Section IV
Financial Plan

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SECTION IV

FINANCIAL PLAN

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Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six-county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties – also referred to as SCAG's Federal Transportation Improvement Program (FTIP). The FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third and fourth year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG's 2021 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 2021 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2021 FTIP is consistent with the adopted Connect SoCal 2020-2045 RTP/SCS (May 7, 2020) as required by the California Government Code, Section 65080.

SCAG's 2021 FTIP utilizes the 2020 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on March 25, 2020. Additionally, programming levels for the Surface Transportation Block Grant (STBG) 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 2021 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 2021 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2021 FTIP SOURCES AND USES OF FUNDS

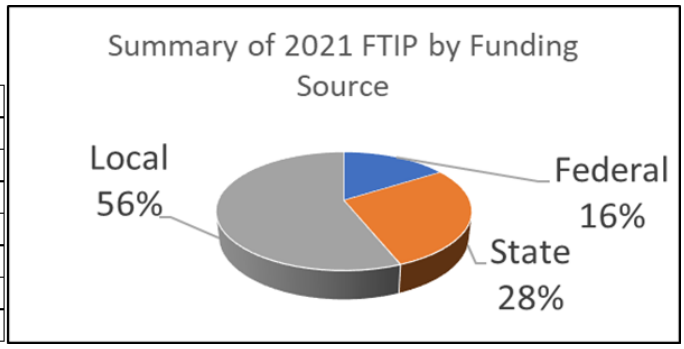
The following financial capacity assessment for the 2021 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2021 FTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2021FTIP, 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 2021 FTIP is $35.3 billion. Local funds comprise 56 percent of total dollars

programmed in the 2021 FTIP, state funds 28 percent and federal funds 16 percent. Uses of funds in the 2021 FTIP by modal category show that state highway projects total 42 percent of funds programmed, transit projects 38 percent, and local highway projects 20 percent.

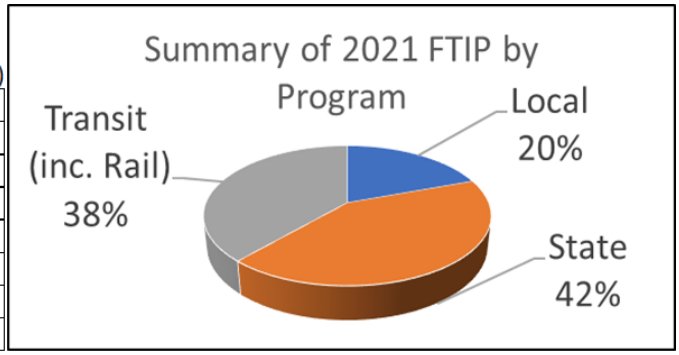
Summary of 2021 FTIP by Funding Source (in $000's)

Year	Federal	State	Local
FY 20-21	$ 1,967,541	$ 5,305,507	$ 3,975,931
FY 21-22	$ 1,187,249	$ 2,119,643	$ 3,558,508
FY 22-23	$ 1,254,329	$ 502,695	$ 2,662,077
FY 23-24	$ 717,156	$ 479,997	$ 3,744,516
FY 24-25	$ 265,100	$ 1,234,697	$ 2,465,258
FY 25-26	$ 240,289	$ 241,466	$ 3,398,369
Totals	**$ 5,631,664**	**$ 9,884,005**	**$ 19,804,659**
% of Total	**16%**	**28%**	**56%**



Summary of 2021 FTIP by Program (in $000's)

Year	Local	State	Transit (inc. Rail)
FY 20-21	$ 1,909,560	$ 5,399,986	$ 3,939,433
FY 21-22	$ 1,023,299	$ 3,092,629	$ 2,749,472
FY 22-23	$ 570,324	$ 1,220,181	$ 2,628,596
FY 23-24	$ 684,967	$ 1,366,716	$ 2,889,986
FY 24-25	$ 1,130,418	$ 2,101,509	$ 733,128
FY 25-26	$ 1,571,050	$ 1,695,528	$ 613,546
Totals	**$ 6,889,618**	**$ 14,876,549**	**$ 13,554,161**
% of Total	**20%**	**42%**	**38%**



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 (FY2020/21 – FY2023/24); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2021 FTIP is consistent with the financial forecasting model developed by SCAG for the region's Connect SoCal-2020–2045 (2020 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's Connect SoCal-2020 RTP/SCS set the framework for the 2021 FTIP. Further, the financial plan for the Connect SoCal-2020 RTP/SCS provides a basis for identifying how much money is available to support the region's surface transportation investments.

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

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

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

GROWTH TRENDS

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

Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By January 1, 2019, the region's population had reached 19.1 million residents. Los Angeles County and Orange County account for 57.5 percent of the region's population growth over the last nine years, adding 0.52 million residents, while Riverside and San Bernardino Counties together added 0.35 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 10.3 percent and Imperial County grew by 7.8 percent. Los Angeles and Ventura Counties were the slowest growing counties, in terms of percentage—only 3.5 and 2.6 percent increases, respectively, during the same period (between 2010 and 2019).

	Population		Change 2010–2019	
	2010	2019	Number	Percent
Imperial County	175,200	188,821	13,621	7.77%
Los Angeles County	9,838,771	10,184,378	345,607	3.51%
Orange County	3,014,677	3,192,987	178,310	5.91%
Riverside County	2,196,083	2,422,146	226,063	10.29%
San Bernardino County	2,043,484	2,168,964	125,480	6.14%
Ventura County	824,441	846,050	21,609	2.62%
SCAG Region	**18,092,656**	**19,003,346**	**910,690**	**5.03%**

Source: State of California, Department of Finance

The region's total employment was estimated to be 8.9 million in 2019, increasing by 1.1 million employed workers (15.3 percent) since 2010. The largest gains in employment between 2010 and 2019 were experienced in Los Angeles County, which grew by 592,000 employed workers (13.7 percent). Riverside and San Bernardino counties grew by over 20 percent (25.8 percent and 20.9 percent, respectively), adding 216,600 and 160,800 employed workers, respectively.

	Civilian Employment		Change 2010–2019	
	2010	2019	Number	Percent
Imperial County	56,000	58,300	2,300	4.11%
Los Angeles County	4,302,300	4,894,300	592,000	13.76%
Orange County	1,387,400	1,578,300	190,900	13.76%
Riverside County	841,300	1,057,900	216,600	25.75%
San Bernardino County	769,900	930,700	160,800	20.89%
Ventura County	383,400	408,200	24,800	6.47%
SCAG Region	**7,740,300**	**8,927,700**	**1,187,400**	**15.34%**

Source: State of California, Employment Development Department

Income

Income is one of the most important indicators of economic well-being in the region. In 2010, per capita income of the region was approximately $48,793 (in 2018 dollars). By 2018, per capita income grew to $57,840, an increase of 18.5 percent, adjusted for inflation. If the SCAG region was a state, it would rank as the 13th highest per capita income in 2018.

	Per Capita Income (2018$)		Change 2010–2018	
	2010	2018	Number	Percent
Imperial County	$34,680	$36,974	$2,294	6.62%
Los Angeles County	$51,330	$62,224	$10,894	21.22%
Orange County	$58,601	$69,268	$10,667	18.20%
Riverside County	$36,143	$40,637	$4,494	12.43%
San Bernardino County	$34,810	$40,316	$5,506	15.82%
Ventura County	$54,053	$61,712	$7,659	14.17%
SCAG Region	**$48,793**	**$57,840**	**$9,047**	**18.54%**

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

ECONOMIC OUTLOOK

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

Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. SCAG's revenue model utilizes historical inflation trends as measured by the Gross Domestic Product (GDP) Price Deflator—an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. Figure 3 shows inflation trends since World War II as measured by the GDP Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent. On the basis of this information, a 2.2 percent inflation rate was used in the 2020 RTP/SCS financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

FIGURE 3 HISTORICAL INFLATION TRENDS

Source: Office of Management and Budget

Construction Cost Increases

While inflation clearly affects the nominal dollars reported for future revenues, the rise in construction costs can further erode the purchasing power of transportation revenues. 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 2020 RTP/SCS financial plan uses a 4.5 percent annual inflation factor to estimate future, nominal costs. The faster increase in construction costs than in revenues contributes to a decline in purchasing power for transportation funding over the planning period.

FIGURE 4 HIGHWAY PROJECT COSTS

Source: California Department of Transportation

Retail Sales Growth

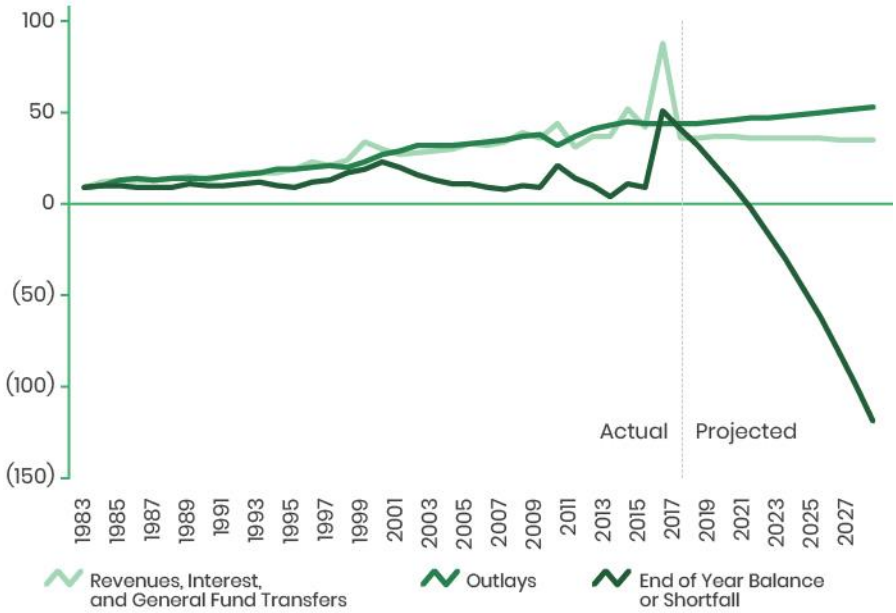
Changes in personal consumption and the overall population are the main contributors to the growth in retail sales. Over the 30-year period from FY1985 to FY2015, statewide retail sales averaged an annual growth rate of 1.5 percent in real terms (when the effects of inflation are eliminated). The Connect SoCal-2020 RTP/SCS financial plan assumes retail sales growth ranging from -0.1 percent to 3.2 percent annually in real terms.

Status of the Federal Highway Trust Fund

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

At the time of the Connect SoCal-2020 RTP/SCS adoption, nearly a decade has passed without substantive Congressional agreement on a long-term solution to provide adequate funding for the Trust Fund. The Fixing America's Surface Transportation Act relies on $70 billion of one-time, non-user fees to keep the Trust Fund solvent through 2020. It does not address the present, long-term structural deficiency that exists in funding the Trust Fund. Although the Connect SoCal-2020 RTP/SCS assumes that Congress will reach agreement on reauthorizing federal spending for transportation programs over the Plan horizon, the core revenues available from the Trust Fund are expected to decline due to increasing fuel efficiency and other factors.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND

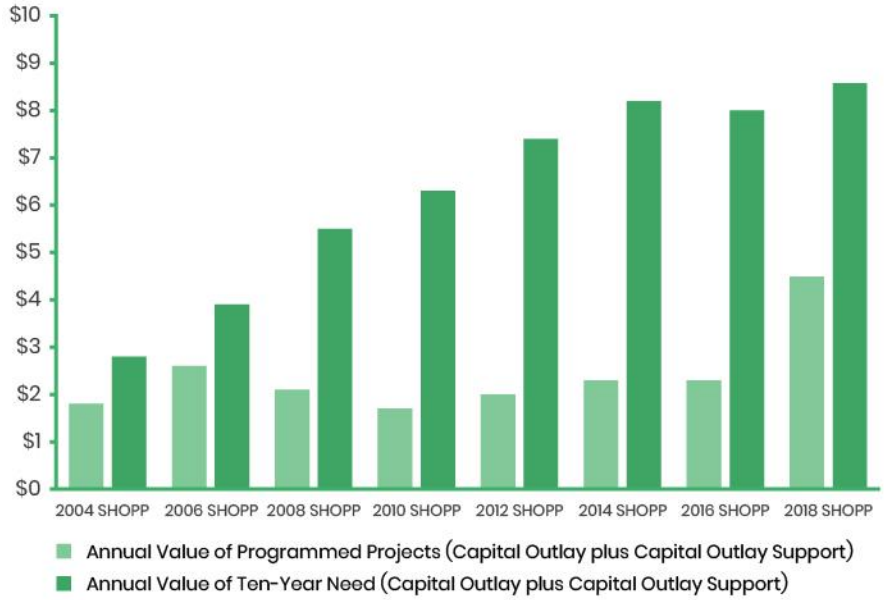


Source: Congressional Budget Office and Federal Highway Administration

Status of the State Highway Account

SB 1 increased the state gas excise tax from 18 cents per gallon to 47.3 cents per gallon (as of July 1, 2019), and further indexed the gas tax to inflation going forward. Prior to passage of SB 1, the state gas excise tax rate of 18 cents per gallon remained unadjusted for more than 20 years. Gas tax revenues remain the primary source of funding for the State Highway Operation and Protection Program (SHOPP), which funds projects to maintain the state highway system. As shown in FIGURE 6, previous levels of funding have been considerably less than actual needs. Statewide, the 2018 Ten-Year SHOPP Plan identifies $85.8 billion in statewide needs, while available funding is only $44.9 billion. While SB 1 provides a key down payment, continued underinvestment in the maintenance needs of the state highway system will only increase the cost of bringing our highway assets back to a state of good repair.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation

Operating and Maintaining the Region's Transportation System

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

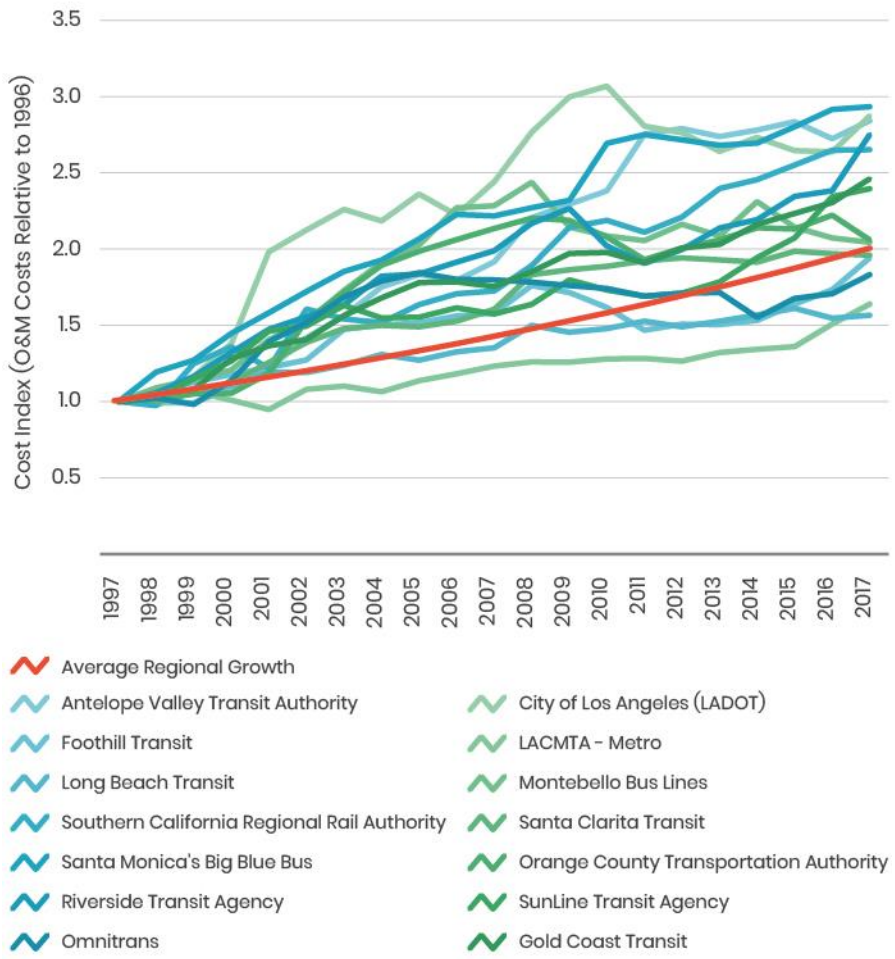
HIGHWAY AND REGIONAL ARTERIAL SYSTEM OPERATION AND MAINTENANCE (O&M) COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's Connect SoCal-2020 RTP/SCS identifies a total of $68.0 billion in costs (through FY2045) 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-2030) transitioning to a mileage-based user fee to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs depend on a variety of factors, such as future revenue-miles of service, labor contracts, and age of rolling stock. Over the last decade, these O&M costs grew by up to 5 percent annually, depending on the transit operator. (see Figure 7).

FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

In SCAG's Connect SoCal-2020 RTP/SCS financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (3.3 percent) is used for most operators.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data.

The Connect SoCal-2020 RTP/SCS financial forecast identifies $200.5 billion in transit and passenger rail O&M costs through FY2045.

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. Debt service obligations over the Connect SoCal-2020 RTP/SCS planning horizon total $35.6 billion for the region.

Conclusion

The financial conditions presented provide the overall context for the 2021 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 Connect SoCal-2020 RTP/SCS. Further, the 2021 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 2021 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.

Attachments

Attachment A

Funding Sources

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2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
1103	FHSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 APPROPRIATIONS EARMARKS	FEDERAL
2009EAR	FFY 2009 APPROPRIATIONS EARMARKS	FEDERAL
2010EAR	FFY 2010 APPROPRIATIONS EARMARKS	FEDERAL
2011FDG	2011 FED DISC GRANTS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5303	METROPOLITAN PLANNING PROGRAM – 5303	FTA
5304	METROPOLITAN PLANNING PROGRAM – 5304	FTA
5305	METROPOLITAN PLANNING PROGRAM – 5305	FTA
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307CAM	CAMARILLO URBANIZED AREA	FTA
5307ECC	5307 EL CENTRO-CALEXICO URBANIZED AREA	FTA
5307H	HEMET URBANIZED AREA	FTA
5307IC	INDIO-CATHEDRAL CITY URBANIZED AREA	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307OX	OXNARD URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	FTA
5307SV	SIMI VALLEY URBANIZED AREA	FTA
5307TO	THOUSAND OAKS URBANIZED AREA	FTA
5307VH	VICTORVILLE-HESPERIA URBANIZED AREA - FP	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(A) GUIDEWY	FTA
5309b	FTA 5309(B) NEW RAIL	FTA
5309c	FTA 5309(C) BUS	FTA
5310	FTA 5310 ELD AND DISABI	FTA
5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)	FTA

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
5310CAM	CAMARILLO URBANIZED AREA - EM	FTA
5310H	HEMET URBANIZED AREA - EM	FTA
5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM	FTA
5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FTA
5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM	FTA
5310MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - EM	FTA
5310MV	MISSION VIEJO URBANIZED AREA - EM	FTA
5310OX	OXNARD URBANIZED AREA - EM	FTA
5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM	FTA
5310SC	SANTA CLARITA URBANIZED AREA - EM	FTA
5310SV	SIMI VALLEY URBANIZED AREA - EM	FTA
5310TO	THOUSAND OAKS URBANIZED AREA - EM	FTA
5310VH	VICTORVILLE-HESPERIA URBANIZED AREA - EM	FTA
5311	5311 - NONURBANIZED AREA FORMULA PROGRAM	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5311F	5311F - INTERCITY BUS	FTA
5312	NATIONAL RESEARCH AND TECHNOLOGY	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5320	5320 - TRANSIT IN THE PARKS	FTA
5324	5324 - EMERGENCY RELIEF PROGRAM	FTA
5329	5329 - PUBLIC TRANSPORTATION SAFETY PROGRAM	FTA
5337	5337 - STATE OF GOOD REPAIR GRANTS	FTA
5337-SGR	5337 STATE OF GOOD REPAIR	FTA
5337CAM	CAMARILLO URBANIZED AREA - SGR	FTA
5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR	FTA
5337LP	LANCASTER-PALMDALE URBANIZED AREA - SGR	FTA
5337MV	MISSION VIEJO URBANIZED AREA - SGR	FTA

	2021 FTIP FUND SOURCE LISTING	
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
5337OX	OXNARD URBANIZED AREA - SGR	FTA
5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA	FTA
5337SV	SIMI VALLEY URBANIZED AREA - SGR	FTA
5337TO	THOUSAND OAKS URBANIZED AREA - SGR	FTA
5339	5339 - BUS AND BUS FACILITIES FORMULA GRANTS	FTA
5339C	LOW OR NO EMISSION VEHICLE PROGRAM – 5339(C)	FTA
5339CAM	CAMARILLO URBANIZED AREA - BFG	FTA
5339H	HEMET URBANIZED AREA - BFG	FTA
5339IC	INDIO-CATHEDRAL CITY URBANIZED AREA - BFG	FTA
5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	FTA
5339LP	LANCASTER-PALMDALE URBANIZED AREA - BFG	FTA
5339MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - BFG	FTA
5339MV	MISSION VIEJO URBANIZED AREA - BFG	FTA
5339OX	OXNARD URBANIZED AREA - BFG	FTA
5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG	FTA
5339SC	SANTA CLARITA URBANIZED AREA - BFG	FTA
5339SV	SIMI VALLEY URBANIZED AREA - BFG	FTA
5339TO	THOUSAND OAKS URBANIZED AREA - BFG	FTA
5339VH	VICTORVILLE-HESPERIA URBANIZED AREA	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FTA
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGCY-AC	AGENCY - ADV CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
ALTFUEL	CEC-ALTERNATIVE FUEL	STATE
AMTRAK	AMTRAK	FEDERAL
AR-5307	ARRA - FTA 5307	FTA

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
AR-5309	ARRA - FTA 5309	FTA
AR-5311	ARRA - FTA 5311	FTA
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-FRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FRA
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	STATE
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
ATCMT	ADVANCE TRANS AND CONGESTION MGMT	FEDERAL
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGR–M - MPO	STATE
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
BUILD	BUILD TRANSPORTATION DISCRETIONARY GRANTS	FEDERAL
BUS-PRO	BUS AND BUS-RELATED PROJECTS	FTA
CAPTRAD	CAP AND TRADE PROGRAM	STATE
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CDBG	COMMUNITY DEVELOPMENT BLOCK GRANT	FEDERAL
CIIP	CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	FEDERAL
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

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
CRD	CRD-77J0	FEDERAL
CT-TIRCP	TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	STATE
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT /REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTEA	FEDERAL
DEMO	DEMO-PRE ISTEA	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOSTL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEMSTLAC	DEMO SAFETEA-LU ADVANCE CONSTRUCTION	LOCAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	FEDERAL
EARREPU	2016 EARMARK REPURPOSING	FEDERAL
EARREPU	2017 EARMARK REPURPOSING	FEDERAL
EARREPU	2019 EARMARK REPURPOSING	FEDERAL
EARREPU	2020 EARMARK REPURPOSING	FEDERAL
ECREC	ECONOMIC RECOVERY	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ER-STATE	STATE EMERGENCY REPAIR	STATE
ERVTUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FBP	FERRY BOAT FORMULA PROGRAM	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
FERRY	CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES	FEDERAL
FERRY-D	1064 FERRY DISCRETIONARY	STATE
FLAP	FEDERAL LANDS ACCESS PROGRAM	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
FLTP	FEDERAL LANDS TRANSPORTATION PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FRA
FTATRANS	FTA TRANSFER FROM PRIOR FTIP	FTA
GAS-CITY	GAS TAX (SUBVENTION TO CITIES)	LOCAL
GAS-CO	GAS TAX (SUBVENTION TO COUNTIES)	LOCAL
GEN	GENERAL FUNDS	LOCAL
GEN-CITY	CITY GENERAL FUNDS	LOCAL
GEN-CO	COUNTY GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	FEDERAL
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	FEDERAL
HBRR-L	BRIDGE - LOCAL	STATE
HBRR-S	HBRR - STATE	STATE
HFL	HIGHWAYS FOR LIFE	FEDERAL
HM	HIGHWAY MAINTENANCE	STATE
HIP	HIGHWAY INFRASTRUCTURE PROGRAM (HIP)	FEDERAL
HPP	HIGH PRIORITY PROJECTS (HPP) AND DEMO	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM – ADAVANCE CONSTRUCTION CONVERSION	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	FEDERAL
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
HUD	HOUSING AND URBAN DEV	FEDERAL
HVIP	HYBRID-ZERO-EMISSION TRUCK AND BUS IP	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

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
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
INFRA	INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT	FEDERAL
INV	INVESTMENT INCOME	LOCAL
IRI-1B	INTERCITY RAIL IMPROVEMENTS	STATE
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LOWNO-CT	LOW OR NO EMISSION VEHICLE PROGRAM (CAP AND TRADE)	STATE
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MATCH	STATE MATCH	STATE
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL
MM35	MEASURE M 35% TRANS CON	LOCAL
MMMYSP	MEASURE M - MULTI YEAR SUBREGIONAL PROGRAM	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

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL
NRTP	NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	FTA
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	STATE
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PIDP	PORT INFRASTRUCTURE DEVELOPMENT PROGRAM	FEDERAL
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

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
S-PARK	STATE PARK FUNDS	STATE
SB 132	SENATE BILL 132	STATE
SB1-SFCC	SB1 SOLUTIONS FOR CONGESTED CORRIDORS	STATE
SB1-LPPC	SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS	STATE
SB1-LPPF	SB1 LOCAL PARTNERSHIP FORMULA FUNDS	STATE
SB1-LR	SB 1 LOCAL STREETS AND ROADS	STATE
SB1-TCEP	SB1TRADE CORRIDOR ENHANCEMENT	STATE
SB1-SGR	SB1 STATE OF GOOD REPAIR	STATE
SC3090	STATE CASH (AB 3090)	STATE
SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC112	SECTION 112	FEDERAL
SEC115	SECTION 115	FEDERAL
SEC117	SECTION 117	FEDERAL
SEC125	SECTION 125 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC190	SECTION 190 GRADE SEPARATION PROGRAM	STATE
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
SHRP2	STRATEGIC HIGHWAY RESEARCH PROGRAM	FEDERAL
SLP	STATE LOCAL PARTNER	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSIST	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACT.	STATE
STA-PUC	STATE PUC	STATE
STAL-S	STATE LEGIS - STATE	STATE
STAMIN	STATE MINOR PROGRAM	STATE
STBG-L	SURFACE TRANS BLK GRNT LOCAL	FEDERAL
STBG-R	SURFACE TRANS BLK GRNT REGIONAL	FEDERAL
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE
STCASHHM	STATE CASH – HM	STATE
STCASHI	STATE CASH - IIP	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIM2-L	ECONOMIC STIMULUS II – LOCAL	FTA
STIM2-S	ECONOMIC STIMULUS II – STATE	FEDERAL
STIP-AC	STIP ADVANCE CONS	STATE
STIPACIP	STIP ADVANCE CON-IIP	STATE
STIPACRP	STIP ADVANCE CON-RIP	STATE
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-3090	SURFACE TRANSPORTATION PROGRAM AB 3090	FEDERAL
STP-GI	STP-GRANDFATHER IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
STP-RL	RAILWAY-HIGHWAY CROSSINGS	FEDERAL
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPACIPP	STIP ADVANCE CON-PIIP	STATE
STPACRPP	STIP ADVANCE CON-PRIP	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
STPE-SH	STP ENHANCE-SHOPP TEA	STATE
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE
STPL	STP LOCAL	FEDERAL
STPL-EX	RSTP EXCHANGE FUNDS	LOCAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR	SURFACE TRANS. PRIORITIES	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPRIP3	SURFACE TRANS PROG-RIP AB3090	STATE
STPSHOP	SURFACE TRANS PROG-SHOPP	STATE
STSHOPPP	STATE CASH-SHOPP PRIOR	STATE
TAP	TRANSPORTATION ALTERNATIVES PROGRAM	FEDERAL
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
THPP	TRIBAL HIGH PRIORITY PROJECTS (THPP)	FEDERAL
TI	TRANSPORTATION IMPROVEMENTS (TI)	NULL

2021 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL
TIGER13	2013 TIGER GRANTS	FEDERAL
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FTA
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TOD	TRANS ORIENTED DEV PLANNING PILOT PROGRAM	FTA
TOLLS	TOLLS	LOCAL
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
TTP	TRIBAL TRANSPORTATION PROGRAM	FEDERAL
UNIV	STATE UNIVERSITY	STATE
VPP	VALUE PRICING PILOT PROGRAM	FEDERAL
WRVTUMF	WESTERN RIV TUMF	LOCAL
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

Attachment B

County Resolutions

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RESOLUTION NO. 022620-6A

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the ICTC has adopted the FFY 2020/21-2025/26 Imperial County Transportation Improvement Program with funding for FFY 2020/21 and 2021/22 available and committed, and reasonably committed for FFY 2022/23 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2020/21-2025/26 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2020/21-2025/26 Imperial County TIP 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 2020/21-2025/26 ICTC TIP are consistent with the proposed 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020; and

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

Program.

3. ICTC has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2020/21-2025/26 Imperial County TIP; and

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

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

PASSSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on February 26, 2020.

By: _____
Chairman

ATTEST:

By: _____

CRISTI LERMA
Secretary to the Commission

ATTACHMENT A

Metro

A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS ANGELE COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2020/21 – 2025/26 Los Angeles County TIP with funding available and committed for FFY 2020/21 and FFY 2021/22 and reasonably expected to be available for FFY 2022/23 through FFY 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2020/21 – 2025/2026 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020/21 – 2025/26 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the program in the last four years, and certifies that:

1. Projects in the FY2020/21 – 2025/26 Los Angeles County TIP are consistent with the 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020; and

2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2020 STIP.

3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2020/21 – 2025/26 Los Angeles County TIP; and

4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Los Angeles County TIP; and

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

PASSED, APPROVED, AND ADOPTED this 23 day of April, 2020

CERTIFICATION

Michele Jackson

MICHELE JACKSON
LACMTA Board Secretary

DATED:
(SEAL)

RESOLUTION NO. 2020-001 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2020-21 TO FISCAL YEAR 2025-26

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY, WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR 2020-21 – 2025-26 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, OCTA has adopted the federal fiscal year (FFY) 2020-21 through FFY 2025-26 Orange County TIP with funding for FFY 2020-21 and FFY 2021-22 available and committed, and reasonably committed for FFY 2022-23 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020-21 through FFY 2025-26 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP are consistent with the proposed 2020 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2020; and

2. All of the project phases in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2020 STIP cycle or pending SB 1 (Chapter 5, Statutes of 2017) competitive program funds. The STIP is the County's number one priority for funding. The Orange County 2020 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.

3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program appropriation to fund all of the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and

4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.

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

PASSED, APPROVED AND ADOPTED this 13th day of January 2020.

AYES: Chairman Jones, Vice Chairman Do, and Directors Bartlett, Chaffee, Delgleize, Hennessey, Hernandez, Mark A. Murphy, Richard Murphy, Pulido, Sidhu, and Steel

NOES: Director Wagner

ABSENT: Directors Davies, Muller, Shaw, and Winterbottom

ATTEST:

Laurena Weinert
Clerk of the Board

Steve Jones, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2020-001

RESOLUTION NO. 20-002

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2020/21 THROUGH 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the RCTC has adopted the Federal Fiscal Year (FFY) 2020/21 through FFY 2025/26 Riverside County TIP with funding for FFY 2020/21 and FFY 2021/22 available and committed, and reasonably committed for FFY 2022/23 through FFY 2025/2026.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2020/21 through FFY 2025/26 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020/21 through FFY 2025/26 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 2020/21 through FFY 2025/26 Riverside County TIP are consistent with the proposed 2020 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in March 2020; and

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

3. Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2020/21 through FFY 2025/26 Riverside County TIP; and

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

5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding Levels.

APPROVED AND ADOPTED this 11th day of March, 2020.

Ben J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 21-004

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2020/2021 – 2025/2026 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

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

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

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

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

WHEREAS, as the responsible agency for short-range transportation planning, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects utilizing federal and state highway/road and transit funds; and

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

WHEREAS, SBCTA has adopted the Federal Fiscal Years 2020/2021-2025/2026 San Bernardino County TIP with funding for Federal Fiscal Years 2020/2021 and 2021/2022 available and committed, and reasonably available for Federal Fiscal Years 2022/2023 through 2023/2024.

NOW, THEREFORE, BE IT RESOLVED that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2020/2021-2025/2026 San Bernardino County TIP; and

BE IT FURTHER RESOLVED, that the Federal Fiscal Year 2020/2021-2025/2026 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the Federal Fiscal Year 2020/2021-2025/2026 San Bernardino County TIP are consistent with the 2020 State Transportation Improvement Program approved by the California Transportation Commission in March 2020; and
2. SBCTA has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects in the Federal Fiscal Year 2020/2021-2025/2026 San Bernardino County TIP; and
3. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.
5. This resolution is effective upon the date of its approval by the SBCTA Board of Directors.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on October 7, 2020.

Frank J. Navarro, President
San Bernardino County Transportation Authority

ATTEST:

Marleana Roman, Clerk of the Board
San Bernardino County Transportation Authority

RESOLUTION NO. 2020-01

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

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

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

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

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

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

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

WHEREAS, the Ventura County Transportation Commission has adopted the FFY 2020/21-2025/26 Ventura County Transportation Improvement Program with funding for FFY 2020/21 and 2021/22 available and committed, and reasonably committed for FFY 2022/23 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2020/21-2025/26 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2020/21-2025/26 Ventura County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2020/21-2025/26 Ventura County TIP are consistent with the proposed 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020.

2. Ventura County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2020/21-2025/26 Ventura County TIP; and

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

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

PASSED, APPROVED AND ADOPTED this 7th day of February 2020.

Claudia Bill-de la Peña, CHAIR, VCTC

ATTEST:

for

Vera Vega, Interim Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

2/7/20
Date

Attachment C

Transit Operator Financial Data

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ACCESS SERVICES INCORPORATED

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Access Services

FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Prop C 40% Discretionary	151,089,065	176,555,107	192,749,751	220,739,632	741,133,554	
Section 5310 Flex	69,500,000	71,300,000	73,082,500	74,909,563	288,792,063	
Passenger Fares	11,914,574	12,714,981	13,576,575	14,539,020	52,745,150	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**232,503,639**	**260,570,087**	**279,408,826**	**310,188,214**	**1,082,670,767**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	13,200,000	21,008,000	17,428,240	22,789,905	74,426,145	
Operating	219,303,639	239,562,087	261,980,586	287,398,309	1,008,244,622	
Expenditures Total	**232,503,639**	**260,570,087**	**279,408,826**	**310,188,214**	**1,082,670,767**	

ANTELOPE VALLEY TRANSIT AUTHORITY

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Antelope Valley Transit Authority
FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Lanc/Palm FTA Sect. 5307	8,972,220	9,241,386	9,518,628	9,804,187	37,536,421	
Lanc/Palm FTA Sect. 5337	1,140,068	1,174,270	1,209,498	1,245,783	4,769,619	
Lanc/Palm FTA Sect. 5339	677,216	697,532	718,458	740,012	2,833,218	
LA UZA FTA Sect. 5307	242,635	249,914	257,411	265,134	1,015,094	
LA UZA FTA Sect. 5337	535,032	551,083	567,615	584,644	2,238,374	
LA UZA FTA Sect. 5339	32,151	33,116	34,109	35,132	134,508	
Santa Clarita FTA Sect. 5337	978,763	1,008,126	1,038,370	1,069,521	4,094,779	
Santa Clarita FTA Sect. 5339	11,483	11,827	12,182	12,548	48,041	
Low Carbon Transit Operations Program	267,928	275,966	284,245	292,772	1,120,911	
SB1 STA	886,156	912,741	940,123	968,327	3,707,346	
SB1 SGR	262,356	270,227	278,333	286,683	1,097,600	
Prop A	5,651,544	5,821,090	5,995,723	6,175,595	23,643,952	
Prop A DAR	337,251	347,369	357,790	368,523	1,410,932	
Prop C 5% Security	199,119	205,093	211,245	217,583	833,040	
Measure R Clean Fuel	-	196,227	-	209,963.21	406,191	
Measure R Ops	2,880,011	2,966,411	3,055,404	3,147,066	12,048,892	
Measure M	2,849,481	2,934,965	3,023,014	3,113,705	11,921,166	
SB1 - STA	934,806	962,850	991,736	1,021,488	3,910,880	
SB1 - SGR	262,356	270,227	278,333	286,683	1,097,600	
Prop C 40% - MOSIP	1,349,504	1,389,989	1,431,689	1,474,639	5,645,821	
Prop C 40 % Foothill Mitigation	35,225	36,282	37,370	38,491	147,368	
Prop C 40% Transit Service Expansion	405,324	417,484	430,008	442,908	1,695,724	
Prop C 40% BSIP Overcrowding	51,444	52,987	54,577	56,214	215,223	
Revenue Total	**28,962,072**	**30,027,162**	**30,725,863**	**31,857,602**	**121,572,698**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	60,720,856	28,628,531	31,491,384	34,640,523	155,481,294	best guesstimate
Operating	33,548,904	35,226,349	36,987,667	38,837,050	144,599,970	
Expenditures Total	**94,269,760**	**63,854,880**	**68,479,051**	**73,477,573**	**300,081,264**	

FOOTHILL TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Foothill Transit

FY 2020/2021 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
TDA Article 4	27,229,543	27,774,133	28,329,616	28,612,912	111,946,204	
STA	5,370,908	5,478,326	5,587,893	5,643,772	22,080,899	
SB1-STA	3,497,636	3,567,589	3,638,941	3,711,719	14,415,885	
SB1-BSCP	383,380	391,048	398,869	406,846	1,580,143	
Prop A 95% of 40% Discretionary	16,891,217	17,229,042	17,573,623	17,749,359	69,443,241	
BSCP Prop A 95% of 40%	5,424,850	5,533,347	5,644,014	5,700,454	22,302,665	
Prop C 5% Security	1,062,901	1,084,159	1,105,842	1,116,901	4,369,803	
Prop C 40% Discretionary	5,070,058	5,171,459	5,274,888	5,327,637	20,844,042	
Measure R 20% Bus Operations	11,256,309	11,481,435	11,711,064	11,828,174	46,276,982	
Measure M	11,642,711	11,875,566	12,113,077	12,234,208	47,865,562	
BSCP Measure R	1,233,820	1,258,496	1,283,666	1,296,503	5,072,485	
BSCP Measure M	1,276,174	1,301,698	1,327,731	1,341,009	5,246,612	
SB1-SGR	1,162,052	1,185,293	1,208,999	1,233,179	4,789,523	
Prop C 40% MOSIP	5,140,205	5,243,009	5,347,870	5,454,827	21,185,911	
BSCP Prop C 40% MOSIP	563,425	574,693	586,187	597,911	2,322,216	
Measure R Clean Fuel and Facilities	-	863,425	-	889,328	1,752,753	
Farebox Revenue	17,098,290	17,269,273	17,441,966	17,616,385	69,425,914	
Federal 5307 Formula	27,385,491	27,659,346	27,935,940	28,215,299	111,196,076	
Revenue Total	**141,688,970**	**144,941,337**	**146,510,186**	**148,976,423**	**582,116,916**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	25,506,136	26,811,715	27,134,196	29,435,304	108,887,351	
Operating	116,182,834	118,129,622	119,375,990	119,541,119	473,229,565	
Expenditures Total	**141,688,970**	**144,941,337**	**146,510,186**	**148,976,423**	**582,116,916**	

GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

GTrans
FY 2020/2021 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital - FTA 5307	13,677,100	8,480,000	3,800,000	3,800,000	29,757,100	
Capital - State Bond Prop 1B PTMISEA	2,966,473				2,966,473	
Capital - State Bond Prop 1B Transit Security	178,857				178,857	
Capital - State STA	50,000	27,745			77,745	
Capital - Bridge - PTMISEA & Security	360,618	38,122			398,740	
Capital - Other - MTA, LCTOP, MSRC, COG	1,841,480	416,550	17,205,000	195,000	19,658,030	
Capital - MOSIP	2,022,598	2,447,583	150,000	150,000	4,770,181	
Operating - TDA	5,450,389	4,557,182	5,164,806	5,164,806	20,337,183	
Operating - STA SB1	196,318	164,146	186,032	186,032	732,528	
Operating - STA	1,624,726	1,358,467	1,539,596	1,539,596	6,062,385	
Operating - Prop A Local Return	1,108,608	4,715,325	1,451,477	1,093,632	8,369,042	
Operating - Prop A E&H Incentive	168,185	146,105	165,586	165,586	645,462	
Operating - Prop A 40% Discretionary	3,303,767	2,762,347	3,130,660	3,130,660	12,327,434	
Operating - Prop C Discretionary	2,262,038	1,793,897	2,033,084	2,033,084	8,122,103	
Operating Measure R	2,155,081	1,801,907	4,695,367	2,233,726	10,886,081	
Operating Measure M	2,132,234	1,782,805	2,020,512	3,989,911	9,925,462	
Operating - FTA Preventive Maintenance	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	
Operating - FTA Cares	3,293,984	2,066,780	1,289,484	-	6,650,248	CARES Act
Operating - Other	419,877	427,500	427,500	427,500	1,702,377	
Operating - Fare Revenue	803,250	1,606,500	1,606,500	1,606,500	5,622,750	
Revenue Total	**46,015,583**	**36,592,961**	**46,865,604**	**27,716,033**	**157,190,181**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
					-	
Capital	21,097,126	11,410,000	21,155,000	4,145,000	57,807,126	
Operating	24,918,457	25,182,961	25,710,604	26,437,912	102,249,934	
Expenditures Total	**46,015,583**	**36,592,961**	**46,865,604**	**30,582,912**	**160,057,060**	

LONG BEACH TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Long Beach Transit
FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Operating-STA	6,888,995	7,623,693	8,004,878	8,325,073	30,842,639	
Operating-TDA	21,247,450	23,644,294	24,826,509	25,819,569	95,537,821	
Operating-LCTOP	449,767	463,260	463,260	463,260	1,839,548	
Operating-Prop A	19,416,022	21,145,766	22,203,054	23,091,176	85,856,018	
Operating-Measure	8,150,009	9,213,386	9,674,055	10,061,017	37,098,468	
Operating-Measure	8,429,780	9,529,660	10,006,143	10,406,389	38,371,972	
Operating-Prop C	4,826,121	5,455,811	5,728,602	5,957,746	21,968,279	
Operating-Express T	38,941	43,625	45,807	47,639	176,011	
Operating-Fares	6,119,389	9,093,814	11,962,990	14,044,446	41,220,639	
Operating-Advertisir	723,245	723,245	723,245	723,245	2,892,982	
Operating-invest/mi	1,884,461	5,022,501	5,487,501	5,602,501	17,996,964	
Operating-FTA 5307	5,007,676	7,007,676	10,007,676	10,007,676	32,030,702	
Operating-Federal C	17,196,408	8,436,061	3,570,531	-	29,203,000	
Operating-LBT Reser	-	-	1,677,870	4,221,182	5,899,052	
					-	
Capital - FTA 5307	15,511,927	15,667,046	15,823,717	15,981,954	62,984,644	
Capital- FTA 5309					-	
Capital-State 1B Bond					-	No Longer
Capital - STA					-	
Capital- Prop C	3,950,154	3,989,656	4,029,552	4,069,848	16,039,209	
Capital - Measure R		636,263		642,626	1,278,889	
Capital - LBT					-	
					-	
Revenue Total	**119,840,344**	**127,695,757**	**134,235,388**	**139,465,347**	**521,236,837**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	19,462,081	20,292,965	19,853,269	20,694,427	80,302,742	
Operating	100,378,263	107,402,792	114,382,120	118,770,920	440,934,095	
Expenditures Total	**119,840,344**	**127,695,757**	**134,235,388**	**139,465,347**	**521,236,837**	

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

City of Los Angeles DOT
FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Op- Fares	3,394,097	3,394,097	3,394,097	3,394,097	13,576,387	
Op - Formula Allocation Procedure (FAP)	19,738,150	19,738,150	19,738,150	19,738,150	78,952,602	
Op- Prop C Discretionary	4,922,794	4,922,794	4,922,794	4,922,794	19,691,178	
Op- Prop C Security	12,744,245	12,744,245	12,744,245	12,744,245	50,976,979	
Op - Measure R	4,474,909	4,474,909	4,474,909	4,474,909	17,899,635	
Op - Measure M	4,427,471	4,427,471	4,427,471	4,427,471	17,709,885	
Op - Tier II	3,823,954	3,823,954	3,823,954	3,823,954	15,295,814	
Op - Advertising	320,000	320,000	320,000	320,000	1,280,000	
Op- Prop A LR	53,000,000	58,000,000	58,000,000	58,000,000	227,000,000	
Op- SB1 STA	659,031	659,031	659,031	659,031	2,636,125	
OP- CARES Act	7,100,000	7,100,000	7,100,000	-	21,300,000	
					-	
Cap - 5307	10,008,889	10,008,889	10,008,889	10,008,889	40,035,556	
Cap - State of Good Repair	407,644	407,644	407,644	407,644	1,630,576	
CAP - Grant Receipts	25,000,000	15,000,000	7,000,000		47,000,000	
					-	
					-	
Revenue Total	**150,021,184**	**145,021,184**	**137,021,184**	**122,921,184**	**554,984,737**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	35,416,533	25,416,533	17,416,533	10,416,533	88,666,132	
Operating	114,604,651	119,604,651	119,604,651	112,504,651	466,318,605	
Expenditures Total	**150,021,184**	**145,021,184**	**137,021,184**	**122,921,184**	**554,984,737**	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Table 2
Revenues by Major Category

($ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
SALES TAX, TDA, STA REVENUES												
Proposition A Proposition C	13,087.2	665.5	682.8	703.0	733.8	764.2	796.4	832.1	866.2	897.1	930.7	5,215.5
Measure R Measure M	13,862.5	720.2	719.0	740.4	775.4	807.3	842.4	881.5	916.5	949.5	985.5	5,524.8
Transportation Development	14,914.9	744.0	763.1	785.8	820.1	854.1	890.1	930.0	968.1	1,002.7	1,040.2	6,116.4
Act(TDA) State Transit Assistance	14,289.6	726.7	745.5	767.6	801.2	834.4	869.6	908.5	945.7	979.6	1,016.2	5,694.7
(STA)	7,878.9	402.9	411.1	423.3	441.7	460.0	479.4	500.8	521.3	539.9	560.1	3,138.3
	3,269.8	215.8	215.8	215.8	215.8	215.8	218.0	218.0	218.0	218.0	218.0	1,100.8
Subtotal, Sales Tax, TDA, STA Revenues	$ 67,302.9	$ 3,475.1	$ 3,537.4	$ 3,636.0	$ 3,788.1	$ 3,935.8	$ 4,095.9	$ 4,270.9	$ 4,435.8	$ 4,586.8	$ 4,750.6	$ 26,790.6
OPERATING & OTHER REVENUE												
Passenger Fares ExpressLanes	6,574.7	284.5	303.2	318.8	337.9	367.4	387.4	412.0	431.0	463.8	478.1	2,790.6
Tolls Advertising	1,925.7	58.4	59.0	59.6	60.2	60.8	61.4	118.0	157.2	171.8	178.5	940.8
Other Revenue	454.7	25.6	26.3	27.0	27.7	28.3	29.0	29.6	30.2	30.9	31.6	168.5
	2,076.1	146.7	83.2	115.7	165.7	247.1	142.3	101.4	77.9	114.0	400.7	481.4
Subtotal, Operating & Other Revenue	$ 11,031.2	$ 515.3	$ 471.7	$ 521.1	$ 591.4	$ 703.6	$ 620.1	$ 661.0	$ 696.3	$ 780.5	$ 1,088.9	$ 4,381.4
CAPITAL & DEBT FINANCING RESOURCES												
Grant Receipts	25,706.4	1,345.4	2,553.1	2,183.5	1,851.3	1,874.2	2,425.9	1,864.1	1,794.0	1,474.4	1,355.2	6,985.2
Bond Proceeds and TIFIA Prior	17,442.3 (234.7)	789.0	1,203.5	938.1	1,107.9	1,334.7	1,227.7	1,609.0	1,446.9	1,320.9	1,167.1	5,297.3 (872.5)
Year Carryover		779.4	64.8	88.3	193.2	24.9	15.9	(75.3)	(101.1)	(241.6)	(110.6)	
Subtotal, Capital & Debt Financing Resources	$42,914.00	$ 2,913.7	$ 3,821.4	$ 3,209.9	$ 3,152.3	$ 3,233.9	$ 3,669.5	$ 3,397.9	$ 3,139.9	$ 2,553.7	$ 2,411.7	$ 11,410.1
TOTAL REVENUES	**$ 121,248.10**	**$ 6,904.2**	**$ 7,830.5**	**$ 7,366.9**	**$ 7,531.8**	**$ 7,873.3**	**$ 8,385.5**	**$ 8,329.7**	**$ 8,272.0**	**$ 7,921.0**	**$ 8,251.2**	**$ 42,582.00**

Table 3
Expenditures by Major Category

($ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
METRO OPERATIONS												
Bus	23,369.3	1,268.6	1,331.3	1,405.9	1,435.6	1,465.8	1,494.0	1,521.8	1,551.1	1,581.0	1,638.1	8,676.3
Rail	13,109.3	542.8	593.3	616.2	651.0	723.8	747.5	788.2	868.5	959.9	980.7	5,637.3
Regional Rail	1,510.8	81.2	85.5	88.3	91.4	93.8	96.1	98.5	100.8	103.1	105.5	566.7
Subtotal-Metro Operations	$ 37,989.4	$ 1,892.6	$ 2,010.1	$ 2,110.4	$ 2,178.0	$ 2,283.4	$ 2,337.6	$ 2,408.4	$ 2,520.4	$ 2,643.9	$ 2,724.3	$ 14,880.2
METRO CAPITAL												
Bus Capital Rail Capital Regional	5,034.3	346.0	530.6	246.1	271.3	356.6	480.3	375.9	462.0	337.5	332.0	1,296.1
Rail Highway	29,859.0	2,311.9	2,594.3	2,246.0	2,073.6	1,980.6	2,142.8	2,483.9	2,153.8	1,773.6	2,101.9	7,996.7
	791.6	41.1	60.8	-	28.4	38.1	41.6	32.6	54.2	57.5	61.1	376.1
	7,925.3	274.3	674.6	694.8	833.7	1,086.5	1,093.0	634.7	358.5	310.6	208.1	1,756.4
Subtotal-Metro Capital	$ 43,610.2	$ 2,973.3	$ 3,860.3	$ 3,186.9	$ 3,207.0	$ 3,461.8	$ 3,757.7	$ 3,527.1	$ 3,028.4	$ 2,479.2	$ 2,703.1	$ 11,425.4
SUBSIDY FUNDING PROGRAMS												
Bus Operations	10,694.4	624.7	597.0	610.8	629.7	648.1	667.0	687.1	706.6	725.2	745.0	4,053.2
Bus Capital Rail Capital Highway	2,216.8	105.9	163.3	151.0	132.0	136.8	136.3	140.7	139.8	144.2	143.4	823.6
Call for Projects	374.2	-	32.1	23.5	15.5	17.5	12.6	10.4	10.6	28.6	33.8	189.7
	5,868.4	161.1	308.6	372.7	396.5	322.8	320.3	369.5	469.1	434.9	349.0	2,363.7
	652.1	50.1	46.8	61.8	67.8	98.5	132.1	71.3	56.3	50.3	11.9	5.1
Subtotal-Subsidy Funding Programs	$ 19,806.0	$ 941.8	$ 1,147.8	$ 1,219.9	$ 1,241.5	$ 1,223.7	$ 1,268.3	$ 1,278.9	$ 1,382.5	$ 1,383.2	$ 1,283.1	$ 7,435.3
AGENCY WIDE												
Administration	2,523.5	251.1	117.8	135.4	130.8	144.9	149.4	154.2	158.9	163.3	167.9	949.7
Capital	778.0	142.9	25.9	10.1	12.8	11.2	31.2	31.2	61.2	31.2	61.3	358.9
Subtotal-Agency Wide	$ 3,301.5	$ 394.0	$ 143.7	$ 145.5	$ 143.6	$ 156.2	$ 180.6	$ 185.5	$ 220.2	$ 194.5	$ 229.2	$ 1,308.6
OTHER PROGRAMS/EXPENDITURE												
Congestion Management	1,541.7	105.6	95.9 (11.0)	97.3	98.6	100.0	101.3	102.0	102.7	103.3	104.0	531.1
Other	132.1	19.2	583.7	3.6	7.1	7.5	8.7	10.2	9.4	9.7	10.3	57.3
Debt Service	14,867.2	577.7		603.3	656.0	640.8	731.2	817.6	1,008.4	1,107.2	1,197.2	6,944.1
Subtotal-Other Programs/Expenditure	$ 16,541.0	$ 702.5	$ 668.6	$ 704.2	$ 761.7	$ 748.2	$ 841.3	$ 929.8	$ 1,120.5	$ 1,220.3	$ 1,311.5	$ 7,532.5
TOTAL EXPENDITURES	**$ 121,248.1**	**$ 6,904.2**	**$ 7,830.5**	**$ 7,366.9**	**$ 7,531.8**	**$ 7,873.3**	**$ 8,385.5**	**$ 8,329.7**	**$ 8,272.0**	**$ 7,921.0**	**$ 8,251.2**	**$ 42,582.0**

MONTEBELLO BUS LINES

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Montebello

FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Prop C 40% Discrecionary	3,506,629	3,506,629	3,506,629	3,506,629	14,026,516	
Prop C 5% Security	460,924	460,924	460,924	460,924	1,843,696	
Measure R	3,678,399	3,678,399	3,678,399	3,678,399	14,713,596	
Prop A	5,639,033	5,639,033	5,639,033	5,639,033	22,556,132	
STA	1,579,215	1,579,215	1,579,215	1,579,215	6,316,860	
TDA	9,284,667	9,284,667	9,284,667	9,284,667	37,138,668	
LCTOP	241,520	-	-	-	241,520	
Measure M	3,639,400	3,639,400	3,639,400	3,639,400	14,557,600	
Bus Fare	3,331,000	3,331,000	3,331,000	3,331,000	13,324,000	
					-	
SB1/SGR	377,267	400,000	400,000	400,000	1,577,267	
Measure R	157,639	92,000	92,000	92,000	433,639	
CAL-OES	159,298	-	-	-	159,298	
LACMTA	229,800	-	-	-	229,800	
PTIMSEA Bridge	128,172	437,000	437,000	-	1,002,172	
PTIMSEA	241,276	556,010	556,010	556,010	1,909,306	
FTA (5307)	5,835,685	3,380,000	3,380,000	3,380,000	15,975,685	
Revenue Total	**38,489,924**	**35,984,277**	**35,984,277**	**35,547,277**	**146,005,755**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	7,129,137	4,865,010	4,865,010	4,428,010	21,287,167	
Operating	31,595,500	31,119,267	31,119,267	31,119,267	124,718,588	
Expenditures Total	**38,724,637**	**35,984,277**	**35,984,277**	**35,547,277**	**146,005,755**	

NORWALK TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1] Los Angeles County Metropolitan Transportation Authority

NORWALK TRANSIT SYSTEM
FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
OPERATING					-	
Transportation Development ACT (TDA)	3,445,241	2,583,931	2,756,193	2,928,455	11,713,819	
Local Sales Tax	8,094,963	6,071,222	6,475,970	6,880,719	27,522,874	
Farebox	1,268,353	951,265	1,014,682	1,078,100	4,312,400	
Local Agency	266,764	200,073	213,411	226,749	906,998	
STATE AB 2766	12,000	9,000	9,600	10,200	40,800	
FTA Formula (5307)	975,000	1,335,000	1,300,000	1,300,000	4,910,000	Preventative Maintenance
STA	1,060,800	795,600	848,640	901,680	3,606,720	
subtotal	15,123,121	11,946,091	12,618,497	13,325,903	53,013,611	
					-	
CAPITAL					-	
FTA Discretionary (5339)	2,193,446	-	-	-	2,193,446	
FTA Formula (5307)	2,230,416	3,820,840	3,056,672	3,247,714	12,355,642	
State Prop 1B	906,339	-	-	-	906,339	
Local Match	791,608	989,414	791,531	841,002	3,413,555	Prop A LR, Prop C LR, State Prop 1B
Local Match	430,548	-	-	-	430,548	Use of reserves
subtotal	6,552,357	4,810,254	3,848,203	4,088,716	19,299,530	
					-	
Revenue Total	**21,675,478**	**16,756,345**	**16,466,700**	**17,414,619**	**72,313,142**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	6,552,357	4,810,254	3,848,203	4,088,716	19,299,530	
Operating	14,884,849	11,946,091	12,618,497	13,325,903	52,775,339	
Expenditures Total	**21,437,206**	**16,756,345**	**16,466,700**	**17,414,619**	**72,074,869**	

SANTA CLARITA TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1] Los Angeles County Metropolitan Transportation Authority

Santa Clarita Transit
FY 2020/2021 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Operating - Fares	3,542,929	3,542,929	3,542,929	3,542,929	14,171,716	
Operating - Special Transit Service	1,016,178	1,026,340	1,039,169	1,052,159	4,133,846	
Operating - L.A. County Contribution	1,800,000	1,800,000	1,800,000	1,800,000	7,200,000	
Operating - Prop C	433,810	500,575	506,832	513,168	1,954,385	
Operating - Prop A	5,345,949	5,345,949	5,345,949	5,345,949	21,383,796	
Operating - Measure R	2,006,382	2,217,746	2,239,923	2,267,922	8,731,973	
Operating - Measure M	1,975,618	2,194,237	2,216,179	2,243,881	8,629,915	
Operating - SB! - STA	680,629	758,849	780,856	790,617	3,010,951	
Operating - Access Services Contract	233,432	2,395,916	2,467,793	2,498,640	7,595,781	
Operating - Prop A & C Local Return	8,205,584	8,308,154	8,412,006	8,517,156	33,442,899	
Operating - TDA Article 8	2,890,426	2,926,556	2,963,138	3,000,178	11,780,298	
					-	
Capital - FTA 5307	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Capital - FTA 5339	-	-	-	-	-	
Capital - Prop C	-	-	-	-	-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**32,269,430**	**35,559,797**	**35,719,819**	**38,121,562**	**141,670,609**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Operating	28,130,937	31,017,251	31,314,774	31,572,598	122,035,561	
Expenditures Total	**32,269,430**	**35,559,797**	**35,719,819**	**38,121,562**	**141,670,609**	

SANTA MONICA BUS LINES

Financial Data for FY 2020-21 to FY 2023-24[1]

[1] Los Angeles County Metropolitan Transportation Authority

Santa Monica Big Blue Bus
FY 2020/2021 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
					-	
Passenger Revenues	5,200,000	5,278,000	5,357,170	5,437,528	21,272,698	
STAF	3,024,844	3,070,217	3,116,270	3,163,014	12,374,345	
TDA	15,335,414	15,565,445	15,798,927	16,035,911	62,735,697	
Prop A	11,522,752	11,695,593	11,871,027	12,049,093	47,138,465	
Prop A LR	402,172	408,205	414,328	420,543	1,645,247	
Measure R	7,678,763	7,793,944	7,910,854	8,029,516	31,413,077	
Measure M	7,942,357	8,061,492	8,182,415	8,305,151	32,491,415	
Prop C - BSIP	720,530	731,338	742,308	753,443	2,947,619	
Prop C - MOSIP	3,592,018	3,645,898	3,700,587	3,756,095	14,694,598	
Prop C - Transit Security	942,108	956,240	970,583	985,142	3,854,073	
Prop C - Foothill Mitigation	702,000	712,530	723,218	734,066	2,871,814	
SB1 - STA	1,969,835	1,999,383	2,029,373	2,059,814	8,058,405	
Auxillary Revenue	1,608,000	1,640,160	1,672,963	1,706,422	6,627,546	
Other Revenues	1,535,250	1,565,955	1,597,274	1,629,220	6,327,699	
					-	
Capital - FTA 5307	11,322,677	11,549,131	11,780,113	12,015,715	46,667,636	
					-	
Revenue Total	**73,498,720**	**74,673,530**	**75,867,410**	**77,080,672**	**301,120,332**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	11,322,677	11,549,131	11,780,113	12,015,715	46,667,636	
Operating	62,176,043	63,124,400	64,087,296	65,064,957	254,452,696	
Expenditures Total	**73,498,720**	**74,673,531**	**75,867,409**	**77,080,672**	**301,120,332**	

Source: Los Angeles County Metropolitan Transportation Authority

TORRANCE TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Los Angeles County Metropolitan Transportation Agency

Torrance

FY 2020/2021 - 2023/204

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
FTA Sec. 5307 (Sec. 9)	3473.7	2800.0	2900.0	3000.0	12173.7	
TDA	5565.6	2783.0	2800.0	2815.0	13963.6	
STA	920.3	460.0	500.0	550.0	2430.3	
SB1 - STA	692.5	345.0	350.0	400.0	1787.5	
SB1 - SGR	275.9	138.0	140.0	150.0	703.9	
Passenger Fares	2790.9	1395.0	1400.0	1600.0	7185.9	
Auxiliary Transportation Revenues	205.0	100.0	105.0	105.0	515.0	
Non-transportation Revenues	157.0	78.5	80.0	85.0	400.5	
Prop. A 40% Discretionary	4329.5	2165.0	2170.0	2175.0	10839.5	
Prop. A 40% Local Return	1300.0	650.0	655.0	660.0	3265.0	
Prop. A 25% Local Return	2674.3	1337.2	1340.0	1345.0	6696.5	
BSIP	247.3	123.6	125.0	130.0	625.9	
TSE	831.9	416.0	420.0	425.0	2092.9	
Base	745.2	372.6	375.0	380.0	1872.8	
MOSIP	1247.4	623.7	625.0	630.0	3126.1	
Prop. C 5% Security	236.6	118.3	120.0	125.0	599.9	
Measure R Capital	0.0	100.0	0.0	105.0	205.0	
Measure R 20% Operating	2130.3	1065.0	1070.0	1075.0	5340.3	
Foothill Mitigation	187.8	93.9	95.0	100.0	476.7	
Net Toll Revenue 4X Express Expansion	700.0	350.0	350.0	350.0	1750.0	
Net Toll Revenue 4X Express Local	279.5	140.0	140.0	140.0	699.5	
Measure M	2100.3	1050.1	1055.0	1060.0	5265.4	
CARES ACT Funding	2173.0	1086.5	0.0	0.0	3259.5	
LCTOP	342.5	0.0	170.0	0.0	512.5	
Revenue Total	**33,607**	**15,165**	**16,815**	**17,405**	**85,788**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
	3,500	1,500	2,000	2,500	9500.0	
Capital						
Operating	34,087	17,500	19,000	19,500	90087.2	
Expenditures Total	**37,587**	**19,000**	**21,000**	**22,000**	**99,587**	

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2020-21 to FY 2023-24[1]

Cash Flow Statement - Bus Program

(millions)		2018-19	2019-20	2020-21	2021-22	2022-23	2027-28	2032-33	2037-38
Beginning balance - operating	**$**	**49.9**	**60.6**	**68.2**	**71.8**	**71.7**	**71.7**	**25.4**	**66.1**
Cash flows from operating activities:									
Sources of funds:									
Sales tax revenue		159.0	162.5	165.9	169.2	172.6	202.8	239.7	283.3
Federal formula grant 5307		50.4	51.7	53.5	55.3	56.7	66.7	74.0	73.2
Passenger fares		48.4	49.3	49.5	50.4	55.3	66.1	78.0	92.3
State transit assistance		19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.6
Property tax revenue		16.9	17.7	18.3	18.9	19.5	23.0	27.1	31.9
Senate Bill 1		16.3	16.3	16.3	16.3	16.3	16.3	16.3	16.3
Miscellaneous revenues		14.9	13.3	13.4	13.4	13.8	13.1	14.5	16.1
Advertising revenue		4.0	4.1	4.2	4.3	4.4	5.0	5.6	6.3
Interest		1.3	1.6	2.0	2.2	2.5	3.4	2.0	3.4
Total sources of funds	**$**	**330.9**	**336.0**	**342.7**	**349.6**	**360.7**	**416.0**	**476.8**	**542.4**
Cash flows from operating activities:									
Uses of funds:									
Salaries and benefits		115.3	118.8	122.3	129.0	132.7	155.5	163.2	188.7
Purchased transportation services		92.8	96.1	99.8	101.3	103.3	121.3	140.6	162.1
Administrative service expense		41.1	43.0	45.0	47.1	49.2	61.1	67.6	84.4
Professional services		19.0	19.5	20.0	20.5	21.1	24.4	27.4	30.6
Maintenance, parts and fuel		16.7	17.3	17.9	18.6	19.3	23.7	28.6	34.6
General and administrative		4.1	4.2	4.4	4.5	4.6	5.3	6.0	6.7
Other operating expense		3.2	3.3	3.4	3.5	3.6	4.2	4.8	5.4
Designation to capital		27.9	26.3	26.2	25.2	23.1	28.6	27.2	32.5
Total uses of funds	**$**	**320.2**	**328.4**	**339.0**	**349.8**	**356.9**	**424.2**	**465.4**	**545.1**
Net cash provided by operations	**$**	**10.7**	**7.6**	**3.7**	**(0.1)**	**3.8**	**(8.2)**	**11.4**	**(2.7)**
Available cash - operating	**$**	**60.6**	**68.2**	**71.8**	**71.7**	**75.5**	**63.5**	**36.8**	**63.4**

Beginning balance - capital	**$**	**261.9**	**300.2**	**322.1**	**363.5**	**387.6**	**337.6**	**453.6**	**453.1**
Cash flows from captial activities:									
Sources of funds:									
Contribution to capital		27.9	26.3	26.2	25.2	23.1	28.6	27.2	32.5
Federal Formula Grants 5337/5339		8.4	8.6	8.8	8.9	9.1	10.1	11.2	12.3
Senate Bill 1		6.8	7.0	7.1	7.3	7.4	8.3	9.3	10.4
Miscellaneous revenues		4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest		4.7	6.1	7.3	9.2	10.7	13.7	18.3	18.4
Total sources of funds	**$**	**52.6**	**47.9**	**49.4**	**50.6**	**50.4**	**60.6**	**65.9**	**73.6**
Cash flows from captial activities:									
Uses of funds:									
Capital expenditures		14.3	25.9	8.0	26.5	11.1	42.0	9.6	38.8
Total uses of funds	**$**	**14.3**	**25.9**	**8.0**	**26.5**	**11.1**	**42.0**	**9.6**	**38.8**
t cash provided by capital activities	**$**	**38.3**	**22.0**	**41.4**	**24.1**	**39.3**	**18.6**	**56.4**	**34.8**
Available cash - capital	**$**	**300.2**	**322.1**	**363.5**	**387.6**	**426.9**	**356.2**	**509.9**	**487.9**

RIVERSIDE TRANSIT AGENCY

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Riverside County Transportation Commission

RTA

FY 2020/2021 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
5310	$150,000	$340,000	$0	$0	490,000	
5311	$505,365	$520,526	$520,526	$520,526	2,066,943	
5307 HS	$1,986,292	$2,500,000	$2,500,000	$2,500,000	9,486,292	
5307 HS CARES	$9,841,873	$0	$0	$0	9,841,873	
5307 LALB	$0	$895,517	$0	$0	895,517	
5307 LALB CARES	$312,970	$0	$0	$0	312,970	
5307 MTM	$1,889,417	$5,500,000	$5,500,000	$5,500,000	18,389,417	
5307 MTM CARES	$9,423,497	$0	$0	$0	9,423,497	
5307 RS	$13,075,894	$13,614,141	$13,784,985	$14,029,378	54,504,398	
5307 RS CARES	$26,571,607	$0	$0	$0	26,571,607	
5311 CARES	$901,729	$0	$0	$0	901,729	
5339 LALB	$0	$0	$0	$0	-	
5339 MTM	$0	$5,000,000	$0	$1,666,667	6,666,667	
5339 RS OB	$0	$8,548,667	$0	$2,849,556	11,398,223	
FARE	$1,052,078	$1,075,000	$2,575,000	$2,652,250	7,354,328	
INT	$470,000	$0	$0	$0	470,000	
LCTOP OB	$776,185	$0	$0	$0	776,185	
LCTOP PUC99313	$2,349,969	$1,640,000	$1,036,000	$1,087,800	6,113,769	
LCTOP PUC99314	239301	0	0	0	239,301	
LTF	$12,135,671	$52,000,000	$63,521,913	$59,157,570	186,815,154	
OTHR LCL	$1,297,964	$2,596,000	$2,950,000	$3,139,900	9,983,864	
SGR PUC99313	$1,778,722	$1,950,000	$1,950,000	$1,892,907	7,571,629	
SGR PUC99314	$170,512	$171,000	$171,000	$170,837	683,349	
STA	$0	$5,000,000	$5,000,000	$5,155,000	15,155,000	
STA - OB	$0	$0	$0	$0	-	
STA PUC99313	$84,403	$5,000,000	$326,377	$1,803,593	7,214,373	
Revenue Total	**85,013,449**	**106,350,851**	**99,835,801**	**102,125,985**	**393,326,086**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
5307 RS	337,613	1,134,666	1,305,510	925,930	3,703,719	
5339 LALB	-		-	-	-	
5339 MTM	-	5,000,000	-	1,666,667	6,666,667	
5339 RS OB	-	8,548,667	-	2,849,556	11,398,223	
OTHR LCL	250,000		-	125,000	375,000	
SGR PUC99313	1,778,722	1,950,000	1,950,000	1,892,907	7,571,629	
SGR PUC99314	170,512	171,000	171,000	170,837	683,349	
STA - OB	-		-	-	-	
STA PUC99313	84,403	5,000,000	326,377	1,803,593	7,214,373	
LTF	-	-	9,000,000	3,000,000	12,000,000	
Capital	**2,621,250**	**21,804,333**	**12,752,887**	**12,434,490**	**49,612,960**	
5310	150,000	340,000			490,000	
5311	505,365	520,526	520,526	520,526	2,066,943	
5307 HS	1,986,292	2,500,000	2,500,000	2,500,000	9,486,292	
5307 HS CARES	9,841,873				9,841,873	
5307 LALB		895,517			895,517	
5307 LALB CARES	312,970				312,970	
5307 MTM	1,889,417	5,500,000	5,500,000	5,500,000	18,389,417	
5307 MTM CARES	9,423,497				9,423,497	
5307 RS	12,738,281	12,479,475	12,479,475	13,103,449	50,800,680	
5307 RS CARES	26,571,607				26,571,607	
5311 CARES	901,729				901,729	
FARE	1,052,078	1,075,000	2,575,000	2,652,250	7,354,328	
INT	470,000				470,000	
LCTOP OB	776,185				776,185	
LCTOP PUC99313	2,349,969	1,640,000	1,036,000	1,087,800	6,113,769	
LCTOP PUC99314	239,301				239,301	
LTF	12,135,671	52,000,000	54,521,913	56,157,570	174,815,154	
OTHR LCL	1,047,964	2,596,000	2,950,000	3,014,900	9,608,864	
STA		5,000,000	5,000,000	5,155,000	15,155,000	
Operating	**82,392,199**	**84,546,518**	**87,082,914**	**89,691,495**	**343,713,126**	
Expenditures Total	**85,013,449**	**106,350,851**	**99,835,801**	**102,125,985**	**393,326,086**	

SUNLINE TRANSIT AGENCY

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Riverside County Transportation Commission

SunLine

FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
5311	$303,219	$303,219	$303,219	$303,219	1,212,876	
5307 IC	$5,575,907	$6,962,864	$6,562,864	$6,562,864	25,664,499	
5307 IC CARES OB	$13,208,971	$0	$0	$0	13,208,971	
5310 OB	$212,947	$0	$0	$0	212,947	
5311 (f)	$0	$215,555	$215,555	$215,555	646,665	
5311 (f) CARES	$53,889	$0	$0	$0	53,889	
5311 CARES	$300,000	$0	$0	$0	300,000	
5311 FOB	$161,666	$0	$0	$0	161,666	
5312 OB	$37,320	$0	$0	$0	37,320	
5339 IC	$0	$0	$1,600,000	$1,600,000	3,200,000	
CMAQ	$0	$958,000	$792,009	$792,009	2,542,018	
CMAQ OB	$1,128,357	$0	$0	$0	1,128,357	
FARE	$1,399,824	$3,000,000	$3,000,000	$3,000,000	10,399,824	
LCTOP OB	$337,000	$0	$0	$0	337,000	
LCTOP PUC99313	$864,077	$0	$0	$0	864,077	
LCTOP PUC99314	$174,024	$0	$0	$0	174,024	
LTF	$11,000,000	$21,224,450	$21,181,250	$21,181,250	74,586,950	
LTF-OB	$0	$0	$0	$0	-	
MA SPT	5955883	9037986.607	9037986.607	9037986.607	33,069,843	
OTHR FED	$255,000	$0	$0	$0	255,000	
OTHR LCL	$2,421,878	$23,585,428	$2,962,861	$2,962,861	31,933,028	
SGR PUC99313	$665,719	$0	$0	$0	665,719	
SGR PUC99314	$114,077	$0	$0	$0	114,077	
STA - OB	$0	$0	$0	$0	-	
STA PUC99313	$2,143,813	$1,497,000	$1,050,000	$1,050,000	5,740,813	
STA PUC99314	$824,785	$0	$0	$824,785	1,649,570	
Revenue Total	**47,138,356**	**66,784,503**	**46,705,745**	**47,530,530**	**208,159,133**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
5307 IC	607,400	2,000,000	1,600,000	1,600,000	5,807,400	
5310 OB	183,320					
5311 (f)		1,600,000				
5339 IC			1,600,000	1,600,000		
CMAQ OB	465,991					
LCTOP PUC99313	864,077				864,077	
LCTOP PUC99314	174,024				174,024	
LTF-OB	-				-	
OTHR FED	255,000				255,000	
OTHR LCL		20,702,567			20,702,567	
SGR PUC99313	665,719				665,719	
SGR PUC99314	114,077				114,077	
STA - OB	-				-	
STA PUC99313	2,143,813	1,497,000	1,050,000	1,050,000	5,740,813	
STA PUC99314	824,785			824,785		
Capital	**6,298,206**	**25,799,567**	**4,250,000**	**5,074,785**	**34,323,677**	
					-	
5311	303,219	303,219	303,219	303,219	1,212,876	
5307 IC	4,968,507	4,962,864	4,962,864	4,962,864	19,857,099	
5307 IC CARES OB	13,208,971				13,208,971	
5310 OB	29,627				29,627	
5311 (f)		215,555	215,555	215,555	646,665	
5311 (f) CARES	53,889				53,889	
5311 CARES	300,000				300,000	
5311 FOB	161,666				161,666	
5312 OB	37,320				37,320	
CMAQ	-	958,000	792,009	792,009	2,542,018	
CMAQ OB	662,366				662,366	
FARE	1,399,824	3,000,000	3,000,000	3,000,000	10,399,824	
LCTOP OB	337,000				337,000	
LTF	11,000,000	21,224,450	21,181,250	21,181,250	74,586,950	
MA SPT	5,955,883	9,037,987	9,037,987	9,037,987	33,069,843	
OTHR LCL	2,421,878	2,882,861	2,962,861	2,962,861	11,230,461	
					-	
					-	
Operating	**40,840,150**	**42,584,936**	**42,455,745**	**42,455,745**	**168,336,575**	
Expenditures Total	**47,138,356**	**68,384,503**	**46,705,745**	**47,530,530**	**202,660,252**	

OMNITRANS

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]San Bernardino County Transportation Agency

Omnitrans

FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Discretionary Revenue (LTF, STA/SGR/L	16.6	32.2	43.7	51.8	144.3	
MSI S&D - Increased to 100% of Valley S	6.9	9.0	9.3	9.7	34.9	
MSI CTSA (to match Expenditures)	0.7	1.4	1.5	1.5	5.1	
FTA 5307 - Including Access	3.8	16.0	16.5	17.1	53.4	
FTA 5307 - CARES	44.0	9.0	-	-	53.0	
STA-Pop	3.1	3.1	3.1	3.1	12.4	
STA-Op	1.6	1.6	1.6	1.6	6.4	
SGR-Op	0.2	0.2	0.2	0.2	0.8	
LCTOP-Op	0.2	0.2	0.2	0.2	0.8	
FARES	13.0	16.6	18.5	18.9	67.0	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**90.1**	**89.3**	**94.6**	**104.1**	**378.1**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	9.5	5.8	7.9	14.2	37.4	
Operating	80.6	83.6	86.7	89.9	340.7	
Expenditures Total	**90.1**	**89.3**	**94.6**	**104.1**	**378.1**	

VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]San Bernardino County Transportation Agency

Victor Valley Transit Authority

FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Operating Revenue					-	
Section 5311	$ 710,112	$ 671,949	$ 671,949	$ 671,949	$ 2,725,959	
Section 5310	$ -	$ -	$ -	$ -	$ -	
Section 5316 /5317	$ -	$ -	$ -	$ -	$ -	
CMAQ demonstration	$ -	$ -	$ -	$ -	$ -	
LTF	$ 14,016,708	$ 12,498,265	$ 13,362,886	$ 13,922,636	$ 53,800,494	
Measure I	$ 1,058,800	$ 1,133,344	$ 1,213,493	$ 1,299,681	$ 4,705,319	
AB 2766	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,000,000	
LCTOP	$ 270,000	$ 270,000	$ 270,000	$ 270,000	$ 1,080,000	
Passenger Fares	$ 2,173,755	$ 2,448,004	$ 2,568,005	$ 2,694,005	$ 9,883,769	
Other (Interest/Misc.)	$ 280,000	$ 320,600	$ 341,572	$ 364,012	$ 1,306,184	
Capital Revenue					$ -	
Section 5307	$ 3,680,840	$ 6,618,503	$ 7,780,909	$ 7,975,637	$ 26,055,889	
Section 5339	$ 560,000	$ 56,000	$ 56,000	$ 56,000	$ 728,000	
CMAQ	$ 2,205,500	$ 1,064,087	$ -	$ -	$ 3,269,587	
LTF	$ 2,999,160	$ 5,527,106	$ 6,335,232	$ 6,725,492	$ 21,586,991	
STAF	$ 180,089	$ 360,251	$ 434,902	$ 14,000	$ 989,242	
CARES ACT	$ 3,214,240	$ -	$ -	$ -	$ 3,214,240	
SGR	$ 697,379	$ 49,650	$ 15,342	$ -	$ 762,371	
LCTOP	$ 637,875	$ 266,022	$ 50,000	$ -	$ 953,897	
Other	$ -	$ 224,000	$ 224,000	$ 224,000	$ 672,000	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 32,934,458**	**$ 31,757,782**	**$ 33,574,289**	**$ 34,467,413**	**$ 132,733,941**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	**$ 14,175,082**	**$ 14,165,619**	**$ 14,896,384**	**$ 14,995,130**	58,232,215	
Operating	**$ 18,759,375**	**$ 17,592,162**	**$ 18,677,904**	**$ 19,472,283**	74,501,725	
Expenditures Total	**$ 32,934,457**	**$ 31,757,782**	**$ 33,574,289**	**$ 34,467,413**	**$ 132,733,940**	

GOLD COAST TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Ventura County Transportation Commission

Gold Coast Revenue and Expenditure Tables

Revenue (List Funds)	First 4-Years				Total Revenue
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	
Calif. Local Transportation Funds (LTF)	$11,407	$13,118	$15,742	$16,057	$56,324
Federal Formula Funds	5,638	5,807	5,981	6,160	$23,586
Federal CARES	9,168	4,631			$13,799
Federal Funds, Other (CMAQ, JARC, ARRA)	1,192	1,009	1,009		$3,210
Calif. State Transit Assistance (STA) and Other	358	369	380	391	$1,498
Passenger Fares	2,568	2,645	2,724	2,806	$10,743
Advertising Revenue	140	144	148	152	$584
Calif. LCFS and Federal RIN Credit Revenue	525	541	557	574	$2,197
Other Revenue	45	46	40	40	$171
REVENUE TOTAL - GROSS	$31,041	$28,310	$26,581	$26,180	$112,112
Less: Funds Appropriated to District Members for Public Transit Uses	(1,503)	(2,000)	(2,060)	(2,122)	($7,685)
REVENUE TOTAL - NET	$29,538	$26,310	$24,521	$24,058	$104,427
Expenditures	**First 4-Years**				**Total Expenditure**
	FY 20/21	**FY 21/22**	**FY 22/23**	**FY 23/24**	
Operating					
Fixed Route	$13,930	$12,624	$12,263	$12,395	$51,211
Paratransit	4,044	$3,525	$3,168	3,033	$13,771
Maintenance	4,865	$4,281	$3,924	3,811	$16,881
Administration	4,087	$3,565	$3,208	3,073	$13,933
Planning and Marketing	1,274	$977	$620	408	$3,279
COP Payments	1,338	1,338	1,338	1,338	$5,352
EXPENDITURE TOTALS	$29,538	$26,310	$24,521	$24,058	$104,427

SIMI VALLEY TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Ventura County Transportation Commission

City of Simi Valley Transit

FY 2021/2022 - 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)
	FY20/21	FY21/22	FY22/23	FY23/24	
Passenger Fares	304,980	311,080	317,301	323,647	1,257,008
Advertising Revenue	58,140	59,303	60,489	61,699	239,630
Other Revenue	15,300	15,606	15,918	16,236	63,061
Local Support	-	-	-	-	-
Federal Formula Funds	2,723,744	2,778,219	2,833,783	2,890,459	11,226,205
CA Local Transportation Funds (LTF)	4,462,355	4,551,602	4,642,634	4,735,487	18,392,078
Federal Funds, Other (CMAQ)	976,587	700,000	-	-	1,676,587
CA State Transit Assistance (STA) and Other	42,054	42,895	43,753	44,628	173,330
Other State Funds (Prop 1B)	550,000	-	-	-	550,000
Revenue Total	**9,133,160**	**8,458,704**	**7,913,879**	**8,072,156**	33,577,899

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	
					-
Capital	1,859,276	1,039,343	346,129	353,052	3,597,800
Operating	7,273,884	7,419,361	7,567,750	7,719,104	29,980,099
					-
Expenditures Total	**9,133,160**	**8,458,704**	**7,913,879**	**8,072,156**	33,577,899

VCTC INTERCITY TRANSIT

Financial Data for FY 2020-21 to FY 2023-24[1]

[1]Ventura County Transportation Commission

VCTC INTERCITY

FY 2020/2021 - FY 2023/2024

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)
	FY 20/21	FY 21/22	FY 22 / 23	FY 23 /24	
FTA (non CMAQ)	2,176,978	2,792,287	2,876,056	2,962,338	10,807,659
LTF					-
STA	1,847,256	5,247,936	5,405,374	5,567,536	18,068,102
Local Contribution	832,900	1,416,000	1,432,680	1,449,860	5,131,440
CMAQ	161,356		-	-	161,356
LCTOP	550,000	800,000	833,000	850,000	3,033,000
Farebox	500,000	750,000	1,000,000	1,030,000	3,280,000
FTA CARES	3,853,610				3,853,610
VCTC Fund Balance	1,877,500	1,689,750	1,639,058	1,589,886	6,796,193
					-
					-
					-
					-
					-
					-
					-
					-
Revenue Total	**11,799,600**	**12,695,974**	**13,186,168**	**13,449,619**	**51,131,361**

Expenditures

Expenditures by Fund	First 4 Years				Total Revenue (1st 4 Yrs)
	FY 20/21	FY 21/22	FY 22 / 23	FY 23 /24	
Capital (Facility Lease and	272,646	286,278	294,867	303,713	1,157,504
Capital Bus Purchase					-
Capital (Prev Maintenance)	1,204,825	1,240,970	1,278,199	1,316,545	5,040,538
Depreciation	1,877,500	1,689,750	1,639,058	1,589,886	6,796,193
Operating (Contractor +	8,444,629	9,478,976	9,974,045	10,239,477	38,137,127
Expenditures Total	**11,799,600**	**12,695,974**	**13,186,168**	**13,449,620**	**51,131,362**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2020-21 to FY 2023-24[1]

Southern California Regional Rail Authority
FY 2020/2021 - 2023/204

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Local Funds - Operating	146,652,000	153,580,000	160,269,000	166,812,000	627,313,000	
Farebox Revenues	91,270,000	91,861,000	93,345,000	95,307,000	371,783,000	
Federal Funds - Operating	18,000,000	18,000,000	18,000,000	18,000,000	72,000,000	Variable - Determined in
Maintenance of Way Revenues	13,401,000	13,803,000	14,217,000	14,644,000	56,065,000	
Dispatching Revenues	2,237,000	2,305,000	2,374,000	2,445,000	9,361,000	
Other Operating Revenues	257,000	262,000	267,000	273,000	1,059,000	
Local Funds - Capital	34,258,456	200,811,000	157,945,000	142,324,000	535,338,456	
Federal & State Funds - Capital	32,184,544	162,316,000	149,006,000	120,194,000	463,700,544	Variable - Determined in
					-	
					-	
Sources:					-	
Operating - FY20 Adopted Budget					-	
Capital - FY21 Proposed Budget (Draft)					-	
					-	
**Amounts do not reflect potential impacts of COVID-19 emergency. Subject to significant changes.					-	
					-	
					-	
Revenue Total	**338,260,000**	**642,938,000**	**595,423,000**	**559,999,000**	**2,136,620,000**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 20/21	FY 21/22	FY 22/23	FY 23/24		
Capital	66,443,000	363,127,000	306,951,000	262,518,000	999,039,000	
Operating	271,817,000	279,811,000	288,472,000	297,481,000	1,137,581,000	
Expenditures Total	**338,260,000**	**642,938,000**	**595,423,000**	**559,999,000**	**2,136,620,000**	

Attachment D

Regional Funding and Expenditure Tables

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TABLE 1: REVENUE

Southern California Association of Governments
2021 Federal Transportation Improvement Program Adoption
($'s in 1,000)

		NOTE	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax		$2,076,474	$1,722,216	$1,270,818	$731,090	$5,800,598
	City		*$0*	*$0*	*$0*	*$0*	*$0*
	County		*$2,076,474*	*$1,722,216*	*$1,270,818*	*$731,090*	*$5,800,598*
	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		$686,284	$813,792	$419,519	$471,601	$2,391,196
	County General Funds		*$18,622*	*$95,129*	*$3,509*	*$0*	*$117,260*
	City General Funds		*$573,783*	*$660,785*	*$339,402*	*$426,601*	*$2,000,571*
	Street Taxes and Developer Fees		*$93,879*	*$57,878*	*$76,608*	*$45,000*	*$273,365*
	RSTP Exchange funds		*$0*	*$0*	*$0*	*$0*	*$0*
	Transit		$7,268	$3,012	$1,925	$1,933	$14,138
	Transit Fares		*$7,268*	*$3,012*	*$1,925*	*$1,933*	*$14,138*
	Other (See Appendix 1)		$1,206,105	$1,019,488	$969,815	$2,539,892	*$5,735,300*
	Local Total		$3,976,131	$3,558,508	$2,662,077	$3,744,516	$13,941,232
REGIONAL	Tolls		$0	$0	$0	$0	$0
	Bridge		*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor		*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax		$0	$0	$0	$0	$0
	Other (See Appendix 2)		$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]		$4,398,559	$1,736,988	$990	$37,311	$6,173,848
	SHOPP		*$1,406,290*	*$1,736,988*	*$0*	*$37,301*	*$3,180,579*
	SHOPP Prior		*$2,992,269*	*$0*	*$0*	*$0*	*$2,992,269*
	State Minor Program		*$0*	*$0*	*$990*	*$10*	*$1,000*
	State Transportation Improvement Program (STIP) [1]		$190,648	$121,767	$133,114	$6,945	$452,474
	STIP		*$190,648*	*$121,767*	*$133,114*	*$6,945*	*$452,474*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$89,727	$5,752	$52,790	$75,063	$223,332
	Proposition 1A (High Speed Passenger Train Bond Program)		*$46,000*	*$0*	*$50,000*	*$75,000*	*$171,000*
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		*$43,727*	*$5,752*	*$2,790*	*$63*	*$52,332*
	Active Transportation Program (ATP) [1]		$169,236	$51,393	$74,411	$10,297	$305,337
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$59,749	$127,514	$60,362	$34,275	$281,900
	Road Repair and Accountability Act of 2017 (SB1)		$25,681	$2,996	$75,900	$0	$104,577
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$7,883	$1,806	$1,853	$1,906	$13,448
	Other (See Appendix 3)		$362,264	$71,427	$103,275	$314,200	$851,166
	State Total		$5,303,747	$2,119,643	$502,695	$479,997	$8,406,082
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$666,449	$310,416	$238,414	$238,419	$1,453,698
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$347,000	$347,000	$632,000	$215,000	$1,541,000
	5309c - Bus and Bus Related Grants		$725	$0	$0	$0	$725
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$3,142	$2,670	$2,682	$3,324	$11,818
	5311 - Formula Grants for Rural Areas		$2,834	$1,119	$860	$860	$5,673
	5311f - Intercity Bus		$215	$0	$0	$0	$215
	5337 - State of Good Repair Grants		$149,673	$131,517	$124,517	$126,275	$531,982
	5339 - Bus and Bus Facilities Formula Grants		$29,767	$8,004	$8,004	$8,135	$53,910
	FTA Transfer from Prior FTIP		$0	$0	$0	$0	$0
	Other (See Appendix 4)		$0	$0	$0	$0	$0
	Federal Transit Total		$1,199,805	$800,726	$1,006,477	$592,013	$3,599,021
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$256,714	$272,481	$245,756	$245,706	$1,020,657
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)		$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program		$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments		$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)		$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo		$6,115	$2,789	$7,241	$0	$16,145
	Highway Safety Improvement Program (HSIP)		$45,386	$40,606	$0	$0	$85,992
	National Highway Freight Program (NHFP)		$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)		$0	$0	$0	$0	$0
	Railway-Highway Crossings Program		$0	$0	$0	$0	$0
	Recreational Trails Program		$0	$0	$0	$0	$0
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$227,199	$206,139	$206,534	$205,287	$845,159
	Other (see Appendix 5)		$91,136	$22,332	$0	$0	$113,468
	Federal Highway Total		$626,550	$544,347	$459,531	$450,993	$2,081,421
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)		$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0
	Federal Total		$1,826,355	$1,345,073	$1,466,008	$1,043,006	$5,680,442
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$191,807	$0	$0	$0	$191,807
	Other (See Appendix 7)		$0	$0	$0	$0	$0
	Innovative Financing Total		$191,807	$0	$0	$0	$191,807
REVENUE TOTAL			$11,298,040	$7,023,224	$4,630,780	$5,267,519	$28,219,563

Financial Summary Notes:

[1] *State Programs that include both state and federal funds*

TABLE 2: PROGRAMMED

Southern California Association of Governments
2021 Federal Transportation Improvement Program Adoption
($'s in 1,000)

		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		$3,976,131	$3,558,508	$2,662,077	$3,744,516	$13,941,232
REGIONAL	Tolls		$0	$0	$0	$0	$0
	Bridge		*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor		*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax		$0	$0	$0	$0	$0
	Other (See Appendix A)		$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]		$4,398,559	$1,736,988	$990	$37,311	$6,173,848
	SHOPP		*$1,406,290*	*$1,736,988*	*$0*	*$37,301*	*$3,180,579*
	SHOPP Prior		*$2,992,269*	*$0*	*$0*	*$0*	*$2,992,269*
	State Minor Program		*$0*	*$0*	*$990*	*$10*	*$1,000*
	State Transportation Improvement Program (STIP) [1]		$190,648	$121,767	$133,114	$6,945	$452,474
	STIP		*$190,648*	*$121,767*	*$133,114*	*$6,945*	*$452,474*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$89,727	$5,752	$52,790	$75,063	$223,332
	Proposition 1A (High Speed Passenger Train Bond Program)		*$46,000*	*$0*	*$50,000*	*$75,000*	*$171,000*
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		*$43,727*	*$5,752*	*$2,790*	*$63*	*$52,332*
	Active Transportation Program [1]		$169,236	$51,393	$74,411	$10,297	$305,337
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$59,749	$127,514	$60,362	$34,275	$281,900
	Road Repair and Accountability Act of 2017 (SB1)		$25,681	$2,996	$75,900	$0	$104,577
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$7,883	$1,806	$1,853	$1,906	$13,448
	Other (See Appendix B)		$362,264	$71,427	$103,275	$314,200	$851,166
	State Total		$5,303,747	$2,119,643	$502,695	$479,997	$8,406,082
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$666,449	$310,416	$238,414	$238,419	$1,453,698
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$347,000	$347,000	$632,000	$215,000	$1,541,000
	5309c - Bus and Bus Related Grants		$725	$0	$0	$0	$725
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$3,142	$2,670	$2,682	$3,324	$11,818
	5311 - Formula Grants for Rural Areas		$2,834	$1,119	$860	$860	$5,673
	5311f - Intercity Bus		$215	$0	$0	$0	$215
	5337 - State of Good Repair Grants		$149,673	$131,517	$124,517	$126,275	$531,982
	5339 - Bus and Bus Facilities Formula Grants		$29,767	$8,004	$8,004	$8,135	$53,910
	FTA Transfer from Prior FTIP		$0	$0	$0	$0	$0
	Other (See Appendix C)		$0	$0	$0	$0	$0
	Federal Transit Total		$1,199,805	$800,726	$1,006,477	$592,013	$3,599,021
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$233,106	$166,837	$61,796	$19,468	$481,207
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)		$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program		$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments		$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)		$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo		$6,115	$2,789	$7,241	$0	$16,145
	Highway Safety Improvement Program (HSIP)		$45,386	$40,606	$0	$0	$85,992
	National Highway Freight Program (NHFP)		$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)		$0	$0	$0	$0	$0
	Railway-Highway Crossings Program		$0	$0	$0	$0	$0
	Recreational Trails Program		$0	$0	$0	$0	$0
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$201,746	$159,509	$178,815	$105,675	$645,745
	Other (see Appendix D)		$91,136	$16,782	$0	$0	$107,918
	Federal Highway Total		$577,489	$386,523	$247,852	$125,143	$1,337,007
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)		$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0
	Federal Total		$1,777,294	$1,187,249	$1,254,329	$717,156	$4,936,028
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$191,807	$0	$0	$0	$191,807
	Other (See Appendix F)		$0	$0	$0	$0	$0
	Innovative Financing Total		$191,807	$0	$0	$0	$191,807
PROGRAMMED TOTAL			$11,248,979	$6,865,400	$4,419,101	$4,941,669	$27,475,149

MPO Financial Summary Notes:
[1] *State Programs that include both state and federal funds.*

TABLE 3: REVENUE-PROGRAMMED

Southern California Association of Governments
2021 Federal Transportation Improvement Program Adoption
($'s in 1,000)

		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total	$0	$0	$0	$0	$0
REGIONAL	Tolls	$0	$0	$0	$0	$0
	Bridge	*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor	*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]	$0	$0	$0	$0	$0
	SHOPP	*$0*	*$0*	*$0*	*$0*	*$0*
	SHOPP Prior	*$0*	*$0*	*$0*	*$0*	*$0*
	State Minor Program	*$0*	*$0*	*$0*	*$0*	*$0*
	State Transportation Improvement Program (STIP) [1]	$0	$0	$0	$0	$0
	STIP	*$0*	*$0*	*$0*	*$0*	*$0*
	STIP Prior	*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond	$0	$0	$0	$0	$0
	Proposition 1A (High Speed Passenger Train Bond Program)	$0	$0	$0	$0	$0
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)	$0	$0	$0	$0	$0
	Active Transportation Program [1]	$0	$0	$0	$0	$0
	Highway Maintenance (HM) Program [1]	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]	$0	$0	$0	$0	$0
	Road Repair and Accountability Act of 2017 (SB1)	$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)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	State Total	$0	$0	$0	$0	$0
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	$0	$0	$0	$0	$0
	5309 - Fixed Guideway Capital Investment Grants	$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)	$0	$0	$0	$0	$0
	5309c - Bus and Bus Related Grants	$0	$0	$0	$0	$0
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$0	$0	$0	$0	$0
	5311 - Formula Grants for Rural Areas	$0	$0	$0	$0	$0
	5311f - Intercity Bus	$0	$0	$0	$0	$0
	5337 - State of Good Repair Grants	$0	$0	$0	$0	$0
	5339 - Bus and Bus Facilities Formula Grants	$0	$0	$0	$0	$0
	FTA Transfer from Prior FTIP	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Federal Transit Total	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$23,608	$105,644	$183,960	$226,238	$539,450
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program	$0	$0	$0	$0	$0
	Federal Lands Access Program	$0	$0	$0	$0	$0
	Federal Lands Transportation Program	$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments	$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)	$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0
	National Highway Freight Program (NHFP)	$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)	$0	$0	$0	$0	$0
	Railway-Highway Crossings Program	$0	$0	$0	$0	$0
	Recreational Trails Program	$0	$0	$0	$0	$0
	SAFETEA-LU Safe Routes to School (SRTS)	$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)	$25,453	$46,630	$27,719	$99,612	$199,414
	Other	$0	$5,550	$0	$0	$5,550
	Federal Highway Total	$49,061	$157,824	$211,679	$325,850	$744,414
FEDERAL RAIL	Other Federal Railroad Administration	$0	$0	$0	$0	$0
	Federal Railroad Administration Total	$0	$0	$0	$0	$0
	Federal Total	$49,061	$157,824	$211,679	$325,850	$744,414
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Innovative Financing Total	$0	$0	$0	$0	$0
REVENUE - PROGRAM TOTAL		$49,061	$157,824	$211,679	$325,850	$744,414

Attachment E

Expedited Project Selection Procedures

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Expedited Project Selection Procedures

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

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

SCAG analyzes all 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 assign funds to projects, and as required by state and federal statutes, projects are then incorporated into 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 informational 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 FTIP, 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 FTIP."

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:

Which provides for the advancement or delay of projects for implementation purposes within the active period of the approved FTIP without the need for immediately processing FTIP amendments, unless the EPSP action results in the project crossing analysis for air quality conformity determinations. However, the impacts of the EPSP action must be included in future FTIP updates, amendments or administrative modifications. Projects programmed within the first four years may be advanced or delayed to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

i. SCAG receives request to use EPSP for project(s) in the FTIP.

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

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

The Caltrans Division of Local Assistance has implemented a project selection process for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), the Safe Routes to School (SRTS) Program, the Highway Infrastructure Program (HIP), the State Minor Program, the Change Highway-Railroad Grade Separation Program to Highway-Railway Crossings Program (Section 130), and the High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP Program Schedule planning list. Other programs may be added to the list of programs mentioned above. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.

Projects from the first four years of the 2021 FTIP have been selected using the project selection procedures.

Attachment F

Amendment Approval Procedures

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Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

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

a. Changes that do not affect the regional emissions analysis.

b. Changes that do not affect the timely implementation of the Transportation Control Measures.

c. Changes that do not adversely impact financial constraint.

d. Changes consistent with the adopted Regional Transportation Plan as amended.

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

Additionally, the SCAG Regional Council adopted a resolution on March 4, 2021 regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated December 20, 2019 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.