

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-10
Debt Management Policies	IV-11
Conclusion	IV-13
Attachments	IV-14
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	

THIS PAGE INTENTIONALLY LEFT BLANK.

Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six-county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties – also referred to as SCAG’s Federal Transportation Improvement Program (FTIP). The FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG’s 2013 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 2013 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2013 FTIP is consistent with the adopted 2012-2035 RTP/SCS (April 4, 2012) as required by the California Government Code, Section 65080.

SCAG’s 2013 FTIP utilizes the 2012 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 10, 2011. 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 2013 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 2013 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2013 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2013 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2013 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 2013 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 2013 FTIP is \$32.5 billion. Local funds comprise 60 percent of total dollars programmed in the 2013 FTIP, state funds 16 percent and federal funds 24 percent. Uses of funds in the 2013 FTIP by modal category show that state highway projects total 41 percent of funds programmed, transit projects 39 percent, and local highway projects 20 percent.

Figure 1
Summary of 2013 FTIP by Funding Source
(in 000's)

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2012/13	\$ 2,010,509	\$ 1,994,712	\$ 4,651,318	\$ 8,656,539
2013/14	\$ 1,129,811	\$ 1,067,283	\$ 3,110,771	\$ 5,307,865
2014/15	\$ 1,029,174	\$ 756,208	\$ 4,074,886	\$ 5,860,268
2015/16	\$ 964,744	\$ 666,869	\$ 4,514,906	\$ 6,146,519
2016/17	\$ 1,715,834	\$ 570,266	\$ 2,445,846	\$ 4,731,946
2017/18	\$ 809,938	\$ 23,373	\$ 989,587	\$ 1,822,898
Total	\$ 7,660,010	\$ 5,078,711	\$ 19,787,314	\$ 32,526,035
% of Total	24%	16%	60%	100%

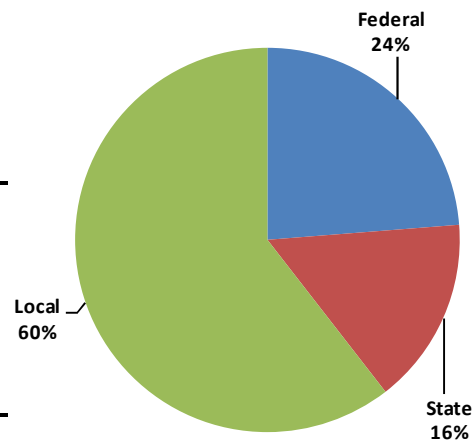
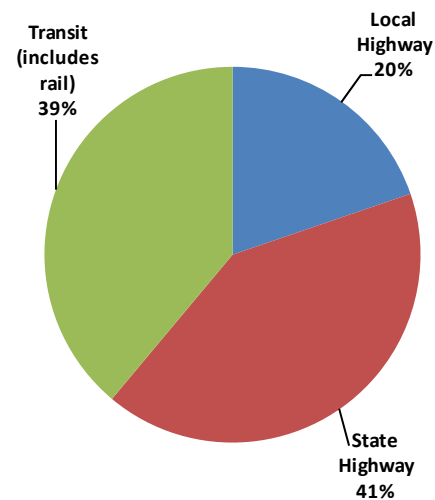


Figure 2
Summary of 2013 FTIP by All Programs
(in 000's)

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2012/13	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
2013/14	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
2014/15	\$ 1,164,124	\$ 2,281,977	\$ 2,414,167	\$ 5,860,268
2015/16	\$ 828,724	\$ 2,982,238	\$ 2,335,557	\$ 6,146,519
2016/17	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
2017/18	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
Total	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$ 32,526,035
% of Total	20%	41%	39%	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 (FY2012/13 – FY2015/16); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2013 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2012–2035 RTP/SCS set the framework for the 2013 FTIP. Further, the financial plan for the 2012–2035 RTP/SCS provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments. Four counties within the SCAG region (Riverside, San Bernardino, Orange, and Imperial) recently extended their local sales tax measures through 2039 or beyond. In 2008, voters in Los Angeles County approved Measure R, which establishes a 30-year sales tax to be administered by the Los Angeles County Metropolitan Transportation Authority. In 2006, the general electorate of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, which provides \$19.9 billion in infrastructure bonds for transportation improvements throughout the state.

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

GROWTH TRENDS

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

Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By July 1, 2011, the region's population had reached 18.2 million residents, a 9.8 percent increase (1.6 million more people) since 2000. Los Angeles County and Orange County accounted for 31.1 percent of the region's population growth over the last 11 years, adding 0.5 million residents, while Riverside and San Bernardino Counties together added 1.0 million residents. In terms of relative growth, the Inland Empire (Riverside and San Bernardino Counties) and Imperial County are the fastest growing areas in the region. Riverside County grew by 43.0 percent, San Bernardino County by 19.8 percent and Imperial County by 24.5 percent. Los Angeles, Orange, and Ventura Counties were the slowest growing counties, in terms of percentage—only 3.3, 6.7, and 9.7 percent increases, respectively, during the same period (between 2000 and 2011).

	Population		Change 2000–2011	
	2000	2011	Number	Percent
Imperial County	143,151	178,169	35,018	24.5%
Los Angeles County	9,543,983	9,857,567	313,584	3.3%
Orange County	2,853,893	3,043,964	190,071	6.7%
Riverside County	1,557,271	2,226,552	669,281	43.0%
San Bernardino County	1,719,190	2,059,630	340,440	19.8%
Ventura County	756,902	830,215	73,313	9.7%
SCAG Region	16,574,390	18,196,097	1,621,707	9.8%

Source: State of California, Department of Finance

Despite lasting impacts from the economic recession between 2007 and 2009, the region's total employment was estimated to be 7.8 million in 2011, increasing by 0.2 million employed workers (2.2 percent) since 2000. The largest gains in employment between 2000 and 2011 were experienced in the Inland Empire (Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA)), which grew by 15.5 percent. Los Angeles County (Los Angeles-Long Beach-Glendale MSA) maintained the majority of the region's employment despite losing 0.1 million jobs (2.4 percent) between 2000 and 2011. Regional unemployment was 5.0 percent in 2000 and peaked at 12.5 percent in 2010. It has since dropped down to 11.9 percent in the latest 2011 estimates from the State of California Employment Development Department. In 2011, regional unemployment ranged from a low of 8.7 percent in Orange County (Santa Ana-Anaheim-Irvine MSA) to a high of 29.7 percent in Imperial County (El Centro MSA). Unemployment in Los Angeles County, the Inland Empire, and Ventura County (Oxnard-Thousand Oaks-Ventura MSA) in 2011 was 12.3, 13.4, and 10.0 percent, respectively.

	Civilian Employment		Change 2000–2011	
	2000	2011	Number	Percent
El Centro MSA	46,300	54,500	8,200	17.7%
Los Angeles-Long Beach-Glendale MSA	4,424,900	4,318,900	-106,000	-2.4%
Santa Ana-Anaheim-Irvine MSA	1,429,100	1,464,400	35,300	2.5%
Riverside-San Bernardino-Ontario MSA	1,348,200	1,557,800	209,600	15.5%
Oxnard-Thousand Oaks-Ventura MSA	374,900	393,100	18,200	4.9%
SCAG Region	7,623,400	7,788,700	165,300	2.2%

Source: State of California, Employment Development Department

Income

Income is one of the most important indicators of economic well-being in the region. In 2000, per capita income of the region was approximately \$30,191. By 2010, per capita income grew to \$40,225, an increase of 33 percent. After adjusting for inflation, per capita income has increased from 2000 to 2010 by 6.2 percent. If the SCAG region was a state, it would rank as the 16th highest per capita income in 2000. By 2010, the SCAG region would have dropped to the 19th highest per capita income compared to other states.

Per Capital Income (2010\$)

Change 2000–2010

	2000	2010	Number	Percent
Imperial County	\$23,803	\$27,342	\$3,540	15%
Los Angeles County	\$37,488	\$41,791	\$4,303	11%
Orange County	\$48,126	\$49,863	\$1,737	4%
Riverside County	\$30,775	\$29,222	-\$1,553	-5%
San Bernardino County	\$28,386	\$29,609	\$1,223	4%
Ventura County	\$43,031	\$44,707	\$1,676	4%
SCAG Region	\$37,881	\$40,225	\$2,344	6%

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

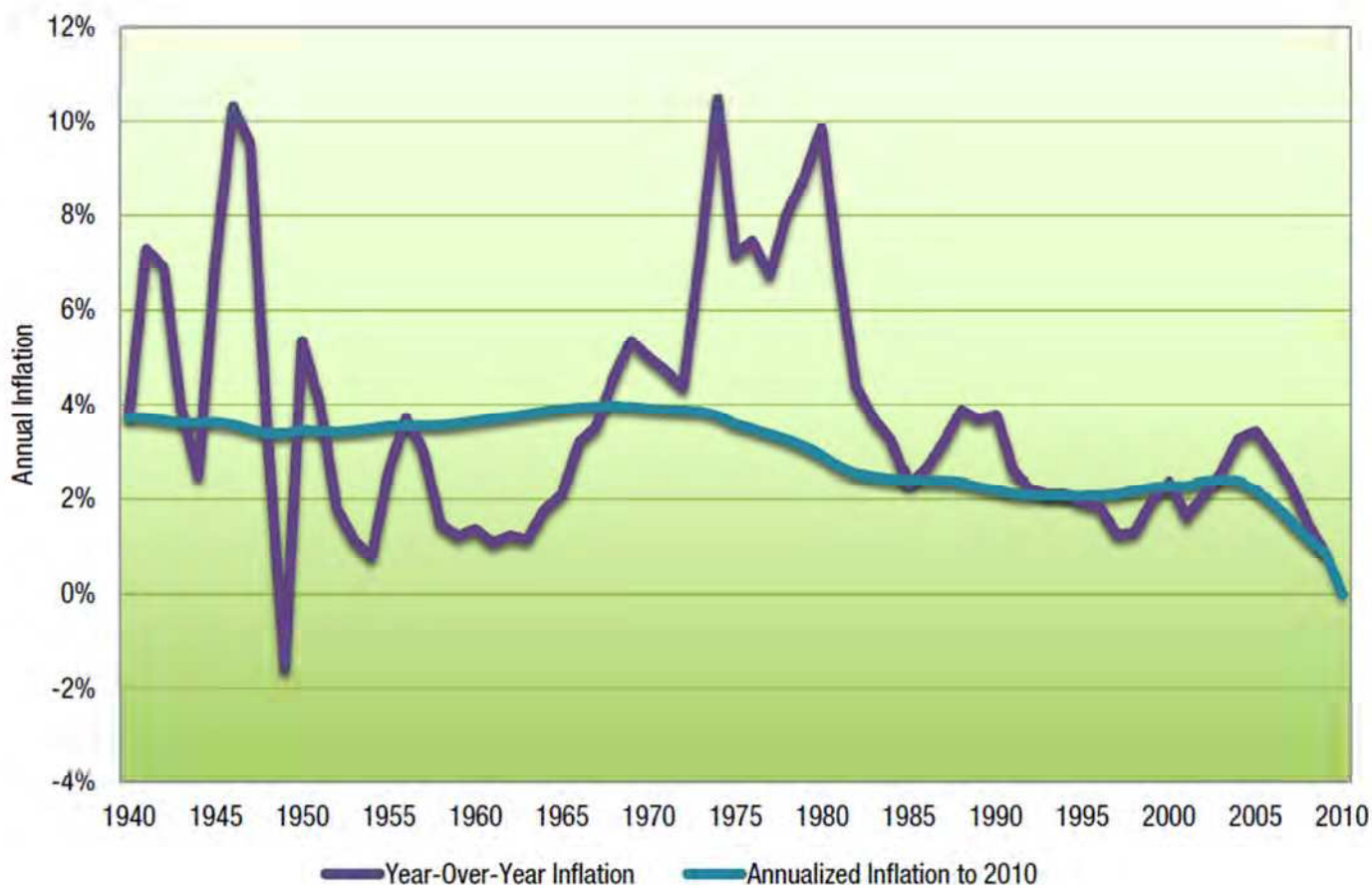
ECONOMIC OUTLOOK

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

Inflation

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

FIGURE 3 HISTORICAL INFLATION TRENDS

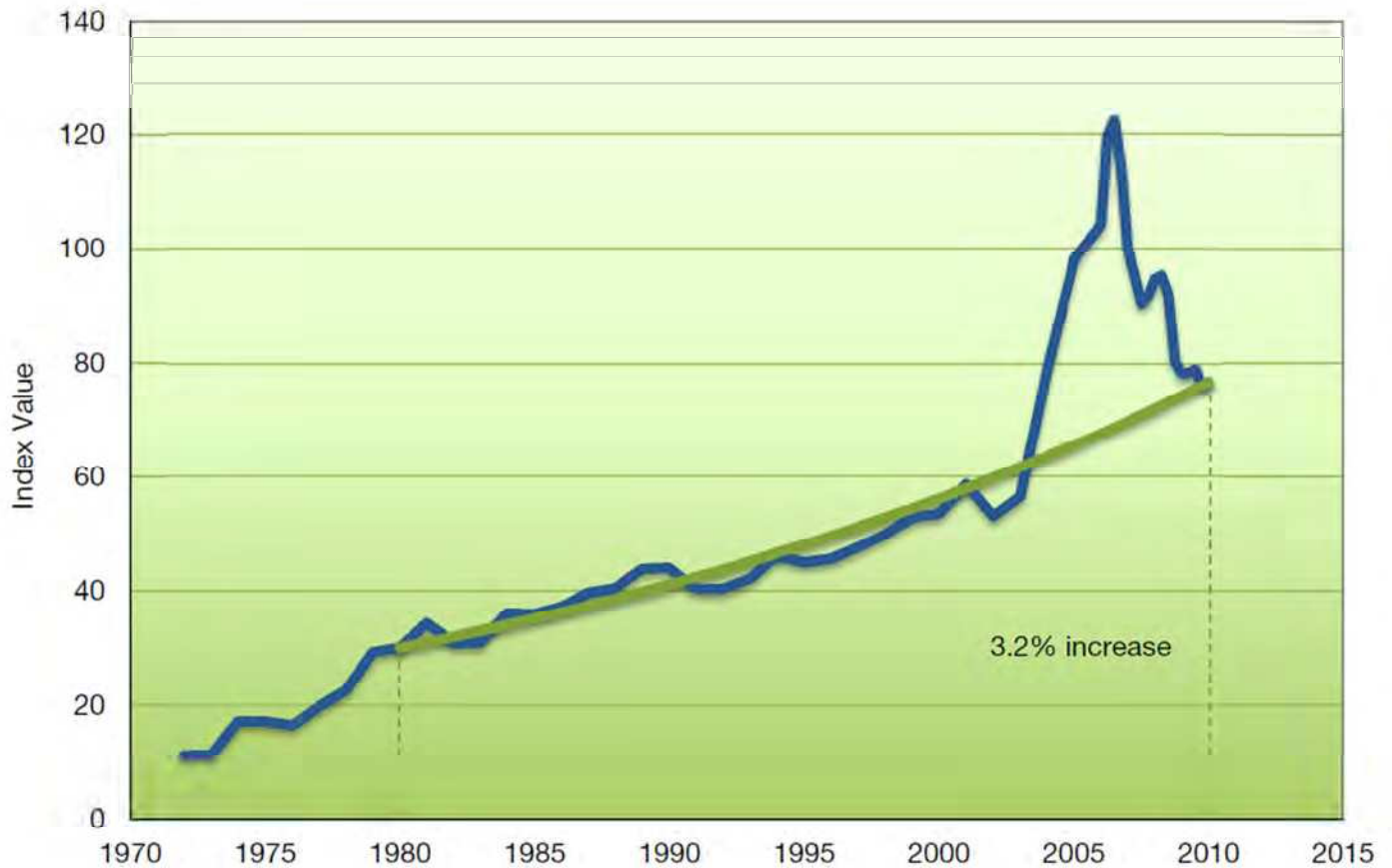


Source: Office of Management and Budget

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 financial plan uses a 3.2 percent annual inflation factor to estimate future, nominal costs. The faster increase in construction costs than in revenues contributes to a decline in purchasing power for transportation funding over the planning period.

FIGURE 4 HIGHWAY PROJECT COSTS



Source: California Department of Transportation

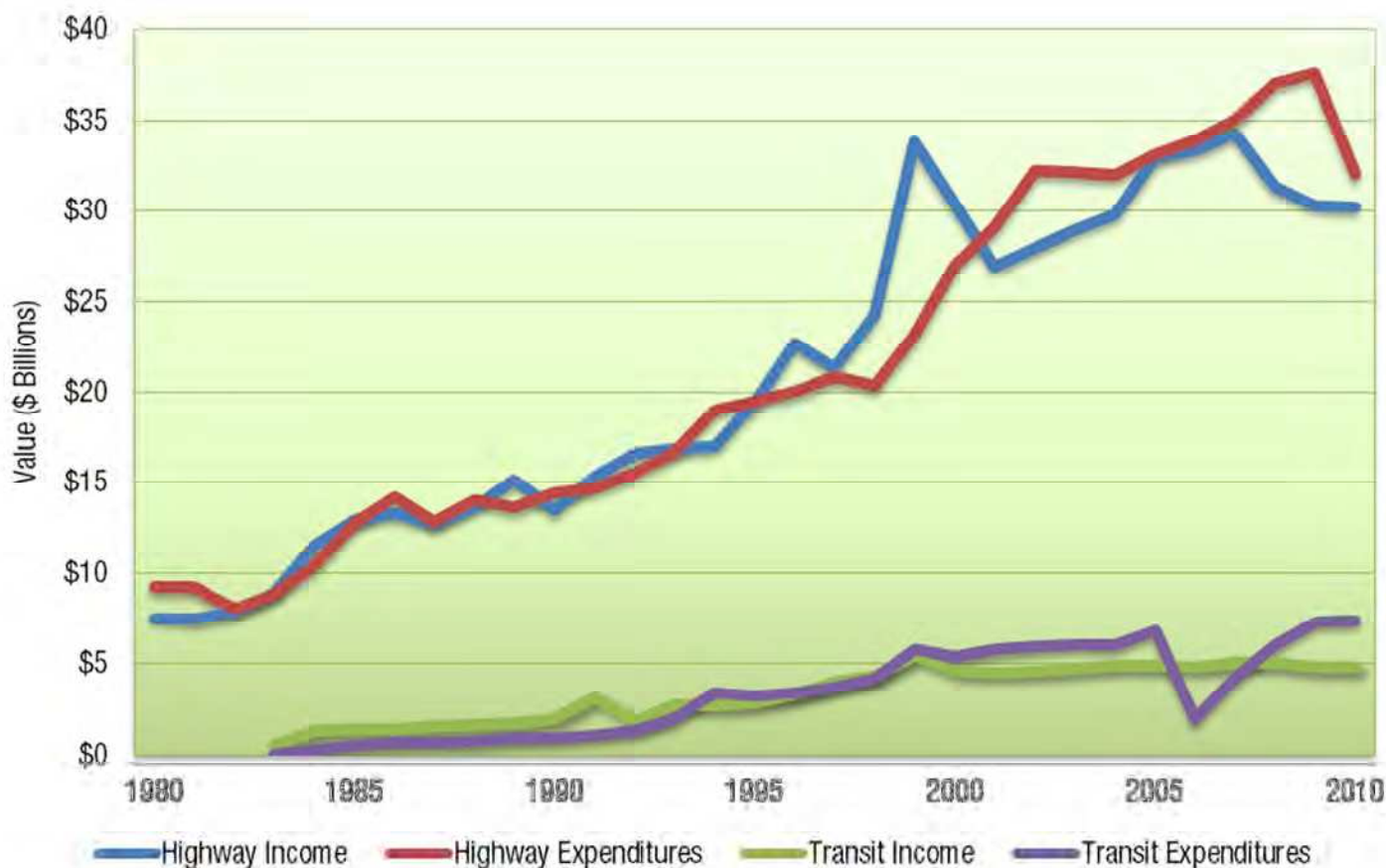
Retail Sales Growth

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

Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax¹. As shown in Figure 5, the Federal Highway Trust Fund revenues averaged an annual growth rate of 2.8 percent in real terms from FY1980 to FY2010. Expenditures have outpaced revenues over the last decade, necessitating the United States Congress to authorize \$34.5 billion in transfers from the General Fund to keep the Federal Highway Trust Fund solvent. The financial plan assumes that Congress will reach agreement on maintaining solvency of the Federal Highway Trust Fund over the planning period. However, the core revenues available from the Federal Highway Trust Fund are expected to decline due to increasing fuel efficiency over the 2012–2035 RTP/SCS planning period.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND



Source: Federal Highway Administration

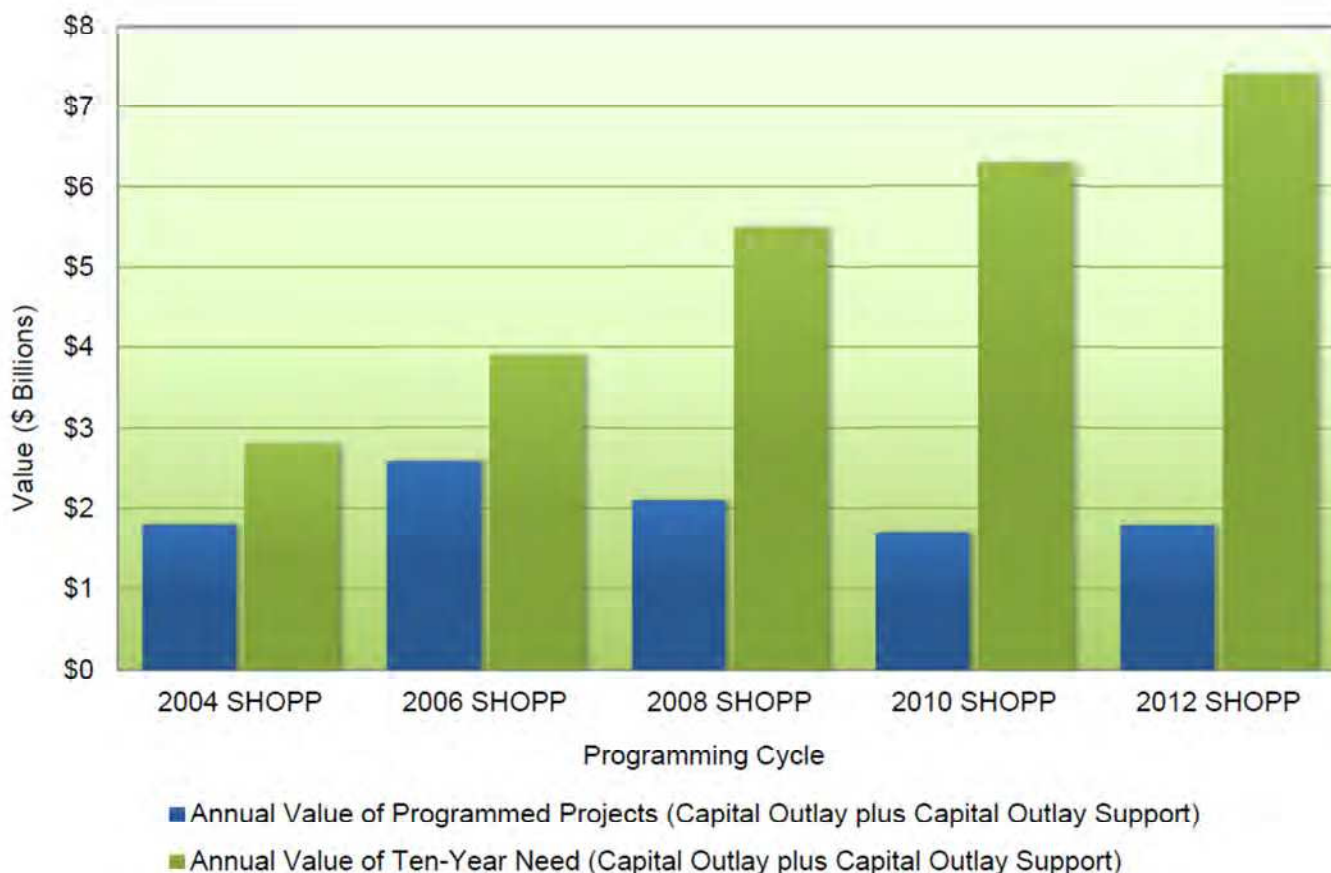
¹ The federal gasoline excise tax is 18.4-cent per gallon. However, only 18.3-cent is deposited into the HTF (15.44-cent for the Highway Account and 2.86-cent for the Mass Transit Account). The additional 0.1-cent is deposited into the Leaking Underground Storage Tank Trust Fund.

Status of the State Highway Account

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

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

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation

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

Operating and Maintaining the Region's Transportation System

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

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

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

TRANSIT O&M COSTS

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

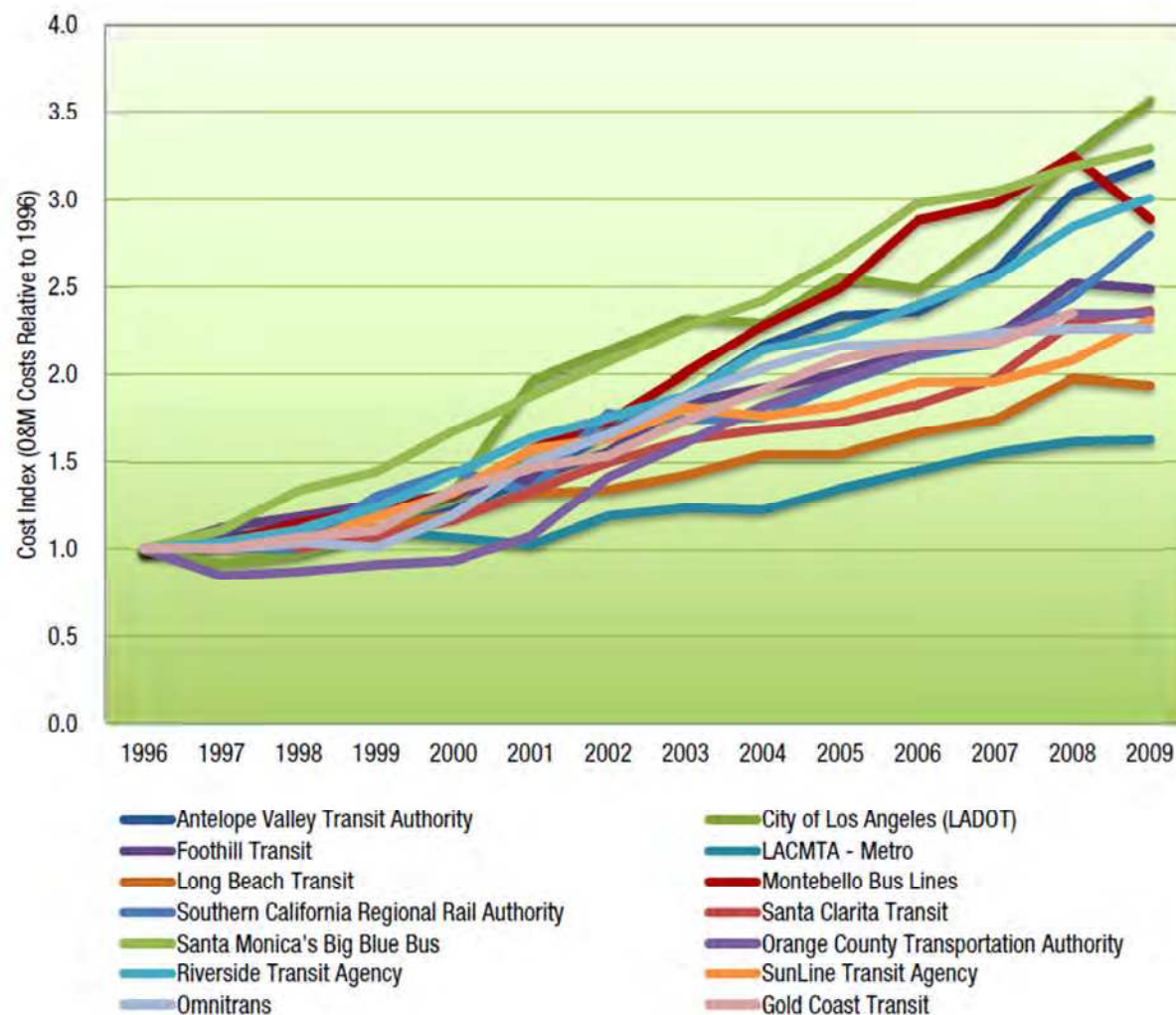
In SCAG's financial forecasting model, transit O&M costs are estimated based upon historical increases:

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

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

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

FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

Debt Management Policies

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

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

- As of June 30, 2011, Riverside County Transportation Commission (RCTC) had \$324.7 million outstanding in 2009 and 2010 bonds. The total debt increased from the \$181.0 million outstanding as of June 30, 2010, as a result of the issuance in November 2010 of \$150.0 million in sales tax revenue bonds to provide funding for the 2009 Measure A projects and retire \$103.3 million of the commercial paper notes. In March 2005, RCTC established a \$185.0 million commercial paper program to provide advance funding for 2009 Measure A capital projects; the program was reduced in February 2010 to \$120.0 million as a result of the extension of the letter of credit and reimbursement agreement. As of June 30, 2011, RCTC had no commercial paper notes outstanding. The sales tax debt limitation for RCTC under the 2009 Measure A program is \$975.0 million, which exceeds the total outstanding debt of \$324.7 million. RCTC has also authorized the issuance of toll revenue bonds not to exceed \$900.0 million.²
- As of June 30, 2011, Orange County Transportation Authority (OCTA) had \$543.3 million in bonds and commercial paper notes outstanding compared to \$353.2 million at June 30, 2010. OCTA issued \$293.5 million in M2 sales tax revenue bonds, 2010 Series A (Taxable Build America Bonds) and \$59.0 million in 2010 Series B (Tax-Exempt Bonds) to fund the M2 program. OCTA retired \$75.0 million in M2 commercial paper notes, \$82.8 million of M1 sales tax revenue bonds, and \$4.7 million of revenue refunding bonds during FY2011.³
- As of June 30, 2011, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total long-term debt of \$4.6 billion of which \$3.4 billion were bonds secured by sales tax revenue, \$850.8 million were lease/leaseback obligations, \$143.7 million were commercial paper notes, \$165.8 million were general revenue bonds, and \$35.1 million were other debt. In July 2010, LACMTA cancelled a portion of the General Revenue Refunding Bonds Series 2004 and re-structured the balance by issuing a \$79.6 million General Revenue Refunding Bonds Series 2010A. In October 2010, LACMTA paid off outstanding Capital Grants Revenue Bonds principal of \$90.2 million maturing in October 2011 and 2012. In November 2010, LACMTA issued Measure R Senior Sales Tax Revenue Bonds Series 2010-A (Taxable Build America Bonds) for \$574.0 million and Series 2010-B Bonds (Tax-Exempt) for \$158.5 million, for the purpose of financing a portion of transportation projects authorized by Measure R. This bond was issued to fund the Goldline Foothill Extension, Exposition Line Phase II, and other related Measure R projects.⁴

² RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2011

³ OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2011

⁴ LACMTA Financial Statements and Required Supplementary Information, June 30, 2011

- As of June 30, 2011, San Bernardino Associated Governments (SANBAG) had total bonded debt outstanding of \$250.0 million. These sales tax revenues bonds are backed by full faith and credit of SANBAG's Measure I Transactions and Use Tax. During FY2009, SANBAG issued \$250.0 million of sales tax revenue notes, which matured May 1, 2012. The issuance is used to finance certain projects in the Measure I 2010/2040 expenditure plan. Measure I sales tax revenue will not be sufficient to pay the principal of the notes at maturity. SANBAG expects to issue bonds to retire the notes.⁵

Conclusion

The financial conditions presented provide the overall context for the 2013 FTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted 2012–2035 RTP/SCS. Further, the 2013 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 2013 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.

⁵ SANBAG Basic Financial Statements for the Year Ended June 30, 2011

THIS PAGE INTENTIONALLY LEFT BLANK.

Attachments

THIS PAGE INTENTIONALLY LEFT BLANK.

Attachment A

Funding Sources

THIS PAGE INTENTIONALLY LEFT BLANK.

2013 FTIP FUND SOURCE LISTING

<u>FUND TYPE</u>	<u>DESCRIPTION</u>	<u>FUND SOURCE</u>
1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 APPROPRIATIONS EARMARKS	FEDERAL
2009EAR	FFY 2009 APPROPRIATIONS EARMARKS	FEDERAL
2011FDG	2011 FED DISC GRANTS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
5310	FTA 5310 ELD AND DISABI	FTA
5311	FTA 5311 NON-UZA	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5339	FTA 5339 ALTERNATIVES ANALYSIS PROGRAM	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FTA
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL
AR-5307	ARRA - FTA 5307	FTA
AR-5309	ARRA - FTA 5309	FTA
AR-5311	ARRA - FTA 5311	FTA
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
AR-FRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FTA

2013 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	FEDERAL
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	LOCAL
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL
CRD	CRD-77J0	FEDERAL
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTE A	FEDERAL
DEMO	DEMO-PRE ISTE A	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOTL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	STATE
ECREC	ECONOMIC RECOVERY	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ERV TUMF	EASTERN RIV TUMF	LOCAL

2013 FTIP FUND SOURCE LISTING

<u>FUND TYPE</u>	<u>DESCRIPTION</u>	<u>FUND SOURCE</u>
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FEDERAL
GEN	GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	STATE
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	STATE
HBRR-L	BRIDGE - LOCAL	FEDERAL
HBRR-S	HBRR - STATE	STATE
HFL	HIGHWAYS FOR LIFE	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADAVANCE CONSTRUCTION CONVERSI	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	STATE
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	STATE
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
HUD	HOUSING AND URBAN DEV	FEDERAL
I	INTERSTATE	FEDERAL
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	FEDERAL
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL
IM-EAR	INTERSTATE MAINTENANC - EARMARK	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE - IIP	STATE
IM-RIP	INTERSTATE MAINTENANCE - RIP	STATE
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	STATE
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MEA_R	MEASURE R	LOCAL

2013 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
MELLO	MELLO ROOS	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	STATE
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	STATE
NH-HM	NATIONAL HWY SYSTEM - HM	STATE
NH-IIP	NATIONAL HWY SYSTEM - IIP	STATE
NH-RIP	NATIONAL HWY SYSTEM - RIP	STATE
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	FTA
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL

2013 FTIP FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
S-PARK	STATE PARK FUNDS	FTA
SC3090	STATE CASH (AB 3090)	STATE
SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC112	SECTION 112	FEDERAL
SEC115	SECTION 115	FEDERAL
SEC117	SECTION 117	FEDERAL
SEC125	Section 125 - Surface Transportation Priorities	FEDERAL
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
SLP	STATE LOCAL PARTNER	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSIST	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACT.	STATE
STA-PUC	STATE PUC	STATE

2013 FTIP FUND SOURCE LISTING

<u>FUND TYPE</u>	<u>DESCRIPTION</u>	<u>FUND SOURCE</u>
STAL-S	STATE LEGIS - STATE	STATE
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE
STCASHHM	STATE CASH – HM	STATE
STCASHI	STATE CASH - IIP	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIM2-L	ECONOMIC STIMULUS II – LOCAL	FTA
STIM2-S	ECONOMIC STIMULUS II – STATE	FEDERAL
STIP-AC	STIP ADVANCE CONS	STATE
STIPACIP	STIP ADVANCE CON-IIP	STATE
STIPACRP	STIP ADVANCE CON-RIP	STATE
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-GI	STP-GRANDFATHER IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPACIPP	STIP ADVANCE CON-PIIP	STATE
STPACRPP	STIP ADVANCE CON-PRIP	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
STPE-SH	STP ENHANCE-SHOPP TEA	STATE
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE

2013 FTIP FUND SOURCE LISTING

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

THIS PAGE INTENTIONALLY LEFT BLANK.

Attachment B
County Resolutions

THIS PAGE INTENTIONALLY LEFT BLANK.

RESOLUTION NO. 12.08.11-6E

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2012/13 – 2017/18 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM.

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

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

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

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

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

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

WHEREAS, ICTC has adopted the FFY 2012/13 – 2017/18 ICTC Regional Transportation Improvement Program with funding FFY 2012/13 and 2013/14 available and committed, and reasonably committed for FFY 2014/15 through 2017/18.

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2012/13 – 2017/18 ICTC Regional Transportation Improvement Program (TIP); and

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

BE IT FURTHER RESOLVED that the FFY 2012/13 – 2017/18 ICTC TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

- 1. The State Transportation Improvement Program projects in the FFY 2012/13 – 2017/18 ICTC RTIP are consistent with the proposed 2012 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2012; and
- 2. ICTC has the funding capacity in its county Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2012/13 – 2017/18 ICTC TIP; and
- 3. The local match for projects funded with federal RSTP and CMAQ program funds is identified in the RTIP.
- 4. All the Federal Transit Administration (FTA) funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on December 8, 2011.

By: David Brodshus
Chairman

ATTEST:
By: Cristi Lerma
CRISTI LERMA
Secretary to the Commission



**RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY (MTA) HAS RESOURCES
TO FUND PROJECTS IN FFY 2012/2013 – 2017/2018 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO
IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Transportation Equity Act of the 21st Century (TEA-21) require SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, SAFETEA-LU and TEA-21 also require that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

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

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

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

WHEREAS, MTA has adopted the Federal Fiscal Year (FFY) 2012/2013 – 2017/2018 Los Angeles County TIP with funding for FFY 2012/2013 and 2013/2014 available and committed, and reasonably committed for FFY 2014/2015 through 2017/2018.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2012/2013 – 2017/2018 Los Angeles County TIP; and


BE IT FURTHER RESOLVED, that the FFY 2012/2013 –2017/2018 –Los Angeles County TIP Financial Plan identifies the resources that are available and committed

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

1. The Regional Improvement Program projects in the FY2012/2013 – 2017/2018 Los Angeles County TIP are consistent with the proposed 2012 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in Spring 2012;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2012/2013 – 2017/2018 Los Angeles County TIP; and
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
4. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU and TEA-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on September 22, 2011.


MICHELE JACKSON
MTA Board Secretary

DATED:

(SEAL)

**RESOLUTION NO. 2011-097 OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2012-13 – FISCAL YEAR 2017-18
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN THE FISCAL YEAR 2012-13 THROUGH 2017-18 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM.

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

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

WHEREAS, the SAFETEA-LU also requires that the Federal Transportation Improvement Program (FTIP) include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as "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 FTIP, including all projects utilizing federal and state highway 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 fiscal year 2012-13 through 2017-18 Orange County FTIP with funding for fiscal year 2012-13 and 2013-14, available and committed, and reasonably committed for fiscal year 2014-15 through 2017-18;

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the fiscal year 2012-13 through 2017-18 Orange County FTIP; and

BE IT FURTHER RESOLVED that the fiscal year 2012-13 through 2017-18 Orange County FTIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. All the FTIP projects in the fiscal year 2012-13 through 2017-18 Authority FTIP are consistent with the 2012 State Transportation Improvement Program, scheduled to be approved by the California Transportation Commission in March 2012; and
2. Orange County has the funding capacity in its Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the fiscal year 2012-13 through 2017-18 OCTA FTIP; and
3. The local match for projects funded with the Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the TIP.
4. All of the Federal Transit Administration funded projects are programmed within SAFETEA-LU guaranteed funding levels.
5. Throughout the life of the 2013 FTIP OCTA staff is authorized to amend the FTIP based on current funding levels and funding priorities established by the OCTA's Board of Directors.

ADOPTED, SIGNED, AND APPROVED this day of December 12, 2011.

AYES: Chair Bates, Vice Chair Glaab, Directors Amante, Bankhead, Campbell, Cavecche, Crandall, Dalton, Galloway, Hansen, Hennessey, Herzog, Moorlach, Nelson, Nguyen, and Winterbottom

Director Nelson was not present to vote in this item.

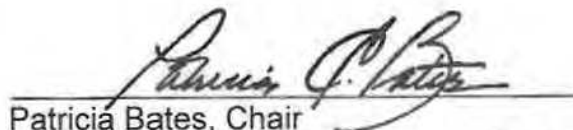
NOES:

ABSENT: Director Pulido

ATTEST:



Wendy Knowles
Clerk of the Board



Patricia Bates, Chair
Orange County Transportation Authority

OCTA Resolution No. 2011-097

RESOLUTION NO. 12-006

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN
FEDERAL FISCAL YEARS 2012/13 THROUGH 2017/18 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL
PROJECTS IN THE PROGRAM

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

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

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

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

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

WHEREAS, the RCTC must determine, 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 2012/13 through FFY 2017/18 Riverside County TIP with funding for FFY 2012/13 and FFY 2013/14 available and committed, and reasonably committed for FFY 2014/15 through FFY 2017/2018.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2012/13 through FFY 2017/18 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2012/13 through FFY 2017/18 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:

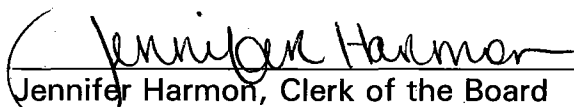
- 1 Projects in the FFY 2012/13 through FFY 2017/18 Riverside County TIP are consistent with the proposed 2012 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2012; and
- 2 All of the projects in the Riverside County TIP have complete funding identified in the Program.
- 3 Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2012/13 through FFY 2017/18 Riverside County TIP, and
- 4 The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP,
- 5 All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding Levels.

APPROVED AND ADOPTED this 2nd day of February, 2012.



John J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:



Jennifer Harmon, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 12005

*2012/2013 RTIP (Regional Transportation Improvement Program)

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION (COMMISSION) CERTIFYING THAT SAN BERNARDINO COUNTY HAS THE RESOURCES TO FUND THE PROJECTS SUBMITTED FOR INCLUSION IN THE FEDERAL FISCAL YEAR (FFY) 2012/2013-2017-2018 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS SUBMITTED IN THE PROGRAM

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

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

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

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

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

WHEREAS, the Commission has programmed the FFY 2012/2013 – 2017/2018 in year of expenditure dollars; and

WHEREAS, the Commission adopts the FFY 2012/2013-2016/2017 San Bernardino County Transportation Improvement Program with funding for FFY 2012/2013 and 2013/2014 available and committed, and reasonably committed for FFY2014/2015 through 2017/2018; and

NOW, THEREFORE, BE IT RESOLVED, that the Commission affirms its continuing commitment to the projects identified in the FFY 2012/2013-2017/2018 San Bernardino Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FFY 2012/2013-2017/2018 San Bernardino Transportation Improvement Program Financial Plan identifies the resources that are available

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

1. The San Bernardino Transportation Improvement Program projects in the FFY 2012/2013-2017/2018 are consistent with the proposed 2012 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in May 2012; and

2. All of the projects in the San Bernardino Transportation Improvement Program have complete funding plan identified in the Program.

3. San Bernardino County Transportation Commission has the funding capacity in its County's Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocations to support all such programming in the FFY2012/2013-2017/2018 SANBAG TIP; and

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

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

*Approved
Board of Directors*

Date: March 7, 2012

Moved: Eaton Second: Jahn

In Favor: 24 Opposed: 0 Abstained: 0

Witnessed: Anna Alderson

RESOLUTION NO. 2012-01

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2012/13 – 2017/18 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO
IMPLEMENT ALL OF PROJECTS IN THE PROGRAM**

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

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

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

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

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

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

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2012/13 – 2017/18 Ventura County Transportation Improvement Program with funding for FFY 2012/13 and 2013/14 available and committed, and reasonably committed for fiscal years 2014/15 through 2017/18.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2012/13 – 2017/18 Ventura County Transportation Improvement Program (TIP); and

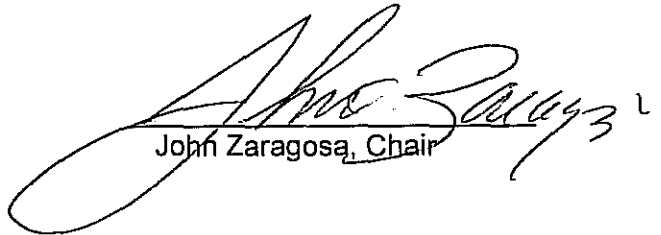
BE IT FURTHER RESOLVED, that the FY 2012/13 – 2017/18 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2012/13 – 2017/18 Ventura County TIP are consistent with the proposed 2012 State Transportation Improvement Program that is

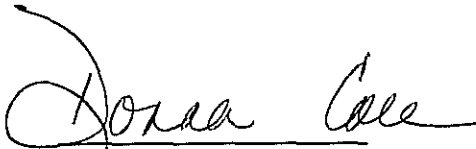
scheduled to be approved by the California Transportation Commission in April 2012; and

2. All of the projects in the Ventura County TIP have complete funding identified; and
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2012/13 – 2017/18 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

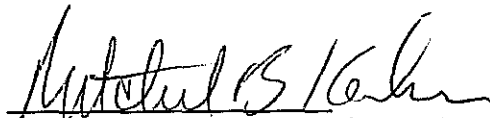
PASSED, APPROVED AND ADOPTED this 3rd day of February, 2012.


John Zaragosa, Chair

ATTEST:


Donna Cole, Clerk

APPROVED AS TO FORM:


Mitchel B. Kahn, General Counsel

Attachment C
Transit Operator Financial Data

THIS PAGE INTENTIONALLY LEFT BLANK.

ACCESS SERVICES

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Agency

THIS PAGE INTENTIONALLY LEFT BLANK.

Access Services Inc. (ASI)
FY 2012/13 - 2015/16

Revenues

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1 st 4-yrs)	Comments
	FY12/13	FY13/14	FY14/15	FY15/16		
Operating-Fares	6,459,012	6,832,219	7,226,666	7,602,842	28,120,739	
Operating-Prop C	52,100,275	56,634,351	62,463,446	68,751,948	239,950,020	
Operating-STP FTA 5310	58,200,000	59,800,000	61,000,000	62,200,542	241,200,542	
Operating-Interest/Misc	120,000	120,000	120,000	120,000	480,000	
Operating-New Freedom		400,313	400,313		800,626	
Operating-JARC		353,223	353,224		706,447	
Capital-Misc	250,000	350,000	350,000	350,000	1,300,000	
Capital-FTA 5310	531,180	531,180	531,180	531,180	2,124,720	
Capital-Prop C	4,907,320	5,078,820	5,078,820	5,078,820	20,143,780	
Revenue Total	122,567,787	130,100,106	137,523,649	144,635,332	534,826,874	

Expenditures

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1 st 4-yrs)	Comments
	FY12/13	FY13/14	FY14/15	FY15/16		
Operating	116,879,287	124,140,106	131,563,649	138,675,332	511,258,374	Note: Expenditures are based on third party projections that assume ADA paratransit fares are kept at the same levels after 9/1/12.
Capital	5,688,500	5,960,000	5,960,000	5,960,000	23,568,500	
Expenditures Total	122,567,787	130,100,106	137,523,649	144,635,332	534,826,874	

THIS PAGE INTENTIONALLY LEFT BLANK.

FOOTHILL TRANSIT

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Authority

THIS PAGE INTENTIONALLY LEFT BLANK.

Foothill Transit FY 2012/13 - 2015/16

Revenues

Revenue (List Funds)	First 4-Years				Total Revenues (1st 4 Yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating - Fares	18,450,000	18,450,000	19,003,000	19,003,000	74,906,000	
Operating - Auxiliary Rev	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000	Misc Revenues
Operating - TDA	15,089,000	15,533,000	16,245,000	16,553,000	63,420,000	
Operating - STA	4,060,000	4,161,000	4,265,000	4,372,000	16,858,000	
Operating - Measure R	7,890,000	8,887,000	9,109,000	9,337,000	35,223,000	
Operating - Prop A	13,030,000	13,356,000	13,690,000	14,032,000	54,108,000	
Operating - Prop C	7,590,000	7,780,000	7,975,000	8,174,000	31,519,000	
Capital - Sec 5307				2,000,000	2,000,000	
Operating - CMAQ	1,000,000	1,000,000	1,000,000		3,000,000	
Capital - MOSIP	5,417,000	5,552,000	5,691,000	5,833,000	22,493,000	
Capital - Sec 5307	15,521,000	15,982,000	16,826,000	14,667,000	62,996,000	
Capital - TDA	650,000	666,000	683,000	700,000	2,699,000	
Capital - Excise Tax	3,160,000				3,160,000	
Capital - 1-B Bonds	3,752,000	1,800,000	1,800,000	1,800,000	9,152,000	
Capital - Measure R						
Revenue Total	97,109,000	94,667,000	97,787,000	97,971,000	387,534,000	

Expenditures

Expenditures (List Types)	First 4-Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating Expenditures	66,847,000	68,852,000	70,918,000	73,046,000	279,663,000	
Non Operating	1,762,000	1,815,000	1,869,000	1,925,000	7,371,000	
Capital Expenditures	28,500,000	24,000,000	25,000,000	23,000,000	100,500,000	
Expenditure Total	97,109,000	94,667,000	97,787,000	97,971,000	387,534,000	

THIS PAGE INTENTIONALLY LEFT BLANK.

GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Agency

THIS PAGE INTENTIONALLY LEFT BLANK.

Gardena Municipal Bus Lines FY 2012/2013 - 2015/16

Revenues

Revenue	First 4 years				Total Revenue (1st 4 yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Capital - FTA 5307	2,300,000	2,300,000	2,300,000	2,300,000	9,200,000	
Capital - State Bond Prop 1B PTMISEP	350,200	207,340	562,553	562,554	1,682,647	
Capital - State Bond Prop 1B Transit Security	76,732	76,732	76,732	76,732	306,928	
Capital -TDA	725,111	738,888	752,927	767,233	2,984,159	
Operating - TDA	4,020,355	4,096,742	4,174,580	4,253,897	16,545,573	
Operating - STA	890,602	907,523	924,766	942,337	3,665,229	
Operating - Prop A	4,026,152	4,102,649	4,180,599	4,260,031	16,569,431	
Operating - Prop C	2,022,645	2,061,075	2,100,236	2,140,140	8,324,096	
Operating - Measure R	1,632,570	1,663,589	1,695,197	1,727,406	6,718,762	
Operating - Fare Revenue	3,426,829	3,549,701	3,677,050	3,809,041	14,462,621	
Revenue Total	19,471,196	19,704,239	20,444,640	20,839,370	80,459,445	

Expenditures

Expenditures	First 4 years				Total Expenditures (1st 4 yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Capital	3,452,043	3,322,960	3,692,212	3,706,519	14,173,734	
Operating	16,019,153	16,381,279	16,752,428	17,132,851	66,285,712	
Expenditures Total	19,471,196	19,704,239	20,444,640	20,839,370	80,459,445	

THIS PAGE INTENTIONALLY LEFT BLANK.

LONG BEACH TRANSIT

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Agency

THIS PAGE INTENTIONALLY LEFT BLANK.

Long Beach Transit

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating- STA	\$4,105,063	\$3,206,800	\$3,206,800	\$3,206,800	\$13,725,463	
Operating - TDA	\$17,634,575	\$17,822,487	\$18,268,049	\$18,724,751	\$72,449,862	
Operating - Prop A	\$17,993,661	\$17,471,472	\$18,335,781	\$19,225,922	\$73,026,836	
Operating-Measure R	\$7,160,978	\$8,076,995	\$8,278,920	\$8,485,893	\$32,002,786	
Operating-Prop C	\$5,348,221	\$7,624,942	\$7,765,565	\$7,909,705	\$28,648,433	
Operating-Fares	\$18,030,897	\$17,974,263	\$18,333,748	\$18,700,423	\$73,039,331	
Operating-Advertising	\$766,910	\$562,754	\$570,000	\$575,000	\$2,474,664	
Operating-invest/misc	\$380,326	\$194,610	\$198,818	\$203,131	\$976,885	
Operating-FTA 5307	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$32,000,000	Prev Maint Money for operating needs
Capital - FTA 5307	\$5,127,759	\$5,061,673	\$5,290,906	\$5,300,000	\$20,780,338	
Capital- FTA 5309	\$6,077,705	\$18,511,853	\$28,368,452	\$35,104,674	\$88,062,684	Fleet Funding Congressional Requests
Capital-State 1B Bond	\$6,005,356	\$2,405,633	\$2,405,633	\$2,405,633	\$13,222,255	
Capital - STA	\$0	\$0	\$3,609,586	\$3,462,139	\$7,071,725	Assumes STA resumes
Capital- Prop C	\$7,351,448	\$2,273,586	\$2,389,702	\$2,273,586	\$14,288,322	
Capital - Measure R	\$0	\$540,530	\$0	\$540,530	\$1,081,060	
Capital - LBT	\$140,492	\$150,000	\$150,000	\$150,000	\$590,492	
Revenue Total	\$104,123,391	\$109,877,598	\$125,171,960	\$134,268,187	\$473,441,136	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating	\$79,420,631	\$80,934,323	\$82,957,681	\$85,031,625	\$328,344,260	
Capital	\$24,702,760	\$28,943,275	\$42,214,279	\$49,236,562	\$145,096,876	
Expenditures Total	\$104,123,391	\$109,877,598	\$125,171,960	\$134,268,187	\$473,441,136	

THIS PAGE INTENTIONALLY LEFT BLANK.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2013¹

¹ Proposed FY 2013 Budget, LACMTA

THIS PAGE INTENTIONALLY LEFT BLANK.

Los Angeles County Metropolitan Transportation Authority
FY13 Proposed Budget

Enterprise Fund

**Metro Bus & Rail Operations & Capital
Summary of Resources, Expenses and Resulting (Deficit) / Surplus**

	FY11 Actual	FY12 Budget	FY13 Proposed Budget					
			Total FY13	Bus	Rail	Union Station ⁽⁶⁾	Express Lanes	Regional Activities
Resources and Expenses (\$ in millions)								
1 Transit Operations Resources								
2 Transit Fares and Other Revenues								
3 Fares	\$ 336.0	\$ 332.1	\$ 345.3	\$ 265.6	\$ 79.6	\$ -	\$ -	\$ -
4 Tolls	-	-	10.0	-	-	-	10.0	-
5 Other Revenues ⁽¹⁾	36.1	44.1	34.8	27.5	2.6	2.3	-	2.4
6 Total Fare & Other Revenues	\$ 372.1	\$ 376.2	\$ 390.1	\$ 293.1	\$ 82.2	\$ 2.3	\$ 10.0	\$ 2.4
7 Federal Grants								
8 Federal Preventive Maintenance	\$ 237.3	\$ 266.7	\$ 218.1	\$ 170.1	\$ 48.1	\$ -	\$ -	\$ -
9 Federal CMAQ	15.2	35.4	38.6	3.8	32.0	-	2.8	-
10 Federal Growing St, Hmlnd Scrt'y & Other	7.3	9.9	8.8	-	7.1	-	-	1.7
11 Total Federal Grants	\$ 259.9	\$ 311.9	\$ 265.5	\$ 173.8	\$ 87.2	\$ -	\$ 2.8	\$ 1.7
12 Local Subsidy								
13 Prop A - (40% bus) & (35% rail)	\$ 145.1	\$ 128.3	\$ 193.1	\$ 118.0	\$ 75.1	\$ -	\$ -	\$ -
14 Prop C - (40% bus/rail) & (5% Security)	127.5	55.8	53.9	47.8	3.3	-	-	2.8
15 Measure R - (20% bus) & (5% Rail)	120.4	100.1	107.4	88.0	19.4	-	-	-
16 TDA Article 4	65.0	113.8	169.0	162.5	-	-	-	6.5
17 STA	99.9	129.7	106.0	50.5	55.5	-	-	-
18 General Fund	-	0.9	-	-	-	-	-	-
19 Total Local Subsidy	\$ 557.9	\$ 528.7	\$ 629.4	\$ 466.8	\$ 153.3	\$ -	\$ -	\$ 9.3
20 Total Transit Operations Resources	\$ 1,189.9	\$ 1,216.8	\$ 1,285.0	\$ 933.7	\$ 322.7	\$ 2.3	\$ 12.8	\$ 13.4
21 Transit Capital Resources								
22 Federal, State & Local Grants	\$ 139.2	\$ 383.3	393.9	\$ 59.5	\$ 333.7	\$ -	\$ -	\$ 0.7
23 Local and State Sales Tax ⁽²⁾	266.0	328.7	536.9	200.2	336.7	-	-	-
24 Bond Funding	170.5	398.9	545.3	2.5	542.8	-	-	-
25 Total Transit Capital Resources	\$ 575.7	\$ 1,110.9	\$ 1,476.1	\$ 262.1	\$ 1,213.2	\$ -	\$ -	\$ 0.7
26 Total Transit Operations & Capital Resources	\$ 1,765.6	\$ 2,327.7	\$ 2,761.1	\$ 1,195.9	\$ 1,535.9	\$ 2.3	\$ 12.8	\$ 14.1
27 Transit Operations Expenses								
28 Labor & Benefits	\$ 750.2	\$ 761.0	790.4	\$ 621.9	\$ 155.4	\$ 0.1	\$ -	\$ 13.0
29 Fuel & Propulsion Power	62.1	58.7	59.7	31.5	28.1	-	-	-
30 Materials & Supplies	98.0	85.2	88.8	68.0	17.6	-	-	3.2
31 Contract and Professional Services	127.1	165.8	184.7	63.7	91.5	-	12.9	16.6
32 PL/PD and Other Insurance	40.6	42.5	41.4	37.4	3.8	0.2	-	-
33 Purchased Transportation	42.4	37.8	38.7	38.7	-	-	-	-
34 Allocated Overhead ⁽³⁾	68.3	38.4	51.0	31.7	16.8	-	-	2.5
35 Regional Chargeback	-	-	-	16.4	4.8	-	-	(21.2)
36 Other Expenses ⁽⁴⁾	(6.9)	27.5	29.5	24.5	4.6	-	0.1	0.3
37 Total Transit Operations Expenses	\$ 1,181.8	\$ 1,216.8	\$ 1,284.1	\$ 933.9	\$ 322.7	\$ 0.3	\$ 12.9	\$ 14.3
38 Transit Capital Expenses	726.8	1,111.2	1,475.2	262.2	1,213.0	-	-	-
39 Total Transit Operations & Capital Expenses	\$ 1,908.6	\$ 2,328.0	\$ 2,759.3	\$ 1,196.1	\$ 1,535.7	\$ 0.3	\$ 12.9	\$ 14.3
40 Transit Operations & Capital (Deficit)/Surplus ⁽⁵⁾	\$ (143.1)	\$ -	\$ 2.0	\$ -	\$ -	\$ 2.0	\$ -	\$ -

Notes:

- (1) Other Revenues includes advertising, parking, vending revenues, county buy down, transit court and other miscellaneous revenues.
- (2) Includes funding from Sales Tax, General Fund - State Reimbursements, 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, training/seminars/periodicals.
- (5) Unfunded difference in FY11 represents timing difference between capital acquisition expense and related funding.
- (6) Five million dollars of debt expense related to Union Station acquisition is included in line 3 of the Debt Schedule on page 27.

- Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
FY13 Proposed Budget

Summary of Expenditures by Program

Type of Program (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Proposed	FY12 to FY13 \$ Change
1 Metro Operations:				
2 Bus	\$ 896.9	\$ 906.5	\$ 933.9	\$ 27.5
3 Rail	267.8	292.0	322.7	30.6
4 ExpressLanes	0.0	3.3	15.2	12.0
5 Regional & Other Operating Activities	4.2	8.8	12.2	3.4
6 Transit Court	0.2	1.7	2.4	0.7
7 Metro Operations	\$ 1,169.1	\$ 1,212.3	\$ 1,286.5	\$ 74.2
8 Agencywide Operations:				
9 Planning, Programs & Administration	\$ 42.8	\$ 78.4	\$ 92.6	\$ 14.2
10 Property Mgmt/Joint Dev	5.6	18.1	17.7	(0.3)
11 Regional TAP Operations	16.3	13.7	13.7	(0.0)
12 Rideshare Services	7.6	7.9	9.1	1.1
13 SAFE / Freeway Service	33.5	42.1	47.8	5.7
14 Total Agencywide Operations	\$ 105.9	\$ 160.2	\$ 180.9	\$ 20.7
15 Total Operations	\$ 1,275.0	\$ 1,372.4	\$ 1,467.4	\$ 95.0
16 Metro Capital/Transit Construction:				
17 Transit Construction	\$ 560.3	\$ 753.7	\$ 1,083.8	\$ 330.0
18 <u>Deferred Maintenance:</u>				
19 Bus	98.1	92.3	172.5	80.2
20 Rail	37.4	66.0	93.1	27.1
21 Other	22.6	9.5	12.9	3.4
22 Total Deferred Maintenance	\$ 158.1	\$ 167.8	\$ 278.5	\$ 110.8
23 <u>Other Capital Improvements:</u>				
24 Bus	\$ 22.8	\$ 52.8	\$ 17.7	\$ (35.1)
25 Other	58.4	165.8	116.7	(49.1)
26 Total Other Capital Improvements	\$ 81.1	\$ 218.7	\$ 134.5	\$ (84.2)
27 Total Metro Capital/Transit Construction	\$ 799.5	\$ 1,140.2	\$ 1,496.7	\$ 356.6
28 Highway Construction	\$ 148.5	\$ 302.9	\$ 236.5	\$ (66.4)
29 Subsidies:				
30 Transit	\$ 389.3	\$ 429.0	\$ 433.9	\$ 4.9
31 Call For Projects	77.0	140.5	108.6	(31.9)
32 Population Based	368.5	375.8	391.7	15.9
33 Federally Funded	2.9	43.1	23.5	(19.5)
34 Transit Oriented Development	-	5.0	5.2	0.2
35 Highway Operational Improvement	2.4	24.1	11.7	(12.4)
36 Total Subsidies	\$ 840.1	\$ 1,017.5	\$ 974.7	\$ (42.8)
37 Total Operating, Capital & Subsidies	\$ 3,063.1	\$ 3,833.0	\$ 4,175.3	\$ 342.3
38 Debt Service on Capital Debt	\$ 309.8	\$ 344.5	\$ 339.5	\$ (5.0)
39 Total Expenditures	\$ 3,372.9	\$ 4,177.5	\$ 4,514.9	\$ 337.3

Note: Totals may not add due to rounding.

MONTEBELLO BUS LINES

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Authority

THIS PAGE INTENTIONALLY LEFT BLANK.

**Montebello Bus Lines
FY12-13 thru FY15-16**

Revenues

Revenues By Fund	FIRST 4 YEARS				Total Revenue (1st 4 yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Ccapital 5307	3,778,213	3,853,797	3,930,872	4,009,489	15,572,371	
State PTMISEA	-				-	
State Prop 1B Sec.					-	
Capital - TDA	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	
Capital - Measure R	92,496.00	92,496	92,496	92,496	369,984	
					-	
Operating -TDA	5,365,220	5,492,524	5,622,375	5,754,823	22,234,942	
Operating - STA	1,481,727	1,511,362	1,541,589	1,572,421	6,107,099	
Operating - Prop A	4,753,965	4,849,044	4,946,025	5,044,946	19,593,980	
Operating - Prop C	3,254,500	3,319,590	3,385,982	3,453,701	13,413,773	
Operating - Measure R	2,584,783	2,636,479	2,689,209	2,742,993	10,653,464	
Operating - Fare Rev.	6,300,000	6,426,000	6,554,520	6,685,610	25,966,130	
RevenueTotal	\$28,610,904	\$29,181,292	\$29,763,068	\$30,356,479	\$117,911,743	

Expenditures

Expenditures By Fund	FIRST 4 YEARS				Total Revenue (1st 4 yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating	23,240,195	23,734,999	24,239,700	24,754,494	95,969,388	
Capital	5,370,709	5,446,293	5,523,368	5,601,985	21,942,355	
Expenditures Total	\$28,610,904	\$29,181,292	\$29,763,068	\$30,356,479	\$117,911,743	

THIS PAGE INTENTIONALLY LEFT BLANK.

SANTA MONICA BUS LINES

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Los Angeles County Metropolitan Transportation Agency

THIS PAGE INTENTIONALLY LEFT BLANK.

Santa Monica Big Blue Bus FY 2012/13 - 2015/16

Revenues

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1st 4-yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Passenger Revenue	\$14,380,683	\$14,524,490	\$14,669,735	\$14,816,432	\$58,391,340	
STAF	\$3,614,923	\$3,723,371	\$3,835,072	\$3,950,124	\$15,123,489	
TDA	\$15,529,025	\$15,994,896	\$16,474,743	\$16,968,985	\$64,967,648	
Prop A LR	\$331,751	\$341,704	\$351,955	\$362,514	\$1,387,924	
Prop A	\$11,598,098	\$11,946,041	\$12,304,422	\$12,673,555	\$48,522,116	
Measure R	\$6,305,965	\$6,495,144	\$6,689,998	\$6,890,698	\$26,381,805	
Prop C - BSIP	\$723,691	\$745,402	\$767,764	\$790,797	\$3,027,653	
Prop C - MOSIP	\$3,440,039	\$3,543,240	\$3,649,537	\$3,759,023	\$14,391,840	
Prop C Transit Security	\$1,144,141	\$1,178,465	\$1,213,819	\$1,250,234	\$4,786,659	
Prop C Foothill Mitigation	\$470,325	\$484,435	\$498,968	\$513,937	\$1,967,664	
Auxillary Revenue	\$1,085,000	\$1,112,125	\$1,145,489	\$1,179,853	\$4,522,467	
Capital - Prop 1B	\$1,510,926	\$1,510,926	\$1,510,926	\$1,510,926	\$6,043,704	
Capital - FTA 5307	\$9,602,334	\$9,698,357	\$9,795,341	\$9,893,294	\$38,989,327	
Revenue Total	\$69,736,901	\$71,298,596	\$72,907,769	\$74,560,372	\$288,503,637	

Expenditures

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1st 4-yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating	\$58,623,641	\$60,089,312	\$61,601,502	\$63,156,151	\$243,470,607	
Capital	\$11,113,260	\$11,209,283	\$11,306,267	\$11,404,220	\$45,033,031	
Expenditures Total	\$69,736,901	\$71,298,596	\$72,907,769	\$74,560,372	\$288,503,637	

Source: Los Angeles County Metropolitan Transportation Authority

THIS PAGE INTENTIONALLY LEFT BLANK.

GOLD COAST TRANSIT

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Ventura County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

Gold Coast Transit

FY 2012/13 - 2015/16

	ACTUALS		BUDGET	FORECAST			
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Gold Coast Transit Operating Budget (000's)							
Revenues							
Passenger Fares - Fixed Route	\$ 2,576	\$ 2,582	\$ 2,798	\$ 2,882	\$ 2,968	\$ 3,072	\$ 3,180
Passenger Fares - ADA Paratransit	\$ 162	\$ 165	\$ 187	\$ 193	\$ 199	\$ 206	\$ 213
Passenger Fares - Local Govt Route Guarantees	\$ 400	\$ 295	\$ 445	\$ 458	\$ 472	\$ 489	\$ 506
Other	\$ 211	\$ 217	\$ 151	\$ 156	\$ 161	\$ 167	\$ 173
Interest	\$ 18	\$ 14	\$ 12	\$ 12	\$ 12	\$ 12	\$ 12
Operating Assistance - State	\$ 38	\$ 140	\$ 190	\$ 196	\$ 202	\$ 209	\$ 216
Operating Assistance - Federal Capital	\$ 3,713	\$ 3,817	\$ 3,454	\$ 3,558	\$ 3,665	\$ 3,793	\$ 3,926
Planning Funds	\$ 600	\$ 562	\$ 540	\$ 556	\$ 573	\$ 593	\$ 614
Other Local Assistance	\$ 7,839	\$ 7,349	\$ 10,261	\$ 10,569	\$ 10,886	\$ 11,267	\$ 11,661
Total Revenues	\$ 15,557	\$ 15,141	\$ 18,038	\$ 18,580	\$ 19,138	\$ 19,808	\$ 20,501
Expenses							
Operations	\$ 8,333	\$ 8,166	\$ 9,802	\$ 10,097	\$ 10,400	\$ 10,764	\$ 11,141
Paratransit	\$ 2,162	\$ 2,004	\$ 2,427	\$ 2,500	\$ 2,575	\$ 2,665	\$ 2,758
Maintenance	\$ 2,606	\$ 2,500	\$ 3,141	\$ 3,235	\$ 3,332	\$ 3,449	\$ 3,570
Administration	\$ 1,224	\$ 1,229	\$ 1,376	\$ 1,417	\$ 1,460	\$ 1,511	\$ 1,564
Promotion	\$ 773	\$ 760	\$ 819	\$ 844	\$ 869	\$ 899	\$ 930
Insurance	\$ 459	\$ 482	\$ 473	\$ 487	\$ 502	\$ 520	\$ 538
Total Expenses	\$ 15,557	\$ 15,141	\$ 18,038	\$ 18,580	\$ 19,138	\$ 19,808	\$ 20,501

THIS PAGE INTENTIONALLY LEFT BLANK.

SIMI VALLEY TRANSIT

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Ventura County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

Simi Valley Transit
FY 2012/13 - 2015/16

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Fare Revenue	\$481,400	\$492,900	\$506,000	\$514,400	\$1,994,700	
Shelter Adv	\$40,320	\$44,160	\$48,000	\$48,000	\$180,480	
Misc	\$130,500	\$130,500	\$130,500	\$130,500	\$522,000	
FTA 5307	\$2,029,100	\$2,029,100	\$2,029,100	\$2,029,100	\$8,116,400	
Revenue Total	\$2,681,320	\$2,696,660	\$2,713,600	\$2,722,000	\$10,813,580	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating	\$1,278,020	\$1,300,660	\$1,197,600	\$1,182,000	\$4,958,280	
Capital	\$1,403,300	\$1,396,000	\$1,516,000	\$1,540,000	\$5,855,300	
Expenditures Total	\$2,681,320	\$2,696,660	\$2,713,600	\$2,722,000	\$10,813,580	

Source: Ventura County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

VISTA

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ Ventura County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

VISTA
FY 2012/13 - 2015/16

Revenues

Revenue (List Funds)	First 4-years				Total Revenue (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
FTA 5307	\$3,636,000					
TDA	\$2,422,643					
Local	\$438,000					
Local Sales tax (Sbco)	\$159,000					
Fares	\$1,242,000					
Revenue Total	\$7,897,643	\$0	\$0	\$0	\$0	

Expenditures

Expenditures (List Types)	First 4-years				Total Expenditures (1st 4- yrs)	Comments
	FY 12/13	FY 13/14	FY 14/15	FY 15/16		
Operating	\$3,234,244	\$3,336,684	\$3,442,386	\$3,551,455	\$13,564,769	
Capital	\$4,663,399	\$4,810,473	\$4,962,209	\$5,118,758	\$19,554,839	
Expenditures Total	\$7,897,643	\$8,147,157	\$8,404,595	\$8,670,213	\$33,119,608	

Source: Ventura County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

OMNITRANS

Financial Data for FY 2012-2013¹

¹ San Bernardino Associated Governments

THIS PAGE INTENTIONALLY LEFT BLANK.

OMNITRANS

DRAFT Summary of FY13 Capital Expenses and Revenues (\$000)

Fiscal Year	Capital Expenses	Capital Revenues										Total Capital Revenue
		LTF	STAF	FTA 5307	FTA 5309	CMAQ	Measure I	Prop 1B	Other Revenue			
FIXED ROUTE	26149	2372	762	15341		5099	1698	749			129	26150
ACCESS	1600			1600								1600
2012 - 2013	27749	2372	762	16941	0	5099	1698	749			129	27750

THIS PAGE INTENTIONALLY LEFT BLANK.

VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2012-2013¹

¹ San Bernardino Associated Governments

THIS PAGE INTENTIONALLY LEFT BLANK.

VVTA

DRAFT Summary of FY13 Capital Expenses and Revenues (\$000)

Fiscal Year	Capital Expenses	Capital Revenues										Total Capital Revenue
		LTF	STAF	FTA 5307	FTA 5309	CMAQ	Measure I	Prop 1B	Other Revenue			
FIXED ROUTE	5464	531	163	2509				2261				5464
ACCESS	650							650				650
2012 - 2013	6114	531	163	2509	0	0	0	2911	0			6114

THIS PAGE INTENTIONALLY LEFT BLANK.

SUNLINE TRANSIT AGENCY

Financial Data FY 2012-13 to FY 2014-2015¹

¹ Riverside County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

SanLine Transit Agency
 FY 2013/14
 Summary of Funds Requested
 Short Range Transit Plan

Table 5.1 - Summary of Funding Request for FY 2013/14

DRAFT March 20, 2012

Project Description	Capital Project Number (1)	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Prop IB Transit Security	Prop IB PTMISEA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5316	Section 5317	Other Revenue	Farebox
OPERATING																
Operating Assistance		\$22,005,695	\$0	\$12,500,000	\$0	\$4,423,740			\$4,423,740	\$943,300	\$943,300	\$0	\$269,857	\$100,036	\$56,091	\$3,601,020
Preventive Maintenance		\$2,610,117	\$0	\$0	\$0					\$2,610,117		\$0				
Subtotal: Operating		\$24,615,752	\$0	\$12,500,000	\$0	\$4,423,740	\$0	\$0	\$4,423,740	\$3,553,417	\$943,300	\$0	\$269,857	\$100,036	\$56,091	\$3,601,020
CAPITAL																
Bus Rehabilitation	SL-14-01	\$200,000				\$40,000				\$160,000						
4 Paratransit replacement vans	SL-14-02	\$460,000				\$460,000				\$0						
Transit Enhancement	SL-14-03	\$400,000				\$320,000				\$60,000						
Facility Improvement	SL-14-04	\$700,000				\$120,000				\$60,000						
Office Furniture	SL-14-05	\$100,000				\$100,000				\$0						
IT Projects	SL-14-06	\$100,000				\$100,000				\$0						
Maintenance Tools & Equipment	SL-14-07	\$100,000				\$100,000				\$0						
Replacement Service Vehicles (6 buxcs, 3 cars)	SL-14-08	\$384,000				\$284,000				\$100,000						
Subtotal: Capital		\$1,984,000	\$0	\$0	\$0	\$1,544,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital		\$26,579,752	\$0	\$12,500,000	\$0	\$5,967,740	\$0	\$0	\$4,423,740	\$3,973,417	\$943,300	\$0	\$269,857	\$100,036	\$56,091	\$3,601,020

Proposed Funding Details

Target Budget
 Projected FY 13/14/LTF \$ 12,500,000 Target amount.
 Projected FY13/14 5307 Preventive Maintenance \$ 2,610,117 Target amount.
 Projected FY13/14 Farebox Revenue \$ 3,601,020 [This number is from the projected farebox recovery ratio for FY 12/13 \$3,350,000 + \$251,020 from new services.]
 Projected FY13/14 Other Funds \$ 111,597 [This includes estimated funds from the Bus & Bus Shelter Advertising Programs \$50,000, and RTA funding \$61,597 for Riverside commuter service]
 Projected FY13/14 Measure A funds \$ 4,423,740 As for FY12-13 + 2% \$675,000 of this is needed to meet 17.8% farebox recovery.
 Projected FY13/14 Section 5307 Operating Funds \$ 943,300 As for FY12-13 + 2%
 Projected FY 13/14 Section 5311 Operating Funds \$ 269,857 As for FY12-13 + 2%
 Recommended FY 2013/14 NF Funds \$ 56,091 [This includes 39% of one year of taxi voucher program funds (incl. admin) and \$25,000 for the commuter service to Riverside].
 Recommended FY 2013/14 JARC Funds \$ 100,000 [This is for the proposed commuter service to Riverside].
 Estimated Operating Funding Total \$ 24,615,752

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

Table 5.2 - Summary of Funding Request for FY 2014/15

FINAL May 25, 2011

Project Description	Capital Project Number (1)	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Prop 1B Transit Security	Prop 1B PTM/SEA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5316	Section 5317	Other Revenue	Farebox
OPERATING																
Operating Assistance		\$22,406,775	\$0	\$13,000,000	\$0				\$4,512,215	\$988,286	\$0	\$275,254	\$0	\$0	\$50,000	\$3,601,020
Preventive Maintenance		\$2,701,292	\$0	\$0	\$0					\$2,701,292	\$0					
Subtotal: Operating		\$25,108,067	\$0	\$13,000,000	\$0		\$0	\$0	\$4,512,215	\$3,689,578	\$0	\$275,254	\$0	\$0	\$50,000	\$3,601,020
CAPITAL																
Bus Rehabilitation	SL-15-01	\$200,000				\$40,000				\$160,000						
11 Paratransit replacement vans	SL-15-02	\$1,320,000				\$1,320,000				\$0						
Transit Enhancement	SL-15-03	\$400,000				\$320,000				\$80,000						
Facility Improvement	SL-15-04	\$200,000				\$200,000				\$0						
Office Furniture	SL-15-05	\$100,000				\$100,000				\$0						
IT Projects	SL-15-06	\$100,000				\$100,000				\$0						
Maintenance Tools & Equipment	SL-15-07	\$100,000				\$100,000				\$0						
Replacement Service Vehicles (8 cars)	SL-15-08	\$212,000				\$112,000				\$100,000						
Subtotal: Capital		\$2,632,000	\$0	\$0	\$0	\$2,212,000	\$0	\$0	\$4,512,215	\$4,069,578	\$0	\$275,254	\$0	\$0	\$50,000	\$3,601,020
Total: Operating & Capital		\$27,740,067	\$0	\$13,000,000	\$0	\$2,212,000	\$0	\$0	\$4,512,215	\$4,069,578	\$0	\$275,254	\$0	\$0	\$50,000	\$3,601,020

Service levels as for FY13-14, with JARC/NF funding finished.

Proposed Funding Details

Budget Target	\$ 25,108,067	FY13-14 with 2% cost increase
Projected FY 14/15 LTF	\$ 13,000,000	Target amount.
Projected FY14/15 5307 Preventive Maintenance	\$ 2,701,292	Target amount.
Projected FY14/15 Farebox Revenue	\$ 3,601,020	[This number is as for FY13-14.
Projected FY14/15 Other Funds	\$ 50,000	[This includes estimated funds from the Bus & Bus shelter Advertising Programs \$50,000
Projected FY14/15 Measure A funds	\$ 4,512,215	As for FY13-14 + 2%
Projected FY14/15 Section 5307 Operating Funds	\$ 988,286	As for FY13-14 + 2%
Projected FY 14/15 Section 5311 Operating Funds	\$ 275,254	As for FY13-14 + 2%
Recommended FY14/15 NF Funds	\$ -	
Recommended FY14/15 JARC Funds	\$ -	
Estimated Operating Funding Total	\$ 25,108,067	

THIS PAGE INTENTIONALLY LEFT BLANK.

RIVERSIDE TRANSIT AGENCY

Financial Data FY 2012-13 to FY 2014-2015¹

¹ Riverside County Transportation Commission

THIS PAGE INTENTIONALLY LEFT BLANK.

Project Description - Operating	Total	Total Carryover Amount	Total Without Carryover Funds*	LTF (New)	STA (New)	Prop 1B (Capitol)	Prop 1B (Security)	Measure A	Measure A Reserve	Section 5307 - Riverside-San Bernardino	Section 5307 - Temesula-Murietta	Section 5307 - Hemet-San Jacinto	Section 5307 - TUMF (FY06 Carryover)	Section 5311	Section 5316 - JARC	Section 5317 - New Freedom	Fare Box	Other
RIVERIDE TRANSIT AGENCY																		
FY 2012/13 Operating Assistance	\$ 28,573,575	\$ 0	\$ 28,573,575	28,063,390				\$ 948,877	\$ 435,100			\$ 1,700,000		\$ 426,208				
FY 2011/12 Operating Assistance - CTSA	\$ 624,000	\$ 0	\$ 624,000	1,050,000				\$ 582,000	\$ 42,000									
GASB 43/45 ARC	116,000	0	116,000					116,000										
OCTA 794	839,534	0	839,534	284,432				121,615							360,048		79,439	
CommuterLink 212 & 217	782,002	0	782,002	208,293				112,608							351,901		76,900	
Extended Fixed Route Service	80,390	0	80,390					89,390										
County Shuttle Route 54	10,163,467	0	10,163,467	24,050				28,050							112,200		10,163,467	
Farebox (Cash, Tix, Passes)	290,500	0	290,500															
Travel Training	800,000	600,000	200,000					200,000										
COMBRT Study	65,000	0	65,000															
Interest Income	15,000	0	15,000															
Advertising Revenue	175,000	0	175,000															
CNG Sales	1,000,000	0	1,000,000															
Cal PERS CERBT Reimbursement	1,125,000	900,000	225,000															
Vehicle Fuel ²	6,875,000	1,550,000	5,325,000	1,375,000						600,000	3,150,000	900,000						
Capitalized Preventative Maintenance	5,500,000	1,400,000	4,100,000	1,100,000						3,000,000	1,550,000	1,400,000						
Capital Cost of Contracting	58,073,468	-4,450,000	63,623,468	29,339,165				1,998,540	677,100	3,800,000	3,150,000	1,700,000	300,000	426,208	844,149	112,200	10,321,106	1,255,000
Sub-total: Operating	58,073,468		58,073,468															
Sub-total: Capital	16,174,644		16,174,644	7,674,644	5,500,000					3,000,000	0	0	0	0	0	0	0	0
Revenue Vehicles (65) DO Heavy Duty	1,176,088	0	1,176,088	235,214	235,214					940,870	0	0	0	0	0	0	0	0
Revenue Vehicles - (7) COPR Auto Elm	24,200	0	24,200	4,840	4,840					19,360	0	0	0	0	0	0	0	0
Non-Revenue Vehicles - (1) Support Vehicle	1,241,000	0	1,241,000	248,200	248,200					992,800	0	0	0	0	0	0	0	0
Capital Maintenance Spares	263,617	0	263,617	82,728	82,728					210,884	0	0	0	0	0	0	0	0
Capitalized Tire Lease	150,000	0	150,000	30,000	30,000					120,000	0	0	0	0	0	0	0	0
TE-lus Stop Amenities	146,650	0	146,650	26,130	26,130					116,520	0	0	0	0	0	0	0	0
Maintenance Equipment	36,054	0	36,054	7,211	7,211					28,843	0	0	0	0	0	0	0	0
Information Systems	19,211,253	0	19,065,693	7,674,644	6,107,322					5,429,287	0	0	0	0	0	0	0	0
TOTAL RIVERIDE TRANSIT AGENCY	\$ 77,284,721	\$ 4,450,000	\$ 72,834,721	\$ 37,013,809	\$ 6,107,322			\$ 1,998,540	\$ 677,100	\$ 9,229,287	\$ 3,150,000	\$ 1,700,000	\$ 300,000	\$ 426,208	\$ 844,149	\$ 112,200	\$ 10,321,106	\$ 1,255,000
Sub-total: Capital	\$ 16,174,644		\$ 16,174,644	7,674,644	5,500,000					3,000,000	0	0	0	0	0	0	0	0
Revenue Vehicles (65) DO Heavy Duty	1,176,088	0	1,176,088	235,214	235,214					940,870	0	0	0	0	0	0	0	0
Revenue Vehicles - (7) COPR Auto Elm	24,200	0	24,200	4,840	4,840					19,360	0	0	0	0	0	0	0	0
Non-Revenue Vehicles - (1) Support Vehicle	1,241,000	0	1,241,000	248,200	248,200					992,800	0	0	0	0	0	0	0	0
Capital Maintenance Spares	263,617	0	263,617	82,728	82,728					210,884	0	0	0	0	0	0	0	0
Capitalized Tire Lease	150,000	0	150,000	30,000	30,000					120,000	0	0	0	0	0	0	0	0
TE-lus Stop Amenities	146,650	0	146,650	26,130	26,130					116,520	0	0	0	0	0	0	0	0
Maintenance Equipment	36,054	0	36,054	7,211	7,211					28,843	0	0	0	0	0	0	0	0
Information Systems	19,211,253	0	19,065,693	7,674,644	6,107,322					5,429,287	0	0	0	0	0	0	0	0
TOTAL RIVERIDE TRANSIT AGENCY	\$ 77,284,721	\$ 4,450,000	\$ 72,834,721	\$ 37,013,809	\$ 6,107,322			\$ 1,998,540	\$ 677,100	\$ 9,229,287	\$ 3,150,000	\$ 1,700,000	\$ 300,000	\$ 426,208	\$ 844,149	\$ 112,200	\$ 10,321,106	\$ 1,255,000
Sub-total: Capital	\$ 16,174,644		\$ 16,174,644	7,674,644	5,500,000					3,000,000	0	0	0	0	0	0	0	0
Revenue Vehicles (65) DO Heavy Duty	1,176,088	0	1,176,088	235,214	235,214					940,870	0	0	0	0	0	0	0	0
Revenue Vehicles - (7) COPR Auto Elm	24,200	0	24,200	4,840	4,840					19,360	0	0	0	0	0	0	0	0
Non-Revenue Vehicles - (1) Support Vehicle	1,241,000	0	1,241,000	248,200	248,200					992,800	0	0	0	0	0	0	0	0
Capital Maintenance Spares	263,617	0	263,617	82,728	82,728					210,884	0	0	0	0	0	0	0	0
Capitalized Tire Lease	150,000	0	150,000	30,000	30,000					120,000	0	0	0	0	0	0	0	0
TE-lus Stop Amenities	146,650	0	146,650	26,130	26,130					116,520	0	0	0	0	0	0	0	0
Maintenance Equipment	36,054	0	36,054	7,211	7,211					28,843	0	0	0	0	0	0	0	0
Information Systems	19,211,253	0	19,065,693	7,674,644	6,107,322					5,429,287	0	0	0	0	0	0	0	0
TOTAL RIVERIDE TRANSIT AGENCY	\$ 77,284,721	\$ 4,450,000	\$ 72,834,721	\$ 37,013,809	\$ 6,107,322			\$ 1,998,540	\$ 677,100	\$ 9,229,287	\$ 3,150,000	\$ 1,700,000	\$ 300,000	\$ 426,208	\$ 844,149	\$ 112,200	\$ 10,321,106	\$ 1,255,000
Sub-total: Capital	\$ 16,174,644		\$ 16,174,644	7,674,644	5,500,000					3,000,000	0	0	0	0	0	0	0	0
Revenue Vehicles (65) DO Heavy Duty	1,176,088	0	1,176,088	235,214	235,214					940,870	0	0	0	0	0	0	0	0
Revenue Vehicles - (7) COPR Auto Elm	24,200	0	24,200	4,840	4,840					19,360	0	0	0	0	0	0	0	0
Non-Revenue Vehicles - (1) Support Vehicle	1,241,000	0	1,241,000	248,200	248,200					992,800	0	0	0	0	0	0	0	0
Capital Maintenance Spares	263,617	0	263,617	82,728	82,728					210,884	0	0	0	0	0	0	0	0
Capitalized Tire Lease	150,000	0	150,000	30,000	30,000					120,000	0	0	0	0	0	0	0	0
TE-lus Stop Amenities	146,650	0	146,650	26,130	26,130					116,520	0	0	0	0	0	0	0	0
Maintenance Equipment	36,054	0	36,054	7,211	7,211					28,843	0	0	0	0	0	0	0	0
Information Systems	19,211,253	0	19,065,693	7,674,644	6,107,322					5,429,287								

Riverside Transit Agency
 FY 2013/14
 Summary of Funds Requested
 Short Range Transit Plan

Table 5.1 - Summary of Funds Requested for FY 2013/14

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/Murrieta	Section 5307 - Hemet/San Jacinto	Section 5309	Section 5311	Section 5316 JARC	Section 5317 New Freedom	Farebox / Other
FY 2013/2014													
Operating Assistance		35,450,658	31,500,658		1,500,000			2,000,000		450,000			
GASB 43/45 Pre-funding		1,200,000	1,200,000										
OCTA 794		140,000			140,000								
CommuterLink 212 & 217		442,749	128,397		70,840						199,237		44,275
Extended Late Night Service		412,393	121,656		65,983						187,639		37,116
County Shuttle Route 54		109,200			109,200								
Farebox (Cash, Tix, Passes)		9,500,000											9,500,000
Interest Income		50,000											50,000
Advertising Revenue		20,000											20,000
Cal PERS CERBT Reimbursement		800,000											800,000
CNG Sales		250,000											250,000
Capitalized Preventative Maintenance		7,500,000	1,500,000			6,000,000							
Capital Cost of Contracting		5,625,000	1,125,000			1,500,000	3,000,000						
Subtotal: FY13/14 RTA Operating¹		\$61,500,000	\$35,575,711	\$0	\$1,886,023	\$7,500,000	\$3,000,000	\$2,000,000	\$0	\$450,000	\$386,876	\$0	\$10,701,391
Revenue Vehicles - DO Heavy Duty	FY14-1	2,550,356	2,550,356			3,468,000							
Revenue Vehicles - (25) COFR	FY14-2	4,335,000		867,000		2,851,984							
Revenue Vehicles - (42) DAR	FY14-3	3,436,125		584,141		519,600							
Revenue Vehicles - (3) Trolleys	FY14-4	649,500		129,900		211,120							
Non-Revenue Vehicles - (7) Support Vehicles	FY14-5	263,900		52,780		1,232,204							
Capital Maintenance Spares	FY14-6	1,540,255		308,051		227,765							
Capitalized Tire Lease	FY14-7	284,706		56,941		120,000							
Revenue Vehicle Systems	FY14-8	314,200		62,840		251,360							
TE - Bus Stop Amenities	FY14-9	150,000		30,000		77,980							
Facility Maintenance	FY14-10	97,475		19,495		1,804,000							
Information Systems	FY14-11	2,255,000		451,000									
Subtotal: FY13/14 Capital		\$15,876,517	\$2,550,356	\$2,562,148	\$0	\$10,764,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital FY13/14		\$77,376,517	\$38,126,067	\$2,562,148	\$1,886,023	\$18,264,013	\$3,000,000	\$2,000,000	\$0	\$450,000	\$386,876	\$0	\$10,701,391

¹ Operating Expense budget does not include any GASB pre-funding, ARC only.

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

Table 5.2 - Summary of Funds Requested for FY 2014/15

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/Murrieta	Section 5307 - Hemet/San Jacinto	Section 5309	Section 5311	Section 5316 JARC	Section 5317 New Freedom	Farebox / Other
FY 2014/2015													
Operating Assistance		39,860,000	35,635,000		1,750,000			2,000,000		475,000			9,500,000
GASB 43/45 Pre-funding		1,200,000	1,200,000		145,000								50,000
OCTA 794		145,000											20,000
Farebox (Cash, Tix, Passes)		9,500,000											850,000
Interest Income		50,000											250,000
Advertising Revenue		20,000											
Caj PERS CERBT Reimbursement		850,000											
CNG Sales		250,000											
Capitalized Preventative Maintenance		7,500,000	1,500,000			6,000,000							
Capital Cost of Contracting		5,625,000	1,125,000			1,500,000	3,000,000						
Subtotal: FY14/15 RTA Operating¹		\$65,000,000	\$39,460,000	\$0	\$1,895,000	\$7,500,000	\$3,000,000	\$2,000,000	\$0	\$475,000	\$0	\$0	\$10,670,000
Revenue Vehicles - (2) Trolleys	FY15-1	440,000		88,000		352,000							
Non-Revenue Vehicles - (4) Support Vehicles	FY15-2	96,800		19,360		77,440							
Capital Maintenance Spares	FY15-3	1,540,255		308,051		1,232,204							
Capitalized Tire Lease	FY15-4	307,482		61,496		245,986							
TE - Bus Stop Amenities	FY15-5	150,000		30,000		120,000							
Support Equipment	FY15-6	62,500		12,500		50,000							
Information Systems	FY15-7	100,000		20,000		80,000							
Subtotal: FY14/15 Capital		\$2,697,037	\$0	\$539,407	\$0	\$2,157,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total: Operating & Capital FY14/15		\$67,697,037	\$39,460,000	\$539,407	\$1,895,000	\$9,657,630	\$3,000,000	\$2,000,000	\$0	\$475,000	\$0	\$0	\$10,670,000

¹ Operating Expense budget does not include any GASB pre-funding, ARC only.

THIS PAGE INTENTIONALLY LEFT BLANK.

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2012-2013 to FY 2015-2016¹

¹ OCTA

THIS PAGE INTENTIONALLY LEFT BLANK.



Orange County Transportation Authority
 Bus Operations Cash Flow
 FY 2010-11 Comprehensive Business Plan

	Fiscal Year					
	2013	2014	2015	2016	2017	2018
Beginning Balance	113,102,597	154,582,874	174,886,363	156,561,004	128,735,329	162,045,294
Cash flows from operating activities:						
Sources of Funds:						
Local Transportation Fund (net Fund 30 transfer)	131,817,221	138,808,483	145,358,305	151,763,046	158,493,052	165,584,493
Fare revenue	54,588,335	58,745,888	59,951,846	61,207,727	65,335,939	69,325,644
Gas Tax Exchange	23,000,004	-	-	-	-	-
Federal formula grant 5307	52,618,857	69,742,406	71,772,466	76,337,080	77,174,019	59,685,538
American Recovery and Reinvestment Act	-	-	-	-	-	-
TDA Related CURE funds	-	-	-	-	-	-
Bus Operations Fund	-	-	-	-	-	-
State Transit Assistance Fund	19,792,360	20,391,939	20,984,063	21,591,854	22,191,399	22,803,179
Property tax revenue	11,797,639	11,915,615	12,034,772	12,155,119	12,276,670	12,399,437
Alternative Fuel Tax Credit	-	-	-	-	-	-
Advertising revenue	4,060,380	4,274,946	4,475,187	4,670,940	4,878,107	5,096,393
Rail feeder revenue	1,806,954	1,804,435	1,857,928	1,908,737	1,960,715	2,012,943
LTA Fare Stabilization	2,438,700	2,569,661	2,691,779	2,810,990	2,937,230	3,070,302
Miscellaneous revenue	3,819,263	3,831,211	2,133,197	1,956,687	1,997,149	2,037,471
Total sources of funds	305,739,713	312,084,585	321,259,541	334,402,181	347,244,281	342,015,402
Uses of funds:						
Salaries and benefits	114,965,635	114,493,688	117,397,092	121,079,257	124,871,174	128,767,024
Purchased transportation services	71,011,140	80,375,290	86,475,750	89,857,785	93,374,899	96,982,481
Administrative service expense	37,249,551	38,524,230	39,747,173	40,998,783	42,297,474	43,647,410
Professional services	12,745,013	13,206,101	13,682,069	14,164,088	14,704,752	15,236,821
Maintenance, parts and fuel	20,189,512	20,255,058	20,650,270	21,050,789	21,933,635	23,125,295
Other operating expense	1,667,243	1,737,754	1,824,423	1,920,337	2,025,527	2,140,168
General and administrative	4,703,080	4,872,703	5,047,781	5,232,393	5,423,799	5,619,322
Total uses of funds	262,531,175	273,464,824	284,824,560	294,323,431	304,631,261	315,518,520
Net cash used by operations	43,208,538	38,619,761	36,434,981	40,078,751	42,613,020	26,496,882
Farebox Recovery	20.8%	21.5%	21.0%	20.8%	21.4%	22.0%
Cash flows from capital financing activities:						
Capital Grants	-	38,628,675	1	-	-	-
Acquisition & construction of capital assets	(5,769,467)	(63,900,657)	(62,484,495)	(74,968,440)	(15,304,729)	(3,029,106)
Net cash used by capital and related financing activities	\$ (5,769,467)	\$ (25,271,983)	\$ (62,484,494)	\$ (74,968,440)	\$ (15,304,729)	\$ (3,029,106)
Cash flows from investing activities:						
Interest on investments	\$ 4,041,206	\$ 6,955,710	\$ 7,724,154	\$ 7,064,015	\$ 6,001,674	\$ 7,011,749
Net cash provided by investing activities:	\$ 4,041,206	\$ 6,955,710	\$ 7,724,154	\$ 7,064,015	\$ 6,001,674	\$ 7,011,749
Ending Cash Balance	\$ 154,582,874	\$ 174,886,363	\$ 156,561,004	\$ 128,735,329	\$ 162,045,294	\$ 192,524,818
45 Day Working Capital Requirement	32,366,857	33,714,841	35,115,357	36,286,450	37,557,279	38,899,544

THIS PAGE INTENTIONALLY LEFT BLANK.

Attachment D
Regional Funding and Expenditure Tables

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE 1: REVENUE
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
LOCAL						
Sales Tax	\$2,215,470	\$1,817,950	\$2,304,178	\$1,806,224	\$8,143,822	
-- City	\$0	\$0	\$0	\$0	\$0	
-- County	\$2,215,470	\$1,817,950	\$2,304,178	\$1,806,224	\$8,143,822	
Gas Tax	\$0	\$0	\$0	\$0	\$0	
-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	
-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	
Other Local Funds	\$791,979	\$686,580	\$621,057	\$764,953	\$2,864,569	
-- County General Funds	\$172,635	\$51,842	\$27,486	\$34,709	\$286,672	
-- City General Funds	\$439,213	\$478,120	\$464,874	\$418,206	\$1,800,413	
-- Street Taxes and Developer Fees	\$180,131	\$156,618	\$128,697	\$312,038	\$777,484	
-- RSTP Exchange funds	\$0	\$0	\$0	\$0	\$0	
Transit	\$68,649	\$65,435	\$65,882	\$65,754	\$265,720	
-- Transit Fares	\$68,649	\$65,435	\$65,882	\$65,754	\$265,720	
Tolls (e.g. non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix 1)	\$2,291,208	\$1,300,291	\$1,889,666	\$2,733,593	\$8,214,778	
Local Total	\$5,367,306	\$3,870,256	\$4,880,803	\$5,370,524	\$19,488,889	
REGIONAL						
Tolls	\$0	\$0	\$0	\$0	\$0	
-- Bridge	\$0	\$0	\$0	\$0	\$0	
-- Corridor	\$0	\$0	\$0	\$0	\$0	
Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	
Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	
Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	
Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	
Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix 2)	\$0	\$0	\$0	\$0	\$0	
Regional Total	\$0	\$0	\$0	\$0	\$0	

TABLE 1: REVENUE

**Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program**

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
STATE						
State Highway Operations and Protection Program	\$894,088	\$389,644	\$400,103	\$350,273	\$2,034,108	
SHOPP (Including Augmentation)	\$546,700	\$389,644	\$400,103	\$350,273	\$1,686,720	
SHOPP Prior	\$347,388	\$0	\$0	\$0	\$347,388	
State Minor Program	\$0	\$0	\$0	\$0	\$0	
State Transportation Improvement Program	\$308,846	\$347,605	\$206,811	\$206,496	\$1,069,758	
STIP (Including Augmentation)	\$266,625	\$317,315	\$169,077	\$171,952	\$924,969	
Transportation Enhancement	\$22,091	\$30,290	\$37,734	\$34,544	\$124,659	
STIP Prior	\$10,165	\$0	\$0	\$0	\$10,165	
Transportation Enhancement	\$9,965	\$0	\$0	\$0	\$9,965	
Proposition 1 A	\$0	\$0	\$0	\$0	\$0	
Proposition 1 B	\$588,608	\$187,616	\$34,236	\$48,659	\$859,119	
GARVEE Bonds (Includes Debt Service Payments)	\$35,272	\$35,272	\$35,272	\$0	\$105,816	
Highway Maintenance (HM)	\$9,840	\$0	\$0	\$0	\$9,840	
Traffic Congestion Relief Program (TCRP)	\$55,790	\$75,378	\$47,666	\$16,000	\$194,834	
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$30,662	\$26,874	\$26,688	\$26,832	\$111,056	
Safe Routes to School (SR2S)	\$153	\$0	\$1,205	\$0	\$1,358	
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix 3)	\$74,067	\$6,505	\$5,643	\$22,805	\$109,020	
State Total	\$1,997,326	\$1,068,894	\$757,624	\$671,065	\$4,494,909	
FEDERAL TRANSIT						
5307 - Urbanized Area Formula Program	\$570,195	\$292,334	\$290,561	\$269,100	\$1,422,190	
5308 - Clean Fuel Formula Program	\$7,920	\$0	\$370	\$0	\$8,290	
5309a - Fixed Guideway Modernization	\$76,927	\$67,668	\$56,476	\$55,984	\$257,055	
5309b - New and Small Starts (Capital Investment Grants)	\$171,800	\$167,900	\$248,900	\$270,200	\$858,800	
5309c - Bus and Bus Related Grants	\$26,636	\$932	\$870	\$0	\$28,438	
5310 - Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0	\$0	
5311 - Nonurbanized Area Formula Program	\$1,515	\$1,570	\$1,630	\$1,697	\$6,412	
5311c - Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0	\$0	
5311f - Intercity Bus	\$0	\$0	\$0	\$0	\$0	
5316 - Job Access and Reverse Commute Program	\$19,061	\$11,176	\$10,989	\$10,991	\$52,217	
5317 - New Freedom	\$8,532	\$4,861	\$4,744	\$4,745	\$22,882	
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0	
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix 4)	\$8,000	\$7,750	\$0	\$0	\$15,750	
Federal Transit Total	\$890,586	\$554,191	\$614,540	\$612,717	\$2,672,034	

TABLE 1: REVENUE

**Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program**

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$279,702	\$279,702	\$279,702	\$279,702	\$279,702	\$1,118,808
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP) and Demo	\$130,217	\$42,265	\$4,729	\$2,400	\$179,611	\$179,611
High Risk Rural Road (HRRR)	\$0	\$0	\$756	\$0	\$756	\$756
Highway Bridge Program (HBP)	\$96,985	\$110,037	\$132,244	\$119,101	\$458,367	\$458,367
Highway Safety Improvement Program (HSIP)	\$29,791	\$34,353	\$0	\$0	\$64,144	\$64,144
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$10,000	\$7,500	\$0	\$0	\$17,500	\$17,500
Public Lands Highway	\$581	\$0	\$0	\$0	\$581	\$581
Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$670	\$175	\$0	\$0	\$845	\$845
Safe Routes to School (SRTS) (SAFETEA-LU)	\$14,312	\$2,411	\$17,481	\$12,190	\$46,394	\$46,394
Surface Transportation Program (Regional)	\$230,154	\$230,154	\$230,154	\$230,154	\$920,616	\$920,616
Transportation and Community and System Preservation Program	\$1,938	\$0	\$0	\$0	\$1,938	\$1,938
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0
Other (see Appendix 5)	\$34,287	\$5,553	\$1,173	\$0	\$41,013	\$41,013
Federal Highway Total	\$830,637	\$712,150	\$666,239	\$643,547	\$2,852,573	\$2,852,573
American Recovery and Reinvestment Act of 2009	\$0	\$0	\$0	\$0	\$0	\$0
Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0	\$0
Other (see Appendix 6)	\$0	\$0	\$0	\$0	\$0	\$0
Federal Railroad Administration Total	\$0	\$0	\$0	\$0	\$0	\$0
Federal Total	\$1,721,223	\$1,266,341	\$1,280,779	\$1,256,264	\$5,524,607	\$5,524,607

TABLE 1: REVENUE
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					2012/13	2013/14	2014/15	2015/16	TOTAL
TIFIA (Transportation Infrastructure Finance and Innovation Act)						\$444,117	\$0	\$0	\$0	\$444,117
State Infrastructure Bank						\$0	\$0	\$0	\$0	\$0
Section 129 Loans						\$0	\$0	\$0	\$0	\$0
Rail Rehab & Improvement Financing						\$0	\$0	\$0	\$0	\$0
Railroad Innovative Finance						\$0	\$0	\$0	\$0	\$0
Private Activity Bonds						\$0	\$0	\$0	\$0	\$0
Private Concession Fees						\$0	\$0	\$0	\$0	\$0
Private Donations						\$0	\$0	\$0	\$0	\$0
Program Income (from a federal project)						\$0	\$0	\$0	\$0	\$0
Other (See Appendix 7)						\$0	\$0	\$0	\$0	\$0
Innovative Financing Total						\$444,117	\$0	\$0	\$0	\$444,117
REVENUE TOTAL						\$9,529,972	\$6,205,491	\$6,919,206	\$7,297,853	\$29,952,522

MPO Financial Summary Notes:

TABLE 2: PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
LOCAL						
Local Total	\$4,651,318	\$3,110,771	\$4,074,886	\$4,514,906	\$16,351,881	
REGIONAL						
Tolls	\$0	\$0	\$0	\$0	\$0	
-- Bridge	\$0	\$0	\$0	\$0	\$0	
-- Corridor	\$0	\$0	\$0	\$0	\$0	
Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	
Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	
Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	
Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	
Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix A)	\$0	\$0	\$0	\$0	\$0	
Regional Total	\$0	\$0	\$0	\$0	\$0	

TABLE 2: PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
State Highway Operations and Protection Program	\$894,088	\$389,644	\$400,103	\$350,273	\$2,034,108	
SHOPP (Including Augmentation)	\$546,700	\$389,644	\$400,103	\$350,273	\$1,686,720	
SHOPP Prior	\$347,388	\$0	\$0	\$0	\$347,388	
State Minor Program	\$0	\$0	\$0	\$0	\$0	
State Transportation Improvement Program	\$308,031	\$347,605	\$206,811	\$203,509	\$1,065,956	
STIP (Including Augmentation)	\$266,625	\$317,315	\$169,077	\$171,952	\$924,969	
Transportation Enhancement	\$21,276	\$30,290	\$37,734	\$31,557	\$120,857	
STIP Prior	\$10,165	\$0	\$0	\$0	\$10,165	
Transportation Enhancement	\$9,965	\$0	\$0	\$0	\$9,965	
Proposition 1 A	\$0	\$0	\$0	\$0	\$0	
Proposition 1 B	\$588,608	\$187,616	\$34,236	\$48,659	\$859,119	
GARVEE Bonds (Includes Debt Service Payments)	\$35,272	\$35,272	\$35,272	\$0	\$105,816	
Highway Maintenance (HM)	\$9,840	\$0	\$0	\$0	\$9,840	
Traffic Congestion Relief Program (TCRP)	\$55,790	\$75,378	\$47,666	\$16,000	\$194,834	
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$28,863	\$25,263	\$25,272	\$25,623	\$105,021	
Safe Routes to School (SR2S)	\$153	\$0	\$1,205	\$0	\$1,358	
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix B)	\$74,067	\$6,505	\$5,643	\$22,805	\$109,020	
State Total	\$1,994,712	\$1,067,283	\$756,208	\$666,869	\$4,485,072	

TABLE 2: PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
5307 - Urbanized Area Formula Program	\$569,614	\$290,968	\$290,561	\$269,100		\$1,420,243
5308 - Clean Fuel Formula Program	\$7,920	\$0	\$370	\$0		\$8,290
5309a - Fixed Guideway Modernization	\$76,927	\$67,668	\$56,476	\$55,984		\$257,055
5309b - New and Small Starts (Capital Investment Grants)	\$171,800	\$167,900	\$248,900	\$270,200		\$858,800
5309c - Bus and Bus Related Grants	\$26,636	\$932	\$870	\$0		\$28,438
5310 - Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0		\$0
5311 - Nonurbanized Area Formula Program	\$1,515	\$1,570	\$1,630	\$1,697		\$6,412
5311c - Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0		\$0
5311f - Intercity Bus	\$0	\$0	\$0	\$0		\$0
5316 - Job Access and Reverse Commute Program	\$19,061	\$11,176	\$10,989	\$10,991		\$52,217
5317 - New Freedom	\$8,532	\$4,861	\$4,744	\$4,745		\$22,882
5320 - Transit in the Parks	\$0	\$0	\$0	\$0		\$0
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0		\$0
Other (See Appendix C)	\$8,000	\$7,750	\$0	\$0		\$15,750
Federal Transit Total	\$890,005	\$552,825	\$614,540	\$612,717		\$2,670,087

TABLE 2: PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$199,943	\$207,611	\$152,436	\$122,608	\$682,598	\$682,598
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$2,000	\$0	\$0	\$0	\$2,000	\$2,000
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP) and Demo	\$129,467	\$42,265	\$4,729	\$2,400	\$178,861	\$178,861
High Risk Rural Road (HRRR)	\$0	\$0	\$756	\$0	\$756	\$756
Highway Bridge Program (HBP)	\$96,985	\$110,037	\$132,244	\$119,101	\$458,367	\$458,367
Highway Safety Improvement Program (HSIP)	\$29,791	\$34,353	\$0	\$0	\$64,144	\$64,144
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$10,000	\$7,500	\$0	\$0	\$17,500	\$17,500
Public Lands Highway	\$581	\$0	\$0	\$0	\$581	\$581
Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$670	\$175	\$0	\$0	\$845	\$845
Safe Routes to School (SRTS) (SAFETEA-LU)	\$14,312	\$2,411	\$17,481	\$12,190	\$46,394	\$46,394
Surface Transportation Program (Regional)	\$156,413	\$167,081	\$105,815	\$95,728	\$525,037	\$525,037
Transportation and Community and System Preservation Program	\$1,938	\$0	\$0	\$0	\$1,938	\$1,938
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0
Other (see Appendix D)	\$34,287	\$5,553	\$1,173	\$0	\$41,013	\$41,013
Federal Highway Total	\$676,387	\$576,986	\$414,634	\$352,027	\$2,020,034	\$2,020,034
American Recovery and Reinvestment Act of 2009 (ARRA)	\$0	\$0	\$0	\$0	\$0	\$0
Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0	\$0
Other (see Appendix E)	\$0	\$0	\$0	\$0	\$0	\$0
Federal Railroad Administration Total	\$0	\$0	\$0	\$0	\$0	\$0
Federal Total	\$1,566,392	\$1,129,811	\$1,029,174	\$964,744	\$4,690,121	\$4,690,121

TABLE 2: PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	N O T E S					TOTAL
	2012/13	2013/14	2014/15	2015/16		
TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$444,117	\$0	\$0	\$0	\$444,117	
State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	
Section 129 Loans	\$0	\$0	\$0	\$0	\$0	
Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	
Railroad Innovative Finance	\$0	\$0	\$0	\$0	\$0	
Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	
Private Concession Fees	\$0	\$0	\$0	\$0	\$0	
Private Donations	\$0	\$0	\$0	\$0	\$0	
Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	
Other (See Appendix F)	\$0	\$0	\$0	\$0	\$0	
Innovative Financing Total	\$444,117	\$0	\$0	\$0	\$444,117	
PROGRAMMED TOTAL	\$8,656,539	\$5,307,865	\$5,860,268	\$6,146,519	\$25,971,191	

MPO Financial Summary Notes:

TABLE 3: REVENUE-PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source		2012/13	2013/14	2014/15	2015/16	TOTAL
LOCAL	Local Total	\$715,988	\$759,485	\$805,917	\$855,618	\$3,137,008
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0

TABLE 3: REVENUE-PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	2012/13	2013/14	2014/15	2015/16	TOTAL
	STATE				
State Highway Operations and Protection Program	\$0	\$0	\$0	\$0	\$0
SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
SHOPP Prior	\$0	\$0	\$0	\$0	\$0
State Minor Program	\$0	\$0	\$0	\$0	\$0
State Transportation Improvement Program	\$815	\$0	\$0	\$2,987	\$3,802
STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
Transportation Enhancement	\$815	\$0	\$0	\$2,987	\$3,802
STIP Prior	\$0	\$0	\$0	\$0	\$0
Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
Proposition 1 A	\$0	\$0	\$0	\$0	\$0
Proposition 1 B	\$0	\$0	\$0	\$0	\$0
GARVEE Bonds (Includes Debt Service Payments)	\$0	\$0	\$0	\$0	\$0
Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$1,799	\$1,611	\$1,416	\$1,209	\$6,035
Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
State Emergency Repair Program	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
State Total	\$2,614	\$1,611	\$1,416	\$4,196	\$9,837

TABLE 3: REVENUE-PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	2012/13	2013/14	2014/15	2015/16	TOTAL
		\$581	\$1,366	\$0	\$0
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309a - Fixed Guideway Modernization	\$0	\$0	\$0	\$0	\$0
5309b - New and Small Starts (Capital Investment Grants)	\$0	\$0	\$0	\$0	\$0
5309c - Bus and Bus Related Grants	\$0	\$0	\$0	\$0	\$0
5310 - Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0	\$0
5311 - Nonurbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
5311c - Public Transportation on Indian Reservation	\$0	\$0	\$0	\$0	\$0
5311f - Intercity Bus	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom	\$0	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0	\$0
FTA Transfer from Prior FTIP	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Federal Transit Total	\$581	\$1,366	\$0	\$0	\$1,947

TABLE 3: REVENUE-PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source		2012/13	2013/14	2014/15	2015/16	TOTAL
FEDERAL HIGHWAY	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Congestion Mitigation and Air Quality (CMAQ)	\$79,759	\$72,091	\$127,266	\$157,094	\$436,210
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP) and Demo	\$750	\$0	\$0	\$0	\$750
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$73,741	\$63,073	\$124,339	\$134,426	\$395,579
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
Federal Highway Total	\$154,250	\$135,164	\$251,605	\$291,520	\$832,539	
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009	\$0	\$0	\$0	\$0	\$0
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Federal Railroad Administration Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$154,831	\$136,530	\$251,605	\$291,520	\$834,486	

TABLE 3: REVENUE-PROGRAMMED
Southern California Association of Governments
2012/13-2015/16 Federal Transportation Improvement Program

(in \$000's)

Funding Source	2012/13	2013/14	2014/15	2015/16	TOTAL
	INNOVATIVE FINANCE	\$0	\$0	\$0	\$0
TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
Section 129 Loans	\$0	\$0	\$0	\$0	\$0
Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
Railroad Innovative Finance	\$0	\$0	\$0	\$0	\$0
Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
Private Concession Fees	\$0	\$0	\$0	\$0	\$0
Private Donations	\$0	\$0	\$0	\$0	\$0
Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
REVENUE - PROGRAM TOTAL	\$873,433	\$897,626	\$1,058,938	\$1,151,334	\$3,981,331

2013 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(all figures in \$000's)

Category	Regional Summary							Total	%
	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018			
Transit Improvement									
Bus Equipment or Capital Lease	56,086	7,869	8,280	8,446	0	0	80,681	0%	
Bus Vehicles Expansion	8,173	0	2,885	0	0	0	11,058	0%	
Intercity/Heavy Rail Extension	392,189	294,888	591,630	608,200	895,000	341,300	3,123,207	10%	
Light Rail Extension	608,607	718,993	930,981	868,490	513,410	38,400	3,678,881	11%	
Transit Equipment, Structures, Facilities	142,505	127,175	34,253	28,035	13,487	3,429	348,884	1%	
Transit Improvement Subtotal	1,207,560	1,148,925	1,568,029	1,513,171	1,421,897	383,129	7,242,711	22%	
Transit Operations & Maintenance									
Bus Operations	394,571	354,353	336,804	330,185	316,186	326,312	2,058,411	6%	
Bus Vehicles Rehab/Replace	603,967	327,683	325,627	312,745	265,805	267,000	2,102,827	6%	
Commuter Rail Operations	5,078	100	100	100	0	0	5,378	0%	
Intercity/Heavy Rail Operations	26,327	27,463	27,349	27,627	27,908	28,192	164,866	1%	
Intercity/Heavy Rail Vehicles Rehab/Replace	1,715	0	0	0	0	0	1,715	0%	
Paratransit	131,564	212,514	106,272	117,809	106,231	104,027	778,417	2%	
Transit O&M Subtotal	1,163,222	922,113	796,152	788,466	716,130	725,531	5,111,614	16%	
Highway Improvement									
Auxiliary, Passing, Truck Climbing Lane	2,600	4,874	21,675	41,140	102,550	0	172,839	1%	
Bridge Improvement	39,405	158,261	66,633	45,331	241,566	175,600	726,796	2%	
Capacity Enhancing Improvement (Highway)	1,193,037	1,122,804	1,806,715	906,125	1,476,636	313,856	6,819,173	21%	
Grade Separations	545,174	289,596	194,012	36,960	37,739	10,327	1,113,808	3%	
HOV Lanes	1,636,649	318,278	279,990	1,606,440	60,504	0	3,901,861	12%	
Interchange, ramps, over/undercrossing	864,129	237,059	269,128	555,095	301,657	124,000	2,351,068	7%	
Non-Capacity Improvement	111,117	50,827	96,142	20,417	9,628	0	288,131	1%	
Highway Improvement Subtotal	4,392,111	2,181,699	2,734,295	3,211,508	2,230,280	623,783	15,373,676	47%	
Highway Operations & Maintenance									
SHOPP Operations	227,023	0	21,513	70,814	0	0	319,350	1%	
SHOPP Rehabilitation	406,968	128,956	226,353	203,942	0	0	966,219	3%	
SHOPP Safety	87,685	76,955	37,959	19,316	0	0	221,915	1%	
Road Rehab/Replace (non-SHOPP)	567,791	524,338	141,120	183,504	291,460	80,600	1,788,813	5%	
Safety Improvements (non-SHOPP)	143,020	93,066	40,404	43,483	410	50	320,433	1%	
Soundwalls	4,448	800	0	0	0	0	5,248	0%	
Highway O&M Subtotal	1,436,935	824,115	467,349	521,059	291,870	80,650	3,621,978	11%	
ITS, TDM, and Non-Motorized									
ITS	50,230	36,199	73,932	23,817	24,686	0	208,864	1%	
Bicycle and Pedestrian Facilities	143,415	98,373	128,552	38,783	17,633	3,414	430,170	1%	
Rideshare	6,845	6,465	115	115	115	115	13,770	0%	
TDM, Park and Ride (excl. ridematching)	72,203	30,798	39,422	18,006	1,126	284	161,839	0%	
ITS, TDM, and Non-Motorized Subtotal	272,693	171,835	242,021	80,721	43,560	3,813	814,643	3%	
Other									
Administration, Admin. Facilities, Veh., Misc.	104,341	30,781	18,320	9,021	7,270	5,792	175,525	1%	
Land Acquisition	686	0	0	0	0	0	686	0%	
Landscaping	41,746	13,749	23,493	14,989	10,584	200	104,761	0%	
Planning	10,873	6,156	6,155	5,541	10,355	0	39,080	0%	
Study	20,888	1,902	0	0	0	0	22,790	0%	
Transportation Enhancement Activities	5,484	6,590	4,454	2,043	0	0	18,571	0%	
Other Subtotal	184,018	59,178	52,422	31,594	28,209	5,992	361,413	1%	
Various Agencies Lump Amounts	61,819	45,681	18,668	12,666			138,834	0%	
Total	\$8,656,539	\$5,307,865	\$5,860,268	\$6,146,519	\$4,731,946	\$1,822,898	\$32,526,035	100%	

THIS PAGE INTENTIONALLY LEFT BLANK.

Attachment E
Expedited Project Selection Procedures

THIS PAGE INTENTIONALLY LEFT BLANK.

Expedited Project Selection Procedures

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

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

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

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

2. Project Programming

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

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

3. Expedited Project Selection Procedures

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

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

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

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

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

Projects from the first four years of the 2013 FTIP have been selected using the project selection procedures.

Attachment F
Amendment Approval Procedures

THIS PAGE INTENTIONALLY LEFT BLANK.

Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

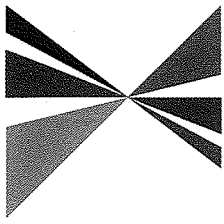
The Regional Council hereby grants authority to SCAG’s Executive Director to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments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



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.



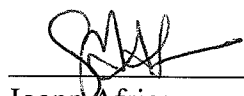
Pam O'Connor
President
Councilmember, City of Santa Monica

Attested by:



Hasan Ikhata
Executive Director

Approved as to Form:



Joann Africa
Chief Counsel