

Section IV

Financial Plan

SECTION IV

FINANCIAL PLAN

Table of Contents

	Page
Overview.....	IV-1
Financial Capacity.....	IV-1
Financial Condition.....	IV-3
Operating and Maintaining the Region’s Transportation System.....	IV-9
Debt Management Policies.....	IV-11
Conclusion.....	IV-12
 Attachments	
Attachment A – Funding Sources	
Attachment B – County Resolutions	
Attachment C – Transit Operator Financial Data	
Attachment D – Regional Funding and Expenditure Tables	
Attachment E – Expedited Project Selection Procedures	
Attachment F – Amendment Approval Procedures	

Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six-county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties – also referred to as SCAG’s Federal Transportation Improvement Program (FTIP). The FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third and fourth year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG’s 2019 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 2019 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2019 FTIP is consistent with the adopted 2016-2040 RTP/SCS (April 7, 2016) as required by the California Government Code, Section 65080.

SCAG’s 2019 FTIP utilizes the 2018 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 26, 2017. 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 2019 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 2019 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2019 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2019 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2019 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 2019 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 2019 FTIP is \$34.6 billion. Local funds comprise 60 percent of total dollars programmed in the 2019 FTIP, state funds 26 percent and federal funds 17 percent. Uses of funds in the 2019 FTIP by modal category show that state highway projects total 41 percent of funds programmed, transit projects 38 percent, and local highway projects 21 percent.

Figure 1
Summary of 2019 FTIP by Funding Source
(in 000's)

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2018/19	\$ 2,107,193	\$ 2,813,254	\$ 5,199,082	\$ 10,119,529
2019/20	\$ 1,148,032	\$ 2,453,315	\$ 4,289,819	\$ 7,891,166
2020/21	\$ 1,032,479	\$ 1,384,687	\$ 3,831,677	\$ 6,248,843
2021/22	\$ 878,569	\$ 982,370	\$ 3,461,486	\$ 5,322,425
2022/23	\$ 386,351	\$ 1,221,483	\$ 885,843	\$ 2,493,677
2023/24	\$ 327,033	\$ 79,231	\$ 2,086,210	\$ 2,492,474
Total	\$ 5,879,657	\$ 8,934,340	\$ 19,754,117	\$ 34,568,114
% of Total	17%	26%	57%	100%

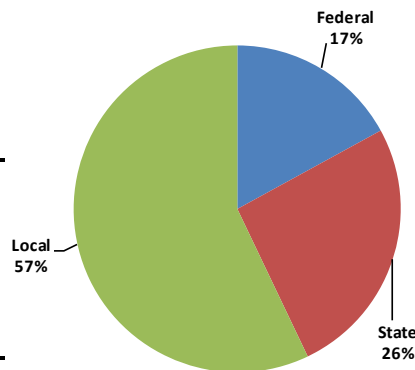
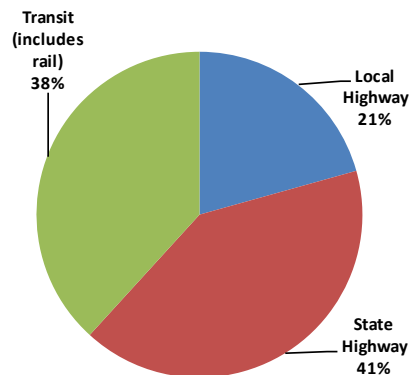


Figure 2
Summary of 2019 FTIP by All Programs
(in 000's)

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2018/19	\$ 2,165,273	\$ 3,956,631	\$ 3,997,625	\$ 10,119,529
2019/20	\$ 1,658,397	\$ 3,123,350	\$ 3,109,419	\$ 7,891,166
2020/21	\$ 1,098,574	\$ 3,050,009	\$ 2,100,260	\$ 6,248,843
2021/22	\$ 523,945	\$ 3,027,164	\$ 1,771,316	\$ 5,322,425
2022/23	\$ 1,100,119	\$ 346,176	\$ 1,047,382	\$ 2,493,677
2023/24	\$ 573,083	\$ 761,638	\$ 1,157,753	\$ 2,492,474
Total	\$ 7,119,391	\$ 14,264,968	\$ 13,183,755	\$ 34,568,114
% of Total	21%	41%	38%	100%



Additional details on revenue sources and uses are presented in the tables located in Attachment D. There are a total of three tables in Attachment D, including a table showing revenue estimates for the first four years of the FTIP (FY2018/19 – FY2021/22); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2019 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2016 RTP/SCS set the framework for the 2019 FTIP. Further, the financial plan for the 2016 RTP/SCS provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments.

The SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects. While most counties impose a 0.5 percent sales tax to fund transportation projects, Los Angeles County levies a 2.0 percent tax—a combination of four permanent half-cent sales taxes. Riverside County's Measure A expires in 2039. Measure I in San Bernardino County expires in 2040, followed by Orange County's Measure M in 2041. Measure D in Imperial County expires in 2050. Ventura County is currently the only county in the region without a dedicated sales tax for transportation.

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, 2017, the region's population had reached 19.1 million residents, a 5.4 percent increase (1.0 million more people) since 2010. Los Angeles County and Orange County account for 63.3 percent of the region's population growth over the last seven years, adding 0.6 million residents, while Riverside and San Bernardino Counties together added 0.3 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 8.8 percent and Imperial County grew by 7.7 percent. Los Angeles and Ventura Counties were the slowest growing counties, in terms of percentage—only 4.4 and 3.8 percent increases, respectively, during the same period (between 2010 and 2017).

	Population		Change 2010–2017	
	2010	2017	Number	Percent
Imperial County	175,200	188,650	13,450	7.7%
Los Angeles County	9,838,771	10,271,792	433,021	4.4%
Orange County	3,014,677	3,200,748	186,071	6.2%
Riverside County	2,196,083	2,389,723	193,640	8.8%
San Bernardino County	2,043,484	2,163,680	120,196	5.9%
Ventura County	824,441	856,111	31,670	3.8%
SCAG Region	18,092,656	19,070,704	978,048	5.4%

Source: State of California, Department of Finance

The region's total employment was estimated to be 8.9 million in 2017, increasing by 1.1 million employed workers (14.7 percent) since 2010. The largest gains in employment between 2010 and 2017 were experienced in Los Angeles County (Los Angeles-Long Beach-Glendale MSA), which grew by 581,300 employed workers (13.5 percent). Riverside and San Bernardino counties grew by over 20 percent (21.0 percent and 23.5 percent, respectively), adding 174,800 and 176,300 employed workers, respectively. Regional unemployment dropped down from 12.3 percent in 2010 to 4.6 percent in 2017. In 2017, regional unemployment ranged from a low of 3.5 percent in Orange County (Anaheim-Santa Ana-Irvine MSA) to a high of 19.1 percent in Imperial County (El Centro MSA).

	Civilian Employment		Change 2010–2017	
	2010	2017	Number	Percent
El Centro MSA	56,000	59,900	3,900	7.0%
Los Angeles-Long Beach-Glendale MSA	4,302,300	4,883,600	581,300	13.5%
Anaheim-Santa Ana-Irvine MSA	1,387,400	1,562,200	174,800	12.6%
Riverside County portion of Riverside-San Bernardino-Ontario MSA	841,300	1,017,600	176,300	21.0%
San Bernardino County portion of Riverside-San Bernardino-Ontario MSA	769,900	950,800	180,900	23.5%
Oxnard-Thousand Oaks-Ventura MSA	383,400	407,000	23,600	6.2%
SCAG Region	7,740,300	8,881,100	1,140,800	14.7%

Source: State of California, Employment Development Department

Income

Income is one of the most important indicators of economic well-being in the region. In 2010, per capita income of the region was approximately \$41,113. By 2016, per capita income grew to \$51,993, an increase of 26.5 percent. After adjusting for inflation, regional per capita income

increased from 2010 to 2016 by 11.5 percent. If the SCAG region was a state, it would rank as the 18th highest per capita income in 2010 and 14th highest per capita income in 2016.

	Per Capita Income (2016\$)		Change 2010–2016	
	2010	2016	Number	Percent
Imperial County	\$32,791	\$34,122	\$1,331	4.1%
Los Angeles County	\$49,038	\$55,624	\$6,585	13.4%
Orange County	\$56,186	\$62,071	\$5,885	10.5%
Riverside County	\$34,458	\$36,782	\$2,325	6.7%
San Bernardino County	\$33,195	\$36,835	\$3,640	11.0%
Ventura County	\$51,680	\$55,779	\$4,100	7.9%
SCAG Region	\$46,631	\$51,993	\$5,363	11.5%

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

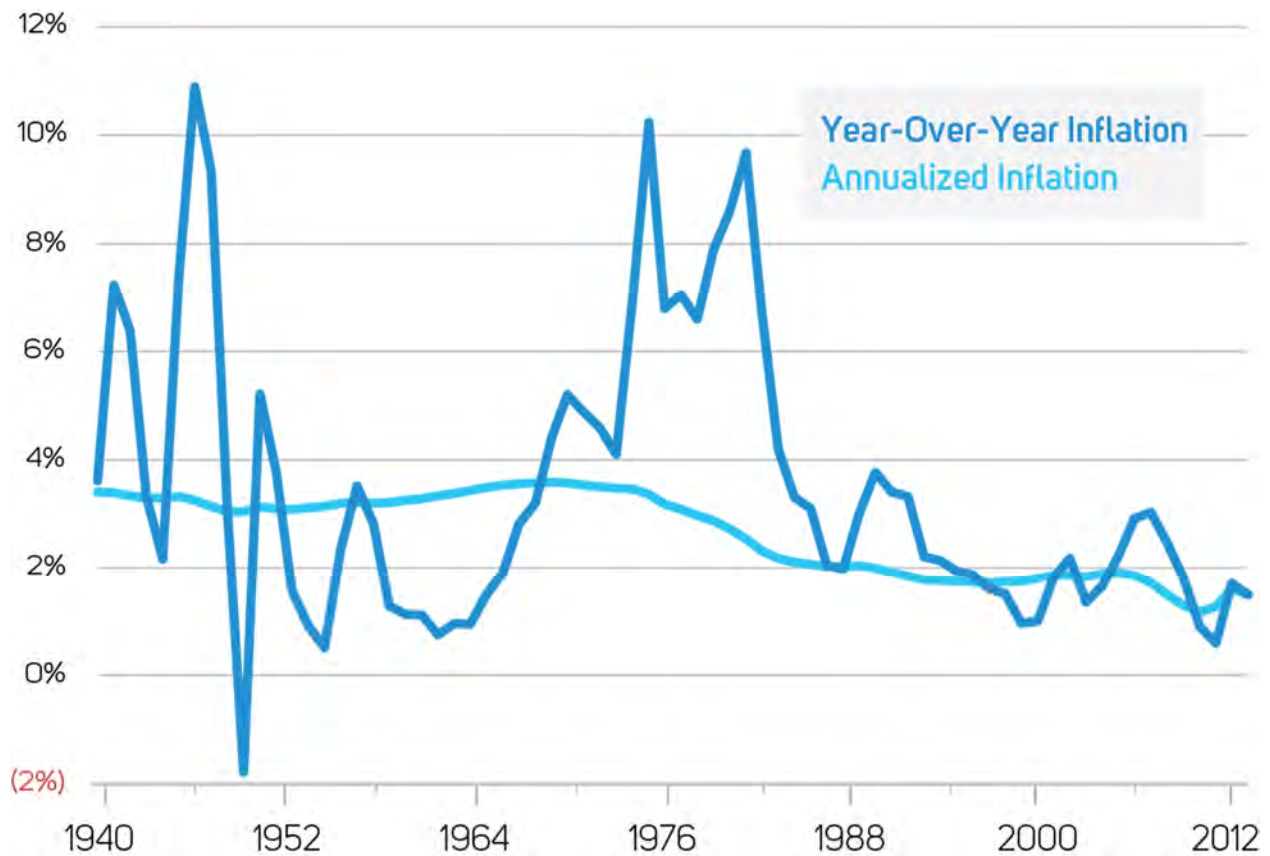
ECONOMIC OUTLOOK

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

Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. SCAG’s revenue model utilizes historical inflation trends as measured by the Gross Domestic Product (GDP) Price Deflator—an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. Figure 3 shows inflation trends since World War II as measured by the GDP Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent. On the basis of this information, a 2.4 percent inflation rate was used in the 2016 RTP/SCS financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

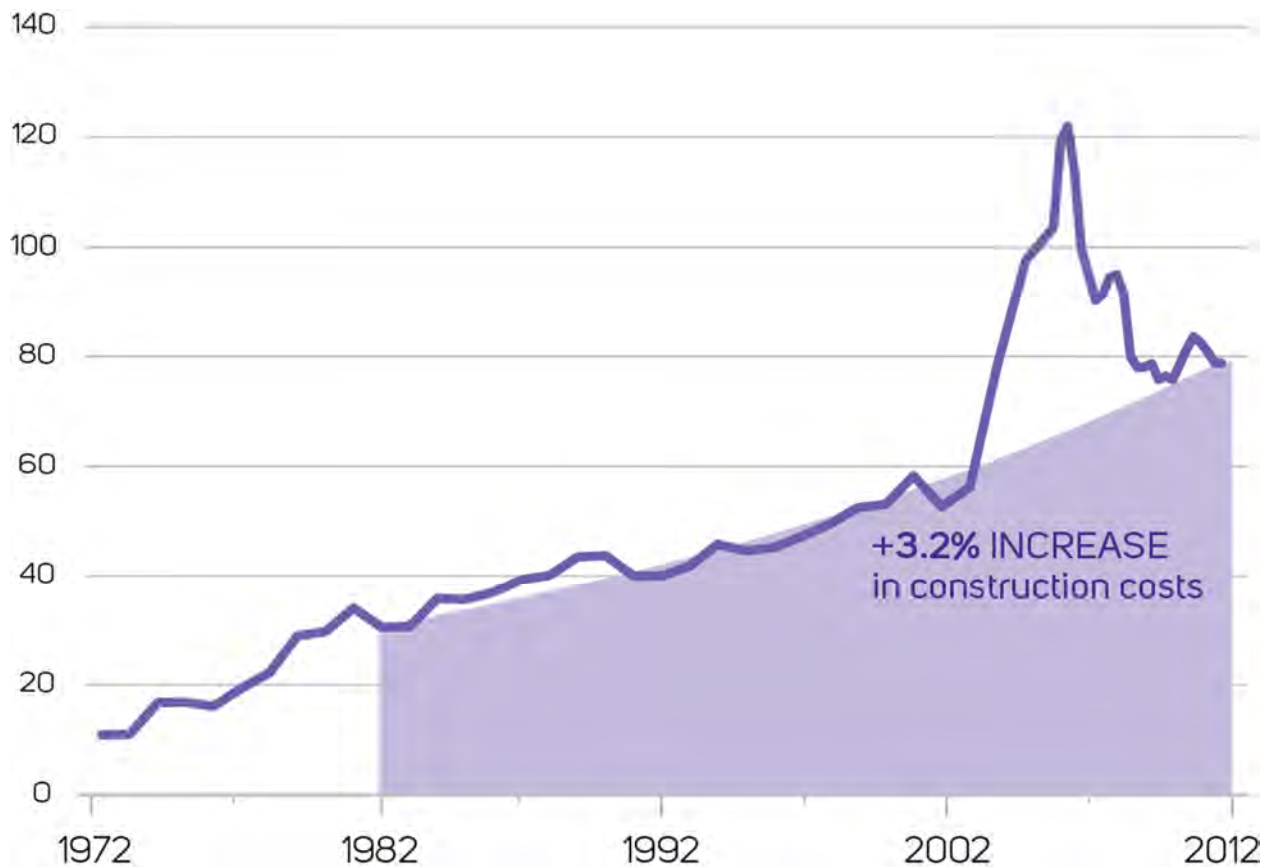
FIGURE 3 HISTORICAL INFLATION TRENDS



Source: Office of Management and Budget

Construction Cost Increases

While inflation clearly affects the nominal dollars reported for future revenues, the rise in construction costs can further erode the purchasing power of transportation revenues. After spiking dramatically in 2007, construction costs have corrected in recent years. Figure 4 shows the increase and decline in California highway construction costs since the early 1970s. The United States Army Corps of Engineers Index for Roads, Railroads, and Bridges shows similar trends. While the recent correction in construction costs has slowed the longer-term increase in costs, the growth still remains above general inflation. The 2016 RTP/SCS financial plan uses a 3.2 percent annual inflation factor to estimate future, nominal costs. The faster increase in construction costs than in revenues contributes to a decline in purchasing power for transportation funding over the planning period.

FIGURE 4 HIGHWAY PROJECT COSTS

Source: California Department of Transportation

Retail Sales Growth

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

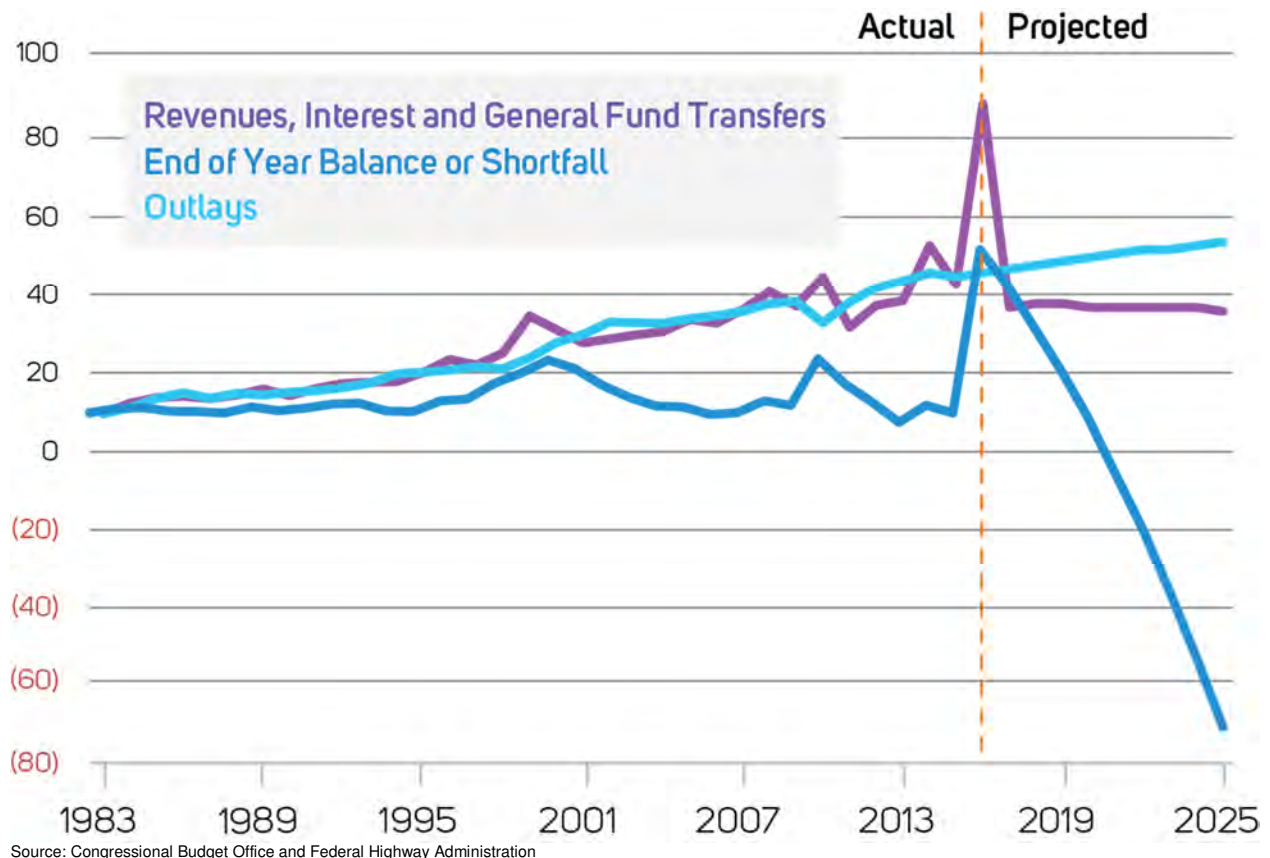
Status of the Federal Highway Trust Fund

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

At the time of the 2016 RTP/SCS adoption, nearly a decade has passed without substantive Congressional agreement on a long-term solution to provide adequate funding for the Trust Fund. The FAST Act relies on \$70 billion of one-time, non-user fees to keep the Trust Fund solvent

through 2020. It does not address the present, long-term structural deficiency that exists in funding the Trust Fund. Although the 2016 RTP/SCS financial plan assumes that Congress will reach agreement on reauthorizing federal spending for transportation programs over the plan horizon, the core revenues available from the Trust Fund are expected to decline due to increasing fuel efficiency and other factors.

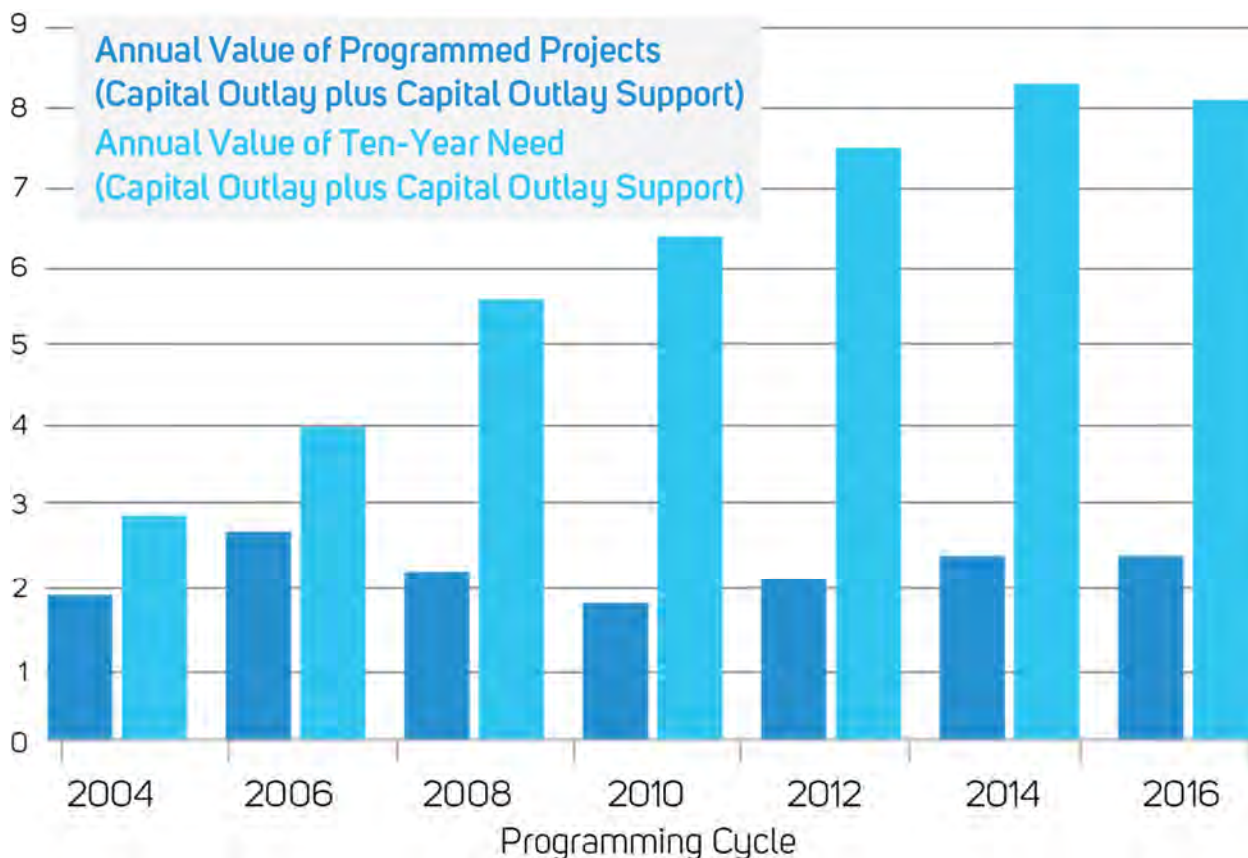
FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND



Status of the State Highway Account

Prior to passage of Senate Bill 1 (Beall, 2017) also known as the Road Repair and Accountability Act of 2017, the effective state gas excise tax rate of 18 cents per gallon had remained unadjusted for more than 20 years. Gas tax revenues remain the primary source of funding for the State Highway Operation and Protection Program (SHOPP), which funds projects to maintain the State Highway System. As shown in Figure 6, previous levels of funding have been considerably less than actual needs. Statewide, the 2015 Ten-Year SHOPP Plan identified \$8.0 billion in statewide annual needs, while expenditures programmed for the four years covered by the 2016 SHOPP were only \$2.3 billion annually. The 2017 Ten-Year SHOPP Plan (not included in Figure 6) identified \$8.5 billion in statewide annual needs, while expenditures programmed for the four years covered by the 2018 SHOPP were only \$4.4 annually.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation

Operating and Maintaining the Region’s Transportation System

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

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

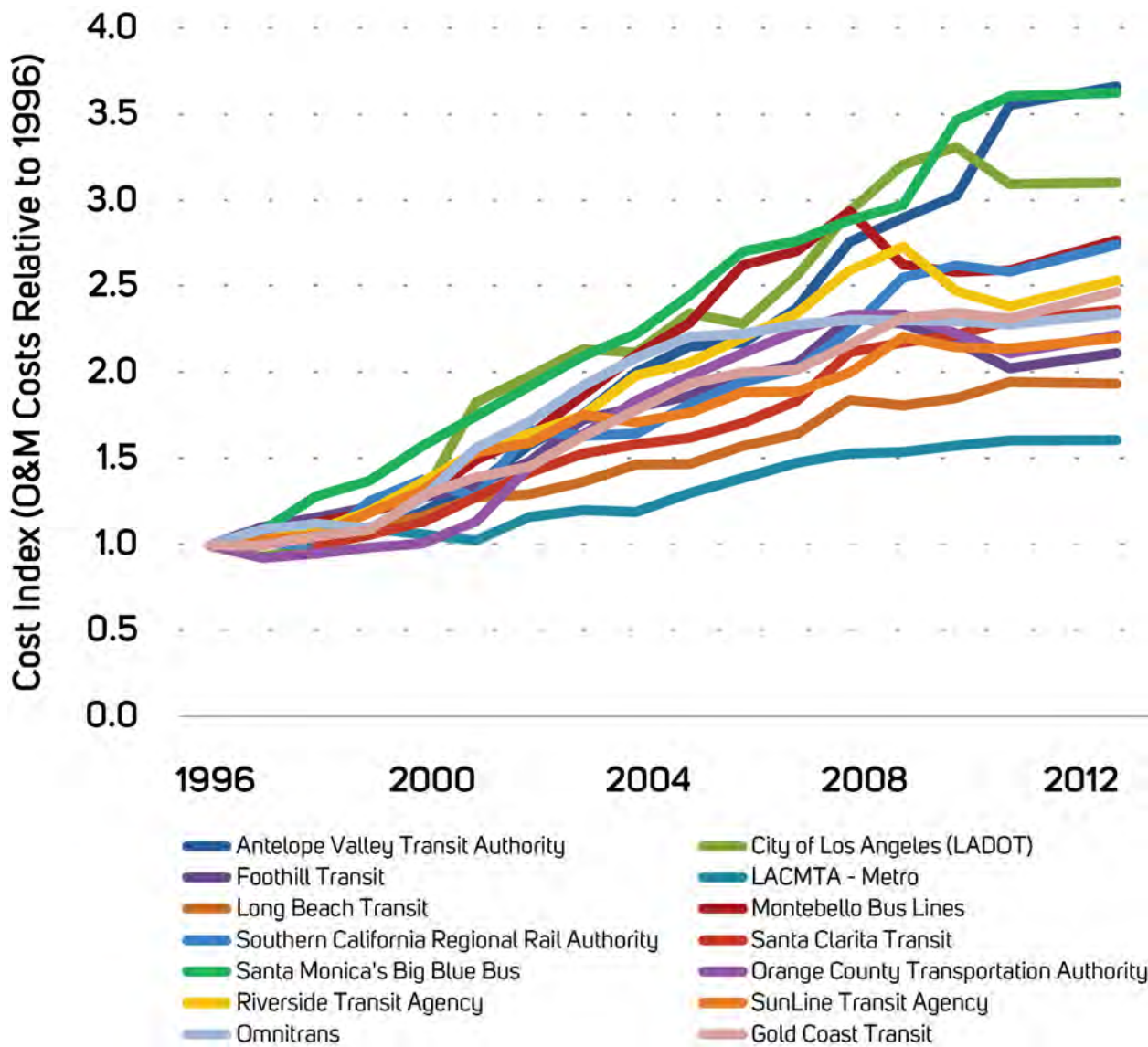
As a part of the region’s commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG’s financial forecasting model. SCAG’s 2016 RTP/SCS identifies a total of \$103.0 billion in costs (through FY2040) to operate and maintain the region’s state highway and arterial systems.

SCAG recognizes the importance of obtaining additional funding to achieve this level of investment. As such, SCAG continues to maintain the importance of adjusting the federal and state gas taxes and ultimately (post-2025) transitioning to a mileage-based user fee to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs depend on a variety of factors, such as future revenue-miles of service, labor contracts, and age of rolling stock. Over the last decade, these O&M costs grew annually 1 to 10 percent in real terms, depending on the transit operator (see Figure 7).

FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

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

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

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

Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. The latest outstanding debt for each local county transportation commission is summarized below:

- As of June 30, 2017, Imperial County Local Transportation Authority (ICLTA) had a total of \$44.0 million in long-term outstanding debt related to bonds secured by sales tax revenue.¹
- As of June 30, 2017, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of \$5,206.3 million in long-term debt outstanding. Of this amount, \$3,717.2 million relates to bonds secured by sales tax revenue, \$105.8 million is secured by farebox and other general revenues and \$228.0 million relates to lease/leaseback obligations.²
- As of June 30, 2017, Orange County Transportation Authority (OCTA) had \$427.1 million in bonds outstanding compared to \$439.9 million as of June 30, 2016. The June 30, 2017 \$427.1 outstanding amount was comprised of \$318.0 million in sales tax revenue bonds and \$109.1 million in revenue refunding bonds.³
- As of June 30, 2017, Riverside County Transportation Commission (RCTC) had \$1,451.5 million in sales tax and toll revenue bonds, Transportation Infrastructure Finance and

¹ ICLTA Annual Financial and Compliance Report for the year ended June 30, 2017

² LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

³ OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

Innovation Act (TIFIA) loan, and commercial paper notes. The sales tax debt limitation for RCTC under the 2009 Measure A program is \$975.0 million, which exceeds the total outstanding debt of \$786.2 million. RCTC also authorized the issuance of toll revenue bonds not to exceed \$900.0 million, which is in excess of the total outstanding debt of \$628.6 million. The TIFIA loan, which is a toll revenue bond that is subordinate to the senior toll revenue bonds, provides federal funding up to \$421.1 million.⁴

- As of June 30, 2017, San Bernardino County Transportation Authority (SBCTA) had \$195.3 million in sales tax revenue bonds outstanding. The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010–2040 Measure I sales tax.⁵

Conclusion

The financial conditions presented provide the overall context for the 2019 FTIP. Incorporating the analytical framework presented in this section to better gauge the region’s financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region’s long-term transportation vision as delineated in the adopted 2016 RTP/SCS. Further, the 2019 FTIP for the SCAG region is financially constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). All programming totals are consistent with projected revenues. The policy boards of the region’s county transportation commissions have approved their respective programs and committed funds to implement the projects listed in the 2019 FTIP. County resolutions are included in Attachment B to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

⁴ RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

⁵ SBCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

Attachments

Attachment A
Funding Sources

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	FEDERAL
17EARREP	2017 EARMARK REPURPOSING	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 APPROPRIATIONS EARMARKS	FEDERAL
2009EAR	FFY 2009 APPROPRIATIONS EARMARKS	FEDERAL
2010EAR	FFY 2010 APPROPRIATIONS EARMARKS	FEDERAL
2011FDG	2011 FED DISC GRANTS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5303	METROPOLITAN PLANNING PROGRAM - 5303	FTA
5304	METROPOLITAN PLANNING PROGRAM - 5304	FTA
5305	METROPOLITAN PLANNING PROGRAM - 5305	FTA
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307CAM	CAMARILLO URBANIZED AREA	FTA
5307ECC	5307 EL CENTRO-CALEXICO URBANIZED AREA	FTA
5307H	HEMET URBANIZED AREA	FTA
5307IC	INDIO-CATHEDRAL CITY URBANIZED AREA	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307OX	OXNARD URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	FTA
5307SV	SIMI VALLEY URBANIZED AREA	FTA
5307TO	THOUSAND OAKS URBANIZED AREA	FTA
5307VH	VICTORVILLE-HESPERIA URBANIZED AREA - FP	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(A) GUIDEWY	FTA
5309b	FTA 5309(B) NEW RAIL	FTA
5309c	FTA 5309(C) BUS	FTA

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
5310	FTA 5310 ELD AND DISABI	FTA
5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)	FTA
5310CAM	CAMARILLO URBANIZED AREA - EM	FTA
5310H	HEMET URBANIZED AREA - EM	FTA
5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM	FTA
5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FTA
5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM	FTA
5310MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - EM	FTA
5310MV	MISSION VIEJO URBANIZED AREA - EM	FTA
5310OX	OXNARD URBANIZED AREA - EM	FTA
5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM	FTA
5310SC	SANTA CLARITA URBANIZED AREA - EM	FTA
5310SV	SIMI VALLEY URBANIZED AREA - EM	FTA
5310TO	THOUSAND OAKS URBANIZED AREA - EM	FTA
5310VH	VICTORVILLE-HESPERIA URBANIZED AREA - EM	FTA
5311	5311 - NONURBANIZED AREA FORMULA PROGRAM	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5311F	5311F - INTERCITY BUS	FTA
5312	NATIONAL RESEARCH AND TECHNOLOGY	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5320	5320 - TRANSIT IN THE PARKS	FTA
5324	5324 - EMERGENCY RELIEF PROGRAM	FTA
5329	5329 - PUBLIC TRANSPORTATION SAFETY PROGRAM	FTA
5337	5337 - STATE OF GOOD REPAIR GRANTS	FTA
5337-SGR	5337 STATE OF GOOD REPAIR	FTA
5337CAM	CAMARILLO URBANIZED AREA - SGR	FTA

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR	FTA
5337LP	LANCASTER-PALMDALE URBANIZED AREA - SGR	FTA
5337MV	MISSION VIEJO URBANIZED AREA - SGR	FTA
5337OX	OXNARD URBANIZED AREA - SGR	FTA
5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA	FTA
5337SV	SIMI VALLEY URBANIZED AREA - SGR	FTA
5337TO	THOUSAND OAKS URBANIZED AREA - SGR	FTA
5339	5339 - BUS AND BUS FACILITIES FORMULA GRANTS	FTA
5339C	LOW OR NO EMISSION VEHICLE PROGRAM – 5339(C)	FTA
5339CAM	CAMARILLO URBANIZED AREA - BFG	FTA
5339H	HEMET URBANIZED AREA - BFG	FTA
5339IC	INDIO-CATHEDRAL CITY URBANIZED AREA - BFG	FTA
5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	FTA
5339LP	LANCASTER-PALMDALE URBANIZED AREA - BFG	FTA
5339MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - BFG	FTA
5339MV	MISSION VIEJO URBANIZED AREA - BFG	FTA
5339OX	OXNARD URBANIZED AREA - BFG	FTA
5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG	FTA
5339SC	SANTA CLARITA URBANIZED AREA - BFG	FTA
5339SV	SIMI VALLEY URBANIZED AREA - BFG	FTA
5339TO	THOUSAND OAKS URBANIZED AREA - BFG	FTA
5339VH	VICTORVILLE-HESPERIA URBANIZED AREA	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FTA
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGCY-AC	AGENCY - ADV CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
ALTFUEL	CEC-ALTERNATIVE FUEL	STATE
AMTRAK	AMTRAK	FEDERAL
AR-5307	ARRA - FTA 5307	FTA
AR-5309	ARRA - FTA 5309	FTA
AR-5311	ARRA - FTA 5311	FTA
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-FRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FRA
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	STATE
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
ATCMT	ADVANCE TRANS AND CONGESTION MGMT	FEDERAL
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGRAM - MPO	STATE
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
BUS-PRO	BUS AND BUS-RELATED PROJECTS	FTA
CAPTRAD	CAP AND TRADE PROGRAM	STATE
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CDBG	COMMUNITY DEVELOPMENT BLOCK GRANT	FEDERAL
CIIP	CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	FEDERAL

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	LOCAL
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL
CRD	CRD-77J0	FEDERAL
CT-TIRCP	TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	STATE
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT /REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTE A	FEDERAL
DEMO	DEMO-PRE ISTE A	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOTL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEMSTLAC	DEMO SAFETEA-LU ADVANCE CONSTRUCTION	LOCAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	FEDERAL
EARREPU	2016 EARMARK REPURPOSING	FEDERAL
ECREC	ECONOMIC RECOVERY	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ER-STATE	STATE EMERGENCY REPAIR	STATE
ERV TUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FBP	FERRY BOAT FORMULA PROGRAM	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
FERRY	CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES	FEDERAL
FERRY-D	1064 FERRY DISCRETIONARY	STATE
FLAP	FEDERAL LANDS ACCESS PROGRAM	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FLTP	FEDERAL LANDS TRANSPORTATION PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FRA
FTATRANS	FTA TRANSFER FROM PRIOR FTIP	FTA
GAS-CITY	GAS TAX (SUBVENTION TO CITIES)	LOCAL
GAS-CO	GAS TAX (SUBVENTION TO COUNTIES)	LOCAL
GEN	GENERAL FUNDS	LOCAL
GEN-CITY	CITY GENERAL FUNDS	LOCAL
GEN-CO	COUNTY GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	FEDERAL
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	FEDERAL
HBRR-L	BRIDGE - LOCAL	STATE
HBRR-S	HBRR - STATE	STATE
HFL	HIGHWAYS FOR LIFE	FEDERAL
HM	HIGHWAY MAINTENANCE	STATE
HPP	HIGH PRIORITY PROJECTS (HPP) AND DEMO	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADVANCE CONSTRUCTION CONVERSION	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	FEDERAL
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
HUD	HOUSING AND URBAN DEV	FEDERAL
I	INTERSTATE	FEDERAL



2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	FEDERAL
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL
IM-EAR	INTERSTATE MAINTENANC - EARMARK	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE - IIP	STATE
IM-RIP	INTERSTATE MAINTENANCE - RIP	STATE
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	STATE
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL
INV	INVESTMENT INCOME	LOCAL
IRI-1B	INTERCITY RAIL IMPROVEMENTS	STATE
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LOWNO-CT	LOW OR NO EMISSION VEHICLE PROGRAM (CAP AND TRADE)	STATE
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MATCH	STATE MATCH	STATE
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL
MM35	MEASURE M 35% TRANS CON	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	STATE

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	STATE
NH-HM	NATIONAL HWY SYSTEM - HM	STATE
NH-IIP	NATIONAL HWY SYSTEM - IIP	STATE
NH-RIP	NATIONAL HWY SYSTEM - RIP	STATE
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL
NRTP	NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	FTA
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	STATE
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
S-PARK	STATE PARK FUNDS	STATE
SB 132	SENATE BILL 132	STATE
SB1-CC	SB1 SOLUTIONS FOR CONGESTED CORRIDORS	STATE
SB1-LPPC	SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS	STATE
SB1-LPPF	SB1 LOCAL PARTNERSHIP FORMULA FUNDS	STATE
SB1-LR	SB 1 LOCAL STREETS AND ROADS	STATE
SB1-TCEP	SB1TRADE CORRIDOR ENHANCEMENT	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
SEC190	SECTION 190 GRADE SEPARATION PROGRAM	STATE
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
SHRP2	STRATEGIC HIGHWAY RESEARCH PROGRAM	FEDERAL
SLP	STATE LOCAL PARTNER	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSIST	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACT.	STATE
STA-PUC	STATE PUC	STATE
STAL-S	STATE LEGIS - STATE	STATE
STAMIN	STATE MINOR PROGRAM	STATE
STBG-L	SURFACE TRANS BLK GRNT LOCAL	FEDERAL
STBG-R	SURFACE TRANS BLK GRNT REGIONAL	FEDERAL
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE
STCASHHM	STATE CASH – HM	STATE
STCASHI	STATE CASH - IIP	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIM2-L	ECONOMIC STIMULUS II – LOCAL	FTA
STIM2-S	ECONOMIC STIMULUS II – STATE	FEDERAL
STIP-AC	STIP ADVANCE CONS	STATE
STIPACIP	STIP ADVANCE CON-IIP	STATE
STIPACRP	STIP ADVANCE CON-RIP	STATE
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-3090	SURFACE TRANSPORTATION PROGRAM AB 3090	FEDERAL
STP-GI	STP-GRANDFATHER IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
STP-RL	RAILWAY-HIGHWAY CROSSINGS	FEDERAL
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPACIPP	STIP ADVANCE CON-PIIP	STATE
STPACRPP	STIP ADVANCE CON-PRIP	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
STPE-SH	STP ENHANCE-SHOPP TEA	STATE
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE
STPL	STP LOCAL	FEDERAL
STPL-EX	RSTP EXCHANGE FUNDS	LOCAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR	SURFACE TRANS. PRIORITIES	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPRIP3	SURFACE TRANS PROG-RIP AB3090	STATE
STPSHOP	SURFACE TRANS PROG-SHOPP	STATE
STSHOPPP	STATE CASH-SHOPP PRIOR	STATE
TAP	TRANSPORTATION ALTERNATIVES PROGRAM	FEDERAL
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL

2019 FTIP FUND SOURCE LISTING		
FUND TYPE	DESCRIPTION	FUND SOURCE
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
THPP	TRIBAL HIGH PRIORITY PROJECTS (THPP)	FEDERAL
TI	TRANSPORTATION IMPROVEMENTS (TI)	NULL
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL
TIGER13	2013 TIGER GRANTS	FEDERAL
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FTA
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TOD	TRANS ORIENTED DEV PLANNING PILOT PROGRAM	FTA
TOLLS	TOLLS	LOCAL
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
TTP	TRIBAL TRANSPORTATION PROGRAM	FEDERAL
UNIV	STATE UNIVERSITY	STATE
VPP	VALUE PRICING PILOT PROGRAM	FEDERAL
WRVTUMF	WESTERN RIV TUMF	LOCAL
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

Attachment B
County Resolutions

RESOLUTION NO. 022818-6A

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2018/2019-2023/2024 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the ICTC has adopted the FFY 2018/19-2023/24 Imperial County Transportation Improvement Program with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/2021 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2018/19-2023/24 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2018/19-2023/24 Imperial County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018/19-2023/24 ICTC TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2018; and

2. All of the projects in the Imperial County TIP have complete funding identified in the Program.
3. ICTC has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2018/19-2023/24 Imperial County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding levels.

PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on February 28, 2018.

By: 
Chairman

ATTEST:

By: 

CRISTI LERMA
Secretary to the Commission



**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS
ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN
THE FFY 2018/19 – 2023/24 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 Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

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

WHEREAS, LACMTA 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, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

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

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2018/19 – 2023/24 Los Angeles County TIP with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/21 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2018/2019 – 2023/2024 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018/19 – 2023/24 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. Projects in the FY2018/19 – 2023/24 Los Angeles County TIP are consistent with the 2018 State Transportation Improvement Program approved by the California Transportation Commission in March 2018;
2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2018 STIP.
3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2018/19 – 2023/24 Los Angeles County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the following was approved, by majority vote of all members of the Board of Directors, at a regular meeting of the Los Angeles County Metropolitan Transportation Authority held on May 24, 2018.

**13. SUBJECT: 2019 FEDERAL TRANSPORTATION 2018-0166
IMPROVEMENT PROGRAM (TIP)**

ADOPTED ON CONSENT CALENDAR the Resolution for the 2019 Los Angeles County Transportation Improvement Program (TIP) as shown in Attachment A.


MICHELE JACKSON
LACMTA Board Secretary

DATED: May 29, 2018

**RESOLUTION NO. 2018-005 OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2018-19 TO FISCAL YEAR 2023-24

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION
AUTHORITY, WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO
FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR 2018-19 – 2023-24
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS
COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

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

WHEREAS, the FAST Act also requires that the Federal Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

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

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

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

WHEREAS, OCTA has adopted the federal fiscal year (FFY) 2018-19 through FFY 2023-24 Orange County Transportation Improvement Program (TIP) with funding for FFY 2018-19 and FFY 2019-20 available and committed, and reasonably committed for FFY 2020-21 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018-19 through FFY 2023-24 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP are consistent with the proposed 2018 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in April 2018; and
2. All of the projects in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2018 STIP cycle. The STIP is the County's number one priority for funding. The Orange County 2018 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.
3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program appropriation to fund all of the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration funded projects are programmed within the FAST Act guaranteed funding levels.

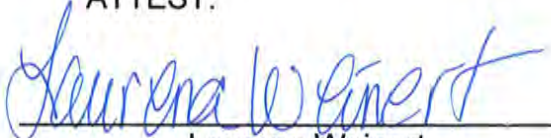
PASSED, APPROVED AND ADOPTED this 12th day of February 2018.

AYES: Chairwoman Bartlett, Vice Chairman Shaw, and Directors Davies, Delgleize, Do, Donchak, Hennessey, Jones, Mark A. Murphy, Richard Murphy, Murray, Pulido, Spitzer, and Winterbottom

NOES: None

ABSENT: Directors Nelson, Steel, and Tait

ATTEST:



Laurena Weinert
Clerk of the Board



Lisa A. Bartlett, Chairwoman
Orange County Transportation Authority

RESOLUTION NO. 18-003

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2018/19 THROUGH 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the RCTC has adopted the FFY 2018/19 through FFY 2023/24 Riverside County TIP with funding for FFY 2018/19 and FFY 2019/20 available and committed, and reasonably committed for FFY 2020/21 through FFY 2023/2024.

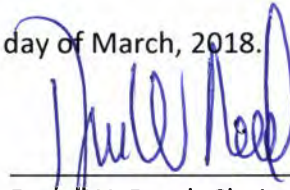
NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2018/19 through FFY 2023/24 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018/19 through FFY 2023/24 Riverside County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018/19 through FFY 2023/24 Riverside County TIP are consistent with the proposed 2018 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in April 2018; and

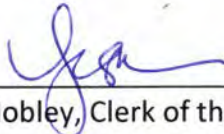
2. All of the projects in the Riverside County TIP have complete funding identified in the Program based on reasonably available funding; and
3. Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2018/19 through FFY 2023/24 Riverside County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP; and
5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding Levels.

APPROVED AND ADOPTED this 14th day of March, 2018.



Dana W. Reed, Chair
Riverside County Transportation Commission

ATTEST:



Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

Minute Action

AGENDA ITEM: 20

Date: February 7, 2018

Subject:

2019 Federal Transportation Improvement Program

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

- A. Approve the 2019 San Bernardino County Transportation Improvement Program, as shown in Attachment 1 (under separate cover from agenda), to be submitted to Southern California Association of Governments for inclusion in the 2019 Federal Transportation Improvement Program (FTIP).
- B. Authorize SBCTA staff to amend the 2019 San Bernardino County Transportation Improvement Program as necessary to meet State, Federal, and responsible agency programming requirements.
- C. Approve Resolution No. 18-023, certifying that the San Bernardino County Transportation Authority and other project sponsors have resources available and committed for the first two years of the FTIP and reasonably available for the last four years to fund the projects in the Fiscal Years 2018/2019 through 2023/2024 Transportation Improvement Program and affirming its commitment to implement all projects in the program.

Background:

The Fixing America's Surface Transportation Act (FAST Act) requires Southern California Association of Governments (SCAG), the federally designated Metropolitan Planning Organization (MPO) as well as the state-designated transportation planning agency and multi-county designated transportation planning agency for the six-county Southern California region, to adopt a Transportation Improvement Program (TIP) for the region. The TIP must be consistent with the SCAG's long-range Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The region's adopted TIP is then submitted to the Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for final approval and adoption into the Federal Transportation Improvement Program (FTIP).

The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in federal Fiscal Year 2023/2024. It is updated every two years and amended frequently within that time period. San Bernardino County Transportation Authority (SBCTA) is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP.

Entity: San Bernardino County Transportation Authority

Federal regulations require SCAG to determine that projects submitted in the FTIP must meet air quality conformity requirements in the federally designated non-attainment and maintenance areas and federal financial constraint regulations. Fiscal constraint regulations require that funds shown in the first two years of the FTIP are available and committed, and funds shown in the last four years are reasonably available.

To develop the 2019 FTIP, SBCTA staff has been working with the local jurisdictions, transit agencies, and Caltrans District 8 to obtain project information that reflects the latest project commitments. Attachment 1 (under separate cover from agenda) lists all projects that are recommended for inclusion in the 2019 FTIP. Staff requests the approval of the Program to be submitted to SCAG. Additionally, staff requests authorization to amend the FTIP in the future as required to reflect changes to project scope, schedule, or funding sources.

To demonstrate SBCTA's FTIP submittal meets financial constraint requirements, an adopted resolution must be included in the submittal. Resolution No. 18-023 certifies San Bernardino County Transportation Authority and other project sponsors have the resources to fund the projects submitted for inclusion in the FTIP and affirms the commitment to implement all of the projects submitted in the program.

Financial Impact:

This item is consistent with the adopted SBCTA budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 17, 2018. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
 Board of Directors
 Date: February 7, 2018

Witnessed By:

RESOLUTION NO. 18-023

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2018/2019 – 2023/2024 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, San Bernardino County Transportation Authority (SBCTA) is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

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

WHEREAS, the FAST Act also requires that the regional TIP include a financial plan that demonstrates how the TIP can be implemented; and

WHEREAS, SBCTA 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, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects utilizing federal and state highway/road and transit funds; and

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

WHEREAS, SBCTA has adopted the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP with funding for Federal Fiscal Years 2018/2019 and 2019/2020 available and committed, and reasonably available for Federal Fiscal Years 2020/2021 through 2023/2024.

NOW, THEREFORE, BE IT RESOLVED by the Board of the San Bernardino County Transportation Authority:

Section 1. SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP.

Section 2. The Federal Fiscal Year 2018/2019-2023/2024 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

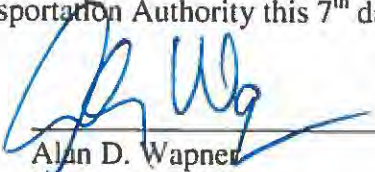
- a. Projects in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2018; and
- b. All of the projects in the San Bernardino County TIP have complete funding identified in the Program except for following six projects, which will require additional funding in the 2018 STIP cycle:
 - 200451 – US395 Interim Widening (SR-18 to Chamberlaine Way)
 - 20151301 – Redlands Passenger Rail Project
 - 20159902 – I-10 Express Lanes (Contract 1)
 - 20159903 – I-10 Express Lanes (Contract 2)
 - 20179901 – I-10 East Bound Truck Climbing lane
 - SBD59303 - Set asides/reservations for future SB45-Planning, Programming and Monitoring

These projects are the County's priorities for 2018 STIP funds. The San Bernardino County 2018 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by the FAST Act, SBCTA finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects; and


- c. SBCTA has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP; and
- d. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the TIP.
- e. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

Section 3. This resolution is effective upon the date of its approval by the SBCTA Board.

PASSED, APPROVED AND ADOPTED by the Board of San Bernardino County Transportation Authority this 7th day of February, 2018.



Alan D. Wapner
President

ATTEST: 

Vicki Watson
Clerk of the SBCTA Board

RESOLUTION NO.18-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2018/19 – 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the Ventura County Transportation Commission has adopted the FFY 2018/19-2023/24 Ventura County Transportation Improvement Program with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/21 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2018/19-2023/24 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2018/19-2023/24 Ventura County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018/19-2023/24 Ventura County TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2018.

2. Ventura County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2018/19-2023/24 Ventura County TIP; and

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

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

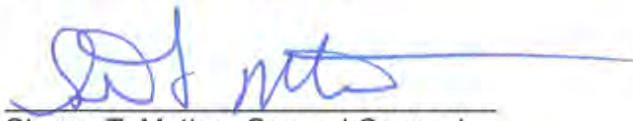
PASSED, APPROVED AND ADOPTED this 2 day of February, 2018


LINDA PARKS, CHAIR, VCTC

ATTEST:


Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:


Steven T. Mattas, General Counsel

2/2/18
Date

Attachment C
Transit Operator Financial Data

ACCESS SERVICES INCORPORATED

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Agency

ANTELOPE VALLEY TRANSIT AUTHORITY

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Antelope Valley Transit Authority
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
FARE REVENUE	5,000,000	5,100,000	5,202,000	5,306,040	20,608,040	
JURISDICTIONAL CONTRIBUTIONS	3,312,101	3,345,222	3,378,674	3,412,461	13,448,458	
FEDERAL 5307 FUNDS	6,300,000	6,300,000	6,300,000	6,300,000	25,200,000	
OTHER FEDERAL OPERATING FUNDS	210,526	216,842	223,347	230,047	880,762	
AUXILIARY REVENUE	207,800	214,034	220,455	227,069	869,358	
MTA-MEASURE R	2,482,564	2,557,041	2,633,752	2,712,765	10,386,122	
MTA-Measure M	2,506,428	2,581,621	2,659,069	2,738,842	10,485,960	
MTA: PROP C	1,849,027	1,904,498	1,961,633	2,020,482	7,735,639	
MTA: PROP A	5,343,929	5,504,247	5,669,374	5,839,456	22,357,006	
CAPITAL	12,240,800	12,485,616	12,735,328	12,990,035	50,451,779	
Revenue Total	39,453,175	40,209,120	40,983,633	41,777,195	162,423,124	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	78,623,260	8,070,000	9,070,915	6,980,000	102,744,175	
Operating	39,453,175	40,209,120	40,983,633	41,777,195	162,423,124	
Expenditures Total	118,076,435	48,279,120	50,054,548	48,757,195	265,167,299	

FOOTHILL TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Foothill Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating Fares	15,523,987	16,300,186	16,463,188	16,627,820	64,915,181	
Operating Auxiliary	1,600,000	1,600,000	1,600,000	1,600,000	6,400,000	
Operating - TDA	30,974,801	33,798,064	35,704,680	23,733,594	124,211,139	
Operating - STA	3,574,500	3,645,990	3,718,910	3,793,288	14,732,688	
Operating - Measure R	11,484,502	11,714,192	11,948,475	12,187,446	47,334,615	
Operating - Measure M	10,144,733	10,347,627	10,554,579	10,765,671	41,812,610	
Operating - Prop A	21,410,914	21,839,132	22,275,914	22,721,433	88,247,393	
Operating - Prop C	4,235,164	4,319,867	4,406,264	4,494,389	17,455,684	
Other - Non-Transportation	1,600,000	-	-	-	1,600,000	
Operating - Sec 5307 Preventive Maintenance	-	-	-	13,948,529	13,948,529	
Capital - MOSIP	4,728,781	4,823,358	4,919,825	5,018,222	19,490,186	
Capital - Sec 5307	27,255,473	27,528,028	27,803,308	14,132,812	96,719,621	
Capital - SB1 State of Good Repair	800,000	816,000	832,320	848,966	3,297,286	
Capital - Metro Express Lanes	1,458,000	-	-	-	1,458,000	
Capital - BOS Sec 5307	5,308,618	-	-	-	5,308,618	
Capital - Sec 5339	3,875,000	1,740,000	-	-	5,615,000	
Capital - PTIMSEA (State)	5,965,704	-	-	-	5,965,704	
Capital - TIRCP (State)	-	-	5,000,000	-	5,000,000	
Capital - TDA	9,842,308	2,653,696	1,762,743	-	14,258,747	
					-	
					-	
					-	
Revenue Total	159,782,485	141,126,140	146,990,206	129,872,170	577,771,001	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	59,233,885	37,561,082	40,318,196	20,000,000	157,113,163	
Operating	100,548,600	103,565,058	106,672,010	109,872,170	420,657,838	
Expenditures Total	159,782,485	141,126,140	146,990,206	129,872,170	577,771,001	

GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Agency

Gardena Municipal Bus Lines
FY 2018/2019 - 2021/2022

Revenues

Revenue	First 4 years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital - FTA 5307	2,422,686	1,014,544	3,466,452	3,563,355	10,467,037	
Capital - FTA CMAQ	1,674,000				1,674,000	
Capital - State Bond Prop 1B PTMISEA					-	
Capital - State Bond Prop 1B PTMISEA - Bridge	288,321	288,321			576,642	
Capital - State Bond Prop 1B Transit Security					-	
Capital - State Bond Prop 1B Transit Security - Bridge	65,452	65,452			130,904	
Capital - TDA	-	-			-	
Capital - STA	-	-			-	
Capital - MOSIP	1,026,064	1,046,585	1,067,517	1,088,867	4,229,034	
Capital - CA Energy Commision					-	
Operating - TDA	5,116,125	5,218,448	5,322,816	5,429,273	21,086,662	
Operating - STA	192,802	196,658	200,591	204,603	794,654	
Operating - Prop A Local Return	1,106,923	1,129,061	1,151,643	1,174,676	4,562,303	
Operating - Prop A E&H Incentive	146,085	149,007	151,987	155,027	602,105	
Operating - Prop A 40% Discretionary	3,376,188	3,443,712	3,512,586	3,582,838	13,915,323	
Operating - Prop C Discretionary	1,254,450	1,279,539	1,305,130	1,331,232	5,170,351	
Operating Measure R	2,075,133	2,116,636	2,158,968	2,202,148	8,552,885	
Operating Measure M	1,976,360	2,015,887	2,056,205	2,097,329	8,145,781	
Operating - FTA Preventive Maintenance	2,357,456	2,404,605	2,452,697	2,501,751	9,716,510	
Operating - Other	362,000	369,240	376,625	384,157	1,492,022	
Operating - CRD	1,088,180	800,000	800,000		2,688,180	
Operating - Fare Revenue	2,140,050	2,161,451	2,183,065	2,204,896	8,689,461	
Revenue Total	26,668,275	23,699,145	26,206,282	25,920,151	102,493,854	

Expenditures

Expenditures	First 4 years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	5,476,523	2,414,902	4,533,969	4,652,222	17,077,617	
Operating	21,191,752	21,284,243	21,672,313	21,267,929	85,416,237	
Expenditures Total	26,668,275	23,699,145	26,206,282	25,920,151	102,493,854	

LONG BEACH TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Long Beach Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating- STA	3,812,344	3,888,591	3,966,363	4,045,690	15,712,988	
Operating - TDA	23,725,942	24,200,461	24,684,470	25,178,159	97,789,032	
Operating - Prop A	15,148,511	15,451,481	15,760,511	16,075,721	62,436,224	
Operating-Measure R	9,520,502	9,710,912	9,905,130	10,103,233	39,239,777	
Operating - Measure M	9,612,018	9,804,258	10,000,344	10,200,350	39,616,970	
Operating-Prop C	4,032,206	4,112,850	4,195,107	4,279,009	16,619,173	
Operating-Fares	15,538,442	15,849,211	16,166,195	16,489,519	64,043,367	
Operating-Advertising	570,000	581,400	593,028	604,889	2,349,317	
Operating-invest/misc	300,500	306,510	312,640	318,893	1,238,543	
Operating-FTA 5307	6,000,000	6,120,000	6,242,400	6,367,248	24,729,648	
		-	-	-	-	
Capital - FTA 5307	12,171,535	12,414,966	12,663,265	12,916,530	50,166,296	
Capital- FTA 5309	-	-	-	-	-	
Capital-State IB Bond	1,335,138	1,361,841	1,389,078	1,416,859	5,502,915	
Capital - STA	-	-	-	-	-	
Capital- Prop C	4,587,785	4,679,541	4,773,132	4,868,594	18,909,051	
Capital - Measure R	-	-	-	-	-	
Capital - LBT	-	-	-	-	-	
Revenue Total	106,354,923	108,482,021	110,651,662	112,864,695	438,353,301	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	18,094,458	18,456,347	18,825,474	19,201,984	74,578,263	
Operating	88,260,465	90,025,674	91,826,188	93,662,712	363,775,039	
Expenditures Total	106,354,923	108,482,021	110,651,662	112,864,695	438,353,301	

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

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Los Angeles Department of Transportation
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Op- Fares	11,313,656	11,313,656	11,313,656	11,313,656	45,254,624	
Op - Formula Allocation Procedure (FAP)	22,907,103	22,907,103	22,907,103	22,907,103	91,628,412	
Op- Prop C Discretionary	7,537,908	7,537,908	7,537,908	7,537,908	30,151,632	
Op- Prop C Security	1,332,259	1,332,259	1,332,259	1,332,259	5,329,036	
Op - Measure R	5,145,168	5,145,168	5,145,168	5,145,168	20,580,672	
Op - Measure M	5,194,624	5,194,624	5,194,624	5,194,624	20,778,496	
Op - Tier II	4,704,692	4,704,692	4,704,692	4,704,692	4,704,692	
Op - Advertising	800,000	800,000	800,000	800,000	3,200,000	
Op- Prop A LR	5,540,650	24,427,235	46,103,606	27,217,021	103,288,512	
					-	
					-	
					-	
					-	
					-	
					-	
Cap - 5307	8,847,569	8,847,569	8,847,569	8,847,569	35,390,276	
Cap - Prop 1B	1,383,771	1,383,771			2,767,542	
Revenue Total	74,707,400	93,593,985	113,886,585	95,000,000	377,187,970	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital		18,886,585	18,886,585		37,773,170	
Operating	74,707,400	74,707,400	95,000,000	95,000,000	339,414,800	
Expenditures Total	74,707,400	93,593,985	113,886,585	95,000,000	377,187,970	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2019¹

¹ Proposed FY 2019 Budget, LACMTA

Summary of Expenditures by Program

Program ⁽¹⁾ Type (\$ in millions)	FY17 Budget	FY18 Proposed	\$ change	% change
Metro Operations:				
Bus	\$ 1,125.4	\$ 1,169.1	\$ 43.7	3.9%
Rail	464.2	519.6	55.4	11.9%
Subtotal	\$ 1,589.6	\$ 1,688.7	\$ 99.1	6.2%
Regional Activities & Other	18.2	17.3	(0.9)	-4.9%
Total Metro Operations	\$ 1,607.8	\$ 1,706.0	\$ 98.2	6.1%
Metro Capital:				
Transit Capital Expansion	1,699.4	1,682.3	\$ (17.1)	-1.0%
Operating Capital	380.5	388.6	8.1	2.1%
Subtotal	\$ 2,079.9	\$ 2,070.9	\$ (9.0)	-0.4%
Regional Rail Capital	51.1	66.0	14.9	29.2%
Highway Capital	381.9	79.6	(302.3)	-79.2%
Total Metro Capital	\$ 2,512.9	\$ 2,216.5	\$ (296.4)	-11.8%
Total Metro Operations & Capital	\$ 4,120.7	\$ 3,922.5	\$ (198.2)	-4.8%
Subsidy Funding Programs:				
Regional Transit ⁽²⁾	531.3	606.0	\$ 74.7	14.1%
Local Agencies	598.4	716.1	117.7	19.7%
Wilshire BRT	9.9	4.7	(5.2)	-52.5%
Federal Pass Throughs	37.1	44.7	7.6	20.5%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	117.7	127.9	10.2	8.7%
Total Subsidy Funding Programs	\$ 1,304.9	\$ 1,509.9	\$ 205.0	15.7%
Congestion Management:				
Freeway Service Patrol	32.1	30.9	\$ (1.2)	-3.6%
ExpressLanes	52.4	44.3	(8.1)	-15.4%
Kenneth Hahn Call Box Program	12.9	8.1	(4.8)	-37.5%
Regional Integration of Intelligent Transportation System	6.0	5.3	(0.7)	-11.7%
Rideshare Services	9.5	9.1	(0.4)	-4.5%
Total Congestion Management	\$ 112.9	\$ 97.7	\$ (15.2)	-13.5%
General Planning & Programs:				
Programs & Studies	\$ 31.3	34.3	\$ 3.0	9.6%
General Planning & Programming	56.6	70.8	14.2	25.1%
Legal, Audit, Transit Court, Oversight & Other	42.6	46.7	4.1	9.6%
Property Management/Union Station & Development	38.7	46.5	7.8	20.3%
Total General Planning & Programs	\$ 169.2	\$ 198.3	\$ 29.1	17.2%
Total Debt Service	\$ 320.1	\$ 383.2	\$ 63.1	19.7%
Total Expenditures by Program	\$ 6,027.8	\$ 6,111.6	\$ 83.8	1.4%

Note: Totals may not add due to rounding.

⁽¹⁾ Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-37.

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

Los Angeles County Metropolitan Transportation Authority
FY18 Proposed Budget

Enterprise Fund Bus & Rail Operations

Summary of Resources, Expenses and Resulting (Deficit) / Surplus

	FY17 Budget	FY18 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
Resources and Expenses (\$ in millions)						
Transit Operations Resources						
Transit Fares and Other Revenues						
Fares	\$ 323.4	\$ 323.4	\$ 231.8	\$ 91.6	\$ -	\$ -
Advertising	25.1	25.1	21.6	3.4	-	-
Other Revenues ⁽¹⁾	9.6	10.6	9.0	-	1.6	-
Total Fare and Other Revenues	\$ 368.0	\$ 369.0	\$ 262.4	\$ 95.0	\$ 1.6	\$ -
Federal & State Grants						
Federal Preventive Maintenance	\$ 264.2	\$ 212.2	\$ 125.7	\$ 86.5	\$ -	\$ -
Federal CMAQ	41.2	40.0	-	40.0	-	-
Federal and States Grants	23.2	26.4	-	19.9	-	6.5
Total Federal and State Grants	\$ 328.6	\$ 278.6	\$ 125.7	\$ 146.4	\$ -	\$ 6.5
Local Subsidies						
Prop A - (40% Bus) & (35% Rail)	\$ 244.9	\$ 323.8	\$ 173.5	\$ 150.3	\$ -	\$ 0.1
Prop C - (40% Bus/Rail) & (5% Security)	282.8	171.0	157.8	-	-	13.2
Measure R - (20% Bus) & (5% Rail)	172.4	167.0	109.1	57.9	-	-
Measure M - (20% Bus), (5% Rail) & (2% ADA)	-	137.3	104.1	33.2	-	-
TDA Article 4	157.6	208.9	203.9	-	-	5.0
STA	37.5	42.2	10.2	32.0	-	-
Toll & Revenue Grant	3.6	11.7	11.7	-	-	-
General Fund & Other Funds	28.5	21.1	16.3	4.8	-	-
Total Local Subsidies	\$ 927.4	\$ 1,082.9	\$ 786.6	\$ 278.1	\$ -	\$ 18.2
Total Transit Operations Resources	\$ 1,614.0	\$ 1,720.6	\$ 1,174.6	\$ 619.6	\$ 1.6	\$ 24.8
Transit Capital Resources						
Federal, State & Local Grants	\$ 407.6	\$ 538.8	\$ 47.7	\$ 491.1	\$ -	\$ -
Local and State Sales Tax ⁽²⁾	472.6	770.4	92.4	678.0	-	-
Other Capital Financing	1,169.0	761.8	15.7	746.1	-	-
Total Transit Capital Resources	\$ 2,049.2	\$ 2,071.0	\$ 155.7	\$ 1,915.3	\$ -	\$ -
Total Transit Operations & Capital Resources	\$ 3,663.2	\$ 3,791.4	\$ 1,330.3	\$ 2,434.8	\$ 1.6	\$ 24.8
Transit Operations Expenses						
Labor & Benefits	\$ 1,008.0	\$ 1,046.3	\$ 765.5	\$ 257.7	\$ 0.6	\$ 22.5
Fuel & Propulsion Power	77.4	72.6	26.3	46.3	-	-
Materials & Supplies	99.4	92.5	65.9	26.3	0.0	0.4
Contract and Professional Services	226.5	265.7	94.7	148.5	0.9	21.7
PL/PD and Other Insurance	53.1	48.5	43.7	4.8	-	-
Purchased Transportation	49.0	64.5	64.5	-	-	-
Allocated Overhead ⁽³⁾	67.4	92.6	68.2	21.1	0.1	3.2
Regional Chargeback	-	-	18.9	6.4	-	(25.3)
Other Expenses ⁽⁴⁾	33.2	37.6	26.9	8.4	0.0	2.4
Total Transit Operations Expenses	\$ 1,614.0	\$ 1,720.6	\$ 1,174.6	\$ 619.6	\$ 1.6	\$ 24.8
Transit Capital Expenses Operating	2,022.5	2,038.6	155.7	1,882.9	-	-
Transit Capital Expenses Planning	26.6	32.4	-	32.4	-	-
Total Capital Expenses ⁽⁵⁾	\$ 2,049.2	\$ 2,071.0	\$ 155.7	\$ 1,915.3	\$ -	\$ -
Total Transit Operations & Capital Expenses	\$ 3,663.2	\$ 3,791.4	\$ 1,330.3	\$ 2,434.8	\$ 1.6	\$ 24.8
Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Totals may not add due to rounding.

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

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

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

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

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

Enterprise Fund Other Operations

Summary of Resources, Expenses and Resulting (Deficit) / Surplus

	FY17 Budget	FY18 Proposed				
		Total	Union Station	Express Lanes	Bike Share	Park & Ride
Resources and Expenses (\$ in millions)						
1 Other Transit Operations Resources						
2 Toll Fares and Other Revenues						
3 Tolls & Violation Fines	\$ 60.0	\$ 63.0	\$ -	\$ 63.0	\$ -	\$ -
4 Rental & Lease Income	3.9	2.8	(1.0)	-	1.3	2.5
5 Total Toll Fares and Other Revenues	\$ 63.9	\$ 65.8	\$ (1.0)	\$ 63.0	\$ 1.3	\$ 2.5
6 Federal & State Grants						
7 Federal CMAQ	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -
8 Total Federal and State Grants	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -
9 Local Subsidies						
10 Prop A	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -
11 General Fund	5.6	2.7	-	-	2.7	-
12 City of LA	1.3	7.5	-	-	4.2	3.3
13 Total Local Subsidies	\$ 7.2	\$ 10.2	\$ -	\$ -	\$ 6.8	\$ 3.3
14 Total Other Transit Operations Resources	\$ 71.6	\$ 76.0	\$ (1.0)	\$ 63.0	\$ 8.2	\$ 5.8
15 Transit Other Operations Expenses						
16 Labor & Benefits	\$ 3.9	\$ 3.6	\$ 0.5	\$ 1.9	\$ 0.5	\$ 0.8
17 Materials & Supplies	0.2	0.2	0.0	-	-	0.2
18 Contract and Professional Services	56.5	52.6	0.3	40.5	7.5	4.3
19 PL/PD and Other Insurance	0.2	0.2	0.2	-	-	-
20 Allocated Overhead	1.3	0.8	0.1	0.5	0.1	0.1
21 Other Expenses	0.3	1.5	-	1.4	0.1	0.1
22 Total Other Transit Operations Expenses	\$ 62.4	\$ 58.9	\$ 1.1	\$ 44.3	\$ 8.2	\$ 5.4
23 Other Operations Non-Operating Expenses						
24 Congestion Relief Reserve	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
25 Swap with & Planning	-	7.6	-	7.6	-	-
26 Congestion Relief Transit Operating Subsidy	6.6	6.9	-	6.9	-	-
27 Congestion Relief Toll Revenue Grant Program ⁽¹⁾	7.0	5.5	-	5.5	-	-
28 Total Other Operations Non-Operating Expenses	\$ 13.7	\$ 20.0	\$ -	\$ 20.0	\$ -	\$ -
29 Other Transit Operations Resources (Deficit)/Surplus ⁽²⁾	\$ (4.6)	\$ (3.0)	\$ (2.0)	\$ (1.4)	\$ -	\$ 0.4

30 Note: Totals may not add due to rounding.

⁽¹⁾ Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

⁽²⁾ Current year deficit is funded with equity earned from prior years.

MONTEBELLO BUS LINES

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Montebello Bus Lines
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital 5307	15,888,122	10,000,000	10,000,000	10,000,000	45,888,122	Est. Bus Purchase 20-22
State PTMISEA	4,661,241	-			4,661,241	
State Prop 1B Sec.	-	-			-	
Capital - TDA	176,000	150,000	150,000	150,000	626,000	
Capital - Measure R Clean Fuel	-	\$ 197,713		\$ 205,622	403,335	
Capital Measure M	-	-			-	
Measure R Capital		-				
Operating - LCTOP					-	
Operating - TDA	8,090,822	8,252,638	8,417,691	8,586,045	33,347,195	
Operating - STA	304,904	311,002	317,222	323,566	1,256,693	
Operating - Prop A	5,339,224	5,446,008	5,554,928	5,666,027	22,006,187	
Operating - Prop C	3,243,611	3,308,483	3,374,653	3,442,146	13,368,894	
Operating - Measure R	3,281,690	3,347,324	3,414,270	3,482,556	13,525,839	
Operating-Measure M	1,875,291	1,912,797	1,951,053	1,990,074	7,729,216	
Operating - Fare Rev.	5,314,364	5,420,652	5,529,065	5,639,646	21,903,726	
	-	-	-	-	-	
Operating - Prop C 5% Security	479,657	489,250	499,035	509,016	1,976,958	
					-	
Revenue Total	\$ 48,654,925	\$ 38,835,867	\$ 39,207,917	\$ 39,994,697	\$ 166,693,406	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	\$ 20,725,363	\$ 10,347,713	\$ 10,150,000	\$ 10,355,622	51,578,698	
Operating	\$ 27,929,562	\$ 28,488,154	\$ 29,057,917	\$ 29,639,075	115,114,708	
Expenditures Total	48,654,925	38,835,867	39,207,917	39,994,697	166,693,406	

NORWALK TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority



Norwalk Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating - Fares	1,395,701	1,409,658	1,423,755	1,437,992	5,667,106	Fixed Route and Dial-a-Ride
Operating - Auxiliary Rev	36,560	36,926	37,295	37,668	148,448	Bus Exterior Advertising
Operating - Contract Bus Srvc	6,919	6,988	7,058	7,129	28,094	Fiesta Taxi Service Santa Fe Springs
Operating - TDA	3,049,739	3,080,236	3,111,039	3,142,149	12,383,163	n/a
Operating - STA	114,930	116,079	117,240	118,412	466,662	n/a
Operating - Prop A	4,221,844	4,264,062	4,306,703	4,349,770	17,142,380	n/a
Operating - Prop C	933,986	943,326	952,759	962,287	3,792,358	n/a
Operating - Measure R	1,236,657	1,249,024	1,261,514	1,274,129	5,021,323	n/a
Operating - Measure M	1,177,822	1,189,600	1,201,496	1,213,511	4,782,430	n/a
Operating - Misc.	125,182	126,434	127,698	128,975	508,289	Sale of Equipment, Scrap, Damage Recoveries, Fuel Recovery, etc.
Capital - Sec 5307	975,000	800,000	800,000	800,000	3,375,000	Capitalization of Prev. Maint.
Capital - Sec 5307	965,397	440,000	1,881,750	1,881,750	5,168,897	n/a
Capital - Measure R Clean Fuel	55,649	56,205	56,768	57,335	225,957	n/a
Capital - 1B Bonds*	1,159,649	113,959	116,238	118,563	1,508,409	PTMISEA & Bridge Funds *Major ITS Implementation Project in FY 18/19
					-	
Revenue Total	15,455,035	13,832,498	15,401,312	15,529,670	60,218,516	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	(2,180,695)	(610,164)	(2,054,756)	(2,057,648)	(6,903,263)	
Operating	(13,274,340)	(13,222,333)	(13,346,557)	(13,472,022)	(53,315,252)	
Expenditures Total	(15,455,035)	(13,832,498)	(15,401,312)	(15,529,670)	(60,218,516)	

SANTA CLARITA TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Santa Clarita Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating - Fares	3,806,123	3,806,123	3,806,123	3,806,123	15,224,492	
Operating - Special Transit Service	996,156	1,006,117	1,016,178	1,026,340	4,044,791	
Operating - L.A. County Contribution	1,800,000	1,800,000	1,800,000	1,800,000	7,200,000	
Operating - Prop C	471,703	481,137	490,760	500,575	1,944,175	
Operating - Prop A	4,952,096	5,051,138	5,152,160	5,255,203	20,410,597	
Operating - Measure R	2,489,007	2,538,788	2,589,563	2,641,355	10,258,713	
Operating - Measure M	2,370,535	2,417,945	2,466,304	2,515,630	9,770,414	
					-	
Capital - FTA 5307	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Capital - FTA 5339	-	-	-	-	-	
Capital - Prop C	-	-	-	-	-	
					-	
					-	
Revenue Total	21,024,113	21,643,794	21,726,133	24,094,190	88,488,230	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Operating	16,885,620	17,101,248	17,321,088	17,545,226	68,853,182	
Expenditures Total	21,024,113	21,643,794	21,726,133	24,094,190	88,488,230	

SANTA MONICA BUS LINES

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Santa Monica Big Blue Bus
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
					-	
Passenger Revenues	11,038,473	11,148,857	11,260,346	11,372,949	44,820,625	
STAF	736,526	751,256	766,281	781,607	3,035,670	
TDA	19,722,393	20,312,092	20,927,549	21,555,375	82,517,409	
Prop A	12,960,656	13,284,672	13,616,789	13,957,208	53,819,325	
Prop A LR	453,848	464,786	475,662	485,936	1,880,232	
Measure R	7,999,528	8,238,714	8,488,347	8,742,997	33,469,586	
Measure M	7,618,764	7,846,565	8,084,316	8,326,846	31,876,491	
Prop C - BSIP	815,622	835,279	854,825	873,289	3,379,015	
Prop C - MOSIP	3,938,898	4,037,370	4,138,304	4,241,762	16,356,334	
Prop C - Transit Security	1,120,701	1,131,908	1,143,227	1,154,660	4,550,496	
Prop C - Foothill Mitigation	573,240	587,055	600,792	613,769	2,374,856	
Auxillary Revenue	2,493,124	2,518,055	2,543,237	2,568,668	10,123,084	
Other Revenues	2,604,560	2,659,865	2,706,485	2,754,352	10,725,262	
Capital - FTA 5307	9,420,642	9,656,158	9,897,562	10,145,001	39,119,362	
Revenue Total	81,496,974	83,472,632	85,503,722	87,574,419	338,047,747	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	9,420,642	9,656,158	9,897,562	10,145,001	39,119,362	
Operating	72,076,332	73,816,474	75,606,160	77,429,418	298,928,385	
Expenditures Total	81,496,974	83,472,632	85,503,722	87,574,419	338,047,747	

TORRANCE TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Los Angeles County Metropolitan Transportation Authority

Torrance Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital - FTA 5307	3,104,788	3,125,000	3,200,000	3,300,000	12,729,788	
Capital - Prop 1B PTMISEA Bridge Funding	248,786	-	-	-		
Capital - Prop 1B Security Bridge Funding	56,477	-	-	-		
Capital - Measure R Clean Fuels	-	134,000	-	134,000	268,000	
Capital - MOSIP	1,228,705	1,225,000	1,225,000	1,225,000		
Operating - TDA	6,126,528	6,127,000	6,127,000	6,127,000	24,507,528	
Operating - STA	230,879	231,000	231,000	231,000	923,879	
Operating - Prop A	4,042,964	4,043,000	4,043,000	4,043,000	16,171,964	
Operating - Prop C	3,488,624	3,500,000	3,500,000	3,500,000	13,988,624	
Operating - Prop C 5% Security	252,968	255,000	255,000	255,000	1,017,968	
Operating - Measure R	2,484,959	2,500,000	2,500,000	2,500,000	9,984,959	
Operating - Measure M	2,366,679	2,500,000	2,500,000	2,500,000	9,866,679	
Operating - Foothill Mitigation	179,149	180,000	180,000	180,000	719,149	
Operating - TSE	809,601	810,000	810,000	810,000	3,239,601	
Operating - Base Restructuring	725,204	725,000	725,000	725,000	2,900,204	
Operating - BSIP	240,702	240,000	240,000	240,000	960,702	
Operating - SB1	325,000	325,000	32,500	325,000	1,007,500	
Operating Fare Revenue	3,000,000	3,100,000	3,125,000	3,200,000	12,425,000	
					-	
Revenue Total	28,912,013	29,020,000	28,693,500	29,295,000	110,711,545	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	4,638,756	4,484,000	4,425,000	4,659,000		
Operating	24,273,257	24,536,000	24,268,500	24,636,000		
Expenditures Total	28,912,013	29,020,000	28,693,500	29,295,000	-	

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2016-17 to FY 2018-19¹

¹ OCTA

Cash Flow Statement - Bus Operations

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

RIVERSIDE TRANSIT AGENCY

Financial Data FY 2018-19 to FY 2021-22¹

¹ Riverside County Transportation Commission

Table 10 Riverside Transit Agency FY 2018 - 2022 TUMF Transportation Improvement Program

Fiscal Year		FY16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Current	Total	Original
								Programmed Phase Balance	Programmed Payments/Exp	Programmed Phase Cost
Forecast Revenues ¹		\$ 357,000	\$ 364,140	\$ 364,140	\$ 371,423	\$ 371,423	\$ 371,423	\$ 16,900,168	\$ 1,516,905	\$ 16,587,717
Carryover (as of 6/30) ²		\$ 15,057,619	\$ 15,057,619	\$ 13,636,209	\$ 8,073,530	\$ 2,197,886	\$ -	<i>TIP Amended June 2016</i>		
								<i>5-Year Avail Forecase/Cash</i>	<i>5-Year Programmed</i>	<i>5-Year Balance</i>
Available Revenues		\$ 15,976,024 ³	\$ 15,421,759	\$ 14,000,349	\$ 8,444,953	\$ 2,569,309	\$ 371,423	\$ 16,863,106	\$ 13,642,673	\$ 3,220,433
Funded Expenditures	Phase									
09-HS-RTA-1130	Hemet Mobility Hub ⁴	ALL	\$0	\$ 469,559	\$ 1,500,000	\$ 1,500,000	\$ 735,526	\$ 4,205,085	\$ 70,903	\$ 4,275,988
12-NW-RTA-1131	UCR Mobility Hub	ALL	\$0	\$ 200,000	\$ 1,800,000	\$ 1,457,468		\$ 3,457,468	\$ -	\$ 3,457,468
09-SW-RTA-1132	Promenade Mobility Hub	ALL	\$0	\$ 200,000	\$ 1,491,819			\$ 1,691,819	\$ 978	\$ 1,692,797
07-NW-RTA-1118	Associated Transit Enhancements Program	ENH	\$106,804	\$ 361,780	\$ 449,600	\$ 449,600	\$ 349,817	\$ 1,610,797	\$ 133,390	\$ 1,744,187
11-NW-RTA-1143	Long Range Planning	ENH	\$0	\$ 240,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 306,033	\$ 293,967	\$ 600,000
11-NW-RTA-1147	Riverside Metrolink Station ENH	ENH	\$75,000					\$ -	\$ 75,000	\$ 75,000
13-NW-RTA-1174	Vine Street Mobility Hub ⁵	ALL	\$3,000		\$ 100,000	\$ 1,954,549	\$ 1,463,966	\$ 365,390	\$ 3,883,905	\$ 3,000
13-NW-RTA-1168	RapidLink Gold Line	ALL	\$733,601	\$ 48,811				\$ 48,811	\$ 939,667	\$ 988,478
13-CN-RTA-1170	RapidLink Blue Line	ENH	\$0	\$ 200,000	\$ 500,000	\$ 800,000		\$ 1,500,000	\$ -	\$ 1,500,000
13-SW-RTA-1171	Associated Transit Enhancements	ENH	\$0	\$ 65,400	\$ 65,400	\$ 65,450		\$ 196,250	\$ -	\$ 196,250
Total Programmed Capital Improvements								\$ 16,900,168	\$ 1,516,905	\$ 18,417,073
Annual Capital Funded Expenditure		\$918,405	\$ 1,785,550	\$ 5,926,819	\$ 6,247,067	\$ 2,569,309	\$ 371,423			
Projected Funded Balance carryover		\$15,057,619	\$ 13,636,209	\$ 8,073,530	\$ 2,197,886	\$ -	\$ -			

Summary Table									
Fiscal Year	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22				
Available Revenue	\$ 15,421,759	\$ 14,000,349	\$ 8,444,953	\$ 2,569,309	\$ 371,423		<i>5-Year Avail Forecase/Cash</i>	<i>5-Year Programmed</i>	<i>5-Year Balance</i>
Programmed Phases	\$ 1,785,550	\$ 5,926,819	\$ 6,247,067	\$ 2,569,309	\$ 371,423		\$16,900,168	\$16,900,168	\$0
Carryover Balance	\$ 13,636,209	\$ 8,073,530	\$ 2,197,886	\$ -	\$ -				

Notes:

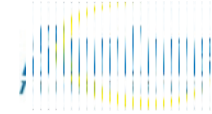
- 1) Assume flat revenue for FY20 through FY22.
- 2) Assume the disbursement in Feb 2017 includes the revenue collected in the first half year of FY17.
- 3) Estimated based on the Feb 2017 disbursement and estimated FY17 expenditures
- 4) Project amount increased with FY16 and FY17 projected amounts.
- 5) Project amount increased with the project revenues from FY18 through FY22.

SUNLINE TRANSIT AGENCY

Financial Data FY 2017-18 to FY 2019-20¹

¹ Riverside County Transportation Commission

TABLE 4
SUMMARY OF FUNDS FOR FY 2017/2018



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

TABLE 4

Table 4 - Summary of Funding Request for FY 2017/18

16May-17

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	LoNo	Section 5339	LCTOP	LCTOP Carryover	AQIP	Carryover CMAQ	Other Revenue	Farebox	
OPERATING																				
Operating Assistance	\$33,237,664	\$1,025,530	\$18,363,491			\$5,153,400	\$2,943,412	\$1,025,530		\$344,995								\$242,464	\$2,984,372	
Line 80, 81	\$549,672	\$300,000	\$0											\$249,672	\$300,000					
Tax Voucher Program	\$201,467	\$0	\$108,133						\$46,667									\$46,667		
Vanpool Program	\$132,796	\$13,280	\$119,516															\$13,280		
Line 20	\$258,427	\$230,000	\$28,427															\$230,000		
Commuter Link 220	\$500,000	\$0	\$134,233								\$365,767									
Sub-total Operating	\$34,880,026	\$1,568,810	\$18,753,800	\$0	\$0	\$5,153,400	\$2,943,412	\$1,025,530	\$46,667	\$344,995	\$365,767	\$0	\$0	\$249,672	\$300,000	\$0	\$243,280	\$2,469,131	\$2,984,372	
CAPITAL																				
	Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	LoNo	Section 5339	LCTOP	LCTOP Carryover	AQIP	Carryover CMAQ	Other Revenue	Farebox
Operations Facility Replacement Phase 2	SL-18-01	\$2,116,000	\$0		\$2,116,000															
Replacement Fixed Route Buses (3)	SL-18-02	\$2,040,000	\$0		\$858,518			\$734,588						\$446,894						
Transit Enhancement	SL-18-03	\$298,909	\$0			\$298,909														
Information Technology (IT) Projects	SL-18-04	\$450,000	\$0		\$90,000			\$360,000												
Fixed Route Bus Rehabilitation	SL-18-05	\$250,000	\$0		\$50,000			\$200,000												
Facility Improvements	SL-18-06	\$100,000	\$0		\$20,000			\$80,000												
Replacement Non-Revenue Support Vehicles (2 Supervisor, 2 Safety)	SL-18-07	\$240,000	\$0		\$48,000			\$192,000												
Maintenance Facility for Zero Emission Vehicles (ZEV)	SL-18-08	\$1,688,055	\$0		\$168,200							\$1,519,855								
Capital Bus Lease	SL-18-09	\$100,000	\$0		\$100,000															
Hydrogen Electric Hybrid FCB & Hydrogen Station	SL-18-10	\$3,123,591	\$0															\$3,123,591		
Sub-total Capital		\$10,406,555	\$0	\$0	\$3,450,718	\$298,909	\$0	\$1,566,588	\$0	\$0	\$0	\$0	\$1,519,855	\$446,894	\$0	\$0	\$3,123,591	\$0	\$0	\$0
Total Operating & Capital		\$45,286,581	\$1,568,810	\$18,753,800	\$3,450,718	\$298,909	\$5,153,400	\$4,510,000	\$1,025,530	\$46,667	\$344,995	\$365,767	\$1,519,855	\$446,894	\$249,672	\$300,000	\$3,123,591	\$243,280	\$2,469,131	\$2,984,372

Project Funding Details

Target Budget	\$34,880,026	Based on estimated FY18 budget
Projected FY17/18 LTF	\$18,753,800	Based on FY18+unallocated carryover funds
Projected FY17/18 Measure A	\$5,153,400	Based on revised RCTC Revenue Est., dated 4-14-17
Projected FY17/18 Section 5307 Operating Funds	\$2,943,412	FY18 based on unknown status of future Federal funding
Projected FY17/18 Carryover Section 5307 Operating Funds	\$1,025,530	Based on carryover from FY16 operating apportionment
Projected FY17/18 Section 5310 Operating Funds	\$46,667	Based on FY18 application to CalTrans, Estimated \$140,000 3 year project with toll credit match
Projected FY17/18 Section 5311 Operating Funds	\$710,762	Based on 5311 applications for regional and intercity apportionments per Ogbonna 4/12/17
Projected FY17/18 LCTOP Funds	\$549,672	Based on new appropriation estimates from RCTC Revenue Est. Dated 2-21-17 & FY17 est. carryover
Projected FY17/18 CMAQ Carryover	\$243,280	Based on estimated expenses for Line 20 & Van Pool contract utilizing grant # CA-95-X327.
Projected FY17/18 Other Revenues	\$2,469,131	Advertising revenue (\$220K), shelter maintenance revenue (\$112K), SRA overhead fee (\$29K), fueling revenue (\$1.2M), emission credits (\$750K), insurance recoveries (\$80K) & interest and other revenue (\$31.5K)
Projected FY17/18 Farebox Revenue	\$2,984,372	Based on continued decrease of 5% ridership for Fixed Route and 5% increase in Paratransit
Total Estimated Operating Funding Request	\$34,880,026	
Projected FY17/18 STA Capital	\$3,450,718	FY17/18 plus unallocated carryover
Projected FY17/18 Prop 1B Safety and Security	\$298,909	Based on CalOES appropriations
Projected FY17/18 5307 Capital	\$1,566,588	Based on estimated FY 17
LoNo	\$1,519,855	Award for SunLine's Center of Excellence from FTAs competitive LoNo program
Section 5339	\$446,894	Based on RCTC Revenue Est., dated 2-21-17
AQIP	\$3,123,591	Competitive award for SunLine's Hydrogen Bus and Hydrogen Station project. Remaining \$3.1M for SL-18-11 reflects remaining grant funding awarded in FY17. Total AQIP project award = \$12M.
Total Estimated Capital Funding Request	\$10,406,555	
Total Funding Request	\$45,286,581	



TABLE 5.1
SUMMARY OF FUNDS REQUESTED FOR FY 2018/2019

TABLE 5.1

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

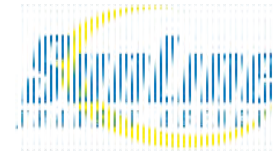
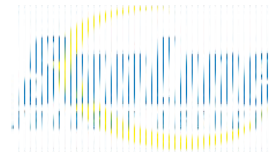


Table 5.1 - Summary of Funding Request for FY 2018/19

10-May-17

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Carryover STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
OPERATING																
Operating Assistance	\$34,599,771	\$4,283,248	\$16,520,028	\$4,283,248			\$5,308,002	\$3,000,000		\$341,572			\$249,672		\$1,951,370	\$2,945,879
Vanpool Program	\$571,396		\$23,334						\$23,334					\$478,062	\$46,667	
Commuter Link 220	\$138,325		\$27,665								\$110,660					
Sub-total Operating	\$35,309,492	\$4,283,248	\$16,571,027	\$4,283,248	\$0	\$0	\$5,308,002	\$3,000,000	\$23,334	\$341,572	\$110,660	\$0	\$249,672	\$478,062	\$1,998,037	\$2,945,879
CAPITAL																
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	Carryover LTF	STA	Carryover STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
Operations Facility Replacement Phase 3	SL-19-01	\$2,116,000	\$0		\$1,030,588			\$1,085,412								
Replacement Fixed Route Buses (3)	SL-19-02	\$2,070,894	\$0		\$769,412			\$854,588				\$446,894				
Sub-total Capital	\$4,186,894	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,940,000	\$0	\$0	\$0	\$446,894	\$0	\$0	\$0	\$0
Total Operating & Capital	\$39,496,386	\$4,283,248	\$16,571,027	\$4,283,248	\$1,800,000	\$0	\$5,308,002	\$4,940,000	\$23,334	\$341,572	\$110,660	\$446,894	\$249,672	\$478,062	\$1,998,037	\$2,945,879

**TABLE 5.2
SUMMARY OF FUNDS REQUESTED FOR FY 2019/2020**



**SunLine Transit Agency
FY 2019/20
Summary of Fund Requested
Short Range Transit Plan**

TABLE 5.2

Table 5.2 - Summary of Funding Request for FY 2019/20

10-May-17

Project Description		Total Amount of Funds	LTF	STA	Measure A	Section 5307 India/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
OPERATING														
Operating Assistance		\$35,587,031	\$18,994,089		\$5,600,000	\$3,000,000		\$341,572			\$500,000		\$3,951,370	\$3,200,000
Vanpool Program		\$571,396	\$23,334				\$23,334					\$478,062	\$46,667	
Line 20		\$190,508										\$190,508		
Commuter Link 220		\$138,325	\$27,665						\$110,660					
Sub-total Operating		\$36,487,260	\$19,045,088	\$0	\$5,600,000	\$3,000,000	\$23,334	\$341,572	\$110,660	\$0	\$500,000	\$668,570	\$3,998,037	\$3,200,000
CAPITAL														
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Measure A	Section 5307 India/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
Replacement Fixed Route Buses (6)	SL-20-01	\$4,200,000		\$1,900,000		\$1,800,000				\$500,000				
Information Technology (IT) Projects	SL-20-02	\$350,000		\$70,000		\$280,000								
Replacement Paratransit Buses (4)	SL-20-03	\$540,000		\$108,000		\$432,000								
Sub-total Capital		\$5,090,000	\$0	\$2,078,000	\$0	\$2,512,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0
Total Operating & Capital		\$41,577,260	\$19,045,088	\$2,078,000	\$5,600,000	\$5,512,000	\$23,334	\$341,572	\$110,660	\$500,000	\$500,000	\$668,570	\$3,998,037	\$3,200,000



MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

Financial Data for FY 2018-19 to FY 2021-22¹

¹ San Bernardino County Transit Authority



OMNITRANS

Financial Data for FY 2018-19 to FY 2021-22¹

¹ San Bernardino County Transit Authority



Omnitrans
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Passenger Fares - Fixed Route	11,466,849	11,810,854	12,165,180	12,530,136	47,973,019	Fares have seen a dramatic decrease the out years are based on the most recent SRTP. Omnitrans will need to adjust out year actual to reflect actuals.
Passenger Fares - Access	1,535,748	1,581,820	1,629,275	1,678,153	6,424,997	
Advertising	655,000	655,000	655,000	655,000	2,620,000	
Interest and Other Non-Trans	1,530,000	1,575,900	1,623,177	1,671,872	6,400,949	
LTF	42,820,819	43,400,000	42,140,000	43,400,000	171,760,819	
FTA 5307	16,943,440	16,943,440	16,943,440	16,943,440	67,773,760	
STA	4,093,244	4,093,244	4,093,244	4,093,244	16,372,976	Funding is volatile so we project flat
Measure I	7,873,772	6,700,000	6,400,000	6,700,000	27,673,772	
Measure I Rail	622,463					Omnitrans is taking on the new rail service. This funding will change when Omnitrans takes on the service
Measure I CTSA	2,270,798	2,270,798	2,270,798	2,270,798	9,083,192	
Other Funds	1,500,000	1,000,000	1,000,000	1,000,000	4,500,000	
FTA 5339	1,723,500	1,723,500	1,723,500	1,723,500	6,894,000	
CMAQ	16,941,200		-	7,620,000	24,561,200	
LCTOP					-	
SGR					-	
Revenue Total	109,976,833	91,754,557	90,643,614	100,286,143	392,038,684	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	33,884,660	16,943,440	16,943,440	24,563,400	92,334,940	
Operating	74,670,298	74,511,705	73,400,762	75,423,331	298,006,096	
Expenditures Total	108,554,958	91,455,145	90,344,202	99,986,731	390,341,036	

VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2018-19 to FY 2021-22¹

¹ San Bernardino County Transit Authority



VVTA
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Section 5307	6,932,681	6,932,681	6,932,681	6,932,681	27,730,724	
Section 5311	662,299	662,299	662,299	662,299	2,649,196	This has increased with the inclusion of City of Barstow to the JPA
Section 5339	721,973	721,973	721,973	721,973	2,887,892	
CMAQ	3,378,000	2,071,840	2,483,000	1,946,000	9,878,840	
LTF	15,857,952	16,333,691	16,823,701	17,328,412	66,343,756	Any excess dollars are returned to the Cities for Street and Roads purposes.
STA	581,304	137,385	137,385	137,385	993,459	
Measure I	1,129,842	1,163,737	1,198,649	1,234,609	4,726,837	
SGR	1,363,694	681,847	681,847	681,847	3,409,235	
LCTOP	629,575				629,575	
Other	223,000	223,000	223,000	223,000	892,000	
Fares	3,753,464	3,866,068	3,982,050	4,101,512	15,703,094	
AB2766	113,320	113,320	113,320	113,320	453,280	
					-	
Revenue Total	35,347,104	32,907,841	33,959,906	34,083,038	136,297,889	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	13,607,227	10,545,726	10,956,886	10,419,886	45,529,725	
Operating	21,739,877	22,362,115	23,003,020	23,663,152	90,768,164	
Expenditures Total	35,347,104	32,907,841	33,959,906	34,083,038	136,297,889	

GOLD COAST TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Ventura County Transportation Commission



GOLD COAST TRANSIT
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Calif. Local Transportation Funds (LTF)	15,495	15,960	16,439	16,932	64,826	
Federal Formula Funds	4,923	5,071	5,223	5,380	20,597	
Federal Funds, Other (CMAQ, JARC, ARRA)	618	637	656	676	2,587	
LTF Funds Deferred from Prior Year	3,111	2,000	1,760	1,600	8,471	
Calif. State Transit Assistance (STA) and Other	325	335	345	355	1,360	
Passenger Fares	3,250	3,348	3,448	3,551	13,597	
Local Support	-	-	-	-	-	
Advertising Revenue	165	170	175	180	690	
MAA Reimbursement Fares	250	258	266	274	1,048	
Calif. LCFS and Federal RIN Credit Revenue	700	721	743	765	2,929	
Other Revenue	40	3,040	40	40	3,160	
					-	
Less: Funds Appropriated to District Members for Public Transit Uses	(2,100)	(2,163)	(2,228)	(2,295)	(8,786)	
					-	
Revenue Total	26,777	29,377	26,867	27,458	110,479	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	2,860	4,743	1,494	1,324	10,421	
Operating	23,917	24,634	25,373	26,134	100,058	
Expenditures Total	26,777	29,377	26,867	27,458	110,479	

SIMI VALLEY TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Ventura County Transportation Commission

City of Simi Valley
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Fare Revenue	416,160	424,483	432,973	441,632	1,715,248	
Shleter Advertising	58,140	59,303	60,489	61,699	239,630	
Misc	61,200	62,424	63,672	64,946	252,242	
FTA 5307	2,696,831	2,696,831	2,750,768	2,805,783	10,950,213	
CMAQ	768,826	-	-	-	768,826	
State TDA/Prop 1B	4,295,804	4,295,804	4,381,720	4,469,354	17,442,683	
					-	
Revenue Total	8,296,961	7,538,845	7,689,622	7,843,414	31,368,842	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	3,102,700	1,250,000	310,000	1,790,100	6,452,800	
Operating	5,194,261	6,288,845	7,379,622	6,053,314	24,916,042	
Expenditures Total	8,296,961	7,538,845	7,689,622	7,843,414	31,368,842	

VCTC INTERCITY TRANSIT

Financial Data for FY 2018-19 to FY 2021-22¹

¹ Ventura County Transportation Commission

VCTC Intercity Transit
FY 2018/2019 - 2021/2022

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
FTA (non CMAQ)	2,352,959	2,423,548	2,496,254	2,571,142	9,843,903	
LTF	72,980				72,980	
STA	4,210,842	4,337,167	4,467,282	4,601,301	17,616,592	
Local Contribution	1,403,000	1,445,090	1,488,443	1,533,096	5,869,629	
CMAQ	2,226,160	100,000	103,000	106,090	2,535,250	
LCTOP	884,959				884,959	
Farebox	1,000,000	1,030,000	1,060,900	1,092,727	4,183,627	
					-	
					-	
					-	
					-	
Revenue Total	12,150,900	9,335,805	9,615,879	9,904,356	41,006,940	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital (Fleet and Facility Leases)	1,299,750	1,338,743	1,378,905	1,420,272	5,437,669	
Capital (Bus Purchase)	2,138,100				2,138,100	
Capital (Prev Maintenance + Rebuilds)	1,164,030	1,198,951	1,234,919	1,271,967	4,869,867	
Operating (Contractor + Administration)	7,549,020	6,798,112	7,002,055	7,212,117	28,561,303	
Expenditures Total	12,150,900	9,335,805	9,615,879	9,904,356	41,006,940	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2017-18¹

¹ Southern California Regional Rail Authority



Exhibit 3.9 FY2017-18 Budget Revenue Sources and Use by Member Agency

Operating Budget	Metro	OCTA	RCTC	SBCTA	VCTC	System	Total FY 17-18	% of Total
Local Funds for Operating	71,659	28,239	17,705	14,960	9,836	-	142,399	58.6%
Operations	57,665	22,324	15,173	11,058	7,922	-	114,142	47.0%
Maintenance-of-Way (MOW)	13,994	5,915	2,532	3,902	1,914	-	28,257	11.6%
Other Operating Revenues	51,219	25,671	8,433	12,124	3,199	-	100,646	41.4%
Farebox Revenue	42,031	22,453	7,759	10,512	2,404	-	85,159	35.0%
Non-Fare Operating Revenue	1,136	687	7	57	251	-	2,137	0.9%
MOW Revenues	8,052	2,531	667	1,556	544	-	13,350	5.5%
Total Funding Sources for Operating	122,877	53,910	26,139	27,084	13,035	-	243,045	100.0%

Total Operating Expenditures	122,877	53,910	26,139	27,084	13,035	-	243,045	100.0%
Operating Expenditures (Excludes MOW)	100,832	45,464	22,939	21,626	10,577	-	201,438	82.9%
Maintenance-of-Way	22,046	8,446	3,200	5,458	2,458	-	41,607	17.1%

Capital Program Expenditure in FY18	Metro	OCTA	RCTC	SBCTA	VCTC	System	Total FY 17-18	% of Total
Local Funds for Capital	2,385	52	29	70	19	-	2,556	1.4%
New Capital	125	52	29	38	19	-	264	0.1%
Rehabilitation/Renovation	1,989	-	-	-	-	-	1,989	1.1%
Rotem Settlement	270	-	-	32	-	-	303	0.2%
Other Capital Revenues	-	-	-	-	-	2,186	2,186	1.2%
Interest on Lease Proceeds	-	-	-	-	-	-	-	0.0%
Other Non-Member (includes insurance recoveries)	-	-	-	-	-	58	58	0.0%
State Funds	-	-	-	-	-	1,290	1,290	0.7%
Federal Funds	-	-	-	-	-	838	838	0.5%
UPRR Funds	-	-	-	-	-	-	-	0.0%
Carryover Expenditures in FY18	31,691	16,645	2,443	7,188	6,903	112,018	176,887	97.4%
Total Funding Sources for Capital Program	34,076	16,697	2,472	7,258	6,922	114,204	181,628	100.0%

Total Capital Program Expenditures in FY18	34,076	16,697	2,472	7,258	6,922	114,204	181,628	100.0%
New Capital	125	52	29	38	19	-	264	0.1%
Rehabilitation/Renovation	1,989	-	-	-	-	2,186	4,175	2.3%
Rotem Settlement	270	-	-	32	-	-	303	0.2%
Carryover from prior year	31,691	16,645	2,443	7,188	6,903	112,018	176,887	97.4%

Total Expenditures	156,953	70,607	28,610	34,342	19,957	114,204	424,673	
---------------------------	----------------	---------------	---------------	---------------	---------------	----------------	----------------	--

Numbers may not foot due to rounding.

Note: Sources and use Exhibits 3.8 and 3.9 are reflective of the FY18 Proposed Budget prior to the modifications for unfunded amounts described in second paragraph of Section 3.6.

Attachment D
Regional Funding and Expenditure Tables

TABLE 1: REVENUE

Southern California Association of Governments

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$'s in 1,000)

Funding Source/Program		4 YEARS (FTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	Sales Tax	\$2,206,154	\$1,090,109	\$1,315,603	\$1,448,007	\$6,059,873
	- City					
	- County	\$2,206,154	\$1,090,109	\$1,315,603	\$1,448,007	\$6,059,873
	Gas Tax	\$6				\$6
	- Gas Tax (Subventions to Cities)	\$6				\$6
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	\$808,969	\$646,501	\$434,704	\$518,653	\$2,408,827
	- County General Funds	\$43,399	\$22,525	\$83,476	\$25	\$149,425
	- City General Funds	\$617,994	\$543,100	\$251,261	\$443,622	\$1,855,977
	- Street Taxes and Developer Fees	\$147,576	\$80,876	\$99,967	\$75,006	\$403,425
	- RSTP exchange funds					
	Transit	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
	- Transit Fares	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
Other (See Appendix 1)	\$2,615,460	\$2,552,754	\$2,079,251	\$1,492,701	\$8,740,166	
Local Total	\$5,636,989	\$4,292,219	\$3,831,677	\$3,461,486	\$17,222,371	
Regional	Tolls					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
Regional Total						
State	State Highway Operations and Protection Program (SHOPP)	\$1,899,955	\$1,902,704	\$656,204	\$781,459	\$5,240,322
	- SHOPP (Including Augmentation)	\$818,629	\$1,902,704	\$656,204	\$781,459	\$4,158,996
	- SHOPP Prior	\$1,078,604				\$1,078,604
	- State Minor Program	\$2,722				\$2,722
	State Transportation Improvement Program (STIP)	\$406,586	\$167,585	\$259,390	\$77,547	\$911,108
	- STIP (Including Augmentation)	\$404,186	\$167,585	\$259,390	\$77,547	\$908,708
	- STIP Prior	\$2,400				\$2,400
	State Bond	\$51,070	\$4,759	\$81,967		\$137,796
	- Proposition 1A (High Speed Passenger Train Bond Program)			\$46,000		\$46,000
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and	\$51,070	\$4,759	\$35,967		\$91,796
	- Active Transportation Program	\$184,171	\$54,282	\$42,120		\$280,573
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	\$89,740	\$98,373	\$108,211	\$50,957	\$347,281
	- Road Repair and Accountability Act of 2017 (SB1)	\$12,406	\$56,200			\$68,606
- Traffic Congestion Relief Program (TCRP)						
- State Transit Assistance (STA) (e.g. population/revenue based, Prop	\$6,149	\$2,248	\$1,795	\$1,280	\$11,472	
Other (See Appendix 3)	\$163,303	\$167,164	\$235,000	\$71,127	\$636,594	
State Total	\$2,813,380	\$2,453,315	\$1,384,687	\$982,370	\$7,633,752	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$507,559	\$257,644	\$227,417	\$221,225	\$1,213,845
	- 5309 - Fixed Guideway Capital Improvement Starts	\$273				\$273
	- 5309b - New and Small Starts (Capital Investment Grants)	\$404,900	\$200,000	\$347,000	\$347,000	\$1,298,900
	- 5309c - Bus and Bus Related Grants	\$3,028		\$210		\$3,238
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$79,184	\$8,808	\$2,449	\$2,449	\$92,890
	- 5311 - Formula Grants for Rural Areas	\$2,484	\$1,487	\$804	\$814	\$5,589
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	\$140,143	\$122,999	\$123,000	\$122,074	\$508,216
	- 5339 - Bus and Bus Facilities Formula Grants	\$18,597	\$6,638	\$3,630	\$530	\$29,395
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
Federal Transit Total	\$1,156,168	\$597,576	\$704,510	\$694,092	\$3,152,346	

TABLE 1: REVENUE

Southern California Association of Governments

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement	\$261,997	\$267,236	\$267,141	\$267,043	\$1,063,417
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo	\$17,716	\$9,448	\$931		\$28,095
	- Highway Safety Improvement Program (HSIP)	\$49,026	\$42,421	\$31,402	\$46,025	\$168,874
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings	\$2,706				\$2,706
	- Recreational Trails Program	\$1,901				\$1,901
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$250,741	\$257,113	\$257,029	\$256,939	\$1,021,822
	Other (See Appendix 5)	\$84,708	\$3,557	\$145	\$15,000	\$103,410
	Federal Highway Total	\$680,590	\$579,775	\$556,648	\$585,007	\$2,402,020
Federal Railroad Administration	Other Federal Railroad Administration (see Appendix 6)	\$1,523				\$1,523
	Federal Railroad Administration Total	\$1,523				\$1,523
Federal Total		\$1,838,281	\$1,177,351	\$1,261,158	\$1,279,099	\$5,555,889
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$368,196	\$144,414	\$24,707		\$537,317
	Other (See Appendix 7)					
	Innovative Finance Total	\$368,196	\$144,414	\$24,707		\$537,317
REVENUE TOTAL		\$10,656,846	\$8,067,299	\$6,502,229	\$5,722,955	\$30,949,329

TABLE 2: PROGRAMMED

Southern California Association of Governments
 2018/2019 - 2023/2024 Federal Transportation Improvement Program
 2019 FTIP Adoption
 (\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	Sales Tax	\$1,770,038	\$1,090,109	\$1,315,603	\$1,448,007	\$5,623,757
	- City					
	- County	\$1,770,038	\$1,090,109	\$1,315,603	\$1,448,007	\$5,623,757
	Gas Tax	\$6				\$6
	- Gas Tax (Subventions to Cities)	\$6				\$6
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	\$807,348	\$646,501	\$434,704	\$518,653	\$2,407,206
	- County General Funds	\$43,399	\$22,525	\$83,476	\$25	\$149,425
	- City General Funds	\$616,373	\$543,100	\$251,261	\$443,622	\$1,854,356
	- Street Taxes and Developer Fees	\$147,576	\$80,876	\$99,967	\$75,006	\$403,425
	- RSTP exchange funds					
	Transit	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
	- Transit Fares	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
Other (See Appendix 1)	\$2,615,290	\$2,550,354	\$2,079,251	\$1,492,701	\$8,737,596	
Local Total	\$5,199,082	\$4,289,819	\$3,831,677	\$3,461,486	\$16,782,064	
Regional	Tolls					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
Regional Total						
State	State Highway Operations and Protection Program (SHOPP)	\$1,899,955	\$1,902,704	\$656,204	\$781,459	\$5,240,322
	- SHOPP (Including Augmentation)	\$818,629	\$1,902,704	\$656,204	\$781,459	\$4,158,996
	- SHOPP Prior	\$1,078,604				\$1,078,604
	- State Minor Program	\$2,722				\$2,722
	State Transportation Improvement Program (STIP)	\$406,586	\$167,585	\$259,390	\$77,547	\$911,108
	- STIP (Including Augmentation)	\$404,186	\$167,585	\$259,390	\$77,547	\$908,708
	- STIP Prior	\$2,400				\$2,400
	State Bond	\$51,070	\$4,759	\$81,967		\$137,796
	- Proposition 1A (High Speed Passenger Train Bond Program)			\$46,000		\$46,000
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	\$51,070	\$4,759	\$35,967		\$91,796
	- Active Transportation Program	\$184,171	\$54,282	\$42,120		\$280,573
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	\$89,740	\$98,373	\$108,211	\$50,957	\$347,281
	- Road Repair and Accountability Act of 2017 (SB1)	\$12,406	\$56,200			\$68,606
	- Traffic Congestion Relief Program (TCRP)					
- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	\$6,023	\$2,248	\$1,795	\$1,280	\$11,346	
Other (See Appendix 3)	\$163,303	\$167,164	\$235,000	\$71,127	\$636,594	
State Total	\$2,813,254	\$2,453,315	\$1,384,687	\$982,370	\$7,633,626	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$506,845	\$257,644	\$227,417	\$221,225	\$1,213,131
	- 5309 - Fixed Guideway Capital Improvement Starts	\$273				\$273
	- 5309b - New and Small Starts (Capital Investment Grants)	\$404,900	\$200,000	\$347,000	\$347,000	\$1,298,900
	- 5309c - Bus and Bus Related Grants	\$3,028		\$210		\$3,238
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$79,184	\$8,808	\$2,449	\$2,449	\$92,890
	- 5311 - Formula Grants for Rural Areas	\$2,484	\$1,487	\$804	\$814	\$5,589
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	\$140,143	\$122,999	\$123,000	\$122,074	\$508,216
	- 5339 - Bus and Bus Facilities Formula Grants	\$18,597	\$6,638	\$3,630	\$530	\$29,395
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
Federal Transit Total	\$1,155,454	\$597,576	\$704,510	\$694,092	\$3,151,632	

TABLE 2: PROGRAMMED

Southern California Association of Governments
 2018/2019 - 2023/2024 Federal Transportation Improvement Program
 2019 FTIP Adoption
 (\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$204,868	\$179,898	\$199,889	\$91,029	\$675,684
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo	\$17,716	\$9,448	\$931		\$28,095
	- Highway Safety Improvement Program (HSIP)	\$49,026	\$42,421	\$31,402	\$46,025	\$168,874
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings	\$2,706				\$2,706
	- Recreational Trails Program	\$1,901				\$1,901
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$209,300	\$170,718	\$70,895	\$32,423	\$483,336
	Other (See Appendix 5)	\$84,708	\$3,557	\$145	\$15,000	\$103,410
Federal Highway Total	\$582,020	\$406,042	\$303,262	\$184,477	\$1,475,801	
Federal Railroad Administration	Other Federal Railroad Administration (see Appendix 6)	\$1,523				\$1,523
	Federal Railroad Administration Total	\$1,523				\$1,523
Federal Total		\$1,738,997	\$1,003,618	\$1,007,772	\$878,569	\$4,628,956
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$368,196	\$144,414	\$24,707		\$537,317
	Other (See Appendix 7)					
	Innovative Finance Total	\$368,196	\$144,414	\$24,707		\$537,317
PROGRAMMED TOTAL		\$10,119,529	\$7,891,166	\$6,248,843	\$5,322,425	\$29,581,963

TABLE 3: REVENUE VS PROGRAMMED

Southern California Association of Governments

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$`s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	Sales Tax	\$436,116				\$436,116
	- City					
	- County	\$436,116				\$436,116
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	\$1,621				\$1,621
	- County General Funds					
	- City General Funds	\$1,621				\$1,621
	- Street Taxes and Developer Fees					
	- RSTP exchange funds					
Transit						
- Transit Fares						
Other (See Appendix 1)	\$170	\$2,400			\$2,570	
Local Total	\$437,907	\$2,400			\$440,307	
Regional	Tolls					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
Regional Total						
State	State Highway Operations and Protection Program (SHOPP)					
	- SHOPP (Including Augmentation)					
	- SHOPP Prior					
	- State Minor Program					
	State Transportation Improvement Program (STIP)					
	- STIP (Including Augmentation)					
	- STIP Prior					
	State Bond					
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and					
	- Active Transportation Program					
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)					
	- Road Repair and Accountability Act of 2017 (SB1)					
- Traffic Congestion Relief Program (TCRP)						
- State Transit Assistance (STA) (e.g. population/revenue based, Prop	\$126				\$126	
Other (See Appendix 3)						
State Total	\$126				\$126	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$714				\$714
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)					
	- 5309c - Bus and Bus Related Grants					
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	- 5311 - Formula Grants for Rural Areas					
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants					
	- 5339 - Bus and Bus Facilities Formula Grants					
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
	Federal Transit Total	\$714				\$714

TABLE 3: REVENUE VS PROGRAMMED

Southern California Association of Governments

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$`s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement	\$57,129	\$87,338	\$67,252	\$176,014	\$387,733
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo					
	- Highway Safety Improvement Program (HSIP)					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings					
	- Recreational Trails Program					
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$41,441	\$86,395	\$186,134	\$224,516	\$538,486
	Other (See Appendix 5)					
Federal Highway Total	\$98,570	\$173,733	\$253,386	\$400,530	\$926,219	
Federal Railroad Administration	Other Federal Railroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
Federal Total		\$99,284	\$173,733	\$253,386	\$400,530	\$926,933
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other (See Appendix 7)					
Innovative Finance Total						
REVENUE - PROGRAM TOTAL		\$537,317	\$176,133	\$253,386	\$400,530	\$1,367,366

**2019 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(All figures in \$000's)**

Category	Regional Summary							Total	%
	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024			
Transit Improvement									
Bus Equipment or Capital Lease	91,445	3,126	2,596	1,057	-	-	98,224	0%	
Bus Vehicles Expansion	32,550	4,110	1,376	-	-	-	38,036	0%	
Intercity/Heavy Rail Vehicles Expansion	100	-	-	-	131,000	131,000	262,100	1%	
Intercity/Heavy Rail Extension	1,707,035	1,108,274	1,155,607	1,035,457	724,642	599,548	6,330,563	18%	
Light Rail Equipment	36,000	175,000	-	-	-	-	211,000	1%	
Light Rail Extension	256,480	316,410	210,500	218,000	191,000	426,400	1,618,790	5%	
Light Rail Vehicles Expansion	410,632	43,628	27,800	-	-	-	482,060	1%	
Transit Equipment, Structures, Facilities	82,858	38,038	126,742	52,828	40,166	96,164	436,796	1%	
Transit Improvement Subtotal	2,617,100	1,688,586	1,524,621	1,307,342	1,086,808	1,253,112	9,477,569	27%	
Transit Operations & Maintenance									
Bus Operations	247,077	76,371	181,640	46,673	615	670	553,046	2%	
Bus Vehicles Rehab/Replace	632,432	1,135,640	308,241	308,960	-	-	2,385,273	7%	
Commuter Rail Operations	8,719	1,675	1,676	750	-	-	12,820	0%	
Intercity/Heavy Rail Operations	172,936	29,453	7,284	7,284	-	-	216,957	1%	
Intercity/Heavy Rail Equipment	6,910	10,200	19,200	-	-	-	36,310	0%	
Paratransit	214,336	166,802	101,392	107,483	125	135	590,273	2%	
Transit O&M Subtotal	1,282,410	1,420,141	619,433	471,150	740	805	3,794,679	11%	
Highway Improvement									
Auxiliary, Passing, Truck Climbing Lane	86,668	-	25,716	9,956	-	-	122,340	0%	
Bridge Improvement	58,776	65,696	43,482	14,469	245,305	13,300	441,028	1%	
Capacity Enhancing Improvements (Highway)	1,508,039	638,991	2,156,581	1,881,259	255,466	826,784	7,267,120	21%	
Grade Separations	298,687	232,984	370,407	106,595	43,000	157,759	1,209,432	4%	
HOV Lanes	427,302	348,656	178,255	291,153	38,529	-	1,283,895	4%	
Interchange, ramps, over/undercrossing	734,917	734,161	379,333	290,196	100,720	205,361	2,444,688	7%	
Non-Capacity Improvements	207,110	173,642	36,519	20,000	27,172	6,853	471,296	1%	
Highway Improvement Subtotal	3,321,499	2,194,130	3,190,293	2,613,628	710,192	1,210,057	13,239,799	38%	
Highway Operations & Maintenance									
SHOPP Operations	296,907	186,285	29,434	25,748	-	3,250	541,624	2%	
SHOPP Rehabilitation	1,095,259	1,391,325	544,438	586,201	-	-	3,617,223	10%	
SHOPP Safety	443,435	318,830	66,432	169,510	-	-	998,207	3%	
Road Rehabilitation/Replacement	232,601	373,745	113,709	60,095	660,666	21,700	1,462,516	4%	
Safety Improvements	93,470	42,498	4,131	-	-	-	140,099	0%	
Soundwalls	1,520	3,000	-	-	-	-	4,520	0%	
Highway O&M Subtotal	2,163,192	2,315,683	758,144	841,554	660,666	24,950	6,764,189	20%	
ITS, TDM, and Non-Motorized									
ITS	163,822	25,897	24,699	8,919	250	-	223,587	1%	
Bicycle and Pedestrian Facilities	350,299	147,688	69,090	10,412	2,000	-	579,489	2%	
Rideshare	17,386	643	443	443	-	-	18,915	0%	
TDM, Park and Ride (excl. ridematching)	27,776	4,915	4,459	3,224	-	-	40,374	0%	
ITS, TDM, and Non-Motorized Subtotal	559,283	179,143	98,691	22,998	2,250	-	862,365	2%	
Other									
Administration, Admin. Facilities, Vehicles, Misc.	58,961	12,500	314	4,239	4,538	150	80,702	0%	
Ferry Service	70	-	-	-	-	-	70	0%	
Land Acquisition	-	-	-	-	-	-	-	0%	
Landscaping	33,326	25,816	14,453	4,000	-	-	77,595	0%	
Planning	7,145	1,047	1,586	3,434	3,433	-	16,645	0%	
Study	13,618	3,908	3,530	-	25,050	-	46,106	0%	
Transportation Enhancement Activities	3,063	-	-	-	-	-	3,063	0%	
Other Subtotal	116,183	43,271	19,883	11,673	33,021	150	224,181	1%	
Various Agencies Lump Amounts	\$ 52,452	\$ 47,626	\$ 34,153	\$ 50,455			\$ 184,686	1%	
Total	10,112,119	7,888,580	6,245,218	5,318,800	2,493,677	2,489,074	34,547,468	100%	

Attachment E
Expedited Project Selection Procedures

Expedited Project Selection Procedures

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

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

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

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

2. Project Programming

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

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

3. Expedited Project Selection Procedures

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

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

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

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

- i. SCAG receives request to use EPSP for project(s) in the FTIP.
- ii. SCAG analyzes, discusses with CTC, and takes action on the request for the use of EPSP for project(s) in the FTIP.

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

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

Projects from the first four years of the 2019 FTIP have been selected using the project selection procedures.

Attachment F
Amendment Approval Procedures

Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

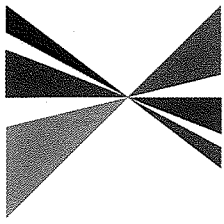
The Regional Council hereby grants authority to SCAG’s Executive Director to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments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

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

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

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

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



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Pam O'Connor, Santa Monica

First Vice President

Glen Becerra, Simi Valley

Second Vice President

Greg Pettis, Cathedral City

Immediate Past President

Larry McCallon, Highland

Executive/Administration Committee Chair

Pam O'Connor, Santa Monica

Policy Committee Chairs

Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Paul Glaab, Laguna Niguel

RESOLUTION NO. 11-532-1

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

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

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

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

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

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

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


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

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

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


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

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



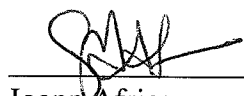
Pam O'Connor
President
Councilmember, City of Santa Monica

Attested by:



Hasan Ikhata
Executive Director

Approved as to Form:



Joann Africa
Chief Counsel