

**Response to Questions raised at the August 25, 2009
Measure R Highway Program Advisory Committee Meeting**

1. What would be the process for Subregions/project sponsors to access their Measure R funds?

Prior to the Subregions/project sponsors accessing their Measure R funds, we are assuming that the Board would first want to adopt the Long Range Transportation Plan (LRTP) that would reserve the funds for each project. Upon adoption of the LRTP, project sponsors with specific identified projects would need to submit an expenditure plan. The Arroyo Verdugo, Las Virgenes/Malibu and South Bay Cities Council of Governments would need to submit their list of projects with an expenditure plan. MTA would need to ensure that the submitted projects are eligible for Measure R Operational Improvement/Ramp and Interchange Improvement funds.

Once we receive the expenditure plans and review funding availability based on these plans, a Memorandum of Understanding would be developed and executed between MTA and the respective party. Funds would be paid on a reimbursement basis. Further, if bonding were necessary, we would develop a bonding proposal outlining each sponsor's interests and fees associated with issuing the bonds. It would be the sponsor's decision as to whether they wanted to incur these costs.

2. If MTA's Congestion Pricing program expands beyond the I-110 and I-10 freeways, could revenues collected from the program be used to fund Highway projects?

Under current legislation, toll revenues can only fund transit and carpool lane improvements in the tolled corridors in Los Angeles County. If general Highway projects want to be included, legislation would have to be amended to allow for this eligible category of expenditure.

3. If a sponsor does not want to bond, how much would their allocation be over the first 10 years?

It would depend on how many sponsors do not want to bond. For discussion purposes, we will develop a proposal with no bonding for most projects.