carryover of FY10 ARRA 5307 funds.
[9] Assumes no ARRA II funding.

Riverside Transit Agency
FY 2011/12 and FY 2012/13
Summary of Funds Requested
Short Range Transit Plan

Table 5 - Summary of Funds Requested for FY 2011/12 and FY2012/13

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA [3]	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5309	Section 5311	TUMF	Section 5316 JARC	Section 5317 New Freedom	ARRA (Stimulus) 5307	ARRA (Stimulus) 5311	Farebox / Other [4]
FY 2011/2012																
Operating Assistance		42,761,616	36,236,616		1,000,000		3,150,000	1,900,000		475,000						
GASB 43/45 Pre-funding		-														
OCTA 794		127,000			127,000											
CommuterLink 212 &217		784,989			452,465							254,025				78,499
Extended Late Night Service		672,105	107,891		201,632							295,371				67,211
Farebox (Cash, Tix, Passes)		8,854,290														8,854,290
Interest Income		20,000														20,000
Advertising Revenue		20,000														20,000
Lease Revenue		60,000														60,000
Cal PERS CERBT Reimbursement		700,000														700,000
Capitalized Preventative Maintenance		-														
ADA Operating Assistance		-														
Capital Cost of Contracting		-														
Subtotal: FY11/12 RTA Operating [1 5]		**$54,000,000**	**$36,344,507**	**$0**	**$1,781,097**	**$0**	**$3,150,000**	**$1,900,000**	**$0**	**$475,000**	**$0**	**$549,396**	**$0**	**$0**	**$0**	**$9,800,000**
DPSS/Care-A-Van Transit -HOPE Bus		115,706										115,706				
DPSS/Care-A-Van Transit -Mobility Mgr		15,000										15,000				
Care Connexxus, Inc-Special Shuttle		-														
Blindness Support Svcs-Travel Training		-														
Jefferson Transitional Prog-Shuttle		-														
Wildomar Senior Community		-														
Riv Cty Regional Med Ctr-Med Transport		-														
Subtotal: Soc Svcs Operating [2]		**$130,706**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$130,706**	**$0**	**$0**	**$0**	**$0**
Subtotal: FY11/12Operating		**$54,130,706**	**$36,344,507**	**$0**	**$1,781,097**	**$0**	**$3,150,000**	**$1,900,000**	**$0**	**$475,000**	**$0**	**$680,102**	**$0**	**$0**	**$0**	**$9,800,000**
COP Debt Service		-														
Capital Maintenance Spares	FY12-1	1,732,793		346,559		1,386,234										
Capitalized Tire Lease	FY12-2	271,343		54,269		217,074										
Replacement Revenue Vehicles	FY12-3	15,427,000		3,085,400		12,341,600										
Replacement Support Vehicles	FY12-4	330,000		66,000		264,000										
Revenue Vehicle Systems	FY12-5	75,000		15,000		60,000										
Bus Stop Amenities	FY12-6	100,000		20,000		80,000										
Maintenance Equipment	FY12-7	82,000		16,400		65,600										
Facility Maintenance	FY12-8	1,553,478		299,122		1,196,489										57,867
Information Systems	FY12-9	221,055		44,211		176,844										
Temecula Transit Center		-														
Corona/Riverside Transit Center		-														
Advanced Traveler Information System		-														
		-														
Subtotal: FY11/12 Capital		**$19,792,669**	**$0**	**$3,946,961**	**$0**	**$15,787,841**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$57,867**
Total: Operating & Capital FY11/12		**$73,923,375**	**$36,344,507**	**$3,946,961**	**$1,781,097**	**$15,787,841**	**$3,150,000**	**$1,900,000**	**$0**	**$475,000**	**$0**	**$680,102**	**$0**	**$0**	**$0**	**$9,857,867**

[1] Operating Expense budget does not include any GASB pre-funding, ARC only
[2] Social Services Pass-Thru funds are exempt from Farebox and PIP calculations
[3] $3,383,620 of STA is reprogrammed RTA FY09 funds. $563,341 is RCTC STA reserves.
[4] Prop 1B PTMISEA funds of $57,867 represents remainder of $2,150k due from Solar Panel project
[5] Operating Expense represents all expenses including Preventive Maintenance and Capital Cost of Contracting

Riverside Transit Agency
FY 2011/12 and FY 2012/13
Summary of Funds Requested
Short Range Transit Plan

Table 5 - Summary of Funds Requested for FY 2011/12 and FY2012/13

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA [3]	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5309	Section 5311	TUMF	Section 5316 JARC	Section 5317 New Freedom	ARRA (Stimulus) 5307	ARRA (Stimulus) 5311	Farebox / Other [4]
FY 2012/2013																
Operating Assistance		46,970,000	39,170,000		2,000,000		3,300,000	2,000,000		500,000						
GASB 43/45 Pre-funding		-														
OCTA 794		130,000			130,000											
CommuterLink 212 &217		-														
Extended Late Night Service		-														
Farebox (Cash, Tix, Passes)		9,100,000														9,100,000
Interest Income		20,000														20,000
Advertising Revenue		20,000														20,000
Lease Revenue		60,000														60,000
Cal PERS CERBT Reimbursement		700,000														700,000
Capitalized Preventative Maintenance		-														
ADA Operating Assistance		-														
Capital Cost of Contracting		-														
Subtotal: FY12/13 RTA Operating [1 5]		**$57,000,000**	**$39,170,000**	**$0**	**$2,130,000**	**$0**	**$3,300,000**	**$2,000,000**	**$0**	**$500,000**	**$0**	**$0**	**$0**		**$0**	**$9,900,000**
DPSS/Care-A-Van Transit -HOPE Bus		-														
DPSS/Care-A-Van Transit -Mobility Mgr		-														
Care Connexxus, Inc-Special Shuttle		-														
Blindness Support Svcs-Travel Training		-														
Jefferson Transitional Prog-Shuttle		-														
Wildomar Senior Community		-														
Riv Cty Regional Med Ctr-Med Transport		-														
Subtotal: Soc Svcs Operating [2]		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Subtotal: FY12/13Operating		**$57,000,000**	**$39,170,000**	**$0**	**$2,130,000**	**$0**	**$3,300,000**	**$2,000,000**	**$0**	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,900,000**
COP Debt Service		-														
Capital Maintenance Spares	FY13-1	1,802,105	168,407	192,014		1,441,684										
Capitalized Tire Lease	FY13-2	282,197	56,439			225,758										
Replacement Revenue Vehicles	FY13-3	19,776,250		3,955,250		15,821,000										
Expansion Revenue Vehicles		-														
Replacement Support Vehicles	FY13-4	382,500	76,500			306,000										
Bus Stop Amenities	FY13-5	100,000	20,000			80,000										
Maintenance Equipment	FY13-6	100,000	20,000			80,000										
Facility Maintenance	FY13-7	161,408	32,282			129,126										
Information Systems	FY13-8	200,000	40,000			160,000										
Temecula Transit Center		-														
Advanced Traveler Information System		-														
Corona/Riverside Transit Center		-														
		-														
Subtotal: FY12/13 Capital		**$22,804,460**	**$413,628**	**$4,147,264**	**$0**	**$18,243,568**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total: Operating & Capital FY12/13		**$79,804,460**	**$39,583,628**	**$4,147,264**	**$2,130,000**	**$18,243,568**	**$3,300,000**	**$2,000,000**	**$0**	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,900,000**

[1] Operating Expense budget does not include any GASB pre-funding, ARC only.
[2] Social Services Pass-Thru funds are exempt from Farebox and PIP calculations.
[3] $4,147,264 is RCTC STA reserves.

[5] Operating Expense represents all expenses including Preventive Maintenance and Capital Cost of Contracting.

SANTA MONICA BUS LINES

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Los Angeles County Metropolitan Transportation Agency

Santa Monica Big Blue Bus
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Passenger Revenue	$11,741,351	$11,858,765	$11,977,352	$12,097,126	$47,674,594	
STAF	$0	$0	$0	$0	$0	
TDA	$13,406,050	$13,540,111	$13,675,512	$13,812,267	$54,433,940	
Prop A LR	$323,077				$323,077	
Prop A	$9,880,894	$9,979,703	$10,079,500	$10,180,295	$40,120,392	
Prop C - BSIP	$698,434	$719,387	$740,968	$763,197	$2,921,986	
Measure R	$5,940,000	$5,999,400	$6,059,394	$6,119,988	$24,118,782	
Prop C Transit Security	$995,108	$1,024,961	$1,055,710	$1,087,381	$4,163,160	
Prop C Foothill Mitigation	$362,373	$373,244	$384,441	$395,974	$1,516,032	
Auxiliary Revenue	$2,768,011	$2,850,587	$2,935,638	$3,023,244	$11,577,480	
Capital - Prop 1B	$1,510,926	$1,510,926	$1,510,926	$1,510,926	$6,043,704	
Capital - FTA 5307	$8,304,125	$8,387,166	$8,471,038	$8,555,748	$33,718,078	
Revenue Total	$55,930,349	$56,244,250	$56,890,479	$57,546,146	$226,611,225	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating	$46,115,298	$46,346,158	$46,908,515	$47,479,472	$186,849,443	
Capital	$9,815,051	$9,898,092	$9,981,964	$10,066,674	$39,761,781	
Expenditures Total	$55,930,349	$56,244,250	$56,890,479	$57,546,146	$226,611,224	

Source: Los Angeles County Metropolitan Transportation Authority

SIMI VALLEY TRANSIT

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] Ventura County Transportation Commission

Simi Valley Transit
FY 2010/11 - 2013/14

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Fare Revenue	$614,000	$644,000	$676,000	$709,000	$2,643,000	
Shelter Adv	$33,000	$33,000	$33,000	$33,000	$132,000	
Misc	$5,000	$5,000	$5,000	$5,000	$20,000	
FTA 5307	$2,450,000	$2,450,000	$2,450,000	$2,450,000	$9,800,000	
CMAQ	$113,000	$0	$0	$0	$113,000	
Revenue Total	$3,215,000	$3,132,000	$3,164,000	$3,197,000	$12,708,000	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 10/11	FY 11/12	FY 12/13	FY 13/14		
Operating	$3,092,000	$3,122,000	$3,154,000	$3,187,000	$12,555,000	
Capital	$123,000	$10,000	$10,000	$10,000	$153,000	
Expenditures Total	$3,215,000	$3,132,000	$3,164,000	$3,197,000	$12,708,000	

Source: Ventura County Transportation Commission

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2011[1]

[1] FY 2010- 2011 Proposed Budget

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

September 2010

TABLE 2.1

FY 2010-11 BUDGET SOURCES AND USES BY MEMBER AGENCY
($000s)

Operating Budget	Total FY 2009-10	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds For Operating	**$81,785.4**	**47.2%**	**$38,796.4**	**$20,223.2**	**$7,092.2**	**$9,565.8**	**$6,107.8**	**$0.0**
Operations	65,162.6	37.6%	30,138.0	16,332.8	6,406.8	7,180.2	5,104.8	-
Maintenance-of-Way	16,622.9	9.6%	8,658.4	3,890.4	685.4	2,385.7	1,003.0	-
Other Operating Revenues	**$91,544.9**	**52.8%**	**$50,219.0**	**$19,884.7**	**$5,572.4**	**$12,353.5**	**$3,515.3**	**$0.0**
Farebox Revenue	76,001.0	43.8%	40,756.8	16,484.0	5,430.1	10,983.3	2,346.8	-
Non-Fare Operating Revenue	4,445.0	2.6%	2,392.1	1,222.0	142.3	254.3	434.3	-
MOW Revenues	11,099.0	6.4%	7,070.1	2,178.7	0.0	1,116.0	734.2	-
Total Funding Sources For Operating	**$173,330.4**	**100.0%**	**$89,015.4**	**$40,108.0**	**$12,664.6**	**$21,919.4**	**$9,623.0**	**$0.0**

Total Operating Expenditures	**$173,330.4**	**100.0%**	**$89,015.4**	**$40,108.0**	**$12,664.6**	**$21,919.4**	**$9,623.0**	**-**
Operating Expenditures (Excludes MOW)	145,608.6	84.0%	73,286.8	34,038.9	11,979.2	18,417.7	7,885.8	-
Maintenance-of-Way	27,721.8	16.0%	15,728.5	6,069.1	685.4	3,501.7	1,737.2	-

Capital Budget	Total FY 2009-10	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds For Capital	**$256,582.9**	**62.1%**	**$65,781.4**	**$168,991.4**	**$7,350.1**	**$11,757.6**	**$2,702.4**	**$0.0**
New Capital	195,688.2	47.4%	46,974.0	141,777.0	4,945.2	1,940.0	52.0	-
Rehabilitation/Renovation	60,894.8	14.7%	18,807.4	27,214.5	2,405.0	9,817.5	2,650.4	-
Other Capital Revenues	**$156,457.0**	**37.9%**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$156,457.0**
Interest on Lease Proceeds	1,603.9	0.4%	-	-	-	-	-	1,603.9
Other Non-Member (includes insurance recoveries)	13,245.4	3.2%	-	-	-	-	-	13,245.4
State Funds	126,774.1	30.7%	-	-	-	-	-	126,774.1
Federal funds	14,066.9	3.4%						14,066.9
Amtrak Funds	0.0	0.0%	-	-	-	-	-	-
UPRR Funds	766.7	0.2%	-	-	-	-	-	766.7
Total Funding Sources For Capital	**$413,039.9**	**100.0%**	**$65,781.4**	**$168,991.4**	**$7,350.1**	**$11,757.6**	**$2,702.4**	**$156,457.0**

Total Capital Expenditures	**$413,039.9**	**100.0%**	**$65,781.4**	**$168,991.4**	**$7,350.1**	**$11,757.6**	**$2,702.4**	**$156,457.0**
New Capital	340,904.9	82.5%	46,974.0	141,777.0	4,945.2	1,940.0	52.0	145,216.8
Rehabilitation/Renovation	72,135.0	17.5%	18,807.4	27,214.5	2,405.0	9,817.5	2,650.4	11,240.2

Total Proposed Expenditures	**$586,370.3**		**$154,796.8**	**$209,099.4**	**$20,014.7**	**$33,677.0**	**$12,325.4**	**$156,457.0**

TABLE 2.3

COMPARISON OF REVENUES
($000s)

	FY 2007-08 Actual	FY 2008-09 Actual	FY 2009-10 Budget	FY 2010-11 Budget	Change from FY 10 Budget
Operating Revenues					
Farebox	$69,891.7	$73,057.0	$71,799.1	$76,001.0	5.9%
Dispatching Agreements	3,050.2	3,111.0	2,992.3	2,992.3	0.0%
Other Operating (1)	3,806.0	5,458.5	4,057.3	1,452.7	(64.2%)
Maintenance-of-Way	11,204.7	11,170.0	10,830.8	11,099.0	2.5%
Local Funds for Operating	53,626.5	69,421.8	77,824.5	81,785.4	5.1%
Subtotal Operating Revenues	**$141,579.0**	**$162,218.3**	**$167,503.9**	**$173,330.4**	**3.5%**
Percent of Total Revenues	**63.2%**	**55.7%**	**27.8%**	**29.6%**	
Capital Revenues					
State	$14,418.9	$19,650.9	$49,100.9	$126,774.1	158.2%
Federal	31,333.8	52,165.5	76,545.6	14,066.9	(81.6%)
Interest on Lease Proceeds	1,153.3	40.0	2,307.3	1,603.9	(30.5%)
Union Pacific Railroad/BNSF	18.3	218.7	1,168.2	766.7	(34.4%)
Amtrak	0.0	0.0	0.0	0.0	0.0%
Other Non-Member (includes insurance recoveries)	46.2	0.0	13,117.9	13,245.4	1.0%
Local Funds for Capital	35,463.7	56,841.8	291,985.3	256,582.9	(12.1%)
Subtotal Capital Revenues	**$82,434.2**	**$128,917.0**	**$434,225.2**	**$413,039.9**	**(4.9%)**
Percent of Total Revenues	**36.8%**	**44.3%**	**72.2%**	**70.4%**	
Total Revenues	**$224,013.2**	**$291,135.3**	**$601,729.1**	**$586,370.3**	**(2.6%)**
Local Revenues as a Percent of Total	**39.8%**	**43.4%**	**61.5%**	**57.7%**	

TABLE 2.4

TOTAL OF ALL DEPARTMENTS
EXPENDITURES BY EXPENSE TYPE
($000s)

Expense Type	FY07-08 Actual	FY08-09 Actual	FY09-10 Budget	FY10-11 Budget	Change from FY 09 Budget
Operating Budget					
Labor	$12,669.6	$13,776.3	$15,277.7	$15,204.9	(0.5%)
Purchased Transportation	45,472.9	49,445.7	61,340.9	63,542.2	3.6%
Services	22,547.7	26,400.2	24,706.5	23,269.7	(5.8%)
Utilities/Leases	4,239.3	5,266.6	4,923.8	4,775.7	(3.0%)
Maintenance-of-Way	17,082.2	17,969.7	20,022.2	22,297.8	11.4%
Insurance & Liability	9,472.5	14,359.4	17,295.9	18,585.0	7.5%
Other Expenses	21,759.4	23,674.4	14,804.2	17,195.0	16.1%
Subtotal Direct Operating Expenses	133,243.6	150,892.3	158,371.2	164,870.4	4.1%
Indirect Transfer to Operating	8,335.5	11,326.0	9,132.7	8,460.0	(7.4%)
Subtotal Operating Budget	**$141,579.0**	**$162,218.3**	**$167,503.9**	**$173,330.4**	**3.5%**
Capital Budget					
Labor	$2,176.5	$2,710.2	$4,097.2	$5,314.3	29.7%
Services	1,109.9	943.9	1,720.7	1,354.0	(21.3%)
Utilities/Leases	147.6	147.6	-	-	-
Capital	77,452.2	123,053.0	424,077.0	401,696.2	(5.3%)
Other Expenses	136.9	275.1	2,158.0	2,162.0	0.2%
Subtotal Direct Capital Expenses	81,023.1	127,129.8	432,052.9	410,526.5	(5.0%)
Indirect Transfer to Capital	1,411.1	1,787.2	2,172.3	2,513.4	15.7%
Subtotal Capital Budget	**$82,434.2**	**$128,917.0**	**$434,225.2**	**$413,039.9**	**(4.9%)**
Indirect Agency Support					
Labor	$5,220.5	$7,964.6	$6,497.6	$6,180.5	(4.9%)
Services	2,235.2	2,567.8	2,009.5	2,037.2	1.4%
Utilities/Leases	1,355.3	1,359.8	1,674.6	1,702.9	1.7%
Maintenance-of-Way	-	-	-	-	-
Insurance & Liability	-	135.5	-	-	-
Other Expenses	1,334.9	1,461.9	1,678.2	1,684.3	0.4%
Subtotal Indirect Agency Support	10,145.94	13,489.5	11,859.9	11,604.9	(2.1%)
Indirect Transfer to Operating	(8,335.5)	(11,326.0)	(9,132.7)	(8,460.0)	(7.4%)
Indirect Transfer to Capital	(1,411.1)	(1,787.2)	(2,172.3)	(2,513.4)	15.7%
Indirect Transfer to Recollectable	(399.3)	(376.3)	(555.0)	(631.5)	13.8%
Total Expenses	**$224,013.3**	**$291,135.3**	**$601,729.1**	**$586,370.3**	**(2.5%)**

SUNLINE TRANSIT AGENCY

Financial Data FY 2010-11[1]

[1] SunLine Fiscal Year 2010-11 Budget

SunLine Transit Agency
FY 2010/11
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funding Request for FY 2010/11

4th DRAFT 5.27.10

Project Description	Capital Project Number	Total FY2010/11 Amount of Funds	Total Carryover Amount	LTF	* LTF Carryover FUNDS	STA	** STA Carryover FUNDS	*** Prop 1B Transit Security	Prop 1B PTMISEA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	**** Section 5307 Carryover Indio/Cathedral City Palm Springs	Section 5309	Section 5311	Section 5316	Section 5317	Other Revenue	Farebox
Operating Assistance		$17,723,938	$1,725,441	$8,939,807	$800,637					$3,773,000	$924,804	$924,804		$265,083	$134,772	$23,134	$380,000	$3,283,338
Preventive Maintenance		$375,000	$1,500,000	$375,000								$1,500,000						
Subtotal : Operating		$18,098,938	$3,225,441	$9,314,807	$800,637			$0	$0	$3,773,000	$924,804	$2,424,804	$0	$265,083	$134,772	$23,134	$380,000	$3,283,338
Bus Rehabilitation	SL-11-01	$240,000					$60,000				$240,000							
7 Expansion Paratransit Buses [FY 08/09 PTMISEA]	SL-11-02	$747,509							$747,509									
Transit Enhancement	SL-11-03	$240,000	$60,000				$60,000				$240,000							
Transit Security Project [FY 08/09 & 09/10]	SL-11-04	$809,824						$809,824										
Facility Improvement	SL-11-05	$360,000	$90,000		$37,500		$52,500				$360,000							
Administrative Building [FY08/09 & FY 09/10]	SL-11-06	$3,823,552	$1,041,031						$3,823,552		$0	$1,041,031						
Commuter/Paratransit Buses [FY 09/10]	SL-11-07	$750,000	$187,500				$187,500						$750,000					
Office Furniture	SL-11-08	$240,000	$60,000		$60,000						$240,000							
Maintenance Tools & Equipment	SL-11-09	$160,000	$40,000		$40,000						$160,000							
Subtotal: Capital		$7,370,885	$1,478,531	$0	$137,500	$0	$360,000	$809,824	$4,571,061	$0	$1,240,000	$1,041,031	$750,000	$0				$0
Total: Operating & Capital		$25,469,823	$4,703,972	$9,314,807	$938,137	$0	$360,000	$809,824	$4,571,061	$3,773,000	$2,164,804	$3,465,835	$750,000	$265,083	$134,772	$23,134	$380,000	$3,283,338

* SunLine is using carryover LTF funds in the amount of $800,637 deferred for Bus Replacement funds as part of FY 10/11 operating assistance
** SunLine is using carryover STA funds previously deferred in the amount of $360,000 as local match to implement transit capital projects.
*** Transit Security Enhancement projects will be funded with FY 08/09 and FY 09/10 Prop 1B [Transit Security] funds
**** Using carryover FY 09/10 Section 5307 funds for operating & capital assistance for FY 2010/11
***** Also using FY 08/09 carryover funds for preventive maintenance for FY 10/11.
Administrative Building will be funded with FY 08/09 and FY 09/10 Prop 1B [PTMISEA] funds, as well as FY 08/09 carryover federal funds
The other revenue column includes revenue to be generated from the Bus Shelter Advertising and Fuel Rebate Programs.

VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2010-2011 to FY 2013-2014[1]

[1] FY 2010-FY 2014 Short Range Transit Plan

VICTOR VALLEY TRANSIT AUTHORITY

SYSTEM REVENUE & EXPENDITURES

	OPERATING EXPENSES								CAPITAL EXPENSES								
	Operating Capital	Section 5311	LTF	Meas. I	AB 2766	Fares	Other	TOTAL	Sec. 5307	CMAQ	LTF	STAF	5316	5317	5309	Other	TOTAL
FY 2010-11																	
Regional Fixed Route	$ 789,729	$ 116,433	$ 3,202,464		$ 104,800	$ 1,140,000	$ -	$ 5,353,425	$ 677,953	$ -	$ 121,000	$ 184,217					$ 983,170
ADA Paratransit	$ 31,250		$ 1,496,376	$ 565,000		$ 335,000		$ 2,427,626	$ 25,000	$ 307,057	$ -	$ 111,640				$879,553	$ 1,323,250
County Fixed/Dev.	$ 12,500	$ 116,433	$ 691,403	$ 32,500		$ 130,000	$ 100,000	$ 1,082,836	$ 10,000		$ -	$ 2,500					$ 12,500
VVTA Facilities			$ 198,500					$ 198,500	$ -		$ -	$ -					$ -
VVTA Admin.			$ 879,919				$ 33,250	$ 913,169	$ 1,795,547		$ -	$ 505,787	$ 155,800	$ 71,800			$ 2,528,934
FY 2010-11 TOTAL:	$ 833,479	$ 232,865	$ 6,468,662	$ 597,500	$ 104,800	$ 1,605,000	$ 133,250	$ 9,975,556	$ 2,508,500	$ 307,057	$ 121,000	$ 804,144	$ 155,800	$ 71,800	$ -	$879,553	$ 4,847,854
FY 2011-12																	
Regional Fixed Route	$ 733,979	$ 130,963	$ 3,718,081		$ 69,800	$ 987,564		$ 5,640,386	$ 427,043		$ 291,111						$ 718,154
ADA Paratransit	$ 81,000		$ 1,264,631	$ 782,853		$ 357,204		$ 2,485,688	$ 459,050		$ 96,950						$ 556,000
County Fixed/Dev.		$ 130,963	$ 688,832	$ 33,000		$ 141,831		$ 994,626									$ -
VVTA Facilities			$ 135,200					$ 135,200									$ -
VVTA Admin.			$841,082				$39,015	$880,097	$ 1,846,907		$ 481,902		$ 175,000	$ 80,700			$ 2,584,509
FY 2011-12 TOTAL:	$ 814,979	$ 261,925	$ 6,647,827	$ 815,853	$ 69,800	$ 1,486,599	$ 39,015	$ 10,135,997	$ 2,733,000	$ -	$ 869,963	$ -	$ 175,000	$ 80,700	$ -		$ 3,858,663
FY 2012-13																	
Regional Fixed Route	$ 917,941	$ 136,209	$ 3,734,737		$ 69,800	$ 1,007,315		$ 5,866,002	$ 568,533		$ 262,693						$ 831,226
ADA Paratransit	$ 81,000		$ 1,356,915	$ 782,853		$ 364,348		$ 2,585,115	$ 479,800		$ 101,200						$ 581,000
County Fixed/Dev.		$ 136,209	$ 719,535	$ 34,000		$ 144,668		$ 1,034,411									$ -
VVTA Facilities			$ 140,608					$ 140,608									$ -
VVTA Admin.			$834,930				$39,795	$874,726	$ 1,820,667		$ 546,167		$ 182,000	$ 83,900			$ 2,632,734
FY 2012-13 TOTAL:	$ 998,941	$ 272,417	$ 6,786,724	$ 816,853	$ 69,800	$ 1,516,331	$ 39,795	$ 10,500,861	$ 2,869,000	$ -	$ 910,060	$ -	$ 182,000	$ 83,900	$ -		$ 4,044,960
FY 2013-14																	
Regional Fixed Route	$ 1,598,041	$ 141,657	$ 3,263,682		$ 69,800	$ 1,027,462		$ 6,100,642	$ 1,106,173		$ 400,875						$ 1,507,048
ADA Paratransit	$ 81,000		$ 1,453,032	$ 782,853		$ 371,635		$ 2,688,520	$ 64,800		$ 16,200						$ 81,000
County Fixed/Dev.		$ 141,657	$ 751,569	$ 35,000		$ 147,561		$ 1,075,787									$ -
VVTA Facilities			$ 146,232					$ 146,232									$ -
VVTA Admin.			$827,736				$40,591	$868,327	$ 1,796,027		$ 543,507		$ 189,000	$ 87,300			$ 2,615,834
FY 2013-14 TOTAL:	$ 1,679,041	$ 283,314	$ 6,442,252	$ 817,853	$ 69,800	$ 1,546,658	$ 40,591	$ 10,879,509	$ 2,967,000	$ -	$ 960,582	$ -	$ 189,000	$ 87,300	$ -		$ 4,203,882

Attachment D

Regional Funding and Expenditure Tables

Southern California Association of Governments

2010/11-2013/14 Federal Transportation Improvement Program

	REVENUE SOURCES	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
LOCAL	*Sales Tax*	$1,470,165	$1,280,484	$1,276,948	$1,321,310	$5,348,907
	-- City	$0	$0	$0	$0	$0
	-- County	$1,211,874	$1,013,530	$998,284	$1,024,060	$4,247,748
	-- Other (Transportation Development Act)	$258,291	$266,954	$278,664	$297,250	$1,101,159
	Gas Tax	$0	$0	$0	$0	$0
	-- Gas Tax (Subventions to Cities)	$0	$0	$0	$0	$0
	-- Gas Tax (Subventions to Counties)	$0	$0	$0	$0	$0
	Other Local Funds	$2,339,000	$2,587,966	$3,411,493	$1,582,286	$9,920,745
	-- City General Funds	$625,831	$450,594	$648,065	$505,704	$2,230,194
	-- Street Taxes and Developer Fees	$88,936	$289,949	$328,018	$55,941	$762,844
	-- Other (registration fees (AB434) and Prop 42)	$1,624,233	$1,847,423	$2,435,410	$1,020,641	$6,927,707
	Transit	$0	$0	$0	$0	$0
	-- Transit Fares	$0	$0	$0	$0	$0
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	$0	$0	$0	$0	$0
	Tolls (e.g., non-state owned bridges)	$0	$0	$0	$0	$0
	Other (e.g., RTIP)	$0	$0	$0	$0	$0
	Local Total	$3,809,165	$3,868,450	$4,688,441	$2,903,596	$15,269,652
REGIONAL	*Tolls*	$0	$0	$0	$0	$0
	-- Bridge	$0	$0	$0	$0	$0
	-- Corridor	$0	$0	$0	$0	$0
	Regional Transit Fares/Measures	$0	$0	$0	$0	$0
	Regional Sales Tax	$0	$0	$0	$0	$0
	Regional Bond Revenue	$0	$0	$0	$0	$0
	Regional Gas Tax	$0	$0	$0	$0	$0
	Vehicle Registration Fees (CARB Fees, SAFE)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0
STATE	*State Highway Operations and Protection Program (SHOPP)*	$1,392,515	$325,128	$384,000	$426,477	$2,528,120
	SHOPP (Including Augmentation and State Minor Program)	$1,353,804	$325,128	$384,000	$426,477	$2,489,409
	SHOPP Prior	$38,711	$0	$0	$0	$38,711
	State Transportation Improvement Program (STIP)	$710,892	$375,325	$573,443	$14,021	$1,673,681
	STIP (Including Augmentation)	$357,206	$372,067	$573,443	$14,021	$1,316,737
	STIP Prior	$353,686	$3,258	$0	$0	$356,944
	Proposition 1 B					$0
	Corridor Mobility Improvement Account	$767,360	$63,560	$0	$0	$830,920
	Local Bridge Seismic Retrofit Account	$3,802	$4,526	$4,647	$9,161	$22,136
	Ports Infrastructure, Security & Air Quality	$0	$0	$0	$0	$0
	State Route 99 Corridor	$0	$0	$0	$0	$0
	Trade Corridor Improvement	$170,635	$101,434	$678,441	$135,082	$1,085,592
	GARVEE Bonds	$37,071	$36,571	$35,272	$35,272	$144,186
	Traffic Congestion Relief Program	$71,446	$29,260	$20,065	$12,000	$132,771
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$5,193	$3,134	$1,529	$1,978	$11,834
	Other (includes State Local Partnership, STA-1B, PTMISEA, TLSP,State Retrofit Soundwall, Highway Maintenance, Caltrans Minor Program, AB 2766, UNIV (OES), ER-State)	$133,703	$56,569	$109,784	$272,183	$572,239
	State Total	$2,350,820	$825,987	$1,124,093	$761,931	$5,062,831
FEDERAL TRANSIT	*Bus and Bus Related Grants (5309c)*	$25,329	$579	$610	$3,161	$29,679
	Clean Fuel Formula Program (5308)	$0	$0	$0	$0	$0
	Elderly & Persons with Disabilities Formula Program (5310)	$2,682	$0	$0	$0	$2,682
	Fixed Guideway Modernization (5309a)	$53,255	$55,137	$54,286	$51,642	$214,320
	Intercity Bus (5311f)	$0	$0	$0	$0	$0
	Job Access and Reverse Commute Program (5316)	$11,824	$11,062	$11,166	$11,266	$45,318
	Metropolitan Planning (5303)	$0	$0	$0	$0	$0
	New and Small Starts (Capital Investment Grants) (5309b)	$45,017	$0	$111,148	$205,000	$361,165
	New Freedom (SAFETEA-LU)	$5,210	$4,825	$4,875	$4,928	$19,838
	Nonurbanized Area Formula Program (5311)	$1,791	$1,897	$1,331	$1,393	$6,412
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$384,908	$339,242	$337,755	$345,324	$1,407,229
	Other	$0	$0	$0	$0	$0
	Federal Transit Total	$530,016	$412,742	$521,171	$622,714	$2,086,643

Southern California Association of Governments

2010/11-2013/14 Federal Transportation Improvement Program

	REVENUE SOURCES	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*					$0
	Congestion Mitigation and Air Quality (see note below)	$256,349	$249,679	$250,101	$254,604	$1,010,733
	Surface Transportation Program (Regional)	$192,180	$195,644	$199,166	$202,755	$789,745
	Surface Transportation Program Enhancement	$851	$725	$0	$871	$2,447
	Highway Bridge Replacement and Rehabilitation Program	$104,998	$84,538	$74,083	$93,777	$357,396
	Highway Safety Improvement Program (SAFETEA-LU)	$16,386	$16,541	$22,379	$0	$55,306
	Railway (Section 130)	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)	$0	$0	$0	$0	$0
	Safe Routes to School (SAFETEA-LU)	$5,618	$13,268	$6,505	$0	$25,391
	Transportation Improvements (TI)	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0
	Other (Includes ARRA-RSTP, Interstate Maintenance, Surface Transportation Program)	$4,475	$0	$0	$0	$4,475
	Subtotal	$580,857	$560,395	$552,234	$552,007	$2,245,493
	Federal Highway Discretionary Programs					$0
	Bridge Discretionary Program	$0	$0	$0	$0	$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0
	Ferry Boat Discretionary	$0	$0	$0	$0	$0
	High Priority Projects (HPP)	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)	$0	$1,457	$756	$0	$2,213
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0
	National Scenic Byways Program	$0	$0	$0	$0	$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) and other DEMO funds	$194,047	$68,526	$21,092	$24,487	$308,152
	Public Lands Highway Discretionary	$13,991	$0	$0	$0	$13,991
	Recreational Trails	$1,248	$0	$0	$0	$1,248
	Transportation and Community and System Preservation Program	$6,091	$496	$0	$0	$6,587
	Other (includes Sec 112, Sec 125, Sec 129, 2006 Earmarks, 5207, 5394, HUD, EDA Grant, BIA, Surface Transportation - HR 4818, FEMA, Interstate Maintenance - HR 4818)	$23,775	$11,260	$6,000	$400	$41,435
	Subtotal	$239,152	$81,739	$27,848	$24,887	$373,626
	Federal Highway Total	$820,009	$642,134	$580,082	$576,894	$2,619,119
	FEDERAL TOTAL	$1,3[illegible]	$1,[illegible]	$1,[illegible]	$1,[illegible]	$[illegible]
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0
	State Infrastructure Bank	$0	$0	$0	$0	$0
	Section 129 Loans	$0	$0	$0	$0	$0
	Rail Rehab & Improvement Financing	$0	$0	$0	$0	$0
	Private Activity Bonds	$0	$0	$0	$0	$0
	Private Concession Fees	$0	$0	$0	$0	$0
	Private Donations	$0	$0	$0	$0	$0
	Program Income (from a federal project)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Innovative Financing Total	$0	$0	$0	$0	$0
REVENUE TOTAL		$8,451,807	$5,918,833	$7,596,875	$5,009,378	$26,976,893

CMAQ - Revenues in FY 10-11 and FY 11-12 are higher due to LACRD CMAQ funds and additional SACOG CMAQ funds.

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments

2010/11-2013/14 Federal Transportation Improvement Program

	PROGRAMMED	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
LOCAL	*Sales Tax*	$1,266,374	$1,086,613	$1,061,696	$1,146,390	$4,561,073
	– City					
	– County	$1,111,083	$930,659	$904,032	$981,140	$3,926,914
	– Transportation Development Act	$155,291	$155,954	$157,664	$165,250	$634,159
	Gas Tax	$0	$0	$0	$0	$0
	– Gas Tax (Subventions to Cities)					
	– Gas Tax (Subventions to Counties)					
	Other Local Funds	$2,167,771	$2,459,567	$3,230,243	$1,414,149	$9,271,730
	– City General Funds					
	– Street Taxes and Developer Fees					
	– Other Local Funds	$2,167,771	$2,459,567	$3,230,243	$1,414,149	$9,271,730
	Transit	$0	$0	$0	$0	$0
	– Transit Fares					
	– Other Transit (e.g., parcel/property taxes, parking revenue, etc)					
	Tolls (e.g., non-state owned bridges)					
	Other (e.g., RTIP)					
	Local Total	$3,434,145	$3,546,180	$4,291,939	$2,560,539	$13,832,803
REGIONAL	*Tolls*					
	– Bridge					
	– Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other					
	Regional Total	$0	$0	$0	$0	$0
STATE	*State Highway Operations and Protection Program (SHOPP)*	$1,392,515	$325,128	$384,000	$426,477	$2,528,120
	SHOPP (Including Augmentation and State Minor Program)	$1,353,804	$325,128	$384,000	$426,477	$2,489,409
	SHOPP Prior	$38,711	$0	$0	$0	$38,711
	State Transportation Improvement Program (STIP)	$710,892	$375,325	$573,443	$14,021	$1,673,681
	STIP (Including Augmentation)	$357,206	$372,067	$573,443	$14,021	$1,316,737
	STIP Prior	$353,686	$3,258	$0	$0	$356,944
	Proposition 1 B					$0
	Corridor Mobility Improvement Account	$767,360	$63,560	$0	$0	$830,920
	Local Bridge Seismic Retrofit Account	$3,802	$4,526	$4,647	$9,161	$22,136
	Ports Infrastructure, Security & Air Quality	$0	$0	$0	$0	$0
	State Route 99 Corridor	$0	$0	$0	$0	$0
	Trade Corridor Improvement	$170,635	$101,434	$678,441	$135,082	$1,085,592
	GARVEE Bonds	$37,071	$36,571	$35,272	$35,272	$144,186
	Traffic Congestion Relief Program	$71,446	$29,260	$20,065	$12,000	$132,771
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$2,908	$1,760	$106	$158	$4,932
	Other (includes State Local Partnership, STA-1B, PTMISEA, TLSP, State Retrofit Soundwall, Highway Maintenance, Caltrans Minor Program, AB 2766, UNIV (OES), ER-State)	$133,703	$56,569	$109,784	$272,183	$572,239
	State Total	$2,348,535	$824,613	$1,122,670	$760,111	$5,055,929
FEDERAL TRANSIT	*Bus and Bus Related Grants (5309c)*	$25,329	$579	$610	$3,161	$29,679
	Clean Fuel Formula Program (5308)	$0	$0	$0	$0	$0
	Elderly & Persons with Disabilities Formula Program (5310)	$2,682	$0	$0	$0	$2,682
	Fixed Guideway Modernization (5309a)	$53,255	$55,137	$54,286	$51,642	$214,320
	Intercity Bus (5311f)	$0	$0	$0	$0	$0
	Job Access and Reverse Commute Program (5316)	$11,824	$11,062	$11,166	$11,266	$45,318
	Metropolitan Planning (5303)	$0	$0	$0	$0	$0
	New and Small Starts (Capital Investment Grants) (5309b)	$45,017	$0	$111,148	$205,000	$361,165
	New Freedom (SAFETEA-LU)	$5,210	$4,825	$4,875	$4,928	$19,838
	Nonurbanized Area Formula Program (5311)	$1,791	$1,897	$1,331	$1,393	$6,412
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$370,637	$255,230	$263,666	$237,402	$1,126,935
	Other	$0	$0	$0	$0	$0
	Federal Transit Total	$515,745	$328,730	$447,082	$514,792	$1,806,349

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2010/11-2013/14 Federal Transportation Improvement Program

	PROGRAMMED	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*					$0
	Congestion Mitigation and Air Quality (see note below)	$212,258	$152,215	$178,088	$147,707	$690,268
	Surface Transportation Program (Regional)	$177,018	$176,768	$149,330	$144,589	$647,705
	Surface Transportation Program Enhancement	$851	$725	$0	$871	$2,447
	Highway Bridge Replacement and Rehabilitation Program	$104,998	$84,538	$74,083	$93,777	$357,396
	Highway Safety Improvement Program (SAFETEA-LU)	$16,386	$16,541	$22,379	$0	$55,306
	Railway (Section 130)	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)	$0	$0	$0	$0	$0
	Safe Routes to School (SAFETEA-LU)	$5,618	$13,268	$6,505	$0	$25,391
	Transportation Improvements (TI)	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0
	Other (Includes ARRA-RSTP, Interstate Maintenance, Surface Transportation Program)	$4,475	$0	$0	$0	$4,475
	Subtotal	$521,604	$444,055	$430,385	$386,944	$1,782,988
	Federal Highway Discretionary Programs					$0
	Bridge Discretionary Program	$0	$0	$0	$0	$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0
	Ferry Boat Discretionary	$0	$0	$0	$0	$0
	High Priority Projects (HPP)	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)	$0	$1,457	$756	$0	$2,213
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0
	National Scenic Byways Program	$0	$0	$0	$0	$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) and other DEMO funds	$194,047	$68,526	$21,092	$24,487	$308,152
	Public Lands Highway Discretionary	$13,991	$0	$0	$0	$13,991
	Recreational Trails	$1,248	$0	$0	$0	$1,248
	Transportation and Community and System Preservation Program	$6,091	$496	$0	$0	$6,587
	Other (includes Sec 112, Sec 125, Sec 129, 2006 Earmarks, 5207, 5394, HUD, EDA Grant, BIA, Surface Transportation - HR 4818, FEMA, Interstate Maintenance - HR 4818)	$23,775	$11,260	$6,000	$400	$41,435
	Subtotal	$239,152	$81,739	$27,848	$24,887	$373,626
	Federal Highway Total	$760,756	$525,794	$458,233	$411,831	$2,156,614
	FEDERAL TOTAL	$1,276,501	$854,824	$903,516	$826,623	$3,862,463
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0
	State Infrastructure Bank	$0	$0	$0	$0	$0
	Section 129 Loans	$0	$0	$0	$0	$0
	Rail Rehab & Improvement Financing	$0	$0	$0	$0	$0
	Private Activity Bonds	$0	$0	$0	$0	$0
	Private Concession Fees	$0	$0	$0	$0	$0
	Private Donations	$0	$0	$0	$0	$0
	Program Income (from a federal project)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Innovative Financing Total	$0	$0	$0	$0	$0
PROGRAMMED TOTAL		$8,000,978	$6,394,837	$7,003,012	$4,391,516	$24,790,343

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments

2010/11-2013/14 Federal Transportation Improvement Program

	REVENUE Vs. PROGRAMMED	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
LOCAL	*Sales Tax*	$203,791	$193,871	$215,252	$174,920	$787,834
	-- City					
	-- County	$100,791	$82,871	$94,252	$42,920	$320,834
	-- Transportation Development Act	$103,000	$111,000	$121,000	$132,000	$467,000
	Gas Tax	$0	$0	$0	$0	$0
	-- Gas Tax (Subventions to Cities)					
	-- Gas Tax (Subventions to Counties)					
	Other Local Funds	$171,229	$128,399	$181,250	$168,137	$649,015
	-- City General Funds					
	-- Street Taxes and Developer Fees					
	-- Other Local Funds	$171,229	$128,399	$181,250	$168,137	$649,015
	Transit	$0	$0	$0	$0	$0
	-- Transit Fares					
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)					
	Tolls (e.g., non-state owned bridges)					
	Other (e.g., RTIP)					
	Local Total	$375,020	$322,270	$396,502	$343,057	$1,436,849
REGIONAL	*Tolls*					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other					
	Regional Total	$0	$0	$0	$0	$0
STATE	*State Highway Operations and Protection Program (SHOPP)*	$0	$0	$0	$0	$0
	SHOPP (Including Augmentation and State Minor Program)	$0	$0	$0	$0	$0
	SHOPP Prior	$0	$0	$0	$0	$0
	State Transportation Improvement Program (STIP)	$0	$0	$0	$0	$0
	STIP (Including Augmentation)	$0	$0	$0	$0	$0
	STIP Prior	$0	$0	$0	$0	$0
	Proposition 1 B					
	Corridor Mobility Improvement Account	$0	$0	$0	$0	$0
	Local Bridge Seismic Retrofit Account	$0	$0	$0	$0	$0
	Ports Infrastructure, Security & Air Quality	$0	$0	$0	$0	$0
	State Route 99 Corridor	$0	$0	$0	$0	$0
	Trade Corridor Improvement	$0	$0	$0	$0	$0
	GARVEE Bonds	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program	$0	$0	$0	$0	$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	$2,285	$1,374	$1,423	$1,820	$6,902
	Other (includes State Local Partnership, STA-1B, PTMISEA, TLSP,State Retrofit Soundwall, Highway Maintenance, Caltrans Minor Program, AB 2766, UNIV (OES), ER-State)	$0	$0	$0	$0	$0
	State Total	$2,285	$1,374	$1,423	$1,820	$6,902
FEDERAL TRANSIT	*Bus and Bus Related Grants (5309c)*	$0	$0	$0	$0	$0
	Clean Fuel Formula Program (5308)	$0	$0	$0	$0	$0
	Elderly & Persons with Disabilities Formula Program (5310)	$0	$0	$0	$0	$0
	Fixed Guideway Modernization (5309a)	$0	$0	$0	$0	$0
	Intercity Bus (5311f)	$0	$0	$0	$0	$0
	Job Access and Reverse Commute Program (5316)	$0	$0	$0	$0	$0
	Metropolitan Planning (5303)	$0	$0	$0	$0	$0
	New and Small Starts (Capital Investment Grants) (5309b)	$0	$0	$0	$0	$0
	New Freedom (SAFETEA-LU)	$0	$0	$0	$0	$0
	Nonurbanized Area Formula Program (5311)	$0	$0	$0	$0	$0
	Public Transportation on Indian Reservation (5311c)	$0	$0	$0	$0	$0
	Transit in the Parks (5320)	$0	$0	$0	$0	$0
	Urbanized Area Formula Program (5307)	$14,271	$84,012	$74,089	$107,922	$280,294
	Other	$0	$0	$0	$0	$0
	Federal Transit Total	$14,271	$84,012	$74,089	$107,922	$280,294

Southern California Association of Governments

2010/11-2013/14 Federal Transportation Improvement Program

	REVENUE Vs. PROGRAMMED	4 YEARS (See FSTIP Cycle)				
		2010/11	2011/12	2012/13	2013/14	Total
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*					$0
	Congestion Mitigation and Air Quality (see note below)	$44,091	$97,464	$72,013	$106,897	$320,465
	Surface Transportation Program (Regional)	$15,162	$18,876	$49,836	$58,166	$142,040
	Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
	Highway Bridge Replacement and Rehabilitation Program	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (SAFETEA-LU)	$0	$0	$0	$0	$0
	Railway (Section 130)	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)	$0	$0	$0	$0	$0
	Safe Routes to School (SAFETEA-LU)	$0	$0	$0	$0	$0
	Transportation Improvements (TI)	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0
	Other (Includes ARRA-RSTP, Interstate Maintenance, Surface Transportation Program)	$0	$0	$0	$0	$0
	Subtotal	$59,253	$116,340	$121,849	$165,063	$462,505
	Federal Highway Discretionary Programs					$0
	Bridge Discretionary Program	$0	$0	$0	$0	$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$0	$0	$0	$0	$0
	Ferry Boat Discretionary	$0	$0	$0	$0	$0
	High Priority Projects (HPP)	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0
	National Scenic Byways Program	$0	$0	$0	$0	$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) and other DEMO funds	$0	$0	$0	$0	$0
	Public Lands Highway Discretionary	$0	$0	$0	$0	$0
	Recreational Trails	$0	$0	$0	$0	$0
	Transportation and Community and System Preservation Program	$0	$0	$0	$0	$0
	Other (includes Sec 112, Sec 125, Sec 129, 2006 Earmarks, 5207, 5394, HUD, EDA Grant, BIA, Surface Transportation - HR 4818, FEMA, Interstate Maintenance - HR 4818)	$0	$0	$0	$0	$0
	Subtotal	$0	$0	$0	$0	$0
	Federal Highway Total	$59,253	$116,340	$121,849	$165,063	$462,505
	FEDERAL TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0
	State Infrastructure Bank	$0	$0	$0	$0	$0
	Section 129 Loans	$0	$0	$0	$0	$0
	Rail Rehab & Improvement Financing	$0	$0	$0	$0	$0
	Private Activity Bonds	$0	$0	$0	$0	$0
	Private Concession Fees	$0	$0	$0	$0	$0
	Private Donations	$0	$0	$0	$0	$0
	Program Income (from a federal project)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Innovative Financing Total	$0	$0	$0	$0	$0

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

2011 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(all figures in 000s)

Category	Regional Summary							
	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total	%
Transit Improvement								
Bus Equipment or Capital Lease	13,098	7,430	6,401	7,237	245	0	34,411	0%
Bus Vehicles Expansion	13,066	1,694	22,608	18,004	0	700	56,072	0%
Commuter Rail Equipment	0	0	0	0	0	0	0	0%
Commuter Rail Vehicles Expansion	18,571	17,729	0	0	0	0	36,300	0%
Intercity/Heavy Rail Extension	232,945	53,513	525,964	310,668	456,300	652,046	2,231,436	7%
Light Rail Extension	53,779	153,471	94,540	208,150	254,230	200,000	964,170	3%
Light Rail Vehicles Expansion	0	0	0	0	0	0	0	0%
Non-Capacity Improvement	0	0	0	0	0	0	0	0%
Transit Equipment, Structures, Facilities	258,704	61,406	56,605	50,181	16,668	0	443,564	1%
Transit Improvement Subtotal	***590,163***	***295,243***	***706,118***	***594,240***	***727,443***	***852,746***	***3,765,953***	***12%***
Transit Operations & Maintenance								
Bus Operations	377,133	385,121	354,678	319,305	304,608	280,180	2,021,025	6%
Bus Vehicles Rehab/Replace	367,328	261,816	296,114	264,665	246,302	298,425	1,734,650	6%
Commuter Rail Operations	34,100	100	100	100	0	0	34,400	0%
Intercity/Heavy Rail Operations	34,316	36,346	26,327	27,463	27,349	27,627	179,428	1%
Intercity/Heavy Rail Vehicles Rehab/Replace	0	0	0	0	0	0	0	0%
Paratransit	75,669	111,076	105,586	12,248	10,186	22,507	337,272	1%
Transit O&M Subtotal	***888,546***	***794,459***	***782,805***	***623,781***	***588,445***	***628,739***	***4,306,775***	***14%***
Highway Improvement								
Auxiliary, Passing, Truck Climbing Lane	41,359	10,500	0	4,150	0	0	56,009	0%
Bridge Improvement	566,343	365,159	628,414	55,582	533,936	0	2,149,434	7%
Capacity Enhancing Improvement (Highway)	1,306,411	1,442,839	1,172,573	486,299	219,525	150,993	4,778,640	15%
Grade Separations	260,286	263,499	633,206	109,358	100,609	10,327	1,377,285	4%
HOV Lanes	1,386,463	877,720	1,405,406	323,697	1,524,471	0	5,517,757	18%
Interchange, ramps, over/undercrossing	674,651	608,934	733,164	698,119	491,539	122,250	3,328,657	11%
Non-Capacity Improvement	552,578	37,876	65,453	35,386	14,958	2,682	708,933	2%
Highway Improvement Subtotal	***4,788,091***	***3,606,527***	***4,638,216***	***1,712,591***	***2,885,038***	***286,252***	***17,916,715***	***57%***
Highway Operations & Maintenance								
SHOPP Operations	24,096	98,416	82,025	0	0	0	204,537	1%
SHOPP Rehabilitation	731,130	108,036	216,292	546,210	0	0	1,601,668	5%
SHOPP Safety	83,010	34,032	62,554	91,769	0	0	271,365	1%
Road Rehab/Replace (non-SHOPP)	366,219	105,630	99,008	314,291	409,071	0	1,294,219	4%
Safety Improvements (non-SHOPP)	169,533	40,271	38,657	54,030	6,306	3,000	311,797	1%
Soundwalls	16,700	0	0	0	0	0	16,700	0%
Highway O&M Subtotal	***1,390,688***	***386,385***	***498,536***	***1,006,300***	***415,377***	***3,000***	***3,700,286***	***12%***
ITS, TDM, and Non-Motorized								
ITS	37,434	10,417	5,924	31,586	49,170	300	134,831	0%
Bicycle and Pedestrian Facilities	128,259	166,500	213,408	350,512	60,883	3,217	922,779	3%
Rideshare	8,590	0	748	748	748	748	11,582	0%
TDM, Park and Ride (excl. ridematching)	53,045	26,911	24,895	23,247	41,112	22,257	191,467	1%
ITS, TDM, and Non-Motorized Subtotal	***227,328***	***203,828***	***244,975***	***406,093***	***151,913***	***26,522***	***1,260,659***	***4%***
Other								
Administration, Admin. Facilities, Veh., Misc.	41,262	45,417	54,296	19,180	7,746	7,410	175,311	1%
Ferry Service	0	0	0	0	0	0	0	0%
Land Acquisition	3,037	1,519	686	0	0	0	5,242	0%
Landscaping	22,484	15,340	16,357	20,852	10,056	200	85,289	0%
Planning	14,644	9,560	9,763	385	510	0	34,862	0%
Study	5,106	226	1,080	1,500	0	0	7,912	0%
Transportation Enhancement Activites	4,232	243	6,381	5,694	4,454	0	21,004	0%
Other Subtotal	***90,765***	***72,305***	***88,563***	***47,611***	***22,766***	***7,610***	***329,620***	***1%***
Various Agencies Lump Amounts	25,397	36,090	43,799	900			106,186	0%
Total	**8,000,978**	**5,394,837**	**7,003,012**	**4,391,516**	**4,790,982**	**1,804,869**	**31,386,194**	**100%**

Attachment E

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs –Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, and the 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 Regional Transportation Agencies Coalition (RTAC). 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.

1. 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.

Step 1 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 Regional TIP as submitted by the CTCs in accordance with the appropriate transportation conformity and RTP consistency requirements.

Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the FTIP and adopts the FTIP.

Step 3 SCAG submits the FTIP to the Governor (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.

2. Expedited Project Selection Procedures

23CFR450.330
"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, 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.

Step 1 County Transportation Commissions develop a listing of projects to be advanced and submits a county TIP revision to SCAG.

Step 2 SCAG analyzes and approves the county TIP revision and updates the FTIP.

Step 3 County Transportation Commissions work with Caltrans to obligate state/federal funds in accordance with revisions.

Projects from the first four years of the 2011 FTIP for all funding programs have been selected using the project selection procedures.

Attachment F

Amendment Approval Procedures

Amendment 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:

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

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