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*Carried Over*

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October 28, 1996

*[Signature]*  
Los Angeles County  
Metropolitan  
Transportation  
Authority

**TO: BOARD OF DIRECTORS**

**FROM: JOSEPH E. DREW, CHIEF EXECUTIVE OFFICER**

**SUBJECT: FY 1997-98 TRANSIT CAPITAL IMPROVEMENT PROGRAM  
AND LOS ANGELES COUNTY REGIONAL GUIDEWAY  
FINANCIAL PLAN**

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Los Angeles, CA  
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**RECOMMENDATION**

Staff recommends that the MTA Board take the following actions for the Fiscal Year 1997-98 State Transit Capital Improvement (TCI) Program:

a. Approve ten (10) project applications totaling **\$18,575,590**, listed in priority order and described in detail in Attachment 2, for funding under the FY 1997-99 TCI Program:

- SCRR/MTA Safety Enhancements/Santa Clarita to Glendale **\$593,115**
- City of Covina Grade-Crossing Safety Enhancements **\$410,475**
- County of Los Angeles Vincent Grade/Acton Metrolink Station **\$1,936,000**
- City of Santa Clarita Newhall Intermodal Transportation Center **\$1,762,000**
- City of Covina Parking Access Enhancement Phase II **\$575,000**
- MTA Chinatown Intermodal Improvements **\$400,000**
- SCRR/MTA Inland Empire Maintenance Facility **\$2,000,000**
- City of Commerce Telegraph Road Track Capacity Enhancement **\$1,599,000**
- SCRR/MTA Purchase and Rehabilitation of GO Vehicles **\$5,300,000**
- MTA/LADOT Pico/Rimpau Transit Center Parking Improvements **\$4,000,000**

b. Adopt the MTA's Los Angeles County Regional Guideway Financial Plan (RGFP) (Attachments 3 and 4) totaling **\$18,575,590** in TCI funds.

**ORGANIZATIONAL IMPACT**

Approval of the ten applications for the FY 1997-98 TCI Program and adoption of the RGFP implement the MTA's multi-modal programming responsibilities for Los Angeles County.

**BUDGET IMPACT**

There is no impact on the MTA FY 1996-97 Budget. Local match for approved MTA projects will be budgeted in future years. Local match for non-MTA projects is the responsibility of local agencies.

**ALTERNATIVES CONSIDERED**

The Board's alternative to adopting the recommended RGFP is to re-prioritize the list of projects submitted for the FY 1997-98 TCI Program. As the Regional Transportation Planning Agency, the MTA is required to annually adopt a RGFP for Los Angeles County.

**BACKGROUND**

Each fiscal year, the MTA is required to submit a recommended list of projects for the State TCI Program to the California Transportation Commission (CTC) and the State of California Department of Transportation (Caltrans). All local agencies within Los Angeles County must submit their applications through the MTA to be prioritized in the Los Angeles County Regional Guideway Financial Plan (see Attachment 1 for additional background information). Projects eligible for State TCI funding include:

- Abandoned railroad right-of-way acquisition
- Bus rehabilitation
- Exclusive public mass transit guideways and rolling stock
- Grade separations
- Intermodal transfer stations serving various modes
- Ferry vessels and terminals
- Short line railroad rehabilitation

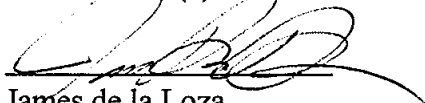
Staff anticipates that at least \$50 million will be available statewide for the FY 1997-98 TCI Program. The TCI statutes state that 50 percent of the available funds will be programmed based on the Guideway County Minimums and 50 percent will be programmed by the CTC on a discretionary basis. Therefore, based on a \$50 million funds estimate, Los Angeles County can expect at least \$7.6 million.

Caltrans will review the TCI applications and forward them to the CTC with their recommendations by February 1, 1997. The CTC will hold a hearing on final recommended FY 1997-98 applications in February 1997 and adopt the program in March 1997. The CTC will allocate these funds once the FY 1997-98 State Budget is adopted.

Prepared by:

Wanda R. Knight, Program Manager, Transportation Improvement Programs

Attachments (4)



James de la Loza

Executive Officer, Regional Transportation Planning and Development

## ATTACHMENT 1

### ADDITIONAL BACKGROUND INFORMATION

#### **Project Prioritization**

The projects submitted to the MTA for the 1997-98 TCI Program were prioritized based on the CTC's Criteria for Evaluation of Projects dated July 6, 1994. Some of the criteria emphasized during the ranking process were:

- Project Benefit
- Project Readiness
- Local Match Funding Commitment

In accordance with staff's desire to make safety a priority, projects which enhance rail safety were given special consideration. As a result, safety enhancement projects were ranked highest on the priority list.

#### **Regional Guideway Financial Plan**

Regional agencies and county transportation commissions that are designated as Proposition 5 counties and apply for TCI Program funds are required to submit a Regional Guideway Financial Plan (RGFP) to the CTC and Caltrans by November 1, 1996. Los Angeles County is a Proposition 5 County; therefore, the MTA must submit a Regional Guideway Financial Plan.

The RGFP represents a regional endorsement of TCI applications. The plan is considered to be a guarantee that the project sponsors have the required local match and a projection of future funding needs over a five-year period. The CTC cannot consider a project for state funding unless the project is included in the RGFP. (See Attachment 3 for the regional financial summary and Attachment 4 for individual financial plans.)

#### **TCI County Minimums**

The TCI Program is funded through a combination of Transportation, Planning & Development funds (TP&D) and state-generated fuel tax revenues available for guideway purposes. A portion of these funds are redistributed by formula to Proposition 5 Counties who are eligible to receive formula "County Guideway Minimums".

## ATTACHMENT 1

The County Guideway Minimum levels are determined by a formula based on each Proposition 5 County's relative population share. Approximately 50 percent of available TCI funding is distributed to Proposition 5 Counties. The Los Angeles County Guideway minimum for FY 1997-98 is estimated to be \$7,697,900 based on a \$50 million statewide population formula allocation. The remaining 50 percent of TCI funds are programmed by the CTC on a discretionary basis. The State will generate final estimates for both County Guideway Minimum levels and discretionary funding by January 1997 for the FY 1997-98 TCI Program.

### **Funds Available in FY 1997-98**

At least \$50 million will be available statewide for the FY 1997-98 TCI Program. The State anticipates programming projects for the FY 1997-98 Program; however, the CTC does not guarantee funding for the FY 1997-98 Program until funds are made available through the FY 1997-98 State Budget adoption.

ATTACHMENT 2

FY 1997-98 TRANSIT CAPITAL IMPROVEMENT PROGRAM (TCI)

RECOMMENDED PROJECTS IN PRIORITY ORDER

<p>(1) <b>Project Name: Safety Enhancements/Santa Clarita to Glendale - Phase II</b>          Applicants: SCRRA/MTA          TCI Request: <b>\$593,115</b></p>	<p>The project would complete Phase II of the Comprehensive Plan for Safety Enhancements between Santa Clarita and Glendale. Phase II adds additional fencing, barriers, and signs along the 33-mile corridor. These enhancements will address problem areas where trespassers are walking along or across this busy railroad right-of-way. The total project cost is <b>\$1,186,230</b>.</p>
<p>(2) <b>Project Name: Covina Grade Crossing Safety Enhancements</b>          Applicant: City of Covina          TCI Request: <b>\$410,475</b></p>	<p>The project would design and construct medium barriers for twelve (12) railroad crossings, quad gates and possible street closures. The improvements are designed to increase safety around the crossings. The total project cost is <b>\$820,950</b>.</p>
<p>(3) <b>Project Name: Vincent Grade/Acton Metrolink Station</b>          Applicant: LA Co. Public Works          TCI Request: <b>\$1,936,000</b></p>	<p>The project seeks funding to assist with acquiring and developing approximately five acres of land to make the temporary Vincent Grade/Acton Metrolink Station permanent. The station will provide area residents with access to the Santa Clarita Metrolink Line. The MTA awarded this project \$416,000 in Prop. C funds in the 1995-96 Transportation Improvement Program (TIP) Call for Projects. The total project cost is <b>\$4,400,000</b>.</p>
<p>(4) <b>Project Name: Newhall Intermodal Transportation Center - Phase II</b>          Applicant: City of Santa Clarita          TCI Request: <b>\$1,762,000</b></p>	<p>The project seeks funds to plan and construct a Metrolink station on LACMTA property in the Newhall area to serve the western areas of the City of Santa Clarita. It will also procure property for construction purposes. In addition, the project will make improvements to the Market Street rail crossing and install signal interconnects at the intersection that will front the Transportation Center. The total project cost is <b>\$3,524,000</b>.</p>
<p>(5) <b>Project Name: Parking Access Enhancement - Phase II</b>          Applicant: City of Covina          TCI Request: <b>\$575,000</b></p>	<p>The project would complete Phase II of Covina's Metrolink Station parking lot expansion to exceed the maximum parking requirement set by Metrolink. The project will design and construct additional parking spaces, as well as acquire two existing pedestrian bridges. The total project cost is <b>\$1,150,000</b>.</p>

ATTACHMENT 2

<p>(6) <b>Project Name: Chinatown Intermodal Improvement</b>          Applicant: MTA          TCI Request: <b>\$400,000</b></p>	<p>The project seeks funding to develop a connection from the Pasadena Blue Line Chinatown Station and civic plaza directly to Broadway Street in Chinatown. The project will reduce the travel distance from the station to the bus, shuttle, taxi and DASH operations by crossing private property directly from the station to Broadway. The total project cost is approximately <b>\$800,000</b>.</p>
<p>(7) <b>Project Name: Inland Empire Maintenance Facility</b>          Applicants: SCRRA/SANBAG/          MTA          TCI Request: <b>\$2,000,000</b></p>	<p>The project would create an additional maintenance facility in the Inland Empire. The existing maintenance facility at Taylor Yard is at capacity. In addition, over half the vehicle fleet is stored in the Inland Empire, so the new facility also enhances the efficiency of Metrolink operations and increases availability of equipment. The total project cost is <b>\$5,600,000</b>.</p>
<p>(8) <b>Project Name: Telegraph Road Track Capacity Enhancement</b>          Applicant: City of Commerce          TCI Request: <b>\$1,599,000</b></p>	<p>The project would provide the \$1.6 million shortfall needed to implement the track capacity enhancements required for the \$11.781 million Telegraph Road Grade Separation Project. The enhancements will increase passenger rail service, freight rail capacity and accommodate increased arterial street capacity along Telegraph Road. The total project cost is <b>\$11,781,000</b>.</p>
<p>(9) <b>Project Name: Purchase and Rehab of GO Transit Vehicles</b>          Applicants: SCRRA/MTA/RCTC          TCI Request: <b>\$5,300,000</b></p>	<p>The project is for the purchase of 14 rehabilitated vehicles previously leased by SCRRA from GO Transit. The new cars will allow the Metrolink system to respond to increased demand and add cars to already crowded trains or add trips on selected lines. The total project cost is <b>\$12,300,000</b>.</p>
<p>(10) <b>Project Name: Pico/Rimpau Transit Center Parking Improvements</b>          Applicants: MTA/LADOT          TCI Request: <b>\$4,000,000</b></p>	<p>The project would provide an enhancement to a major transit center in the Mid-City area of Los Angeles. The project would acquire property adjacent to the existing transit center to develop parking for 500 vehicles and bicycle lockers for patrons of the transit center. The improvement would also provide an area for the Mid-City DASH circulator to pick up and drop off bus patrons. The total project cost is <b>\$8,000,000</b>.</p>

**ATTACHMENT 3**

**LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY**

**REGIONAL GUIDEWAY FINANCIAL PLAN  
FY 1997-98 TRANSIT CAPITAL IMPROVEMENT PROGRAM**

**FINANCIAL SUMMARY - ALL PROJECTS**

**Exhibit 1**

SUMMARY ALL PROJECTS  
STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

Fund Source	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					TOTAL
				2nd Year	3rd Year	4th Year	5th Year	Beyond	
TP&D/TCI		\$0.241	\$18.575						\$18.816
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3	\$3.333	\$1.700							\$5.033
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private: RN/SSRway			\$0.589						\$0.589
Other: Local Match		\$0.812	\$16.907						\$17.719
Public Util. Comm.		\$4.104							\$4.104
<b>Total</b>	<b>\$3.333</b>	<b>\$6.857</b>	<b>\$36.071</b>						<b>\$46.261</b>

Annual inflation rate (if any) assumed or each year in the plan:

- \* Include all funds received prior to the start of the current state fiscal year.
- \*\* Make your best estimate of the funds you expect to receive this state fiscal year.
- \*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.



**ATTACHMENT 4**

**LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY**

**REGIONAL GUIDEWAY FINANCIAL PLAN  
FY 1997-98 TRANSIT CAPITAL IMPROVEMENT PROGRAM**

**INDIVIDUAL PROJECT FINANCIAL PLANS**

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

<u>County</u>	<u>Share of Project's Cost</u>	<u>1</u> Project's Regional Priority Ranking Within the County	<u>1</u> Project's Regional Priority Ranking
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**Exhibit 2**

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

<u>Fund Source</u>	<u>Thru FY 1995-96 Funding Received In Prior Years*</u>	<u>FY 1996-97 Funding Received In Current Year **</u>	<u>FY 1997-98 Funding Needed In Next Fiscal Year ***</u>	<u>Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project</u>					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$0.593						\$0.593
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$0.593						\$0.593
<b>Total</b>			<b>\$1.186</b>						<b>\$1.186</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

GRADE-CROSSING SAFETY ENHANCEMENTS

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

City of Covina  
Planning Agency

		<u>2</u>	<u>2</u>
<u>County</u>	<u>Share of Project's Cost</u>	Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

Exhibit 3

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

<u>Fund Source</u>	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$0.410						\$0.410
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$0.410						\$0.410
<b>Total</b>			<b>\$0.820</b>						<b>\$0.820</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

County	Share of Project's Cost	3	3
		Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

**Exhibit 4**

**STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)**

Fund Source	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					TOTAL
				2nd	3rd	4th	5th	Beyond	
				Year	Year	Year	Year		
TP&D/TCI		\$0.241	\$1.936						\$2.177
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>		\$0.812	\$1.411						\$2.223
<b>Total</b>		<b>\$1.053</b>	<b>\$3.347</b>						<b>\$4.400</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

**NEWHALL INTERMODAL TRANSPORTATION CENTER - PHASE II**

**City of Santa Clarita**

Planning Agency

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

<u>County</u>	<u>Share of Project's Cost</u>	<u>4</u>	<u>4</u>
		Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

**Exhibit 5**

**STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)**

<u>Fund Source</u>	<u>Thru FY 1995-96 Funding Received In Prior Years*</u>	<u>FY 1996-97 Funding Received In Current Year **</u>	<u>FY 1997-98 Funding Needed In Next Fiscal Year ***</u>	<u>Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project</u>					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$1.762						\$1.762
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$1.762						\$1.762
<b>Total</b>			<b>\$3.524</b>						<b>\$3.524</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

County	Share of Project's Cost	5	5
		Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

**Exhibit 6**

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

Fund Source	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					TOTAL
				2nd	3rd	4th	5th	Beyond	
				Year	Year	Year	Year		
TP&D/TCI			\$0.575						\$0.575
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$0.575						\$0.575
<b>Total</b>			<b>\$1.150</b>						<b>\$1.150</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

CHINATOWN INTERMODAL IMPROVEMENTS

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

MTA

Planning Agency

		<u>6</u>	<u>6</u>
<u>County</u>	<u>Share of Project's Cost</u>	Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

Exhibit 7

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

<u>Fund Source</u>	<u>Thru FY 1995-96 Funding Received In Prior Years*</u>	<u>FY 1996-97 Funding Received In Current Year **</u>	<u>FY 1997-98 Funding Needed In Next Fiscal Year ***</u>	<u>Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project</u>					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$0.400						\$0.400
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$0.400						\$0.400
<b>Total</b>			<b>\$0.800</b>						<b>\$0.800</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

County	Share of Project's Cost	Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking
		7	7

**Exhibit 8**

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

Fund Source	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					TOTAL
				2nd Year	3rd Year	4th Year	5th Year	Beyond	
TP&D/TCI			\$2.000						\$2.000
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private									
Other: <u>Local Match</u>			\$2.000						\$2.000
<b>Total</b>			<b>\$4.000</b>						<b>\$4.000</b>

Annual inflation rate (if any) assumed or each year in the plan:

- \* Include all funds received prior to the start of the current state fiscal year.
- \*\* Make your best estimate of the funds you expect to receive this state fiscal year.
- \*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.



TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

City of Commerce

Planning Agency

<u>County</u>	<u>Share of Project's Cost</u>	<u>8</u>	<u>8</u>
		Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

Exhibit 9

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

<u>Fund Source</u>	<u>Thru FY 1995-96 Funding Received In Prior Years*</u>	<u>FY 1996-97 Funding Received In Current Year **</u>	<u>FY 1997-98 Funding Needed In Next Fiscal Year ***</u>	<u>Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project</u>					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$1.599						\$1.599
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3	\$3.333	\$1.700							\$5.033
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private: RN/SSRway			\$0.589						\$0.589
Other: <u>Local Match</u>			\$0.456						\$0.456
Public Util. Comm.		\$4.104							\$4.104
<b>Total</b>	<b>\$3.333</b>	<b>\$5.804</b>	<b>\$2.644</b>						<b>\$11.781</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

County	Share of Project's Cost	9	9
		Project's Regional Priority Ranking Within the County	Project's Regional Priority Ranking

**Exhibit 10**

STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)

Fund Source	Thru FY 1995-96 Funding Received In Prior Years*	FY 1996-97 Funding Received In Current Year **	FY 1997-98 Funding Needed In Next Fiscal Year ***	Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project					TOTAL
				2nd	3rd	4th	5th	Beyond	
				Year	Year	Year	Year		
TP&D/TCI			\$5.300						\$5.300
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private:									
Other: <u>Local Match</u>			\$5.300						\$5.300
<b>Total</b>			<b>\$10.600</b>						<b>\$10.600</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.

**PICO/RIMPAU TRANSIT CENTER PARKING IMPROVEMENTS**

Counties Whose Minimum the Project Will Affect  
(In Multi-County Regions Only):

MTA/LADOT

Planning Agency

<u>County</u>	<u>Share of Project's Cost</u>	<u>10</u> Project's Regional Priority Ranking Within the County	<u>10</u> Project's Regional Priority Ranking
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**Exhibit 11**

**STATE TRANSIT CAPITAL IMPROVEMENT PROGRAM  
REGIONAL GUIDEWAY FINANCIAL PLAN  
(\$ In Millions)**

<u>Fund Source</u>	<u>Thru FY 1995-96 Funding Received In Prior Years*</u>	<u>FY 1996-97 Funding Received In Current Year **</u>	<u>FY 1997-98 Funding Needed In Next Fiscal Year ***</u>	<u>Estimated Funds Needed in Subsequent Fiscal Years to Complete the Project</u>					<u>TOTAL</u>
				<u>2nd Year</u>	<u>3rd Year</u>	<u>4th Year</u>	<u>5th Year</u>	<u>Beyond</u>	
TP&D/TCI			\$4.000						\$4.000
AB 973									
Proposition 116									
FCR/SHA									
FTA Section 3									
FTA Section 9									
TDA/STA									
Local Sales Tax									
Private:									
Other: <u>Local Match</u>			\$4.000						\$4.000
<b>Total</b>			<b>\$8.000</b>						<b>\$8.000</b>

Annual inflation rate (if any) assumed or each year in the plan:

\* Include all funds received prior to the start of the current state fiscal year.

\*\* Make your best estimate of the funds you expect to receive this state fiscal year.

\*\*\* The TP&D/TCI dollars in the column are those approved by the region to compete in the California Transportation Commission's Transit Capital Improvement (TCI) program for an allocation of state funds in the next state fiscal year. By including funding amounts for a project in this column, the region has determined that the project applicant can expend or encumber the state guideway funds within one year of the Commission allocation and that the FTA Section 3 and/or 9, TDA/STA and local sales tax funds as appropriate, have been programmed by the region. An encumbrance is a binding commitment of funds by an allocation recipient, whether or not the recipient has actually disbursed the funds. For example, signing a contract to purchase transit vehicles is an encumbrance.