

METRO FUNDING SOURCES GUIDE

2015

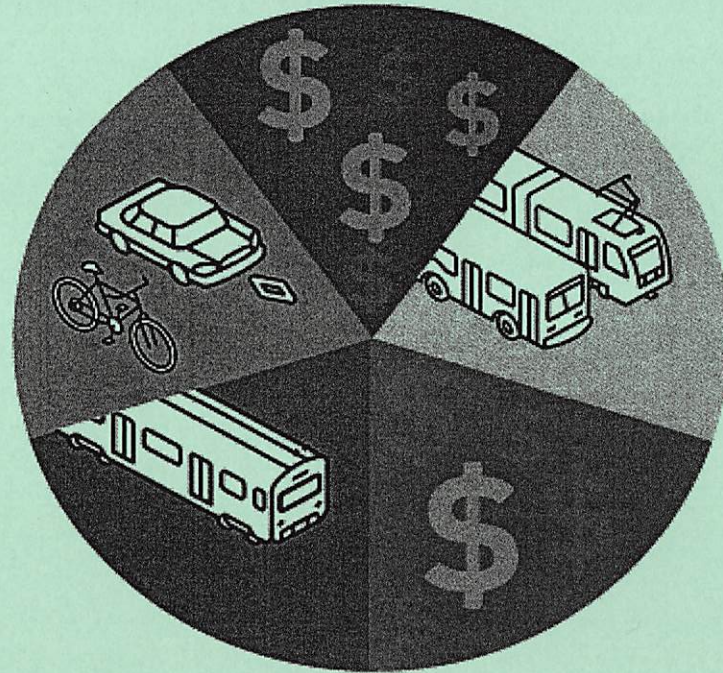


TABLE OF CONTENTS

INTRODUCTION	1
OVERVIEW	2
SECTION I: FUND LISTING AND ELIGIBILITY CHART.....	5
SECTION II: FUNDING SOURCE DESCRIPTIONS	8
LOCAL FUNDING SOURCES	8
PROPOSITION A	8
PROPOSITION C.....	9
MEASURE R.....	10
TRANSPORTATION DEVELOPMENT ACT (TDA)	11
BOND AND LEASE FINANCING	12
FARE REVENUES.....	13
HOV VIOLATION FUND.....	13
INTEREST EARNINGS ON PROPOSITIONS A AND C (METRO)	13
INTEREST EARNINGS ON MEASURE R	13
INTEREST EARNINGS ON METRO TDA	13
LEASE REVENUES.....	13
LOCAL AGENCY MATCH FUNDS	13
LOCAL AGENCY MATCH FUNDS FOR MEASURE R 35% TRANSIT PROJECTS	13
LOCAL AGENCY STREET AND ROAD FUNDS	14
MISCELLANEOUS METRO REVENUES	14
MOBILE SOURCE EMISSION REDUCTION CREDITS (MSERC)	14
REPAYMENT OF CAPITAL PROJECT LOANS FUND 3562	14
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE).....	14
TOLLS.....	14
STATE FUNDING SOURCES.....	15
ACTIVE TRANSPORTATION PROGRAM (ATP).....	15
AIR QUALITY AB 2766 PROGRAM (AIR QUALITY VEHICLE REGISTRATION FEE)	15

CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT PROGRAM	16
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEMP)	16
GREENHOUSE GAS REDUCTION FUND (GGRF) (CAP-AND-TRADE)	17
Affordable Housing and Sustainable Communities (AHSC)	17
Low Carbon Transit Operations Program (LCTOP).....	18
Low Carbon Transportation Program	18
Transit and Intercity Rail Capital Program (TIRCP)	18
PETROLEUM VIOLATION ESCROW ACCOUNT (PVEA)	18
PROPOSITION 1A HIGH SPEED RAIL BONDS	19
PROPOSITION 1B STATE INFRASTRUCTURE BONDS	19
PUBLIC TRANSPORTATION ACCOUNT (PTA)	20
PUBLIC UTILITIES COMMISSION GRADE SEPARATION PROGRAM	20
SAFE ROUTES TO SCHOOLS PROGRAM (SRTS)	20
STATE GAS TAX SUBVENTIONS	20
STATE HIGHWAY ACCOUNT -- FOR CALTRANS OPERATIONS	20
STATE HIGHWAY ACCOUNT FOR FREEWAY SERVICE PATROL	20
STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)	21
STATE INFRASTRUCTURE BANK (SIB) PROGRAM	21
STATE TRANSIT ASSISTANCE (STA)	21
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	22
Interregional Improvement Program (IIP)	22
Regional Improvement Program (RIP)	23
Grant Anticipation Revenue Vehicles (GARVEE) Bonds	23
AB 1012.....	23
AB 3090.....	23
FEDERAL FUNDING SOURCES	24
AUTHORIZATION ACT - MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)	24
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	24
FTA SECTION 5307 URBANIZED AREA FORMULA GRANTS	25
FTA SECTION 5309 CAPITAL INVESTMENT GRANTS (NEW STARTS & CORE CAPACITY)	25
FTA SECTION 5309 (SMALL STARTS)	25
FTA SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES	26
FTA SECTION 5311 FORMULA GRANTS FOR RURAL AREAS	26
FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS 5337 (C) (FIXED GUIDEWAY)	26
FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS 5337 (D) (HIGH INTENSITY MOTORBUS)	27
FTA SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS	27
FTA SECTION 5340 GROWING STATES AND HIGH DENSITY FORMULA	27

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	28
HOMELAND SECURITY GRANTS	28
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) RESEARCH AND DEVELOPMENT PROGRAM	28
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE (PNRS)	28
SURFACE TRANSPORTATION PROGRAM (STP)	29
Regional Surface Transportation Program (RSTP)	29
STP Local	29
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	30
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)	30
TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)	30
 SECTION III: APPENDICES	 31
APPENDIX 1: OTHER STATE AND FEDERAL FUNDING SOURCES	31
APPENDIX 2: ACRONYMS USED IN THIS GUIDE	32
APPENDIX 3: TIMELY USE OF FUNDS BY SOURCE	34
APPENDIX 4: FEDERAL AND STATE PROCESSES	37
APPENDIX 5: MEASURE R EXPENDITURE PLAN	39

INTRODUCTION

This Metro Funding Sources Guide provides an overview of the sources available for transportation funding in Los Angeles County. Transportation funding is extremely complex with funds coming from the local, state, and federal governments through their taxing sources. The Metro Funding Sources Guide is intended to assist the reader in understanding the various funding sources available Countywide and their eligible uses. This Guide separately presents the three distinct governmental sources of revenue (local, state, and federal) by program source, and where appropriate, estimates of the funding available in Los Angeles County.

This Metro Funding Sources Guide is divided into three sections:

- Section I includes a brief list of all Local, State, and Federal transportation funding sources available in Los Angeles County and a chart of funding eligibility.
- Section II provides basic information about each funding source within each category (local, state, and federal). Metro receives, programs, or monitors many of these funds and other agencies may also directly receive transportation revenues. Since each State and Federal funding program has more extensive requirements and restrictions than are described in this Guide, the reader is encouraged to consult California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) web sites for complete details. Useful *Transportation Funding in California* charts may be found on Caltrans' web site: <http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt.html>.
- Section III contains the Appendices. Appendix 1 outlines additional transportation funding sources that may be allocated directly by State or Federal agencies to cities or agencies in Los Angeles County. Appendix 2 is a list of acronyms used in this Guide. Appendix 3 is a chart of timely use of funds requirements. Appendix 4 is the Measure R Expenditure Plan as approved by the voters in 2008.

Please direct comments to:

Los Angeles County Metropolitan Transportation Authority
RE: Metro Funding Sources Guide
Strategic Financial Planning and Programming, MS 99-23-3
One Gateway Plaza
Los Angeles, CA 90012

OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency (RTPA) for Los Angeles County with authority to program, to itself and other agencies, regional transportation funds in Los Angeles County. Programming means prioritizing and scheduling proposed projects and matching those projects with available funds within a given timeframe. Metro uses a Call for Projects process for programming most regional funds to cities, the County, and local agencies. Some regional funds are programmed by the Metro Board to Metrolink, Access Services, and for major Metro projects and programs. Certain local, state and federal transit operating and capital funds are allocated to Los Angeles County jurisdictions, transit operators and Metro Operations through the Metro Formula Allocation Procedure (FAP). Metro is also guided by its annual Board-adopted Budget and Debt Policy.

The primary sources of Countywide transportation funds are local sales taxes, a portion of the base 18-cents per gallon State gasoline tax through State funding programs, and a portion of the 18.4-cents per gasoline gallon and 24.4-cents per diesel gallon Federal fuel excise tax through Federal and State funding programs. Metro is legally authorized to administer the three voter-enacted Los Angeles County sales tax initiatives - Proposition A, Proposition C, and Measure R – which each imposed a sales and use tax of 1/2 cent in the County. Propositions A and C do not expire. Measure R expires June 30, 2039. The Measure R Expenditure Plan, part of Ordinance #08-01 adopted by the voters in 2008, is included at the end of this Guide. These local sales taxes flow directly to Metro to be used by Metro or programmed to other agencies according to requirements of the applicable ordinances. Non-regional local transportation funds, such as gas tax subventions, go directly to other agencies. In California, most Federal and State transportation funds are deposited into the State Highway Account (SHA), a portion of which the California Transportation Commission (CTC) allocates by both formula and for specific projects according to statutes. Other State and Federal transportation funds flow directly to recipients or are programmed by Metro to itself and other cities and agencies.

The total estimated amount of transportation revenues available Countywide for the period from Fiscal Year 2015 through Fiscal Year 2024 is \$84.4 billion – with 65% of this amount from local, 16% from state, and 19% from federal sources. Of the estimated \$7.8 billion in transportation revenues available in Los Angeles County in FY 2016, \$5.5 billion is included in the Metro budget. Local sources consist mostly of the local sales taxes designated for transportation purposes (Propositions A and C and Measure R), ¼ cent of the 7.25 cent statewide retail sales tax collected in L.A. County (Transportation Development Act), and fare revenues. Bond financing leverages the local sources, thereby increasing funds available depending on the bonding level assumed.

The previous Federal transportation funding law from 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), was extended ten times over almost three years. On July 6, 2012, MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was

signed into law and took effect October 1, 2012. Funding surface transportation programs for Federal fiscal years 2013 and 2014, MAP-21 was the first long-term Federal transportation authorization enacted since 2005. Prior to MAP-21, each apportioned program had its own formula for distribution, and each State's total was the sum of the amount it received for each program. MAP-21's new approach to distribution of formula funds is now based on the amount of formula funds each State received under SAFETEA-LU.

MAP-21 provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system such as improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 restructures core highway formula programs. Activities previously carried out under some formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge (HBP) Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP), and Metropolitan Planning. It creates two new formula programs: Construction of Ferry Boats and Ferry Terminal Facilities, replacing a similarly purposed discretionary program, and Transportation Alternatives (TA), a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs in SAFETEA-LU. MAP-21 also eliminated some discretionary programs but covered many of their eligibilities in other programs.

The Transportation Infrastructure Financing and Innovation Act (TIFIA) program provides Federal credit assistance to eligible surface transportation projects. MAP-21 dramatically increases funding available for TIFIA, authorizing \$1 billion in FY 2014 to pay the subsidy cost (similar to a commercial bank's loan reserve requirement) of supporting Federal credit. A \$1 billion TIFIA authorization will support about \$10 billion in actual lending capacity. MAP-21 also calls for a number of significant TIFIA program reforms, including a 10 percent set-aside for rural projects, an increase in the share of eligible project costs that TIFIA may support, and a rolling application process.

The Highway Trust Fund (HTF) is the source of funding for most of the programs in MAP-21. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. Although MAP-21 achieves dramatic policy and programmatic changes, reform of the way highway programs are funded remains a challenge for the future. To maintain solvency of the HTF, additional funds are provided by means of transfers from the Federal General Fund and from the Leaking Underground Storage Tank Trust Fund (a separate trust fund set up for certain environmental cleanup purposes, which is financed with a small portion of motor fuel taxes). MAP-21 extends the imposition of the highway-user taxes, generally at the rates that were in place when the legislation was enacted, through September 30, 2016. It also extends provisions for full or partial exemption from highway user taxes. In addition, it extends provision for deposit of almost all of the highway user taxes into the HTF through September 30, 2016. Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF. On May 29, 2015, highway and transit appropriations under MAP-21 and previous authorization acts were extended through July 31, 2015.

Transit Programs: MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair (Section 5337). This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems including rail, bus rapid transit, and passenger ferries, and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: the former fixed guideway modernization formula, a new service-based formula, and a new formula for buses on HOV lanes. A new Bus and Bus Facilities formula grant program is established under Section 5339, replacing the previous Section 5309 Bus discretionary program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. MAP-21 creates a new discretionary pilot program for Transit-oriented Development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects.

SECTION I: FUND LISTING AND ELIGIBILITY CHART

Following is a brief listing of the Local, State, and Federal transportation funding sources available in Los Angeles County and a chart of eligible uses by mode of the major funding sources. The flow of funds is complex: some funding sources belong directly to Metro or other agencies; some are received by Metro and allocated to itself and/or other agencies. Some are not received by Metro, but are programmed by Metro to itself or other agencies subject to CTC, FHWA, and/or FTA approvals. See Section II for more information. Also, consult Caltrans, FHWA, and FTA web sites for complete details.

LOCAL FUNDS	LOCAL FUNDS, continued	STATE FUNDS
Proposition A	Interest Earnings on Measure R	Air Quality AB 2766 Program
5% Administration (off the top)	Lease Revenues	Active Transportation Program (ATP)
25% Local Return	Local Agency Match Funds for Metro Call for Projects	Carl Moyer Memorial Air Quality Standards Attainment
35% Rail Development Program	Local Agency Street and Road Funds	Environmental Enhancement & Mitigation (EEM)
40% Discretionary (95% of 40% discretionary)	Miscellaneous (Metro lease, advertising, other)	Greenhouse Gas Reduction Fund (Cap and Trade)
Incentive Program (5% of 40% discretionary)	Mobile Source Emissions Credits	Affordable Housing and Sustainable Communities
Proposition C	Repayment of Capital Projects Loans (Fund 3562)	Low Carbon Transit Operations Program (LCTOP)
1.5% Administration (off the top)	Service Authority for Freeway Emergencies (SAFE)	Low Carbon Transportation Program
5% Rail and Bus Security	Tolls	Transit and Intercity Rail Capital Program (TICRP)
10% Commuter Rail/Transit Centers/Park-n-Ride	FEDERAL FUNDS	Petroleum Violation Escrow Account (PVEA)
20% Local Return	Homeland Security Grants	Proposition 1A High Speed Rail Bonds
25% Transit-Related Highway Improvements	MAP-21 HIGHWAYS	Proposition 1B State Infrastructure Bonds
40% Discretionary	Congestion Mitigation & Air Quality Program (CMAQ)	Public Transportation Account (PTA)
Measure R	Highway Safety Improvement Program (HSIP)	PUC Grade Separation Program
1.5% Administration (off the top)	Intelligent Transportation Systems Research & Dev.	State Highway Account – for Caltrans Operations
2% Rail Capital General Improvements	Projects of National & Regional Significance (earmarks)	State Highway Account – for Freeway Service Patrol
3% Metrolink	Surface Transportation Program (STP):	State Highway Operation & Protection Prog. (SHOPP)
5% Rail Operations (new projects)	Regional share (RSTP)	State Infrastructure Bank (SIB)
15% Local Return	Transportation Alternatives Program (TAP)	State Subventions to Cities/Counties–gas tax
20% Bus Operations	MAP-21 TRANSIT	State Subventions to Cities/Counties–fuel tax swap
20% Highway Projects	Section 5307 – Urbanized Area Formula Grants	State Transit Assistance (STA)
35% Transit Capital- Specific Projects	Section 5309 – New Starts and Core Capacity	Population Share
Transportation Development Act (TDA)	Section 5309 – Small Starts & Very Small Starts	Operator Revenue Share
Administration	Section 5310 – Mobility of Srs & Individuals with Disabilities	State Transportation Improvement Program (STIP):
TDA Article 3 (Bicycle and Pedestrian)	Section 5311 – Formula Grants for Rural Areas	Interregional Improvement Program (IIP)
TDA Article 4 (Public Transportation)	Section 5337 – State of Good Repair:	Regional Improvement Program (RIP)
TDA Article 8 (Transit & Paratransit Unmet Needs)	5337(c) – High Intensity Fixed Guideway Formula	
Bond Financings	5337(d)– High Intensity Motorbus St of Good Rep	
Fare Revenues	Section 5339 – Bus & Bus Facilities Formula Grants	
HOV Violation Fund	Section 5340 – Growing States & High Density Formula	
Interest Earnings on Propositions A, C, TDA (Metro)	Transportation Investment Generating Economic Recovery (TIGER)	

**Los Angeles County Metropolitan Transportation Authority
Key Funding Sources Eligibility**

Y = Yes, N = No, Cap = Capital, Ops = Operating Revenue Source	Government Entity Allocating	Allocation Process	Allocated To	Bus Eligible		Rail Eligible		New Subway Eligible		Highway Eligible	
				Cap	Ops	Cap	Ops	Cap	Ops	Hwys	TDM
Proposition A – ½ cent LA County Sales Tax	Local										
Admin (5%)		Metro Board	Metro	N	N	N	N	N	N	N	N
25% – Local Return		Ordinance	Cities & Unincorporated County by Population	Y*	Y*	N	N	N	N	N	N
35% – Rail Development		Metro Board	Metro	N	N	Y	Y	N	N	N	N
40% – Discretionary 95% of 40%		FAP	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
40% – Incentive Program 5% of 40%		FAP	Municipal Operators	Y	Y	Y	Y	N	N	N	N
Interest		FAP	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
Proposition C – ½ cent LA County Sales Tax	Local										
Admin (1.5%)		Ordinance	Metro	N	N	N	N	N	N	N	N
5% – Transit Security		Metro Board	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
10% – Rail Development		Metro Board	Metro, Local Agencies, Metrolink Projects	N	N	N	N	N	N	N	Y
20% – Discretionary 95% of 40%		Ordinance	Cities & Unincorporated County by Population	Y*	Y*	N	N	N	N	Y	Y
25% – Incentive Program 5% of 40%		Metro Board	Metro and Local Agencies for Projects	N	N	N	N	N	N	Y	Y
40% – Discretionary		Metro Board	Metro and Other (Discretionary)	Y	Y	Y	Y	N	N	N	N
Interest		Metro Board	Metro and Other (Discretionary)	Y	Y	Y	Y	N	N	N	N
Measure R – ½ cent LA County Sales Tax	Local										
Admin (1.5%)		Ordinance	Metro	N	N	N	N	N	N	N	N
2% – Rail Capital System Improvement, Yards, Cars		Metro Board	Metro	N	N	Y	Y	Y	N	N	N
3% – Metrolink		Metro Board	Metrolink	N	N	Y	Y	N	N	N	N
5% – Rail Operations		Metro Board	Metro	N	N	N	Y	N	Y	N	N
15% – Local Return		Ordinance	Cities & Unincorporated County by Population	Y	Y	Y	Y	Y	Y	Y	Y
20% – Bus Operations		Metro Board	Metro and Municipal Operator	N	Y	N	N	N	N	N	N
20% – Highway Projects		Metro Board	Metro & Local Agencies for Projects)	N	N	N	Y	N	N	Y	Y
35% – Transit Capital Specific Projects		Metro Board	Metro	Y	N	Y	N	Y	N	N	N
Interest (same eligibility as subfund)		Metro Board	Allocated to Each subfund	Y	Y	Y	Y	Y	Y	Y	Y
Transportation Development Act (TDA) – ½ cent Sales Tax	State										
Admin (1% Metro, 3/4% SCAG)	State	Metro Board	Metro, SCAG, LA County Auditor	N	N	N	N	N	N	N	N
Article 3 – Bikeways, Pedestrian Facilities	State	State Law	Cities by Population	N	N	N	N	N	N	N	Y
Article 4 – Transit Capital & Operating	State	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	Y
Article 4 – Interest	Local	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	Y
Article 8 – Transit/Paratransit Unmet Needs	State	State Law	Cities & Unincorporated County by Population	Y	Y	N	N	N	N	Y	Y

*Municipal Bus use only.

Key Funding Sources Eligibility, continued

Y = Yes, N = No, Cap = Capital, Ops = Operating Revenue Source	Government Entity Allocating	Allocation Process	Allocated To	Bus Eligible		Rail Eligible		New Subway Eligible		Highway Eligible	
				Cap	Ops	Cap	Ops	Cap	Ops	Hwys	TDM
Metro General Revenues											
Fares	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Advertising Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Lease and Leaseback Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Other General Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Service Authority for Freeway Emergencies (SAFE) – Call Boxes	State	SAFE Board	Restricted to Call Box Program	N	N	N	N	N	N	Y	N
STATE - Public Transportation Account (PTA) – State Transit Assistance (STA)	State										
Population Share	State	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Operator Revenue Share	State	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	N
Operator Revenue Share Interest	Local	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	N
STATE - State Transportation Improvement Program (STIP)											
Regional Improvement Program (RIP) – mostly Federal STP	State	Metro Board & CTC	Metro and Local Agencies for Projects	Y	N	Y	N	Y	N	Y	Y
FEDERAL - Congestion Mitigation & Air Quality (CMAQ) – flexible to transit	Federal/FHWA	Metro Board	Metro/Local Agencies-Projects	Y	Y**	Y	Y**	Y	Y**	Y	Y
FEDERAL - Surface Transportation program (STP)			Metro and Local Agencies for Access Services and Projects	Y							
Regional Surface Transportation Program (RSTP) – flexible to transit	Federal/FHWA	Metro Board	Metro and Local Agencies for Projects	Y	N	Y	N	Y	N	Y	Y
Surface Transportation Program-Local (STP-L)	Federal/FHWA	State Law	Fixed amounts to cities and LA County	N	N	N	N	N	N	Y	Y
FTA Section 5307 – Urbanized Area Formula Program											
Section 5307 85% Capital Formula	Federal/FTA	Metro Board	Metro and Municipal Operators	Y	N	Y	N	Y	N	N	N
Section 5307 15% Capital Discretionary	Federal/FTA	Metro Board	Metro and Municipal Operators	Y	N	N	N	N	N	N	N
FTA Section 5309 – New Starts and Core Capacity	Federal/FTA	Metro Board	Metro for Earmarked Projects	N	N	Y	N	Y	N	N	N
FTA Section 5337– State of Good Repair Formula Program	Federal/FTA	Metro Board	Metro	Y	N	Y	N	Y	N	N	N
FTA Section 5339 – Bus and Bus Facilities Formula Program	Federal/FTA	Metro Board	Metro/Local Agencies - Earmarked Projects	Y	N	N	N	N	N	N	N

**First three years of new transit service only.

SECTION II: FUNDING SOURCE DESCRIPTIONS

LOCAL FUNDING SOURCES

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
PROPOSITION A \$763.5 million	A voter-enacted (1980) ½-cent sales tax in Los Angeles County. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure and Metro Board actions. These funds can be leveraged by bonding for capital projects. Ordinance specifies the following apportionments:	To improve and expand public transit in L.A. County. Eligible uses are defined in the Ordinance. Per the 1998 Reform and Accountability Act, funds cannot be used for planning, design, construction or operation of any new underground subway, or extension or operating segment thereof, other than Metro Red Line MOS-1, MOS-2 and MOS-3-North Hollywood.
\$38.2 million	<ul style="list-style-type: none"> • Administration – Metro has elected to use up to 5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Proposition A.
\$181.3 million	<ul style="list-style-type: none"> • 25% Local Return Program – distributed to L.A. County and the cities in L.A. County on a per capita basis for public transit uses <ul style="list-style-type: none"> – Prop A Local Return (does not apply to Prop C) may be traded to other jurisdictions in exchange for general or other funds if the traded funds are used for public transit purposes – Requires annual project descriptions – Fiscal and compliance audits upon project completion – Can establish capital reserves with Metro Board approval 	Exclusively to benefit public transit: expenditures related to fixed route and paratransit services, Transportation Demand Management (TDM), Transit Systems Management (TSM), and fare subsidy programs that exclusively benefit transit. See Guidelines for complete details. Metro web site: http://www.metro.net/projects/local_return_pgm/
\$253.9 million	<ul style="list-style-type: none"> • 35% Rail Development Program <ul style="list-style-type: none"> – Metro frequently leverages these funds by bonding in accordance with adopted debt policy to finance major construction projects such as rail lines 	Bond debt service (principal and interest on bonds to finance major rail construction projects) has first claim. Acquisition, renovation, rehabilitation, and replacement of rail vehicles, rail facilities, & wayside systems. Operation of rail systems. Acquisition & maintenance of rights of way.
\$275.6 million	<ul style="list-style-type: none"> • 40% Discretionary – allocated as follows per Metro Board policy: <ul style="list-style-type: none"> – 40% (95% of 40%) Discretionary– for county bus operators by formula based on projected receipts plus the Consumer Price Index (CPI) adjusted once during the mid-year reallocation. Growth above CPI, if any, is transferred to Proposition C 40% Discretionary per the Discretionary Grant Program and Incentive Program Guidelines. Senate Bill (SB) 1755 (Calderon, 1991) mandates adherence to the Transit Operator Formula Funds (Formula Allocation Procedure) unless changed by ¾ vote of Metro Board. 	Bond debt service (principal and interest on previously issued bonds) has first claim. Any transit purpose, but current practice limits expenditures to bus capital and operations

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
\$14.5 million	– 5% of 40% Incentive Program – for paratransit programs. The County, cities, and public transit operators may apply. Private operators may only receive funds through sponsorship by an eligible operator.	Sub-regional paratransit programs, special transit programs, community transportation programs, voluntary National Transit Database (NTD) reporting.
PROPOSITION C \$763.5 million	A voter-enacted (1990) ½-cent sales tax for public transit purposes. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure, the Metro Call for Projects, and Metro Board actions. A Funding Agreement (FA) is executed for each project in the Metro Call for Projects. These funds can be leveraged by bonding for capital projects. Ordinance specifies the following apportionments:	Eligible uses are defined in the Ordinance. Per the 1998 Reform and Accountability Act, these funds cannot be used for planning, design, construction or operation of any new underground subway (including any extension or operating segment thereof) other than Metro Red Line MOS-1, MOS-2 and MOS-3-North Hollywood.
\$11.5 million	<ul style="list-style-type: none"> • Administration – Metro may use up to 1.5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Proposition C.
\$37.6 million	<ul style="list-style-type: none"> • 5% Rail and Bus Security – Per SB 1755 (Calderon, 1991), 90% is allocated based on unlinked passenger trips. 10% is allocated to Metro for internal security. 	Improve and expand rail and bus security; new rail line security, transit service/facilities security, security incentives, security improvements and demonstration projects.
\$75.2 million	10% Commuter Rail/Transit Centers/Park-n-Ride – To increase mobility and reduce congestion by providing funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride Lots, and Freeway Bus Stops. Allocated directly by the Metro Board to Metrolink and through the Metro Call for Projects process to other eligible agencies for specific eligible projects.	Bond debt service (principal and interest on bonds) has first claim. Capital costs of commuter rail including vehicles, land acquisition, track, bridges, grade crossings, maintenance equipment and facilities, and signal systems. Capital costs of transit centers including facilities, access improvements, landscaping, bike lockers, rehabilitation, and other amenities. Capital costs and rehabilitation of park-and-ride lots, including freeway bus stops incorporated into a transit center or park-and-ride lot, used exclusively by transit and ride-sharing patrons during normal working hours. New facilities must serve regional transportation needs in Los Angeles County. Maintenance is not eligible. See Metro Board adopted Guidelines from June 1998.

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
<p>\$150.4 million</p>	<ul style="list-style-type: none"> • 20% Local Return – distributed to cities on a per capita basis exclusively for public transit purposes <ul style="list-style-type: none"> – Requires annual project descriptions – Metro conducts fiscal and compliance audits upon project completion – Can establish capital reserves with Metro Board approval – May not be traded to other jurisdictions 	<p>Exclusively to benefit public transit: expenditures related to fixed route and paratransit services, Transportation Demand Management (TDM), Transit Systems Management (TSM), fare subsidy programs that exclusively benefit transit, Congestion Management Programs, commuter bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects. See Guidelines for details. Metro web site: http://www.metro.net/projects/local_return_pgm/</p>
<p>\$188.0 million</p>	<ul style="list-style-type: none"> • 25% Transit-related Improvements to Freeways and State Highways and public mass transit improvements to railroad rights-of-way To provide essential Countywide transit-related improvements to freeways and State highways. To facilitate transit flow, the operation of major streets and freeways will be improved by providing preference and priority for transit. Traffic signals may be synchronized and coordinated. Generally awarded to Metro, the County, cities, and local agencies through the Metro Call for Projects or other Metro Board action. Recipients must provide for ongoing maintenance and operations. Metro leverages these funds by bonding. 	<p>Bond debt service (principal and interest on bonds) has first claim. New or improved facilities that reduce congestion such as carpool lanes, transitways, signal coordination/TSM improvements on arterial streets used by transit, grade separations, incident management programs, arterial widening, interchanges, ridesharing. See Metro Board adopted Guidelines from June 1998.</p>
<p>\$300.8 million</p>	<ul style="list-style-type: none"> • 40% Discretionary – currently allocated at discretion of Metro Board to Metro and non-Metro operators and agencies after all other funding opportunities are exhausted. Programs currently funded with this source are: Foothill Mitigation, transit service expansion, base restructuring, Municipal Operator Service Improvement Program (MOSIP), overcrowding relief, and bus security enhancements. 	<p>Bond debt service (principal and interest on bonds) has first claim. Improve and expand rail and bus transit Countywide, provide fare subsidies, increase graffiti prevention and removal, and increase energy-efficient, low polluting public transit service. May be used for Call for Projects and other regionally significant transit programs at discretion of Metro Board. May not be used for capital improvements for the Metro Rail project between Union Station and Hollywood.</p>
<p>MEASURE R \$763.5 million</p>	<p>A voter-enacted (2008) ½-cent sales tax for public transit purposes for a period of 30 years beginning July 1, 2009 through June 30, 2039 (Rail Expansion, Local Street Improvements, Traffic Reduction, Better Public Transportation, Quality of Life). Metro is responsible for administering the funds through the following subfunds: Transit Capital, Highway Capital, Operations, and Local Return. Ordinance specifies the following apportionments:</p>	<p>Eligible uses are defined in the Ordinance. Specific transit and highway projects are specified in the Measure R Expenditure Plan. Funds flow to Metro which allocates to itself and other agencies according to the Ordinance.</p>

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
\$11.5 million	<ul style="list-style-type: none"> • Administration – Metro may use 1.5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Measure R.
\$15.0 million	<ul style="list-style-type: none"> • 2% Metro Rail Capital System Improvements – Allocated to Metro for capital improvements to Metro’s rail system. 	Metro rail capital – rail system improvements, rail yards, and rail cars. Bond debt service (principal and interest on bonds) has first claim
\$22.6 million	<ul style="list-style-type: none"> • 3% Metrolink Capital – Allocated to the Southern California Regional Rail Authority (SCRRA) for capital improvements to the Metrolink commuter rail system. 	Metrolink capital improvement projects within Los Angeles County. Capital for operations, maintenance, and expansion.
\$37.6 million	<ul style="list-style-type: none"> • 5% Rail Operations – Allocated to Metro for operation and maintenance of new rail lines. 	New rail line operations and maintenance.
\$112.8 million	<ul style="list-style-type: none"> • 15% Local Return – distributed to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis. 	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. http://www.metro.net/projects/local_return_pgm/
\$150.4 million	<ul style="list-style-type: none"> • 20% Bus Operations – Allocated to Metro and non-Metro operators and agencies for bus operations. 	Countywide bus service operations, maintenance, and expansion.
\$150.4 million	<ul style="list-style-type: none"> • 20% Highway Projects – Carpool lanes, highways, goods movement, grade separations, and soundwalls. Annual allocations per Metro Board action. 	Construction of specific list of capital projects or programs of projects.
\$263.2 million	<ul style="list-style-type: none"> • 35% Transit Capital Specific Projects – For specified new Rail and/or Bus Rapid Transit Capital Projects. 	Construction of specific list of new rail and/or bus rapid transit capital projects including Metro clean fuel buses and Municipal clean fuel bus capital facilities and rolling stock. Project definition depends on final environmental process. Bond debt service (principal and interest on previously issued bonds) has first claim.
TRANSPORTATION DEVELOPMENT ACT (TDA) considered a local source \$381.8 million	A Local Transportation Fund (LTF) for each county derived from ¼ cent of the 7.25 cent statewide retail sales tax. The funds are apportioned to each county by the State Board of Equalization according to the amount of tax collected in the county. The funds are held by the County of Los Angeles which deducts for its administrative costs and distributes the balance as directed by the Metro Accounting Department. Public Utilities Code 99200.	Metro allocates to itself and non-Metro transit operators based on established criteria and formula including the Metro Formula Allocation Procedure (FAP).
\$8.5 million	<ul style="list-style-type: none"> • Administration (PUC 99233.1) • Planning and Programming (PUC 99233.2) 	<ul style="list-style-type: none"> • Such sums as may be necessary for Metro administrative responsibilities including performance audits. • Up to 1% of annual revenues may be used by Metro and ¾% by SCAG for planning and programming.

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
\$7.5 million	<ul style="list-style-type: none"> 2% TDA Article 3 (Bicycle & Pedestrian Facilities) – allocated to local jurisdictions based 85% on population and 15% to City of LA and LA County unincorporated areas for maintenance of regionally significant Class I bicycle facilities. 	Bicycle and pedestrian facilities. Metro web site: http://www.metro.net/projects/TDA/
\$343.8 million	<ul style="list-style-type: none"> TDA Article 4 (Public Transportation Systems) TDA Article 4.5, for community transit services for riders such as handicapped who cannot use conventional transit, is not utilized since Prop A Incentive Program serves this purpose. 	Public transportation systems, bus capital or operating. Available only to Metro and “eligible” municipal operators subject to the Formula Allocation Procedure based on vehicle service miles and fare revenue. Often used as local match.
\$22.0 million	<ul style="list-style-type: none"> TDA Article 8 – For areas within LA County not served by Metro, North County unincorporated area, Palmdale, Lancaster, Santa Clarita, and Avalon. Allocated to the eligible local jurisdictions based on population. Requires annual public hearings. FY16 apportionment is about 5.8% of TDA funds. 	Transit and paratransit programs to fulfill unmet transit needs in areas not served by Metro. If there are no unmet transit needs, may be used for street and road improvements.
BOND AND LEASE FINANCING (variable)	Debt and lease instruments are used to leverage future revenues to currently pay for capital projects that will provide long-term benefits over the repayment period.	Metro has a Board adopted Debt Policy, reviewed annually and brought to the Board for any changes, which outlines the appropriate uses of debt financing. http://www.metro.net/about/financebudget/debt-program/
	Bonds: long-term debt instrument used to leverage future revenues by borrowing to pay the current capital costs of projects that will provide future benefit over the life of the repayment period, which should not exceed the useful life of the asset. The bonds Metro issues are typically tax-exempt as long as the project complies with the private use rules of the Federal tax code.	Financing of large capital costs of acquisition, construction and equipment for bus, rail and other transit-related capital projects. Should be limited to funding of significant assets that require large amounts of upfront cash for construction or acquisition and that will have long useful lives. Examples include construction of rail lines, busways and operating facilities. The useful life of the financed assets should be at least equal to 120% of the average life of the bonds providing the funding. Average life of metro’s 30-year bonds is 18 years.
	Certificates of Participation (COP): A lease obligation used to finance a capital project or acquisition when a debt instrument may not be suitable. May be taxable or tax exempt.	Financing of large lease projects, primarily rail system rolling stock, buses and bus/rail facility construction.
	Commercial Paper (CP): A short-term debt instrument with maturities ranging from 1 to 270 days frequently used as interim financing. May be either taxable or tax exempt.	Financing of capital costs related to acquisition, construction, and equipment for bus, rail, and other transit related capital projects
	Revolving Credit Agreements: A short-term debt agreement with a bank, generally with a final maturity of up to five years, typically for interim financing. May be either tax exempt or taxable.	Financing of capital costs related to acquisition, construction and equipment for bus, rail, and other transit related capital projects. Generally paid off by the issuance of long term bonds.

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
FARE REVENUES \$529 million \$376.0 million Metro \$101 million Non-Metro Operators estimate \$52 million Metrolink estimate	Metro bus and rail transit fares, non-Metro bus transit fares (“Municipal” and Other Operators, Access Services), and Metrolink fares including cash fares, daily and monthly passes, discounted student, senior, and disabled passes, and other fare media.	Funds belong to each operator.
HOV VIOLATION FUND \$0.5 million	Revenue generated from fines collected from violations of Los Angeles County carpool lanes and for crossing double-double solid yellow lines. Metro receives 1/3 of the first \$100 if the violation occurs in a city within the County and ½ if in un-incorporated areas of the County.	Metro programs these funds for the Freeway Service Patrol Program in which Metro contracts for tow trucks to patrol the freeways to improve traffic flow.
INTEREST EARNINGS ON PROPOSITIONS A AND C (METRO) \$6.6 million	Interest earned by Metro on Propositions A and C funds. Allocated at discretion of Metro Board through annual budget or specific action. If allocated to Metro Operations, Municipal Operators receive their share according to the Formula Allocation Procedure.	See 1996 Propositions A and C Interest Guidelines. Formula Allocation Procedure applies when Metro uses these funds directly or indirectly for a purpose historically covered by the Formula Allocation procedure or if Metro Board elects to use the funds for new programs or services in conjunction with the Municipal Operators.
INTEREST EARNINGS ON MEASURE R None (estimate for FY16)	Interest earned by Metro on Measure R funds.	Allocated at discretion of Metro Board through annual budget or specific action.
INTEREST EARNINGS ON METRO TDA None (estimate for FY16)	Interest earned by Metro on TDA Article 4 funds. Allocated at discretion of Metro Board through annual budget. If allocated to Metro Operations, Municipal Operators receive their share according to the Formula Allocation Procedure.	
LEASE REVENUES \$14.2 million	Income from leases and rentals of Metro property.	Property management, joint development projects, economic development, other projects allocated through the annual Metro budget.
LOCAL AGENCY MATCH FUNDS	For projects awarded regional funds through the Metro Call for Projects, local agency recipients are generally required to provide, from their direct funds (including their Local Return funds allocated by Metro), usually 20%-35% of the project’s cost.	Match for Call for Projects
LOCAL AGENCY MATCH FUNDS FOR MEASURE R 35% TRANSIT PROJECTS	The Measure R Expenditure Plan assumes a contribution of 3% of project costs from local jurisdictions adjacent to Measure R 35% transit projects.	Measure R 35% transit projects listed on the Measure R Expenditure Plan.

Funding Source & Annual Amount (approx.)	Description	Eligible Uses
LOCAL AGENCY STREET AND ROAD FUNDS	Local agencies' own funds that they use for street maintenance.	Street maintenance.
MISCELLANEOUS METRO REVENUES \$43.8 million	Fees collected by Metro for advertising, parking, vending revenues, transit court and other miscellaneous revenues.	Allocated in the Metro budget.
MOBILE SOURCE EMISSION REDUCTION CREDITS (MSERC) Variable depending on market demand	Under South Coast Air Quality Management District (SCAQMD) Rule 1612, Metro generates MSERCs when it operates alternative fuel buses with engines cleaner than state requirements. MSERCs can be traded into RECLAIM credits and be sold in SCAQMD emissions trading market.	Metro bus and rail transit operations (fuel parts, labor, etc.)
REPAYMENT OF CAPITAL PROJECT LOANS FUND 3562	Metro established the Repayment of Capital Project Loans (fund 3562) to account for capital reimbursements from the State for advances that Metro made in lieu of capital project funding that the State could not provide on the originally programmed schedule. The fund also is referred to as: "Letter of No Prejudice (LONP) Reimbursement" fund, the "Traffic Congestion Relief Program (TCRP) Reimbursement Account" and "TCRP Cash".	The Long Range Transportation Plan (LRTP) assumes that these funds must be used for capital purposes only and are allocated at the discretion of the Metro Board.
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE) \$7.5 million	Revenue generated from a \$1.00 annual registration fee on vehicles in Los Angeles County. SAFE is an independent agency with its own board. Policies and guidelines are developed by the State and implemented by SAFE.	Emergency call box operation and maintenance, Freeway Service Patrol, motorist aid
TOLLS \$62.2 million	Tolls from the I-10 and I-110 freeway ExpressLanes. Metro, as a Regional Transportation Agency, in cooperation with Caltrans, applied to the California Transportation Commission (CTC) to develop and operate high-occupancy toll (HOT) lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations.	Operation, maintenance, and improvement on the I-10 and I-110 ExpressLanes corridors, as well as bus service enhancements for Gardena Transit, Foothill Transit, Torrance Transit, and Metro. Assembly Bill (AB) 1467 Streets and Highways Code Section 149.7. http://www.catc.ca.gov/programs/HOTLanes.htm

STATE FUNDING SOURCES

<p>ACTIVE TRANSPORTATION PROGRAM (ATP)</p> <p>Cycle 1: FY14-FY16 \$368 million Statewide 50% = \$187 M MPO 40% = \$147 M LA County = \$42 M, approximately</p> <p>Cycle 2: FY17-FY19 \$359 million Statewide 50% = \$180 M MPO 40% = \$144 M LA County = \$39 M, approximately</p>	<p>SB 99 of 2014 consolidated five existing programs (Federal Transportation Alternatives Program, Recreational Trails Program, Safe Routes to Schools Program, the State Environmental Enhancement and Mitigation Program, and Bicycle Transportation Account Program) into a single program. The ATP will streamline the application process for bicycle and pedestrian projects and fund projects with potential to increase mode share for active transportation, improve mobility health and safety for non-motorized users, and decrease greenhouse gas emissions consistent with SB 375.</p> <p>Program funding is distributed as follows:</p> <ul style="list-style-type: none"> • 50% to the state for a statewide competitive program • 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program • 40% by population to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000; project selection through a competitive process 	<p>Projects that:</p> <ul style="list-style-type: none"> • Increase the proportion of biking and walking trips • increase safety for non-motorized users • increase mobility for non-motorized users • advance the efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, including the reduction of childhood obesity through projects eligible for Safe Routes to Schools Program funding • ensure disadvantaged communities fully share in program benefits (minimum 25% of program) • provide a broad spectrum of projects to benefit many types of active transportation users • a limited percentage of program funds can be used for active transportation plan development <p>http://www.catc.ca.gov/programs/ATP.htm</p>
<p>AIR QUALITY AB 2766 PROGRAM (AIR QUALITY VEHICLE REGISTRATION FEE)</p> <p>\$.066 million</p>	<p>Annual \$12 vehicle registration surcharge in the South Coast Air Quality Management District (SCAQMD) to fund air pollution efforts per AB 2766 (1990). \$4 of this fee is divided as follows: 30% is used by SCAQMD to reduce motor vehicle air pollution and implement the California Clean Air Act, 40% is distributed based on population to cities and counties to reduce motor vehicle air pollution, and 30% is discretionary, on a competitive basis, recommended by the Mobile Source Air Pollution Reduction Review Committee (MSRC) to the SCAQMD Board.</p>	<p>Projects that reduce motor vehicle air pollution</p> <p>http://www.aqmd.gov/</p> <p>Health and Safety Code 44220-44247</p>

<p>CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT PROGRAM</p> <p>(variable)</p>	<p>State program created in FY 1999 to facilitate the move to cleaner burning engines. This includes providing grants to owners of diesel engines to go beyond regulatory requirement by retrofitting, repowering or replacing engines with newer or cleaner versions. The program has expanded to include: Emergency Vehicle (Fire Apparatus), Lawn and Garden Replacement and Voucher Incentives and On-Road and Off-Road replacement programs.</p> <p>Funds are discretionary and are awarded by South Coast Air Quality Management District (SCAQMD). The program receives approximately \$69 million (SB 1107) from a portion of the \$12 vehicle registration (Smog Abatement) fees, and approximately \$25 million (AB 923), \$1.75 from owners on each tire purchase. Tire legislation sunsets in 2015.</p>	<p>Projects to purchase clean fuel heavy vehicles and retrofitting of older diesel engines.</p> <p>AB 923 (2004) includes agricultural sources of air pollution and light-duty trucks in the program. Applicant's projects must meet SCAQMD cost effectiveness limits.</p> <p>SB 1107 and AB 1390 (2001), Health and Safety Code 44275-44299</p> <p>http://www.arb.ca.gov/msprog/moyer/moyer.htm</p>
<p>ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEMP)</p> <p>\$7 million statewide 18% LA County discretionary estimate</p>	<p>State program established in 1989. Local, State, and Federal agencies and nonprofit organizations may apply to the California State Resources Agency which reviews and recommends a list of projects to the CTC for funding. Approved EEMP projects are administered by Caltrans. The EEMP, amended September 26, 2013 by Gov. Brown, encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, and reduce risks from climate change impacts.</p>	<p>Projects that mitigate the negative environmental effects, over and above that required, of transportation facilities modified or constructed in 1990 or later. Grants are generally limited to \$500,000. Additional scoring points are given for matching funds which otherwise are not required. Any local, state, federal, or non-profit entity may apply.</p> <p>http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm</p>

<p>GREENHOUSE GAS REDUCTION FUND (GGRF) (CAP-AND-TRADE)</p> <p>(variable – multiple programs, see below)</p>	<p>State program that took effect January 1, 2012 as one strategy to reduce greenhouse gas (GHG) emissions affecting climate change. AB 32 created a comprehensive, multi-year program to reduce GHG emissions in California to 1990 levels by 2020 and to maintain, continue or increase reductions beyond 2020. The program sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals.</p> <p>The Cap-and-Trade program is administered by the California Air Resources Board (ARB) and includes an auction system where tradable permits (allowances) can be purchased by greenhouse gas emitters regulated under AB 32 from the State at quarterly auctions. The State’s portion of the proceeds from the auctions is deposited in the Greenhouse Gas Reduction Fund (GGRF).</p> <p>ARB distributes the GGRF funds to various state agencies for investment in projects meeting specific funding guidelines, with a focus on reducing GHG emissions and maximizing benefits to disadvantaged communities.</p> <p>Specific fund goals for all programs: GHGe reduction; 25% of proceeds provide benefit to disadvantaged communities; 10% of proceeds to projects located in disadvantaged communities.</p>	<p>There are 11 programs set out for the allocation of Cap and Trade funds, as follows:</p> <p><i>Transportation Programs</i></p> <ul style="list-style-type: none"> • Affordable Housing and Sustainable Communities • High-Speed Rail Project • Low Carbon Transit Operations Program (LCTOP) • Low Carbon Transportation Program • Transit and Intercity Rail Capital Program (TICRP) <p><i>Other Programs</i></p> <ul style="list-style-type: none"> • Agricultural Energy and Operational Efficiency • Energy Efficiency Upgrades/Weatherization • Energy Efficiency for Public Buildings • Fires Prevention and Urban Forestry Projects • Waste Diversion • Wetlands and Watershed Restoration <p>http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm</p>
<p>20% of GGRF annually</p>	<p>Affordable Housing and Sustainable Communities (AHSC)</p> <p>Administered by the Strategic Growth Council (SGC). Implementation of sustainable communities’ strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority.</p> <p>Supports the reduction of GHG emissions by improving mobility options and increasing infill developments, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversions that result in emissions of greenhouse gases.</p>	<p>Projects in the following areas:</p> <ul style="list-style-type: none"> • Active transportation/complete streets • Agricultural land preservation • Intermodal affordable housing • Local planning and implementation • Transit capital projects • Transit-oriented development • Infill development <p>http://www.sgc.ca.gov/s_ahscprogram.php http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/sgcquantification.htm</p>

<p>5% of GGRF annually</p>	<p>Low Carbon Transit Operations Program (LCTOP) Administered by Caltrans. The Low Carbon Transit Operations Program (LCTOP) is funded as part of 2014-15 State of California budget (by Senate Bill 852 and Senate Bill 862) which has a goal of reduced greenhouse gas emissions and achievement of other benefits.</p> <p>Transit operators that have communities designated as disadvantaged in their service areas are required to expend 50% of their appropriation on projects benefitting disadvantaged communities.</p>	<p>Projects in the following areas:</p> <ul style="list-style-type: none"> • Increasing transit mode share • Replacing conventional vehicles with electric vehicle projects • Supporting new or expanded bus or rail services • Expanded intermodal transit facilities • Equipment acquisition, fueling, and maintenance and other costs to operate above services or facilities. <p>http://www.dot.ca.gov/hq/MassTrans/lctop.html</p>
<p>5% of GGRF annually</p>	<p>Low Carbon Transportation Program Administered by Air Resources Board (ARB). ARB, along with the existing Air Quality Improvement Program (AQIP) support shared goals of reducing pollutant and greenhouse gas emissions by accelerating the transition to low carbon passenger and freight transportation through incentive and loan programs. The Low Carbon Transportation Program funds are targeted to benefit disadvantaged communities.</p>	<p>Projects in the following areas:</p> <ul style="list-style-type: none"> • Zero and near-zero emission passenger vehicle rebates • Heavy duty hybrid/ZEV trucks and buses • Freight demonstration projects • Pilot programs (car sharing, financing, etc.) in disadvantaged communities <p>http://www.arb.ca.gov/msprog/aqip/fundplan/final_fy1415_aqip_ggrf_fundingplan.pdf</p>
<p>10% of GGRF annually</p>	<p>Transit and Intercity Rail Capital Program (TIRCP) Administered by Caltrans in collaboration with California State Transportation Agency (CalSTA). The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 to provide grants for capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.</p>	<p>Projects in the following areas:</p> <ul style="list-style-type: none"> • Expansion, enhancement and improvement of existing rail systems, including new rail cars and locomotives, to increase ridership and service levels, and improve reliability • Improved connectivity of existing and future rail systems, including high speed rail • Increased integration of rail and transit services, including integrated ticketing • Bus transit investments that increase ridership and reduce GHG emissions. <p>http://calsta.ca.gov/res/docs/pdfs/2014/TIRCP%20Fact%20Sheet.pdf</p>
<p>PETROLEUM VIOLATION ESCROW ACCOUNT (PVEA) (variable)</p>	<p>Nationwide refunds for price overcharges on crude oil and refined petroleum products during the period from September 1973 through January 1981 held in escrow by the U.S. Department of Energy. Although match is not required, PVEA funds must supplement funds already available for the project. Can be used as match for other Federal funds. There are strict mandatory reporting requirements.</p>	<p>Projects that save or reduce energy and demonstrate near-term direct quantifiable results. Local agencies should contact their local State Legislator to request allocation legislation. Projects must be proposed to the California Energy Commission and approved by the U. S. Department of Energy. See Caltrans <i>Local Assistance Program Guidelines</i>, Chapter 22.</p>

<p>PROPOSITION 1A HIGH SPEED RAIL BONDS No table of contents entries found. \$160 million estimated for LA County</p>	<p>In November 2008, California voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to authorize state general obligation bonds of \$9 billion to fund the planning and engineering for the high-speed train system. Prop 1A also approved bonds of \$950 million for the Intercity Rail Program (\$190 million) and the Commuter and Urban Rail Program (\$760 million) for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.</p>	<p>For the Intercity Rail Program, the program will consist of eligible project applications submitted by Caltrans in two parts: A) Formula and B) Competitive. For the Commuter and Urban Rail Program, a total of \$760 million will be divided among eligible applicants using a formula distribution. Metro’s Regional Connector project is expected to receive \$114.9 million and Metrolink is expected to receive \$123.7 million for its five-county service area. Streets and Highways code 2704.04-2704.095 http://www.catc.ca.gov/programs/hsptbp.htm</p>
<p>PROPOSITION 1B STATE INFRASTRUCTURE BONDS</p> <p>\$5 billion estimated for LA County from all bond categories</p> <p>Specific projects in LA County received \$1.19 billion from the CMIA and \$998 million from the TCIF major discretionary programs.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorized \$19.925 billion of state general obligation bonds for specified purposes. Statewide categories and amounts:</p> <p>Corridor Mobility Improvement Account (CMIA) - \$4.5 billion (100% allocated, LA County expenditures will continue through FY 2020)</p> <p>Route 99 Corridor Account - \$1.0 billion</p> <p>Trade Corridors Improvement Fund (TCIF) - \$2.0 billion</p> <p>STIP Augmentation - \$2.0 billion</p> <p>State Hwy Operation & Protection Program (SHOPP) - \$500 million</p> <p>Traffic Light Synchronization - \$250 million</p> <p>State-Local Partnership Program Account - \$1.0 billion (100% allocated, LA County project expenditures continue)</p> <p>Local Bridge Seismic Retrofit Account - \$125 million</p> <p>Highway-Railroad Crossing Safety Account - \$250 million (allocations for LA County projects will continue)</p> <p>Intercity Rail Improvement - \$400 million</p> <p>Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) - \$3.6 billion (available for 10 years, must be appropriated by the Legislature, State Controller’s Office manages)</p> <p>Local Street & Road, Congestion Relief, & Traffic Safety Acct - \$2 B</p> <p>Goods Movement Emission Reduction Program - \$1.0 billion</p> <p>School Bus Retrofit and Replacement Account - \$200 million</p> <p>Port, Harbor, and Ferry Terminal Security Account - \$100 million</p> <p>Transit System Safety, Security & Disaster Response Acct - \$1 billion</p>	<p>Bond categories are either discretionary or are allocated by formula. Each bond category has specific formulas and/or guidelines. Funding for categories must be included in the annual State Budget. Such appropriations may vary each year and are expected for six to ten years.</p> <p>http://www.dot.ca.gov/hq/transprog/ibond.htm</p>

PUBLIC TRANSPORTATION ACCOUNT (PTA)	<p>A transportation trust fund that now derives its revenue from 1.75% out of the total 9.25% state sales tax on diesel fuel. Proposition 22 (2010) requires revenues from the State’s portion (4.75%) be split equally between State and local transit. Per the 2010 Fuel Tax Swap, the new 1.75% increase in the state sales tax on diesel is dedicated to STA (see that section).</p> <ul style="list-style-type: none"> • 4 ¾ % base state sales tax on diesel fuel • 1 ¼ % additional state sales tax on diesel fuel 	<p>The 1.75% additional sales tax on diesel fuel funds the State Transit Assistance (STA) program (see that section).</p> <p>Revenue and Taxation Code 7102 Public Utilities Code 99310-99316</p>
PUBLIC UTILITIES COMMISSION GRADE SEPARATION PROGRAM	<p>A State funding program to help local agencies finance the high costs of grade separating highway-rail crossings. In general, allocations are limited to \$5 million each fiscal year per project or 80 percent of the project cost not to exceed \$20 million, whichever is less. There is also a minimum match requirement of 10 percent non-State and 10 percent railroad; however when Federal funds (Title 23) are part of the project budget, then the railroad match can be 5 percent. California Public Utilities Commission establishes a funding priority list of grade crossing projects most urgently in need of separation or alteration.</p>	<p>Highway-rail crossings nominated by a city, county or public entity providing passenger rail services. Streets and Highways Code Sections 190, 2450- 2453.</p> <p>http://www.cpuc.ca.gov/PUC/safety/Rail/</p>
SAFE ROUTES TO SCHOOLS PROGRAM (SRTS)	<p>SB 99 of 2014 consolidated this program into the ATP program.</p>	<p>Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.</p>
STATE GAS TAX SUBVENTIONS \$394 million estimated	<ul style="list-style-type: none"> • Highway Users Tax Fund gas taxes that are directly disbursed by the State Controller to the cities and the county. Cities must be in conformance with Congestion Management Plan certified by Metro. • State Excise Tax on Gasoline distributed to cities and the county for local streets and roads per the Fuel Tax Swap (2010). 	<p>Recipient chooses street and highway projects that increase capacity, busways, and repaving. Cannot be used to purchase transit vehicles. Streets & Highways Code Sections 2105-2107, 2107.5 State Controller’s Office apportionment web site: http://sco.ca.gov/ard_payments_highway.html</p>
STATE HIGHWAY ACCOUNT -- FOR CALTRANS OPERATIONS \$158 million estimated	<p>Caltrans District 7 budgeted allocation for operation and maintenance.</p>	<p>Caltrans District 7 operations</p>
STATE HIGHWAY ACCOUNT FOR FREEWAY SERVICE PATROL \$6 million	<p>A line item (Budget Change Proposal) in the California State budget, allocated annually. The minimum local match is 25%.</p>	<p>Freeway Service Patrol Program: Metro contracts for tow trucks to patrol the freeways to improve traffic flow.</p>

<p>STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) \$100-200 million estimate</p>	<p>A four-year State program of Caltrans' capital projects whose purpose is to maintain the safety and integrity of the State Highway System. Most of the projects are for pavement and bridge rehabilitation and traffic safety improvements. Funding is comprised of state and federal gas taxes. California Transportation Commission allocates to the individual projects.</p>	<p>Capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane. Caltrans web site: http://www.dot.ca.gov/hq/transprog/shopp.htm</p>
<p>STATE INFRASTRUCTURE BANK (SIB) PROGRAM Variable</p>	<p>To increase the efficiency of transportation investment and leverage Federal resources by attracting non-Federal public and private investment by establishing infrastructure revolving funds using up to 10% of apportioned Federal transportation funds. SIBs provide below-market rate subordinate loans, interest rate buy-downs on third party loans, guarantees and other forms of credit enhancement.</p>	<p>Projects eligible under Title 23 and Title 49 section 5302 of the United States Code Federal share is generally 80%. MAP-21 Section 1602; 23 USC 610</p>
<p>STATE TRANSIT ASSISTANCE (STA) \$104.7 million countywide</p>	<p>A State transit funding program allocated to Regional Transportation Planning Agencies 50% by population and 50% by transit operations. Per the provisions of the 2010 "Fuel Tax Swap," the STA program now relies upon actual diesel fuel sales taxes rather than an annual budget appropriation.</p> <p>Consequently, actual allocations, which are paid quarterly, will likely fluctuate and the actual annual total may be more or less than the estimate made at the beginning of the fiscal year. Funding based on actual fuel taxes results in revenue fluctuation and a lack of predictability. Before July 1, 2011, STA was funded from 50% of the PTA funds, apportioned 50% to Population Share and 50% to Operator Revenue Share (see below). Effective July 1, 2011, funded from 75% of the 6.5% diesel fuel sales tax.</p> <p>Claimants must meet one of the following eligibility tests:</p> <ol style="list-style-type: none"> 1. Latest audited operating cost per revenue vehicle hour does not exceed the sum of the preceding year's operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in CPI for the same period multiplied by the preceding year's operating cost per revenue vehicle hour. 2. Latest audited 3-year average operating cost per revenue vehicle hour does not exceed the sum of the average of the operating cost per revenue vehicle hour in the 3 years preceding the latest audited year and an amount equal to the product of the average percentage change in CPI for the same period multiplied by the average operating cost per revenue vehicle hour, accordingly. 	<p>Claimants must also be eligible for TDA Article 4 funds. Claim must be consistent with claimant's Short Range Transit Plan and Short Range Transportation Improvement Program.</p> <p>State Controller's Office apportionment web site: http://sco.ca.gov/ard_payments_transit.html</p>

\$50.8 million	<ul style="list-style-type: none"> • Population Share: 50% to counties based on the ratio population of the area of jurisdiction to the total population of the state. 	Transit operations or capital. Metro allocates to Metro Rail operations. PUC 99313
\$59.9 million	<ul style="list-style-type: none"> • Operator Revenue Share: 50% to counties based on the ratio of the transit operations funding of each operator and the member agencies in the area of jurisdictions during the prior fiscal year to the total of all the operators in the state. 	Transit operations or capital. Metro allocates to itself and other bus operators according to the Metro Formula Allocation Procedure. PUC 99314
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	A five-year state-regional program, adopted every two even years, of capital improvements on and off the State Highway System that increase the capacity of the transportation system. The STIP consists of two broad programs – the regional program (RIP) funded from 75% of new STIP funding and the interregional program (IIP) funded from 25% of new STIP funding. The projects are proposed by regional agencies in their RTIPs (75%) and by Caltrans in its ITIP (25%). Each new STIP adds two new years of programming capacity. The STIP is funded from the State Highway Account (SHA), of which the primary funds are the \$0.30 per gallon state gasoline price-based and excise taxes and Federal (primarily STP) funds. The Federal Transportation Enhancement program was eliminated in MAP-21 and is no longer in the STIP. Existing Transportation Enhancement projects may remain in the STIP if they are eligible for State Highway Account or Federal Funds.	The California Transportation Commission (CTC) must approve each County’s STIP in its entirety. CTC allocation is required by the end of the fiscal year that the project is listed in the STIP. For STIP Guidelines, see: http://www.dot.ca.gov/hq/transprog/ocip.htm
	Interregional Improvement Program (IIP) 25% of STIP funds for projects proposed by Caltrans in its ITIP: highway and intercity rail projects that improve interregional mobility for people and goods across the State on highway and rail corridors of strategic importance.	Caltrans nominates projects to improve: state highways, intercity passenger rail system, and interregional movement of people, vehicles and goods. May contribute funding for projects in the RIP portion of the STIP. Subject to CTC approval.

<p>\$100 million RIP estimate</p>	<p>Regional Improvement Program (RIP): 75% of STIP funds distributed 60% by formula to the 13 southern counties and 40% to the northern counties. Metro as RTPA proposes regional projects for itself, Caltrans and local agencies.</p> <p>Since Metro receives no federal metropolitan planning funds, Metro may propose to use up to 5% of its RIP share for its project Planning, Programming and Monitoring (PPM).</p>	<p>Capital projects, including project development, needed to improve transportation in the region including improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. In addition, all STIP projects must meet eligibility and priority requirements specific to the STIP’s funding sources – the State Highway Account which includes both State and Federal revenues and the Public Transportation Account of State revenues. LA County projects are selected through the Metro Call for Projects process or Metro Board action.</p> <p>PPM uses: project planning including studies and alternatives analyses (not preliminary engineering); program development, including preparation of Regional Transportation Improvement Programs and studies; and monitoring project implementation, including project delivery, timely use of funds, and compliance with State law and CTC guidelines.</p> <p>Subject to CTC approval.</p>
<p>Related Mechanisms:</p>	<p>Grant Anticipation Revenue Vehicles (GARVEE) Bonds: bonds issued for up to 12 years in anticipation of future federal funds. STIP projects are partially funded from the bond proceeds while the debt service payments on the bonds are funded from the STIP. Subject to CTC approval.</p>	<p>STIP or SHOPP projects which are ready-to-go and critical to be advanced; for right-of-way or construction costs only. For Guidelines, see: http://www.dot.ca.gov/hq/innovfinance/garvee_bond/garvee_guidelines2.htm</p>
<p>AB 1012:</p>	<p>Advance up to 2 years of only the design component of future STIP projects to accelerate delivery. Subject to CTC approval.</p>	<p>Only for design for STIP projects not yet programmed for right-of-way or construction. For Guidelines, see: http://www.dot.ca.gov/hq/LocalPrograms/AB1012/ab1012.htm</p>
<p>AB 3090:</p>	<p>Local agency advances STIP projects using its own local funds; reimbursement or replacement project is programmed in the STIP in the future. Subject to CTC approval. Maximum reimbursement is \$50 million for an agency or county in any one fiscal year.</p>	<p>STIP projects ready to be advanced. For Guidelines: http://www.dot.ca.gov/hq/transprog/ocip/otherresources/ab3090/ab3090_regguidelines.htm</p>

FEDERAL FUNDING SOURCES

<p>AUTHORIZATION ACT - MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)</p>	<p>MAP-21 (Moving Ahead for Progress in the 21st Century) is the Federal transportation authorization act which nationally authorized \$82 billion for highways and \$21 billion for transit for a total of \$103 billion for fiscal years 2013 through 2014. MAP-21 has been extended through July 31, 2015. Authorization levels represent the maximum funding available. Annually, the United States Congress must also appropriate the specific Federal Highway Trust Funds authorized in MAP-21. Appropriations are usually less than the authorized level.</p>	<p>MAP-21 and/or United States Code section numbers are listed for each program.</p> <p>All projects must be approved in advance by FHWA or FTA. For more details on each program, see fact sheets at:</p> <p>http://www.fhwa.dot.gov/map21/factsheets/ http://www.fta.dot.gov/funding/grants_financing_263.html</p>
<p>CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)</p> <p>\$138 million for Los Angeles County</p>	<p>An FHWA MAP-21 program. A flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (PM), nonattainment areas and for former nonattainment areas that are now in compliance, which are referred to as maintenance areas.</p> <p>Set-asides from the State’s CMAQ apportionment: a proportionate share of funds for the State’s Transportation Alternatives (TA) program and 2% for State Planning and Research.</p> <p>Funds are apportioned by the State by formula based on population and severity of pollution in ozone and carbon monoxide areas. LA County is a non-attainment area. Federal share is generally 80%, but is 90% or 100% in certain cases. Funds may be flexed or transferred to the FTA to be used for transit projects.</p> <p>MAP-21 Section 1113 23 USC 149</p>	<p>Transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Projects for PM-10 levels of “coarse” pollutants coming from diesel vehicles, non-attainment areas; traffic monitoring, management, and control facilities; projects that improve traffic flow; emergency communications equipment; projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates or otherwise reduce demand; diesel retrofits; facilities serving electric or national gas-fueled vehicles; certain transit operations. No funds may be used to add capacity except HOV facilities that are available to Single Occupancy Vehicles (SOV) only at off-peak times. Metro programs to itself and other agencies through the Metro Call for Projects or other Metro Board action. Some TDM projects may be eligible.</p> <p>http://www.fhwa.dot.gov/environment/air_quality/cmaq/</p> <p>Caltrans web site: http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CM_AQ_Web_Page.htm</p>

<p>FTA SECTION 5307 URBANIZED AREA FORMULA GRANTS</p> <p>\$247.1 million, FY 16</p> <p>\$233.6 M, FY 16 LA/Long Beach/Anaheim</p> <p>\$9 M, FY 16 Palmdale/ Lancaster</p> <p>\$4.5 M, FY 16 Santa Clarita</p>	<p>An FTA MAP-21 program. Formula grants for Urbanized Areas (UZA) designated by the U.S. Census Bureau for public transportation capital investments from the Mass Transit Account of the Highway Trust Fund. FTA apportions funds to designated recipients which then suballocate funds to state and local governments including public transportation providers. For areas with populations of 200,000 and more, apportionment is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals. Metro allocates 15% on a discretionary basis and 85% by formula to itself and the non-Metro operators.</p>	<p>Capital projects, planning, job access and reverse commute (JARC) projects, preventive maintenance and other bus and/or rail capital uses. Transportation enhancements are replaced by more narrowly defined “associated transportation improvements” on which recipients must spend at least one percent. Recipients must spend 1% for transportation security projects. Federal share is 80% for capital assistance and 80% for non-fixed-route paratransit service. Non-DOT federal funds can be used as match. MAP-21 Section 20007, 49 USC 5307 http://www.fta.dot.gov/funding/grants/grants_financing_3561.html</p>
<p>FTA SECTION 5309 CAPITAL INVESTMENT GRANTS (NEW STARTS & CORE CAPACITY)</p>	<p>An FTA MAP-21 program. Discretionary grants from the Federal General Fund for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. There is a two-year time limit to complete project development. Grants are based on formal FTA evaluation and rating of project justification and local financial commitment. Multiyear Full Funding Grant Agreement with the FTA is required. Subject to annual Federal budget appropriations. Maximum Federal share is 80% (generally 49.4% or less to obtain a favorable rating). Before and After studies are required.</p>	<p>New fixed-guideways or extensions to fixed-guideways (projects that operate on a separate right of way exclusively for public transportation or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, projects that improve capacity on an existing fixed-guideway system. Core capacity projects that expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today or are expected to be at or above capacity within 5 years. MAP-21 Section 20008, 49 USC 5309</p>
<p>FTA SECTION 5309 (SMALL STARTS)</p>	<p>A component of the New Starts program. A discretionary grant program from the Federal General Fund. Maximum Federal share is generally 80%.</p>	<p>A new fixed-guideway capital project or corridor-based BRT project that has a total project cost of less than \$250 million and less than \$75 million in Small Starts Program funding.</p>

<p>FTA SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES</p> <p>\$0.4 million</p>	<p>An FTA MAP-21 program. Formula program to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and complementary paratransit services. Funds are apportioned based on the number of seniors and persons with disabilities. The State administers the program. Metro applies competitive project selection criteria and applicant eligibility to recommend projects to the State for funding. Those eligible to receive funding include private non-profit agencies, public bodies approved by the State to coordinate services for the elderly and persons with disabilities, or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Federal share is 80% for capital projects and 50% for operating assistance. Consolidates the New Freedom and Elderly and Disabled Programs.</p>	<p>At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and persons with disabilities when public transportation is insufficient or unavailable. The remaining 45% may be used for public transportation projects that exceed the requirements of the ADA, improve access to fixed-route service and decrease reliance on complementary paratransit, or provide alternatives to public transportation for seniors and individuals with disabilities. Competitive process. Projects must be included in a locally-developed coordinated public transit-human service transportation coordination plan. Non-DOT federal funds can be used as match.</p> <p>MAP-21 Section 20009, 49 USC 5310</p> <p>Metro web site: http://www.metro.net/projects/fta5310/</p>
<p>FTA SECTION 5311 FORMULA GRANTS FOR RURAL AREAS</p> <p>\$180,000 estimated</p>	<p>An FTA MAP-21 program. Formula grants that provide capital and operating assistance for rural and small urban public transportation systems. Funds are apportioned based on non-urbanized population, land area, revenue vehicle miles, and low income individuals. Federal share is generally 80% for capital costs and 50% for operating costs.</p> <p>MAP-21 Section 20010, 49 USC 5311</p>	<p>Planning, capital, operating, JARC, and the acquisition of public transportation services in areas with less than 50,000 population (in L.A. County this is the unincorporated area of the Antelope Valley).</p> <p>Non-DOT federal funds can be used as match.</p>
<p>FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS 5337 (C) (FIXED GUIDEWAY)</p> <p>\$77.4 million, FY 16</p> <p>\$70.4 M, FY 16 share of LA/Long Beach/Anaheim \$6 M, FY 16 Palmdale/ Lancaster \$1 M, FY16 Santa Clarita</p>	<p>An FTA MAP-21 program. High Intensity Fixed Guideway Formula (replaces the prior Fixed Guideway Modernization Program): 97.15% is apportioned. Formula program allocated to urbanized areas of 200,000 or more population with fixed guideway systems that have been in operation for at least seven years. Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails. Allocation is 50% to those systems that received Fixed Guideway funds in FFY 2011, based 60% on vehicle revenue miles and 40% on directional route miles. The remaining 50% is apportioned to systems based on 60% revenue vehicle miles and 40% directional route miles, counting only those miles in revenue service for at least 7 years. Federal share is 80%. A grant recipient's share is not reduced by more than 0.25 percentage points from previous year.</p>	<p>Capital projects to maintain public transportation systems in a state of good repair on existing fixed guideway systems using and occupying a separate right of way for the exclusive use of public transportation, using rail, using a fixed catenary system, for passenger ferry systems, or for bus rapid transit systems in which the majority of each line operates in a separated right of way dedicated for public transportation use not shared during peak periods. Replace and rehabilitate rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software. Recipients must have a Transit Asset Management Plan.</p> <p>MAP-21 Section 3011 49 USC 5337</p>

<p>FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS 5337 (D) (HIGH INTENSITY MOTORBUS)</p> <p>\$5.9 M, FY 16 share of LA/Long Beach/Anaheim \$0.3 M, FY 16 Palmdale/ Lancaster \$0.9 M, FY16 Santa Clarita</p>	<p>An FTA MAP-21 program. High Intensity Motorbus State of Good Repair: Comprises 2.85% of FFY 2013 and 2014 apportionments; 60% based on revenue miles; 40% based on route miles of buses operating on lanes not reserved for public transportation vehicles. Formula program allocated to urbanized areas of 200,000 or more population operating buses in HOV lanes for at least seven years. High Intensity Motor Bus refers to transit service provided on a facility with access for other high occupancy vehicles. Federal share is 80%.</p> <p>MAP-21 Section 20027 49 USC 5337</p>	<p>Systems providing public transportation service on a facility with access for other high-occupancy vehicles. Capital projects to maintain state of good repair on buses and bus facilities. Cannot be used for rail projects.</p>
<p>FTA SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS \$23.7 M, FY 16 share of LA/Long Beach/Anaheim \$0.7 M, FY 16 Palmdale/ Lancaster \$0.4 M, FY16 Santa Clarita</p>	<p>An FTA MAP-21 program. \$65.5 million will be allocated, with each state receiving \$1.25 million and each territory receiving \$500,000. Remaining formula based on population, vehicles revenue miles and passenger miles. Federal share is 80%. Replaces the previous Section 5309 Bus and Bus Facilities Program.</p> <p>MAP-21 Section 20029, 49 USC 5339</p>	<p>Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.</p> <p>Funds available for three years after the fiscal year in which the amount is apportioned.</p>
<p>FTA SECTION 5340 GROWING STATES AND HIGH DENSITY FORMULA</p>	<p>An FTA MAP-21 program. Half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent census. Allocated to urbanized and rural areas based on the State's urban/rural population ratio. The High Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile and are apportioned only to urbanized areas within those States. High Density factors do not apply to California since its population density of 217 people per square mile is less than 370. Combined with FTA Section 5307 urbanized area formula and FTA Section 5311 rural formula funds for national distribution.</p>	<p>See FTA Section 5307. Metro allocates funds distributed to UZA 2 (LA-Long Beach-Santa Ana) to Metro rail operations.</p> <p>MAP-21 Section 20026, 49 USC 5340</p>

<p>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</p> <p>\$2.4 billion nationwide</p>	<p>An FHWA MAP-21 program. A core funding program whose purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Set-asides: \$220 million for Railway-Highway Crossings, a proportionate share of funds for the State's Transportation Alternatives (TA) program, 2% for State Planning and Research. Except as provided in 23 USC 120(c) and 130, Federal share is 90%; MAP-21 Section 1112, USC 130 and 148.</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The State must develop, evaluate and update an SHSP. Administered by the State.</p> <p>http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm</p>
<p>HOMELAND SECURITY GRANTS</p> <p>\$2 million estimate</p>	<p>Competitive grants to make America more secure against the threat of terrorism and other hazards. First responder programs, disaster/response programs, training programs, research programs, non-disaster programs. Most grants are administered directly through granting agencies. Amount varies annually, usually \$2 to \$4 million.</p>	<p>Competitive grants awarded to Metro and other transit agencies for specific projects.</p>
<p>INTELLIGENT TRANSPORTATION SYSTEMS (ITS) RESEARCH AND DEVELOPMENT PROGRAM</p>	<p>A MAP-21 discretionary program subject to Congressional appropriation to expedite deployment and integration of intelligent transportation systems for consumers of passenger and freight transportation, and related activities.</p> <p>Federal share is 80%.</p>	<p>To carry out a comprehensive program of intelligent transportation system research, development and operational tests of intelligent vehicles and intelligent infrastructure systems.</p> <p>MAP-21 Sections 53001–53006, 23 USC 501 and 512-518</p>
<p>PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE (PNRS)</p> <p>\$500 million from Federal General Fund, FFY 2013 only, subject to appropriation</p>	<p>An FHWA MAP-21 program. Critical high-cost capital projects of national or regional importance. Competitive grant program. Federal share is generally 80% and may be higher in certain cases, available until expended.</p> <p>MAP-21 Section 1120</p>	<p>Projects that reduce congestion, improve transportation safety including transportation injuries, accidents and fatalities.</p> <p>http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm</p>

<p>SURFACE TRANSPORTATION PROGRAM (STP)</p>	<p>An FHWA MAP-21 program. Flexible funding apportioned to states for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Federal share is generally 80% and may be higher in certain cases. Funds may be flexed or transferred to the FTA in order to be used for transit projects. Flexed funds are subject to the guidelines of the FTA program being funded.</p> <p>Set-asides: A proportionate share of funds for the State’s Transportation Alternatives (TA) Program (see that section), 2% for State Planning and Research, an amount not less than 15% of the apportionment of the State’s FFY 2009 Highway Bridge (HBP) Program for off-Federal-aid Highway-system bridges. The set-aside for Transportation Enhancements is eliminated.</p> <p>MAP-21 Section 1108 23 USC 133</p>	<p>Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways. Replacement, rehabilitation, preservation, protection for bridges and tunnels on any public road. Construction of new bridges and tunnels on a Federal-aid highway. Inspection and evaluation of bridges, tunnels and other highway assets and inspector training. Capital costs for transit projects eligible under chapter 53 of Title 49, including vehicles and facilities used to provide intercity passenger bus service. Carpool projects, fringe and corridor parking facilities and programs including electric and natural gas vehicle charging, bicycle and pedestrian walkways, and Americans with Disabilities Act (ADA) sidewalk modification. Highway and transit safety infrastructure improvements and programs, hazard eliminations, railroad-highway grade crossings. Transportation alternatives. Intersections with high accident rates or levels of congestion. Infrastructure-based ITS capital improvements. Congestion pricing projects and strategies. Recreational trails, construction of ferry boats and terminals. Truck parking facilities. Transportation control measures. Environmental restoration and pollution abatement.</p>
<p>\$81.6 million</p>	<p>Regional Surface Transportation Program (RSTP): 50% of the State’s STP apportionment is distributed to regions by population, 50% is distributed to any area of the State from which \$75 million is set-aside for off-system bridges. Federal share payable is 88.53% (100% if safety related and 80% for bicycle or pedestrian-related projects).</p>	<p>Metro programs the L.A. County share to itself and other agencies through the Metro Call for Projects or other Metro Board action.</p> <p>Caltrans web site: http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm</p>
<p>\$31.7 million</p>	<p>STP Local: Metro allocates \$31.7 million per year of RSTP on a per capita basis to the County of Los Angeles and to each of the 88 jurisdictions in the County.</p>	<p>Roadway construction, rehabilitation, or restoration; transit projects and facilities; carpool projects; bicycle and pedestrian walkways.</p>

<p>TRANSPORTATION ALTERNATIVES PROGRAM (TAP)</p> <p>\$820 Million Nationwide</p>	<p>An FHWA MAP-21 new program to provide for a variety of alternative transportation projects. TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School. Two percent (2%) of the total amount authorized from the Highway Account of the Highway Trust Fund is reserved each fiscal year for TAP. The national total is divided among States based on each State's proportionate share of FFY 2009 Transportation Enhancements funding. A State may set-aside for Recreational Trails an amount equal to its FFY 2009 apportionment. 50% of a State's TAP apportionment is suballocated to areas based on population with the remaining 50% available for any area of the State. A state may transfer up to 50% to NHPP, STP, HSIP, and/or CMAQ programs. Federal share is determined in accordance with 23 USC 120. TAP funds must be obligated through a competitive process. Non-profit organizations are not eligible as direct grant recipients but may partner with an eligible entity.</p> <p>MAP-21 Sections 1122, 23 USC 101, 206, 213</p>	<p>Projects or activities related to surface transportation such as construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers; conversion and use of abandoned railroad corridors for trails for pedestrians, cyclists, or other non-motorized transportation users; construction of turnouts, overlooks, and viewing areas; community improvement activities; environmental mitigation activities; recreational trails program; safe routes to school program; planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.</p> <p>http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/flex_excess.cfm http://www.fhwa.dot.gov/map21/qandas/qatap.cfm</p>
<p>TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)</p>	<p>The TIFIA program provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight-transfer facilities on terms acceptable to USDOT. There is a rolling application process with significant requirements. The three types of assistance are secured loans, loan guarantees, or lines of credit to fill market gaps and leverage substantial private co-investment by providing supplemental or subordinate debt. The loans are repaid through dedicated revenue sources that secure the project obligations. Repayment must begin by five years after substantial completion of the project. Loans must be fully repaid within 35 years after the project's substantial completion.</p>	<p>Projects eligible for assistance under USC title 23 or chapter 53 of USC title 49, international bridges and tunnels, intercity passenger bus and rail facilities and vehicles, public freight rail projects, private freight rail projects that provide public benefit for highway users, modification projects to facilitate transfer and access into and out of a port.</p> <p>TIFIA line of credit may cover up to 33% of the total project cost. TIFIA loan may cover up to 49% of the total project cost. Total Federal assistance (grants and loans) may not exceed 80%.</p> <p>MAP-21 Section 2002, 23 USC 601-609</p>
<p>TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)</p> <p>\$500 million nationwide</p>	<p>A competitive grant program for surface transportation capital projects that will have a significant impact on the nation, a metropolitan area, or a region.</p> <p>No more than \$125 million may be awarded to a single state. No more than \$100 million may be used to pay the subsidy and administrative costs for a project receiving TIFIA credit assistance. Grants may be not less than \$10 million, and not greater than \$200 million for multi-state projects. Maximum Federal match is 80%.</p>	<p>Highway or bridge projects eligible under USC title 23 including bicycle and pedestrian projects; public transportation projects eligible under chapter 53 of USC title 49; passenger and freight rail transportation projects; port infrastructure investments; intermodal projects. A project or element of a project must have independent utility. Right-of-way acquisition and maintenance activities are not eligible. Applications from lead applicant agencies are limited to three projects.</p> <p>http://www.dot.gov/tiger</p>

SECTION III: APPENDICES

APPENDIX 1: OTHER STATE AND FEDERAL FUNDING SOURCES: Provides brief information on other State and Federal funding sources. Metro does not have programming authority over these funding sources. These funding sources are provided for general information purposes only.

Funding Source or Program	Funding	Description	Programmed or Administered By
Emergency Relief Program	\$100 million nationwide for FFY 2014	Provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failures. Some transit projects are eligible. MAP-21 Sections 1107, 1508, 20017; 23 USC 120(e) and 125; 49 USC 5324	Caltrans and State Office of Emergency Services
Federal Lands Transportation Program	\$300 million nationwide for FFY 2014	For highways, roads, parkways, and transit facilities that provide access to or within public lands, national parks, and Indian reservations. MAP-21 Section 1119; 23 USC 202, 203, 204	Caltrans
Ferry Boats and Ferry Terminal Facilities	\$67 million nationwide for FFY 2014	Construction of ferry boats and ferry terminal facilities. The operating authority shall be under control of the State or other public entity.	FHWA
National Highway Performance Program	\$21.9 billion nationwide for FFY 2014	Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Some transit projects are eligible.	Caltrans
Railroad/ Highway Crossings	\$220 million nationwide for FFY 2014	To reduce the number of fatalities, injuries, and crashes at public highway-rail grade crossings. Funded from a set-aside from the Highway Safety Improvement Program. Apportioned to states based 50% on STP formula factors and 50% on number of public highway-railway crossings. Federal share is 90%. Fifty percent of each state's apportionment must be used for installation of protective devices at crossings. MAP-21 Section 1519; 23 USC 130	Caltrans

APPENDIX 2: ACRONYMS USED IN THIS GUIDE

See www.fhwa.dot.gov/planning/glossary for additional acronyms and glossary.

AB	Assembly Bill	LCTOP	Low Carbon Transit Operations Program
ADA	Americans with Disabilities Act	LOA	Letter of Agreement
AHSC	Affordable Housing Sustainable Communities	LONP	Letter of No Prejudice
Caltrans	California Department of Transportation	LRTP	Long Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality	LTF	Local Transportation Fund
COP	Certificate of Participation	MAP-21	Moving Ahead for Progress in the 21 st Century
CP	Commercial Paper	METRO	Los Angeles County Metropolitan Transportation Authority
CPI	Consumer Price Index	MOSIP	Municipal Operator Service Improvement Program
CTC	California Transportation Commission	MSERC	Mobile Source Emission Reduction Credits
DOT	Department of Transportation (U.S.)	MSRC	Mobile Source Air Pollution Reduction Review Committee
EEMP	Environmental Enhancement & Mitigation Program	NHPP	National Highway Performance Program
FA	Funding Agreement	NHS	National Highway System
FAP	Formula Allocation Procedure	NTD	National Transit Database
FFY	Federal Fiscal Year (ending Sept. 30) (e.g. FFY 16=10/1/15-9/30/16)	OA	Obligation Authority
FHWA	Federal Highway Administration	PE	Preliminary Engineering
FTA	Federal Transit Administration	PM	Particulate Matter
FY	Fiscal Year (ending June 30) (e.g. FY 16 =7/1/15-6/30/16)	PNRS	Projects of National and Regional Significance
GARVEE	Grant Anticipation Revenue Vehicle	PPM	Planning, Programming, and Monitoring
GHG	Greenhouse Gases Fund (Cap and Trade)	PTA	Public Transportation Account
HBP	Highway Bridge Program	PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (Prop 1B)
HOT	High Occupancy Toll	PUC	Public Utilities Code; Public Utilities Commission
HOV	High Occupancy Vehicle (i.e. Carpool Lane, Diamond Lane)	PVEA	Petroleum Violation Escrow Account
HSIP	Highway Safety Improvement Program	R/W	Right of Way
IIP	Interregional Improvement Program	RIP	Regional Improvement Program
ITS	Intelligent Transportation Systems	RSTP	Regional Surface Transportation Program
JARC	Job Access and Reverse Commute	RTPA	Regional Transportation Planning Agency

SAFE	Service Authority for Freeway Emergencies	STP	Surface Transportation Program
SAFETEA- LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users	STP-L	Surface Transportation Program - Local
SB	Senate Bill	TAP	Transportation Alternatives Program
SCAG	Southern California Association of Governments	TCIF	Trade Corridors Improvement Fund (Prop 1B)
SCAQMD	South Coast Air Quality Management District	TDA	Transportation Development Act
SCRRA	Southern California Regional Rail Authority (Metrolink)	TDM	Transportation Demand Management
SHA	State Highway Account	TIFIA	Transportation Infrastructure Finance and Innovation Act
SHOPP	State Highway Operation and Protection Program	TIGER	Transportation Investment Generating Economic Recovery
SIB	State Infrastructure Bank	TIRCP	Transit Intercity Rail Capital Program
SRTS	Safe Routes to Schools	TSM	Transportation Systems Management
STA	State Transit Assistance	USC	United States Code
STIP	State Transportation Improvement Program	UZA	Urbanized Area
SOV	Single Occupancy Vehicles		

APPENDIX 3: TIMELY USE OF FUNDS BY SOURCE

Disclosure on Usage:

This chart is intended for comparative purposes only. Actual guidelines for funding sources may change. The user is cautioned to check up-to-date guideline information for each fund source and not rely solely on this document.

Funding Source	Obligation Authority (OA)/ (Annual Federal Limit)/ State Funding Allocation ¹	Obligate ¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
Local⁸			
Prop A 25% - Local Return	Not Applicable	Year of allocation plus 3 years	Metro Proposition A Local Return Guidelines
Prop A 35%- Rail Development	Not Applicable	Indefinitely	Proposition A Ordinance
Prop A 40% - Discretionary Grant Program	Not Applicable	3 years Indefinite ²	Metro Formula Allocation Procedure & Proposition A 5% of 40% Incentive Guidelines
Prop C 5% - Security	Not Applicable	3 years	Metro Formula Allocation Procedure
Prop C 10% - Commuter Rail & Transit Centers	Not Applicable	36 months ³ Indefinite ⁴	Metro Proposition C Guidelines, Funding Agreement
Prop C 20%- Local Return	Not Applicable	Year of allocation plus 3 years	Metro Proposition C Local Return Guidelines, Funding Agreement
Prop C 25% - Transit-Related Highway Improvement	Not Applicable	36 months ³ Indefinite ⁴	Metro Proposition C Ordinance, Funding Agreement
Prop C 40% - Discretionary	Not Applicable	36 months ³ Indefinite ⁴	Metro Proposition C Ordinance, Funding Agreement
General Fund Revenue ⁵	Not Applicable	No restrictions on timely use	No legislative restrictions
Measure R (General)	90 days or by December 31 st of the first fiscal year the Funds were programmed	5 years (60 months) from July 1 st of the fiscal year the funds were programmed	Metro Measure R Guidelines, Funding Agreement
State^{8,9}			
Active Transportation Program (ATP)	Within the fiscal year or 12 month extension period	6 months after allocation	2015 ATP Guidelines
Air Quality Vehicle Registration Fee	Indefinitely	2 years	Policy guidelines by South Coast Air Quality Management District (SCAQMD)
Carl Moyer Memorial Air Quality Standards Attainment Program	Eighteen months	2 years after obligation	California Environmental Protection Agency's Air Resources Board
Environmental Enhancement and Mitigation Program (EEMP)	Not Applicable	Not applicable	California Natural Resources Agency, ATP Guidelines and Caltrans

Funding Source	Obligation Authority (OA)/ (Annual Federal Limit)/ State Funding Allocation¹	Obligate¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
Greenhouse Gas Reduction Fund (Cap and Trade)	See included programs below		
Affordable Housing and Sustainable Communities (AHSC)	Available for encumbrance up to 18 months post Notice of Availability (NoA), January XX	Disbursement deadline 4 years after NoA, February 1, XX	Current year budget act; Strategic Growth Council's Affordable Housing and Sustainable Communities Program Guidelines
Low Carbon Transit Operations Program (LCTOP)	Continuous appropriation; funds released 6 mos. after NoA	N/A	California State Transportation Agency's Low Carbon Transit Operations Program Guidelines
Low Carbon Transportation Program	N/A	N/A	Current year budget act; California Environmental Protection Agency Air Resources Board's Air Quality Improvement Program Funding Plan
Transit and Intercity Rail Capital Program (TIRCP)	Allocation in FY of programming	Valid for award for 6 months after allocation; 36 months to complete contract	Current year budget act; California State Transportation Agency's Transit and Intercity Rail Capital program Guidelines
Petroleum Violation Escrow Account (PVEA)	Varies, based on the individual contracts between the California Energy Commission and contractors	Not Applicable	Policy guidelines by California Energy Commission
State Transportation Improvement Program (STIP) - Preliminary Engineering (PE)	Available for allocation until the end of the fiscal year identified in STIP or up to a 20 months extension period	Six (6) months after allocation or up to 2 month extension	STIP Guidelines - funds commonly called Regional Improvement Program (RIP) funds and include federal funds, STIP Letter of Agreement (LOA), if applicable
State Transportation Improvement Program (STIP) - Right of Way (R/W)	Same as above	Same as above	STIP Guidelines STIP Letter of Agreement (LOA) if applicable
State Transportation Improvement Program (STIP)- Construction	Available for allocation until the end of the fiscal year identified in STIP; funds allocated must be encumbered (by the award of a contract) within 6 months of the date of the allocation or up to 20 months extension period	A contract must be awarded within six months of allocation. Three years to spend funds after construction contract is awarded, additional 180 days after construction completion to make final payment or invoice Caltrans	STIP Guidelines STIP Letter of Agreement (LOA) if applicable

Funding Source	Obligation Authority/OA (Annual Federal Limit)/ State Funding Allocation ¹	Obligate ¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
Federal⁸			
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1 year to use obligation authority from start of fiscal year of appropriation	4 federal fiscal years including the federal fiscal year apportioned ^{6,7} - ----State reduces to 3 years per AB 1012	CTC AB 1012 guidelines and legislation, Metro Call for Projects Letter of Agreement (LOA) if funds assigned
Surface Transportation Program Local (STPL)	1 year to use obligation authority from start of fiscal year of appropriation	4 federal fiscal years including the federal fiscal year apportioned. State reduces to 3 years per AB 1012	Metro Lapsing Policy
Transportation Alternatives Program (TAP)	Within the fiscal year or 12 month extension period	6 months after allocation	2015 ATP Guidelines (DRAFT)
Section 5307 - Urban Formula Bus Capital/Preventive Maintenance Operations	1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account	4 years (includes year of appropriation)	US Code Title 49 Section 5307
Section 5309 – Capital Investment Grants (New Starts) discretionary	Same as above	3 years (includes year of appropriation)	US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA
Section 5337 - Fixed Guideway Formula	Same as above	4 years (includes year of appropriation)	US Code Title 49 Section 5309 and Section 5337 (d), and Annual Allocation Availability Notice by FTA
Section 5339 - Bus/Bus Facilities discretionary	Same as above	3 years (includes year of appropriation)	US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA

APPENDIX 4: FEDERAL AND STATE PROCESSES

Federal Funds:

Transportation Annual Appropriations -----→Obligation Authority -----→Allocation Process -----→Obligation (grant award) -----→Expenditure
(Apportionment/Allocation fund amounts) (Annual limitation established) (Formula amounts/discretionary notice)

State Funds:

Budgeting -----→ Programming-----→ Allocation-----→ Encumbrance -----→ Expenditure

Federal Definitions

Authorization: Legislation, usually multi-year, that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is MAP-21.

Appropriations: Annually, Congress develops a bill approving funding levels for transit and highway programs. The funding levels can be project specific, program specific, or state specific -- whichever is applicable.

Obligation Authority: Amount of funds the federal highway trust fund is allowed to obligate in any federal fiscal year.

Apportionment: Statutorily prescribed division or assignment of funds based on formulas in the law; consists of dividing authorized obligation authority for a specific program among the states.

Allocation Process: Identifying exact share of appropriations or allocations that are to be awarded to individual user, program or project.

Obligation: Funding is set aside for a program or project when the grant is awarded by FTA or FHWA for a specific purpose.

Expenditure: Spending the funds on the project or program.

State Definitions

Budgeting: The state legislature develops a bill that approves funding levels for programs. The funding levels can be project specific, program specific, or county specific -- whichever is applicable.

Programming: Entering specific projects into the Statewide Transportation Improvement Program (STIP) and the Federal Transportation Improvement Program (FTIP) and indicating usage of funds appropriated.

Allocation: Approving specific projects to move forward to implementation by the CTC or concurrence with state project readiness regulations by Caltrans.

Award: The notification to a bidder that his offer, or a negotiated proposal, has been accepted. This award establishes a legal obligation between the parties.

Encumbrances: Funds are set aside where goods or services have not yet been received.

Expenditures: Spending the funds.

1. Often these funds are subject to the three-year time limit per the Metro Formula Allocation Procedure.
2. Although funds need to be expended within 36 months from July 1 of the fiscal year in which the funds are programmed, other stipulations apply as well, including:
 - (a) grantees must execute the FA within 90 days of receiving formal transmittal of the Agreement or by December 31 of the fiscal year, whichever date is later;
 - (b) contracts for construction or capital purchase shall be executed within nine months from the date of completion of design;
 - (c) project design must begin within six months from the milestone start date in the FA; and

- (d) funds programmed for project development or right-of-way costs must be expended by the second fiscal year following the year the funds were first programmed.
3. Often these funds are subject to a thirty-six month time limit per the Metro Call for Projects FA guidelines.
 4. Metro General Fund Revenues include: leases, interest, property sale revenue, employee activities among others.
 5. CMAQ, RSTP, and STIP funded projects are subject to the Letter of Agreement (LOA) guidelines when used for the Call for Projects or STIP processes. The LOA guidelines state that funds must be obligated within 36 months from the federal fiscal year apportioned. Other date specific performance criteria apply, as well, including:
 - (a) project sponsors must execute the LOA within 90 days of receiving formal transmittal of the LOA or by December 31 of the fiscal year, whichever date is later;
 - (b) contracts for construction or capital purchase shall be executed within nine months from the date of completion of design;
 - (c) project design must begin within six months from the milestone start date in the LOA;
 - (d) funds programmed for project development or right-of-way costs must be expended by the second fiscal year following the year the funds were first programmed;
 - (e) local timelines for meeting LOA milestones do not conflict with federal or state STIP regulations on fund usage since ultimate fund usage is the same at 36 months including year of apportionment. An LOA requires specific local performance milestones to ensure funds are progressing toward obligation. Required dates in LOA are intended to guarantee timely use of funds and avoid lapse; and
 - (f) funds not obligated within 36 months including year of apportionment become subject to usage by the state before the 48 month federal lapsing date occurs.
 6. Flexible funds (CMAQ & RSTP) transferred to the Federal Transit Administration (FTA) become Section 5307 funds and the California AB 1012 restriction on three years to obligate does not apply. The federal standard of four years applies to obligation.
 7. If funds are lapsed the following occurs:
 - (a) Local funds return to Metro for reprogramming in the next Call for Projects or become available local funds to be used in accordance with permitted use;
 - (b) STIP funds that have not been allocated by the CTC are returned to Metro for programming;
 - (c) STIP funds having had an allocation vote by the CTC and remaining unspent for four years go back to the state for reprogramming under the statewide STIP process. Funds are lost to the county, except for the limited amount returned through the STIP process; and
 - (d) Federal funds (RSTP/CMAQ) that are not obligated within 36 months from federal fiscal year apportioned are returned to the state for usage within the 48 month required period. Other funds or the same source of funds are then reprogrammed to Metro by the state.
 8. In California, the annual Obligation Authority and obligation processes are evaluated from a statewide perspective and are not left entirely to the county or the jurisdictions receiving funding. Caltrans will annually adjust statewide distributions to ensure that obligation authority and obligation processes occur in a timely manner, thus ensuring apportionments or allocations are not returned to the Federal Government and that maximum expenditure occurs against the annual obligation authority. In accomplishing this, Caltrans may substitute funding types to local jurisdictions or mutually agree to exchange funding types or designate a later year's funding distribution to be applied.

APPENDIX 5: MEASURE R EXPENDITURE PLAN

Attachment A to Ordinance #08-01, which was approved by the voters in November 2008.

Outline of Expenditure Categories			ATTACHMENT A		
Sunsets in 30-Years: Fiscal Year (FY) 2010 - 2039					
(millions)					
Subfund	Program	% of Sales Tax (net of administration)	First Year Amount	10-Year Amount	30-Year Amount
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process	35%	\$ 241	\$ 2,930	\$ 13,790
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 21	\$ 251	\$ 1,182
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2%	\$ 14	\$ 167	\$ 788
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20%	\$ 138	\$ 1,675	\$ 7,880
Operations	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ 34	\$ 419	\$ 1,970
Operations	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ 138	\$ 1,675	\$ 7,880
Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.)	15%	\$ 103	\$ 1,256	\$ 5,910
TOTAL PROGRAMS		100%	\$ 689	\$ 8,373	\$ 39,400
1.5% for Administration			\$ 11	\$ 127	\$ 600
GRAND TOTAL			\$ 700	\$ 8,500	\$ 40,000

(\$ in millions)											
for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion
				Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)		
1	Transit Capital Projects	Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.									
2			Escalated \$								
3		Eastside Light Rail Access (Gold Line)	\$ 30	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -	FY 2010	FY 2013
4		Exposition Boulevard Light Rail Transit	\$ 1,632 ^a	\$ 925	\$ -	\$ 925	\$ -	\$ 353	\$ 354	FY 2010-12	FY 2013-15
5		Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses)	\$ 150	\$ 150	\$ -	\$ 150	\$ -	\$ -	\$ -	FY 2010	FY 2039
6		Regional Connector (links local rail lines)	\$ 1,320	\$ 160	\$ -	\$ 160	\$ 708	\$ 186	\$ 266 ^b	FY 2014-16	FY 2023-25
7			Current 2008 \$								
8		Crenshaw Transit Corridor - project acceleration	\$ 1,470	\$ 235.5	\$ 971.5	\$ 1,207	To be determined		\$ 263 ^c	FY 2010-12	FY 2016-18
9		Gold Line Eastside Extension	\$ 1,310	\$ -	\$ 1,271	\$ 1,271		\$ 39	FY 2022-24	FY 2033-35	
10		Gold Line Foothill Light Rail Transit Extension	\$ 758	\$ 735	\$ -	\$ 735		\$ 23	FY 2010-12	FY 2015-17	
11		Green Line Extension to Los Angeles International Airport	\$ 200	\$ -	\$ 200	\$ 200		TBD ^d	FY 2010-12	FY 2015-28 ^d	
12		Green Line Extension: Redondo Beach Station to South Bay Corridor	\$ 280	\$ -	\$ 272	\$ 272		\$ 8	FY 2028-30	FY 2033-35	
13		San Fernando Valley I-405 Corridor Connection (match to total project cost)	TBD	\$ -	\$ 1,000	\$ 1,000		\$ 31	FY 2030-32	FY 2038-39	
14		San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration	\$ 188	\$ 32 ^e	\$ 150	\$ 182		\$ 6	FY 2010-12	FY 2014-16	
15		San Fernando Valley East North-South Rapidways - project acceleration	\$ 70	\$ 68.5 ^e	\$ -	\$ 68.5		\$ 2	FY 2013-15	FY 2016-18	
16		West Santa Ana Branch Corridor (match to total project cost)	TBD	\$ -	\$ 240	\$ 240		\$ 7	FY 2015-17*	FY 2025-27*	
17		Westside Subway Extension - to be opened in segments	\$ 4,200 ^f	\$ 900	\$ 3,174	\$ 4,074		\$ 126	FY 2013-15	FY 2034-36	
18		Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction	\$ 7,331	\$ 173	\$ 3,103	\$ 3,276	\$ 2,200	\$ 1,015	\$ 840 ^g	FY 2010	FY 2039
19		Total New Rail and/or Bus Rapid Transit Capital Projects	\$ 18,939 ^h	\$ 3,408.5	\$ 10,381.5	\$ 13,790	\$ 2,908	\$ 1,554	\$ 1,965	FY 2010	FY 2039

for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion
				Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)		
20	Highway Capital Projects	Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls									
21			Escalated \$								
22		Alameda Corridor East Grade Separations Phase II	\$ 1,123	\$ 200	\$ 200	\$ 400	\$ 200	\$ 336	\$ 187	i	As funds become available
23		BNSF Grade Separations in Gateway Cities	\$ 35	\$ -	\$ 35	\$ 35	\$ -	\$ -	\$ -		As funds become available
24		Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)	\$ 250	\$ 250	\$ -	\$ 250	\$ -	\$ -	\$ -		FY 2010 FY 2039
25		High Desert Corridor (environmental)	\$ 33	\$ -	\$ 33	\$ 33	\$ -	\$ -	\$ -		As funds become available
26		Interstate 5 / St. Route 14 Capacity Enhancement	\$ 161	\$ 90.8	\$ -	90.8	\$ 15	\$ 41	\$ 14	j	FY 2010 FY 2013-15
27		Interstate 5 Capacity Enhancement from I-605 to Orange County Line	\$ 1,240	\$ 264.8	\$ -	\$ 264.8	\$ 78	\$ 834	\$ 63	j	FY 2010 FY 2016-17
28		I-5 Capacity Enhancement from SR-134 to SR-170	\$ 610	\$ 271.5	\$ -	\$ 271.5	\$ 50	\$ 264	\$ 24	j	FY 2010 FY 2013
29		I-5 Carmenita Road Interchange Improvement	\$ 389	\$ 138	\$ -	\$ 138	\$ 97	\$ 154	\$ -	j	FY 2010 FY 2015
30			Current 2008 \$								
31		Highway Operational Improvements in Arroyo Verdugo subregion	\$ 170	\$ -	\$ 170	\$ 170	To be determined			As funds become available	
32		Highway Operational Improvements in Las Virgenes/Malibu subregion	\$ 175	\$ -	\$ 175	\$ 175					
33		Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	\$ 906	\$ -	\$ 906	\$ 906					
34	Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	\$ 2,800	\$ -	\$ 410	\$ 410						
35	Interstate 605 Corridor "Hot Spot" Interchanges	\$ 2,410	\$ -	\$ 590	\$ 590						
36	Interstate 710 North Gap Closure (tunnel)	\$ 3,730	\$ -	\$ 780	\$ 780						
37	Interstate 710 South and/or Early Action Projects	\$ 5,460	\$ -	\$ 590	\$ 590						
38	State Route 138 Capacity Enhancements	\$ 270	\$ -	\$ 200	\$ 200						
39	Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction	\$ 2,575	\$ -	\$ 2,575.9	\$ 2,576						
40	Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls		\$ 22,337	\$ 1,215.1	\$ 6,664.9	\$ 7,880	TBD	TBD	\$ 288	FY 2010	FY 2039

for reference only - not priority order	Subfund	Operating and Capital Programs	Percent of New Sales Tax Net Revenues	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion
				Minimum	Additional	Total Escalated	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)		
41	Ops	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ -	\$ 7,880	\$ 7,880 ^k	Not Applicable			FY 2010	FY 2039
42	Ops	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ -	\$ 1,970	\$ 1,970 ^k				FY 2010	FY 2039
43	Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.	15% ^l	\$ 250	\$ 5,660	\$ 5,910 ^k				FY 2010	FY 2039
44	Tran. Cap.	Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars	2%	\$ -	\$ 788	\$ 788 ^k				FY 2010	FY 2039
45	Tran. Cap.	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 70	\$ 1,112	\$ 1,182 ^k				FY 2010	FY 2039
46		Subtotal Transit and Highway Capital Projects	\$ 41,276^m	\$ 4,623.6	\$ 17,046	\$ 21,670	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010	FY 2039
47		Subtotal page 4		\$ 320.0	\$ 17,410	\$ 17,730	Not Applicable				
48		1.5% for Administration	N/A	\$ 10	\$ 590	\$ 600				FY 2010	FY 2039
49		Total		\$ 4,953.6	\$ 35,046	\$ 40,000	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010	FY 2039
		Notes:									
	a.	The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds (\$250 M), State Transportation Improvement Program funds (\$103 M), Metro Propositions A and C funds (\$354 M).									
	b.	Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.									
	c.	Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution (\$44 M) and a Metro Long Range Transportation Plan contribution (\$219 M).									
	d.	Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw project.									
	e.	The San Fernando Valley North-South Rapidways minimum of \$100 M is divided between the East and Canoga segments.									
	f.	Unescalated cost estimate to Westwood.									
	g.	Assumes a 3% local contribution to the Escalation Allowance (\$225 M) and a Metro Long Range Transportation Plan contribution for project scheduling risk (\$615 M).									
	h.	Total new rail and/or bus rapid transit capital projects cost estimate subject to change when cost estimates are developed for the San Fernando Valley I-405 Corridor Connection (line 13) and the West Santa Ana Branch Corridor (line 16).									
	i.	The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.									
	j.	For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).									
	k.	Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.									
	l.	Local Return to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis per annual California Department of Finance population data.									
	m.	The total project cost estimate for the transit and highway capital projects of \$41.2 B includes \$12.9 B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects.									
		Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR = State Route; I = Interstate									
		* The West Santa Ana Branch matching funds would be accelerated by utilizing Long Range Transportation Plan resources freed-up by the use of new sales tax funds on the Interstate 5 Capacity Enhancement from I-605 to Orange County Line project (line 27).									