



Los Angeles County Metropolitan Transportation Authority

Funding Sources Matrix

Prepared by:
Los Angeles County Metropolitan Transportation Authority
Countywide Planning and Development
Capital Development and Programming Department
Capital Planning Unit



February 19, 2001

INTEROFFICE MEMO

Frank Flores

Deputy Executive Officer
Capital Development
& Programming

Los Angeles County
Metropolitan
Transportation
Authority

Mail Stop 99-23-3
One Gateway Plaza
Los Angeles, CA
90012-2952

213.922.2456

TO: DISTRIBUTION LIST

FROM: FRANK FLORES

SUBJECT: UPDATED FUNDING SOURCES MATRIX FOR 2001

Capital Development and Programming (CDP) has finalized the attached update (dated February 19, 2001) of the matrix of funding sources used for MTA projects and programs. The matrix summarizes basic information about each funding source and key personnel involved. Several sources have been added this year, including California's new "Traffic Congestion Relief Program."

This final version for 2001 includes comments received from MTA staff during review of the earlier draft. You may obtain additional copies from Maureen Spiwak, of CDP, on the 23rd floor for any interested outside parties.

We plan to update the Funding Sources Matrix again next year. If you are aware of any corrections or any changes in funding policy that should be reflected in the next matrix version, please contact Maureen Spiwak or Ron Smith at extensions 2-3058 or 2-2550 at any time throughout the year.

DISTRIBUTION LIST

Julian Burke	Karen Heit
Allan Lipsky	Richard Hunt
Richard Brumbaugh	Carol Inge
Jim de la Loza	Keith Killough
Nalini Ahuja	Wanda Knight
Gloria Anderson	Byron Lee
Wilbur Babb	Marc Littman
William Bernsdorf	Jody Feerst Litvak
Renee Berlin	Gladys Lowe
Brian Boudreau	Ray Mackawa
Michelle Caldwell	Jane Matsumoto
Frank Cardenas	Terry Matsumoto
Diego Cardoso	Brad McAllester
Jeff Christiansen	April McKay
Gary Clark	Jim McLaughlin
Tom Conner	Lonnie Mitchell
Agapito Diaz	Claudette Moody
Brenda Diederichs	Josie Nicasio
John Drayton	David Sikes
Charles Faulkner	Mike Smith
Bruce Feerer	Ron Smith
Frank Flores	Gary Spivack
Carolyn Flowers	Maurcen Spiwak
Michael Funnye	Charles Stark
Karen Gorman	Michael Turner
Scott Greene	David Yale
Suzanne Handler	Marisa Ycager

TABLE OF CONTENTS

<u>FUNDING SOURCE</u>	<u>Page</u>
I. LOCAL FUNDING SOURCES	
<u>PUBLIC FUNDS</u>	
Proposition A	5
25% Local Return	5
35% Rail Development	6
40% Discretionary Grant Program.....	6
5% Incentive Program	6
Interest.....	7
Proposition C	8
5% Security	8
10% Commuter Rail & Transit Centers	8
20% Local Return	9
25% Transit-Related Highway Improvement.....	9
40% Discretionary	9
Interest.....	10
Transportation Development Act (TDA)	10
Public Transportation Account (PTA)	11
State Transit Assistance (STA)	11
Service Authority for Freeway Emergencies (SAFE)	13
HOV Violation Fund	13
State Highway Account Budget Change Proposal	13
Farebox Revenues	14
Mobile Source Emission Reduction Credits (MSERCs)	14
<u>PRIVATE FUNDS</u>	
Benefit Assessments	15
Other (Advertising, Auxiliary & Charter)	15
Public/Private Joint Development	15
<u>FINANCING MECHANISMS</u>	
Certificates of Participation	16
Commercial Paper	16
Cross Border Leases	17
Senior Lien Bonds	17
Subordinated Bonds	17

II. STATE FUNDING SOURCES

Traffic Congestion Relief (AB 2928)	18
STIP Funds (State Transportation Improvement Program)/CTIP SB45/AB1012	18
SHOPP (State Highway Operation and Protection Program)	19
InterRegional Road System	19
Environmental Enhancement & Mitigation	20
Article XIX Guideway Funds	20
Air Quality Vehicle Registration Fee (AB 2766 Discretionary Funds)	20
Petroleum Violation Escrow Account (PVEA)	21
State Gas Tax Subventions	21
State PUC Grade Separation Project Fund	21
Highway Bridge Rehab & Replacement (HBRR)	22
Transportation Finance Bank (TFB)	22
Carl Moyer Memorial Air Quality Standards Attainment Program	23

III. FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Federal Highway Demonstration Funds	24
Highways of National Significance	24
Congestion Mitigation Air Quality Program (CMAQ)	24
Surface Transportation Program (STP)	24
Regional Surface Transportation Program (RSTP)	25
Surface Transportation Program - Local (STPL)	25
Surface Transportation Program - State	25
Transportation Enhancement Activities - Regional (TEA)	26
Transportation Enhancement Activities - State (TEA)	26

FEDERAL TRANSIT ADMINISTRATION (FTA)

Section 5307 (9) Capital	27
Section 5308 Clean Fuels Formula Grant Program	27
Section 5309 (3) New Starts	28
Section 5309 (3) Fixed Guideway Modernization	28
Section 5309 (3) Bus and Bus Facilities	28
Section 5310 Elderly/Paratransit Capital	29
Welfare-to-Work	30
Section 5313 (b) Special Transit Educational Grants	30

COLUMN DEFINITIONS

Funding Source:	Common name of the source of revenue or program.
Description:	A brief summary that describes the source of the revenue and how it derives from taxes or grants.
Eligible Uses:	Describe types of expenditures which qualify for support or reimbursement from the specific funding source.
Policies & Guidelines:	Describes (1) the legislative restrictions and guidelines and/or (2) the MTA guidelines for the use(s) of the specific funding source.
Annual Amount:	Represents the projected amount of funds available for programming to various projects. The amount shown is net of any amount allocated to MTA administrative expenses.
Project Selection:	Represents the MTA Department or programming function that coordinates or authorizes the selection of transportation projects for funding from the specific funding sources, and the agency responsible for approving the project.
Responsible Staff:	<p>Administration represents the person and department or agency responsible for the development and administration of the guidelines and policies governing the use(s) of the specific funding source.</p> <p>Funds Programming represents person and department or agency responsible for tracking annual amount of fund source programmed (committed) in the Long Range Transportation Plan, Call for Projects, or MTA Budget.</p> <p>Project Management when applicable represents person who manages program on a daily basis.</p> <p>Grants Management represents the lead person within Capitol Development and Programming (CDP) Department responsible for coordinating communication activities and filing for funds with other agencies (Caltrans and FTA).</p> <p>Accounting represents person and department responsible for tracking expenditures to date of the specific funding source and recording into MTA financial statements.</p> <p>Long Range Forecast represents person and department or agency responsible for forecasting annual amount of funds available to the MTA.</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

I. LOCAL FUNDING SOURCES

PUBLIC FUNDS

PROPOSITION A	<p>Revenues are generated from a ¼ cent sales tax in L.A. County. MTA uses 5% of the overall funds received annually for administrative purposes. Prop. A funds are apportioned as follows:</p> <p>25% - Local Return Program 35% - Rail Development Program 40% - Discretionary</p> <p>The MTA is responsible for administering Prop. A funds and the interest earned.</p> <p>The Reform and Accountability Act of 1998 prohibits the use of these funds for underground subways.</p>	<p>Eligible uses of Prop. A funds are:</p> <ul style="list-style-type: none"> - Bus and Rail Transit - Capital and Operating <p>Prop A 25% funds are distributed to cities & county for transit on a "per capita" basis & are subject to lapse after four years.</p> <p>Prop A 35% funds have been used for the Red, Blue, Green Lines and right of way purchases for commuter rail.</p> <p>Prop A 40% funds can be used for any transit purpose. Current practice limits expenditures to bus capital and operations.</p>	<p>Prop. A funds must be used exclusively to improve transit in L.A. County.</p> <p>Jurisdictions can exchange funding between themselves.</p>	<p>Projected FY01 - \$503.6 million</p> <p>Forecast from OMB 10-Year Revenue Projection Plan: FY02 - \$523.8 m FY03 - \$544.7 m FY04 - \$569.3 m FY05 - \$594.9 m FY06 - \$621.6 m</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>	See Below	<p>Administration: Karen Heit, CDP</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Accounting: Charles Faulkner, Finance</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Prop A 25% Local Return Program	<p>25% of Prop A revenues are distributed directly to cities in L.A. County on a population "per capita" basis and the County of L.A.</p>	<p>Prop A 25% funds are to be used exclusively for public transit including:</p> <ul style="list-style-type: none"> - public bus - rail & paratransit service - public transit fare subsidy programs - TDM Programs - Trans. Systems Mgmt Improvs. which exclusively benefit transit <p>Funds may be traded for other cities' general funds. Prop A 25% conditional eligible uses consist of: Ridesharing, guideway; facilities; recreational transit; bus stop imp. & maint.; park-n-ride lots; non-exclusive school service; admin.; trans. planning, engineering, design; specialized public transit; rail; synchronized Signalization; TDM; congestion management; bike lanes/bikeways.</p>	<p>Prop A 25% revenues are allocated to local jurisdictions based on the relative percentage share of L.A. County population. Cities within the county have the discretion in choosing programs supported by Prop A 25% funds. However, they must be approved by MTA before project implementation. These funds must be used exclusively for public transit-related projects.</p> <p>The MTA conducts fiscal and compliance audits at the completion of each project funded with Prop A 25%.</p> <p>Cities and County need to submit annual project description forms and can establish, with MTA Board approval, capital reserves that lapse after 4 years.</p>	<p>Projected Prop A 25% FY01 - \$ 119.6 million</p> <p>Forecast from OMB 10-Year Revenue Projection Plan: FY02 - \$124.4 m FY03 - \$129.4 m FY04 - \$135.2 m FY05 - \$141.3 m FY06 - \$147.6 m</p>	Local Jurisdictions	<p>Administration: Diego Cardoso, TDI</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Accounting: Charles Faulkner, Accounting</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Prop A 35% Rail Development	35% of Prop. A revenues are used for rail development in L.A. County, as specified on the Prop. A Rail Corridor Map, and rail operations.	Rail Development.	Prop. A 35% revenues must be used exclusively on rail development projects and rail operations. Revenues are distributed at MTA Board's discretion. To date, funds have supported the construction and operations of the Red, Blue, and Green Lines, and right-of-way purchases for Commuter Rail.	Projected FY01 - \$167.4 million Funds can be leveraged by bonding and incurring annual debt service. Forecast from OMB 10-Year Revenue Projection Plan: FY02 - \$174.2 m FY03 - \$181.1 m FY04 - \$189.3 m FY05 - \$197.8 m FY06 - \$206.7 m		Administration: Frank Flores, CDP Funds Programming: Dave Yale, CDP Project Management: Carol Inge, TDI Accounting: Josie Nicasio, Controller Long Range Forecast: Carlos Monroy, OMB
Prop A 40% Discretionary Program	40% of Prop. A revenues are set-aside by MTA for Discretionary Programs to operators by formula which include the following: <ul style="list-style-type: none"> • Transit Operations • Transit Service • Expansion Annually by formula, the above 3 categories receive shares which total 95% of the 40% plus CPI.	Bus (Fixed Route/Public Dial-a-Ride).	Transit Operator Formula Funds Guidelines adopted April 1991 require operators to receive a "base" share (95% of the 40%) plus CPI each year based on projected receipts. The annual amount is adjusted once during the mid-year reallocation. Subsequent to 1991, state legislation (Calderon Bill SB 1755) required adherence to the Transit Operator Formula Funds (formula allocation procedures) unless a ¼ vote of the MTA Board is obtained.	Projected FY01 - \$ 181.8 million Funds can be leveraged by bonding and incurring annual debt service. Forecast from OMB 10-Year Revenue Projection Plan: FY02 - \$189.1 m FY03 - \$196.7 m FY04 - \$205.5 m FY05 - \$214.7 m FY06 - \$224.4 m	Formula distribution to county bus operations for bus operations.	Administration: Karen Heit, CDP Funds Programming and Project Management: Nalini Ahuja, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: Carlos Monroy, OMB
Prop A Incentive Program [5% of Prop A 40%]	5% of the Prop. A 40% Discretionary revenues. Funds are distributed based on priorities stated in the adopted 5% of 40% guidelines. The primary users are paratransit programs.	Sub-regional Paratransit Programs, Special Transit Programs, and Community Transportation Programs.	Only the County of L.A., cities and public transit operators are eligible to apply for Prop. A 5% of 40% funds. Private operators or other agencies can only receive these funds through sponsorship by an eligible operator.	Projected FY01 - \$9.6 million Forecast from OMB 10-Year Revenue Projection Plan: FY02 - \$10.0 m FY03 - \$10.4 m FY04 - \$10.8 m FY05 - \$11.3 m FY06 - \$11.8 m	Priorities within adopted guidelines with paratransit programs being the primary users.	Administration: Jim McLaughlin, Countywide Planning Funds Programming: Nalini Ahuja, CDP Project Management: Jay Fuhrman, Countywide Planning Accounting: Charles Faulkner, Accounting Long Range Forecast: Carlos Monroy, OMB

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Prop A Interest	Interest on funds in the Prop. A Revenue Account.	<p>Prop A Interest follows the guidelines adopted by the Board in March 1996. The funds are discretionary and appropriated by the Board. However, the Board must use the Formula Allocation Procedure for the following:</p> <ul style="list-style-type: none"> - mitigate an MTA operations shortfall or existing bus operations or capital programs that historically use the Formula Allocation Procedure - the funds are utilized in an indirect manner which result in additional funds for the above mentioned categories - the Board elects to use the funds for new programs or services in conjunction with Municipal Operators and other affected jurisdictions. 	<p>Prop A Interest funds are allocated at the discretion of the MTA Board. If any portion is allocated to MTA Operations, then the municipal operators shall receive their share via the MTA's Formula Allocation Procedure.</p>	\$10-20 million annually.	MTA Board through annual budget process and formula allocation procedure	<p>Administration: Carolyn Flowers, OMB</p> <p>Funds Programming: Carlos Monroy</p> <p>Project Management: Frank Shapiro, OMB</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
PROPOSITION C	<p>Revenues are generated from L.A. County's ½ cent sales tax for public transit purposes. MTA uses 1.5% of the overall funds received annually for administrative purposes. In accordance with MTA policies and Prop C Ordinance, revenues will be used as follows:</p> <ul style="list-style-type: none"> - 5% Rail & Bus Security - 10% Commuter Rail/Transit Centers - 25% Transit-related Improvements to Freeways and Streets - 20% Local Return - 40% Discretionary <p>The Reform and Accountability Act of 1998 prohibits the use of funds for underground subways.</p>	<p>Prop C expenditures must be used to maintain, improve and expand public transit as well as reduce congestion and increase mobility in L.A. County.</p> <p>Funds cannot be traded between jurisdictions.</p> <p>Eligible uses for Prop C funds include the following:</p> <ul style="list-style-type: none"> - Transit and Paratransit activities, including rail, bus, and advanced technologies - Fare subsidies - Commuter rail - Transit centers - Park-and-Ride lots - Rail and Bus safety and security - Transportation Systems Management and Transportation Demand Management 	<p>Proposition C Ordinance specifies that revenues must be used for "public transit purposes."</p>	<p>Projected Prop. C Revenue in FY01 - \$ 503.8 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$524.0 million FY03 - \$545.0 million FY04 - \$569.5 million FY05 - \$595.1million FY06 - \$621.9 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>	<p>MTA Budget Process</p>	<p>Administration: Jim McLaughlin, Countywide Planning</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Project Management: Scott Greene, Countywide Planning</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Prop C 5% Security	<p>5% of Prop. C revenues are used to improve and expand rail and bus security.</p>	<ul style="list-style-type: none"> - New Rail Line Security - Security Incentives - Transit Services and Facilities - Security Improvement - Special Demonstration Projects - Security Contingency Reserve Projects 	<p>The MTA may allocate Prop C 5% funds to eligible projects at its discretion.</p> <p>90% of Prop C 5% goes through the Formula Allocation Procedure based on unlinked passenger trips. The remaining 10% goes to the MTA for internal security-related purposes.</p>	<p>Projected FY01 - \$24.8 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$25.8 million FY03 - \$26.8 million FY04 - \$28.0 million FY05 - \$29.3 million FY06 - \$30.6 million</p>	<p>MTA Budget Process</p>	<p>Administration: Jim McLaughlin, Countywide Planning</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Project Management: Scott Greene, Countywide Planning</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Prop C 10% Commuter Rail & Transit Centers	<p>10% of Prop C revenues are used for construction of Commuter Rail and Transit Centers in L.A. County.</p>	<ul style="list-style-type: none"> - Capital & Operating costs for Commuter Rail, Bus Stops, Transit Centers & Park-n-Ride Lots - Administrative & Planning Costs - Environmental Clearance - Mitigation Costs - Rehabilitation and Expansion of Eligible projects 	<p>Prop. C 10% funds are allocated to the Southern California Regional Rail Authority (SCRRA) for operations, and maintenance of the Metrolink commuter rail system in Los Angeles County. If additional Prop. C 10% funds are available, they are allocated through the MTA Call for Projects to other eligible agencies and projects.</p>	<p>Projected FY01 - \$ 49.6 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$51.6 million FY03 - \$53.7 million FY04 - \$56.0 million FY05 - \$58.6 million FY06 - \$61.3 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>	<p>Transportation Development & Implementation (TDI)</p> <p>Approximately \$4-5 million per year is assigned to the Call For Projects.</p>	<p>Administration: Carol Inge, TDI</p> <p>Funds Programming: Patricia Chen, TDI</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Prop C 20% Local Return	20% of Prop. C revenues are used for a Local Return Program for cities for public transit, Congestion Management Programs, bikeways and bike lanes, street improvements supporting public transit service, Pavement Management System projects, paratransit, and related services to meet the Federal requirements of the Americans with Disabilities Act (ADA).	<ul style="list-style-type: none"> - Public Transit Services: Operating Costs for fixed route & paratransit, Capital Costs for vehicles and equipment. - Transit Related TDM/TSM Improvements - Fare Subsidy Programs - Safety & Security Programs <p><u>Conditionally Eligible Uses:</u> Ridesharing, right-of-way imp.; facilities; recreational transit; bus stop imp. & maint.; park-n-ride lots; non-exclusive school service; admin.; transp. Planning, engineering, design; specialized public transit; rail; synchronized Signalization; TDM; congestion mgmt.; bike lanes/bikeways/; street imp. & maint.</p>	Per the Prop C Ordinance, the MTA is required to distribute the "Local Return" funds directly to the cities on a "per capita" basis. To expend the Prop. C 20% funds, local jurisdictions must submit a three-year plan to the MTA Board of Directors. The projects will receive funding if they meet the statutory requirement of being for "public transit purposes."	<p>Projected FY01 - \$99.3 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$103.2 million FY03 - \$107.4 million FY04 - \$112.2 million FY05 - \$117.2 million FY06 - \$122.5 million</p>	Local Jurisdictions TDI administers project applications.	<p>Administration: Diego Cardoso, TDI</p> <p>Funds Programming: Nafini Ahuja, CDP</p> <p>Project Management: Dolores Roybal, TDI</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Prop C 25% Transit Related Highway Improvement	25% of the Prop. C revenue is used for countywide transit-related streets and highways improvements.	<ul style="list-style-type: none"> - HOV/Transitways - Incident Management programs - Park-n-Ride facilities - Signal Coordination/TSM Improvements on arterial streets used by transit - Grade Separation - Arterial Widening - Interchanges - Ridesharing 	Prop. C 25% funds are for new or improved facilities that reduce congestion. The sponsoring agency must provide for the ongoing maintenance and operation of the improvement(s).	<p>Projected FY01 - \$124.0 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$129.0 million FY03 - \$134.2 million FY04 - \$140.2 million FY05 - \$146.5 million FY06 - \$153.1 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>	Call for Projects TDI evaluates applications and develops recommendation for funding through the Call for Projects process.	<p>Administration: Renee Berlin, TDI Ray Maekawa, TDI</p> <p>Funds Programming: Wanda Knight, CDP</p> <p>Project Management: Ken Cude, TDI</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Prop C 40% Discretionary	40% of the Prop. C revenue is used to improve and expand rail and bus transit services in L.A. County. Examples are: Foothill Mitigation, Transit Service Expansion, Discretionary Base Restructuring, Bus System Imp, Over Crowding Relief, Bus Security Enhancements, and Consent Decree.	<ul style="list-style-type: none"> - Technology improvements - System Capacity Expansion - Operating - System Capacity Expansion - Capital - Safety and Security Improvements <p>(Cannot be used for highways)</p>	Prop. C 40% funds are the "Funds of Last Resort" only available after all other reasonable funding opportunities have been exhausted. These funds are to be applied in accordance with the objectives, program priorities and guidelines adopted by the Board. These Funds will not be used for capital improvements for the Metro Rail project between Union Station and Hollywood.	<p>Projected FY01 - \$198.5 million</p> <p>Forecast from OMB 10-Year Revenue Forecast: FY02 - \$206.5 million FY03 - \$214.7 million FY04 - \$224.4 million FY05 - \$234.5 million FY06 - \$245.0 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>	MTA Board through annual budget process.	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: Dave Yale, CDP</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Prop C Interest	Interest on Prop. C revenues	<p>Prop C Interest follows the guidelines adopted by the Board in March 1996. The funds are discretionary and appropriated by the Board. However, the Board must use the Formula Allocation Procedure for the following:</p> <ul style="list-style-type: none"> - mitigate an MTA operations shortfall or existing bus operations or capital programs that historically use the Formula Allocation Procedure - the funds are utilized in an indirect manner which result in additional funds for the above mentioned categories - the Board elects to use the funds for new programs or services in conjunction with Municipal Operators and other affected jurisdictions. 	<p>Funds allocated at the discretion of the MTA Board. If any portion is allocated to MTA Operations, then the municipal operators shall receive their fair share via the formula distribution set by MTA policy.</p>	\$10-20 million annually.	MTA Board	<p>Administration: Karen Heit, CDP</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
<p>Transportation Development Act (TDA) Articles 3, 4, and 8</p>	<p>The Transportation Development Act (TDA) creates a Local Transportation Fund (LTF) in each county in which ¼-cent of the state sales tax is deposited annually. These funds are allocated to the counties based on the amount of sales tax collected from all of the counties. The MTA allocates TDA funds to Municipal Operators based on established criteria and formulas.</p> <p>The funds are held by the County of Los Angeles and distributed pursuant to the adopted annual MTA budget and Formula Allocation Procedure. The MTA Finance and Accounting Departments inform the County of Los Angeles when expenditures are to be made from the LTF.</p> <p>Each year funds are deducted from the overall amount received to cover administrative costs of the program. Additionally up to 1 ¾% of the annual LTF allocation can be used for transportation planning and programming.</p>	<p>TDA funds are used to support the following programs:</p> <p>TDA Article 3: <u>Bicycle & Pedestrian Facilities:</u> Up to 2% of total available TDA funds are allocated based on population.</p> <p>TDA Article 4: <u>Public Transportation Systems:</u> Based on Formula Allocation Procedure (FAP) based on vehicle service miles and farebox revenue. Up to 93% of total available TDA funds are allocated to municipal transit operators, Transit Districts, and Joint Powers Authorities.</p> <p>TDA Article 8: <u>Public Transit Services Provided Under Contract:</u> Allocation is based on population. Up to 4.8% of total available TDA funds are used for transit and paratransit programs to fulfill unmet transit needs in areas that are not serviced by the MTA. If there are no unmet transit needs, funds may be used for streets and roads improvements.</p> <p>A limited percentage may be used for administrative costs. Requires annual public hearing.</p>	<p>TDA Article 3: Funds may be spent on bicycle & pedestrian facilities throughout L.A. County.</p> <p>TDA Article 4: Used for bus capital or operating expenses. These funds are often used as local match to FTA Section 5309 [3] and 5307 [9] funds. TDA Art. 4 funds are available only to "eligible" municipal operators.</p> <p>TDA Article 4.5: These funds are available for community transit services for those transit riders who cannot use conventional transit services, such as the disabled. This program is not used because of contracting with ASI.</p> <p>TDA Article 8: Available for transit and paratransit. If there are no unmet transit needs, TDA Art. 8 funds may be used for streets and roads improvements.</p>	<p>Projected FY01 TDA Article 3 - \$5.0 m TDA Article 4 - \$231.3 m TDA Article 8 - \$13.3 m</p> <p>Forecast from OMB 10-Year Revenue Projection Plan (All Articles):</p> <p>FY02 - \$265.7 m FY03 - \$276.4 m FY04 - \$288.8 m FY05 - \$301.8 m FY06 - \$315.4 m</p>	<p>Local jurisdictions receive funding in accordance with legally mandated uses. (See Policies & Guidelines section)</p>	<p>Administration: - TDA Art. 3 Diego Cardoso, TDI - TDA Art 4 Nalini Ahuja, CDP - TDA Art. 8 Diego Cardoso, TDI</p> <p>Funds Programming: - TDA Art 3 Nalini Ahuja, CDP - TDA Art 4 Nalini Ahuja, CDP - TDA Art. 8 Nalini Ahuja, CDP</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
<p>Public Transportation Account (PTA) formerly called (Transportation Planning & Development - TP&D)</p>	<p>Under SB45 implemented on January 1, 1999, the Public Transportation Account (PTA) replaced the Transportation Planning & Development Account (TP&D). The PTA is a trust fund intended for transportation planning and mass transportation purposes.</p> <p>PTA derives its revenue from sales and uses taxes on diesel fuel and gasoline as follows: 1) 4 & ¼ % sales tax on diesel fuel. 2) 4 & ¼ % sales tax on 9 cents of the state excise tax on gasoline. 3) referred to as "spillover." This occurs when sales tax revenues on all sales (including gas) exceed revenues on all sales (excluding gas).</p>	<p>State and Local Mass Transportation related expenditures.</p>	<p>50% of PTA funds are directed to the State Transit Assistance (STA) program.</p> <p>The remaining 50% is for statewide highway and specified transportation uses excluding rolling stock.</p>	<p>Projected FY01 - \$420.8 million Statewide.</p> <p>Fund Estimate from 2000 STIP (Statewide): FY02 - \$327.4 m FY03 - \$304.1 m FY04 - \$292.2 m FY05 - \$296.5 m FY06 - \$339.8 m</p>	<p>Not Applicable</p>	<p>Administration: David Yale, CDP</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
<p>State Transit Assistance (STA)</p>	<p>Fifty percent of the Public Transportation Account (PTA) funds are allocated to the State Transit Assistance (STA) fund by the State Controller.</p> <p>One half of the 50% is allocated to the MTA based on the ratio of L.A. County's population to the State's population (the population share). One half of the 50% is allocated to the MTA based on the ratio of the total County transit operators' farebox revenues to total revenues of transit operators in the State (the operator revenue share).</p> <p>Assembly Bill 2928 annually increased STA funds by approximately \$8.75 million to Los Angeles County.</p>	<p>STA funds are allocated to local transportation agencies and are eligible for public transit capital and operations programs.</p> <p>The operator revenue share is used for transit operations or capital. The population share is used for transit operations or roads.</p>	<p>The MTA allocates to the municipal operators on a formula basis (Formula Allocation Procedure). Transit operators must be eligible for TDA Art. 4 to receive STA funds. In addition, transit claims must be consistent with the Short Range Transit Plan and the Short Range Trans. Improvement Program.</p> <p>The operators must also meet either one of the following standards (eligibility test):</p> <p>1. The operator's total operating cost per revenue vehicle hour in the latest year for which audited data are available does not exceed the sum of the preceding year's total operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in the Consumer Price Index (CPI) for the same period multiplied by</p>	<p>Projected FY01 - \$ 26.1 million (Entire L.A. County)</p> <p>Forecast from OMB 10-Year Revenue Forecast (MTA portion only): FY02 - \$35.4 m FY03 - \$35.8 m FY04 - \$36.2 m FY05 - \$36.5 m FY06 - \$36.9 m</p>	<p>Formula allocation by MTA Board policy</p>	<p>Administration: Karen Heit, CDP</p> <p>Funds Programming: Nalini Ahuja, CDP</p> <p>Grants Management: Charlene Lorenzo, CDP</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Carlos Monroy, OMB</p> <p>Eligibility Test: Nalini Ahuja, CDP</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
			<p>the preceding year's total operating cost per revenue vehicle hour.</p> <p>2. The operator's average total operating cost per revenue vehicle hour in the latest three year for which audited data are available does not exceed the sum of the average of the total operating cost per revenue vehicle hour in the three years preceding the latest year for which audited data are available and an amount equal to the product of the average percentage change in the Consumer Price Index (CPI) for the same period multiplied by the average total operating cost per revenue vehicle hour in the same three years.</p>			

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Service Authority for Freeway Emergencies (SAFE)	SAFE revenues are generated from a \$1.00 annual registration fee on vehicles in L.A. County. These funds support emergency call boxes on L.A. County freeway system.	Eligible uses for SAFE funds are: - Motorist Aid - Operation & maintenance of call boxes - Freeway Service Patrol - Incident Management	Policies and guidelines for SAFE are developed by the State and implemented by the Los Angeles County SAFE, which is a separate independent agency from the MTA.	Projected FY01 - \$7.3 m	SAFE Board	Administration: State, Caltrans, CHP Karen Heit, CDP Funds Programming and Project Management: Byron Lee, Highway Operations Support Accounting: Charles Faulkner, Finance Long Range Forecast: Byron Lee, Highway Operations Support
HOV Violation Fund (Preferential Traffic Lane Violation)	Revenues are generated from fines collected in L.A. County for violations of High Occupancy Vehicle (HOV) lanes and for crossing over the parallel double-double solid yellow lines. The MTA collects 1/3 of the first \$100 if the violation occurs in cities within L.A. County and 1/2 if the violation occurs in non-incorporated areas of the County.	The Freeway Service Patrol Program (FSP) -- tow trucks only on freeways operated during peak hour mid-day travel and weekend services on heavily congested freeways. HOV Violation Funds are eligible for other uses but MTA is using the funds for the FSP program.	Improve traffic flow operations on the state highway system within Los Angeles County.	Projected FY01 - \$0.3 million Funds based on volume of violations.	Caltrans, CHP, MTA Budget process	Administration: State, Caltrans, CHP Karen Heit, CDP Funds Programming and Project Management: Byron Lee, Highway Operations Support Accounting: Charles Faulkner, Finance Long Range Forecast: Byron Lee, Highway Operations Support
State Highway Account Budget Change Proposal (BCP) for Freeway Service Patrol Program.	This is a line item in the California State Budget allocated annually to the Freeway Service Patrol (FSP) program. MTA budgets the anticipated projection each year.	The Freeway Service Patrol Program (FSP) -- tow trucks only on freeways operated during peak hour mid-day travel and weekend services on heavily congested freeways.	FSP funds are allocated by the State of California. The MTA contracts with tow truck operators for the service and the funds are programmed in the annual budget. The State requires the MTA to contribute a 25% local match.	Projected FY01 - \$5.4 m Forecast is from OMB 10-Year Revenue Forecast Plan: FY02 - \$5.4 m FY03 - \$5.4 m FY04 - \$5.4 m FY05 - \$5.4 m FY06 - \$5.4 m	Caltrans, CHP and MTA	Administration: State, Legislator Funds Programming and Project Management: Byron Lee, Highway Operations Support Accounting: Charles Faulkner, Finance Long Range Forecast: Byron Lee, Highway Operations Support

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Farebox Revenues	MTA bus and rail system fares including passes.	Discretion of MTA Board. Current application is for bus and rail as allocated in the annual MTA budget.	<p>New fare structure and policy are planned beginning in FY02.</p> <p>This fare policy will focus on increasing overall fare revenue, while maintaining or increasing ridership. For example, fare increases may be targeted to selected riders or time periods to optimize the balance of fare revenue increases with ridership maintenance and distance traveled.</p>	<p>Projected FY01 - \$ 236.5 million</p> <p>Forecast is from OMB 10-Year Revenue Forecast Plan: FY02 - \$253.2 m FY03 - \$260.7 m FY04 - \$272.0 m FY05 - \$286.2 m FY06 - \$292.2 m</p>	Not Applicable	<p>Administration: Agapito Diaz, Revenue Department.</p> <p>Funds Programming: Frank Shapiro, OMB</p> <p>Project Management: Agapito Diaz, Revenue Department</p> <p>Accounting: Charles Faulkner, Finance</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>
Mobile Source Emission Reduction Credits (MSERCs)	Under South Coast Air Quality Management District (SCAQMD) regulations, MTA generates MSERCs whenever it operates alternative fuel buses with engines that are cleaner than State requirements. These MSERCs can be sold on SCAQMD's emissions trading market to stationary sources.	Bus and rail transit operations (fuel, parts, labor, etc.)	MSERCs are generated through SCAQMD, which can then be converted to Reclaim Trading Credits (RTCs), which tend to have higher market value. RTCs are then sold through brokers to stationary sources on the open market.	Variable based on market demand for MTA's MSERCs. Revenue of \$3 million in FY2000.	Not Applicable	<p>Administration: Doug Kim, Countywide Planning</p> <p>Funds Programming: Richard Bachman, Procurement</p> <p>Project Management: Doug Kim, Countywide Planning</p> <p>Long Range Forecast: Doug Kim, Countywide Planning</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

PRIVATE FUNDS						
Benefit Assessments	Special benefit assessments are levied by the MTA on local property owners to help finance the Metro Rail Red Line system. In the A1 Downtown District, assessments are levied on commercial properties that are located within a 1/2 mile radius of Metro Red Line Stations and a 1/3 mile radius for the A2 Westlake/MacArthur Park District.	Metro Rail Red Line Stations in A1 and A2 Districts.	Policies and guidelines for assessments are developed by the MTA.	Actual FY01 - \$16.2 m Forecast is based on OMB 10-Year Revenue Forecast Plan: FY02 - \$15.9 m FY03 - \$16.0 m FY04 - \$16.0 m FY05 - \$22.8 m FY06 - \$24.0 m Annual assessment income directly pays for interest and principal payments on approximately \$162 million in assessment district bonds that were sold in 1992.	Benefit Assessment Division (Currently only on Metro Rail Red Line Segment 1)	Administration and Funds Programming: David Sikes, CDP Long Range Forecast: James Allen, CDP
Other (Advertising and Auxiliary)	Fees collected for advertising, chartering, leasing, Federal Aid Urban (FAU) Cash, (SBOE) Payback, Rideshare, Department of Justice grants, & MTA Lite Program.	Transit Capital and Operations.	Annually determined in the MTA Operating Budget.	Actual FY01 - \$34.3 m Forecast is based on OMB 10-Year Revenue Projection Plan (12/99): FY02 - \$32.9 m FY03 - \$32.3 m FY04 - \$33.2 m FY05 - \$34.1 m FY06 - \$34.8 m	MTA Bus Operations	Administration: Tom Conner, Executive Officer Transit Operations Funds Programming: Gary Spivack, Operations MTA Budget and Forecast: Carlos Monroy, OMB
Public/Private Joint Development	Revenues are generated from public/private participation in joint developments of rail lines and rail stations.	Real Estate Development on MTA-owned property and rental property development to increase revenue from tenant rent.	No specific guidelines approved by the MTA. Potential uses under consideration include restricting revenue use to fund future expenses of rail facilities. Another potential is enhancements that increase rental revenue for MTA-owned real estate.	From \$0.7 to \$1.0 million annually, increasing in future years by CPI and as new developments are added.	MTA Board	Administration: Carol Inge, TDI Funds Programming: Carlos Monroy, OMB Project Management: Phil Ganezer, TDI Long Range Forecast: Velma Marshall, Real Estate

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

FINANCING MECHANISMS – This Financial Mechanisms section shows the amount of current annual debt repayments made. Additional revenues can be created by issuing debt in accordance with the MTA Debt Policy.

Certificates of Participation (COP)*	A COP is a lease obligation whose term should approximately match the average life of the assets being leased. A COP is not a debt obligation, as it is subject to annual appropriations and/or abatement. Thus, the lease payments are considered operating expenses and not debt service. COPs are most appropriate for use where more senior lien, lower cost, debt obligations are not available. A COP could be either taxable or tax-exempt.	It is MTA practice to use these instruments to finance large lease projects, primarily rail system rolling stock purchase, bus purchases and bus/rail facility construction.	MTA debt policy, adopted in October 1998 and amended on November 18, 1999 and November 16, 2000, is the controlling instrument, with references to the Federal Grant procedures.	Annually, the MTA pays \$31 million towards COPs at declining amounts through FY10, with no further payments thereafter. Three of the four COPs mature in FY04 and the fourth transaction continues with a \$15 million annual payment through FY10.	Finance Trans. Dev. & Imp. (TDI) Municipal Operators	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury
Commercial Paper (CP)*	A short-term taxable or tax-exempt debt instrument with maturities ranging from 1 to 270 days. New notes are usually issued to replace the maturing notes, creating a revolving credit facility. Typically the MTA eventually retires the notes by refunding them into a long-term fixed-rate bond, but the notes could also be retired using other revenues sources such as grant funds or proceeds from the sale of an asset.	Used to finance capital costs related to acquisition, construction and equipment for bus, rail and other transit related capital projects. The debt service from MTA's Tax-exempt CP program is planned to be paid from Proposition A 35% Rail Funds. The tax-exempt CP program is secured by a pledge of 75% of the Prop. A revenues (35% Rail plus 40% Discretionary). The debt service from MTA's Taxable CP program is planned to be paid primarily from Proposition C 40% Funds. The taxable CP program is secured by a pledge of 80% of the Prop. C revenues (All revenues, less the 20% Local Return).	MTA debt policy adopted in October 1998 and amended on November 18, 1999 and November 16, 2000. Commercial Paper is frequently used as interim funding for capital projects, later being refunded into the permanent financing source, typically a long-term bond issue Currently, the taxable CP program is capped at \$150 million and the tax-exempt program is capped at \$350 million.	Cash payments vary annually, ranging between \$3 million and \$7 million.	Finance	Administration: Terry Matsumoto, Executive Officer Finance Funds Programming and Project Management: Mike Smith, Treasury

* This source of revenue is derived by issuing debt instruments that allow for immediate borrowing of cash. The repayment of the debt occurs over a period of 12-30 years. The length of the debt depends on the life cycle of the projects or equipment for which the debt is being incurred.

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Cross Border Leases*	A taxable transaction in which the title to the leased asset is held by the foreign domiciled lessor, at least for foreign tax purposes. The lessor typically receives certain tax benefits such as tax credits and accelerated depreciation in its domicile tax jurisdiction. Lessor is then willing to provide what amounts to a low cost loan on the equity component of the lease.	Used to derive financial benefits through the sale or transfer of title to buses or rail vehicles to a foreign domiciled lessor. The benefits of this type transaction are sensitivity to interest rates, business climate and changes in, or pending changes to tax laws. These leases can be used to provide low cost financing, but, more typically the assets are separately paid for and are subsequently cross border leased in a structure which is tied to a defeasance mechanism. The defeasance mechanism generates all of the lease payments, including the purchase option, and results in a residual amount of the lease proceeds being left over as an up-front benefit to the MTA.	MTA debt policy that was adopted in October 1998 and amended on November 18, 1999 and November 16, 2000.	The MTA's total annual debt service payment is approximately \$315 million. \$7.6 million is paid toward cross-border leases that will mature this fiscal year. Another \$3 million is paid to a Subordinated Prop A lease that will mature in FY07.	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming: Carolyn Flowers, Deputy Executive Officer of Finance (Budget) Project Management: Mike Smith, Treasury
Senior Lien Bonds*	A long-term debt obligation, typically tax-exempt, which has a senior claim against the revenue pledged as a source of repayment to the bond holders, which is typically Proposition A or Proposition C sales tax revenues.	Capital costs of Rail Transit Programs – i.e., right-of-way, engineering costs, construction costs, and rolling stock (transit vehicles).	MTA debt policy adopted in October 1998 and amended on November 18, 1999 and November 16, 2000. Used primarily to finance rail construction, some operating capital and the Call for Projects. May not be used to finance operating expenses.	Annually, over \$214 million is paid between Proposition A and Proposition C Senior Lien Bonds. \$122 million is paid towards Proposition A and \$92 million towards Proposition C.	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury
Subordinated Bonds*	A long-term debt obligation, typically tax-exempt, which has a pledge which is subordinate (by one or more lien levels) to the senior lien pledge.	Used to finance capital costs related to acquisition, construction and equipment for bus, rail and other transit-related capital projects.	MTA debt policy adopted in October 1998 and amended on November 18, 1999 and November 16, 2000. Used primarily to finance rail construction and some operating capital projects. May not be used to finance operating expenses. Subordinated obligations carry a higher interest cost compared to senior lien bonds.	Subordinated bonds make up \$8 million of the MTA's \$315 million annual debt service payment. Proposition A makes up all of the MTA's subordinated debt, notwithstanding commercial paper which is another form of subordinated debt but is categorized elsewhere.	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury

* This source of revenue is derived by issuing debt instruments that allow for immediate borrowing of cash. The repayment of the debt occurs over a period of 12-30 years. The length of the debt depends on the life cycle of the projects or equipment for which the debt is being incurred.

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

II. STATE FUNDING SOURCES						
Traffic Congestion Relief (TCR) Program	The Traffic Congestion Relief Program provides about \$6.8 billion in new statewide funding for transportation. This funding is derived from \$1.5 billion in direct general funds from the FY 2000-01 budget surplus, plus about \$5.3 billion over six years from transferring all remaining state sales tax on gasoline and diesel fuel from the General Fund to transportation.	About \$5 billion for 141 designated projects listed in AB 2928, intended to relieve congestion, improve commerce, and improve connections among transportation modes. About \$1 billion to counties and cities for maintenance, rehabilitation, reconstruction, or damage repair on local streets and roads. About \$600 million for the STIP, \$300 million for the PTA, and \$5 million to the High Speed Rail Authority for environmental studies.	Assembly Bill 2928 and implementing guidelines of CTC enacted in September 2000.	Los Angeles County and its local jurisdictions receive \$1,744,150 over a six-year period beginning in FY01.	Governor and State Legislature. Actual projects were listed in legislation, AB 2928.	Administration: Dave Yale, CDP Funds Programming: Gladys Lowe, CDP Project Management: Charlene Lorenzo, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: Gloria Anderson, CDP
STIP reform (SB-45) County Transportation Improvement Program (CTIP)	Repeals the following, effective Jan. 1, 1998: FCR, TCI, TSM, Commuter & Urban Rail Program, Mass Transit Guideway Program, Intercity rail corridors eligible for state funding. Repeals State-Local Transportation Partnership Program (SLTPP) effective Jul 1, 1999. Shortens the STIP cycle from 7 years to 4 years, but has an interim 6 year STIP cycle in 1998 to transition to the 4 year STIP in 2000. Primary funding source is the state gasoline tax which is \$0.18/gal, although federal funding is also used to fund the STIP.	25% is allocated for Interregional Improvements consisting of the following: - interregional roads or - intercity rail projects under Caltrans programming authority 75% is allocated for the Regional Improvement Program (Regional Choice) for capital acquisition and construction of state highways, freeways, local roads, public transit, pedestrian & bike facilities, grade separation, TDM, soundwall, intermodal facilities and safety projects. These funds can be used anywhere in the county. Cannot be used for operations.	CTC & MTA Board of Directors	MTA receives approximately \$220.0 m annually from the 75% Regional Improvement Program (Regional Choice).	The 75% Regional Choice Program projects are nominated and programmed by County Commissions (MTA). The CTC must either adopt or reject the entire program. MTA programs these funds through the Call for Projects. The 25% Interregional Program funds are distributed by the CTC on a discretionary basis after the North/South split	Administration: Frank Flores, CDP Funds Programming: Dave Yale, CDP Project Management: Charlene Lorenzo, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: CTC and Caltrans
AB1012-amendment to STIP process	Allows for advancement of STIP funds that will become available in years beyond the current STIP period for design work only on future projects. The CTC limits advancements to 25% from the first two years of the next unprogrammed STIP period. This advanced funding is repaid generally through reduced allocation in future years	It is expected this process will accelerate project delivery and completion since design work can be completed in STIP period before actual construction.	CTC A 4-year maximum loan program allows borrowing against future year STIP allocations should a regional area so desire. The loan is subject to interest.	25% of estimated allocation of the first two years beyond the current STIP. This amounts to approximately \$65 million initially to the MTA.	MTA Board of Directors with CTC review	Administration: Frank Flores, CDP Funds Programming: Dave Yale, CDP Project Management: Charlene Lorenzo, CDP Long Range Forecast: CTC and Caltrans Accounting: Josie Nicasio, Controller

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
SHOPP (State Highway Operation and Protection Program)	Capital program used for state highway rehabilitation, operation and safety improvements by Caltrans. Revenues are comprised of state and federal gas taxes.	Rehabilitation, operation, and safety improvements to the state highway system.	MTA only forecasts. Caltrans programs.	Per '2000 SHOPP' published May 12, 2000 and approved by CTC: FY01 - \$174.0 m FY02 - \$102.0 m FY03 - \$ 99.2 m FY04 - \$102.5 m	Caltrans District 7 MTA does not manage or program these funds.	Administration: David Yale, CDP Funds Programming: Caltrans Project Management: Ray Maekawa, TDI Ken Cude, TDI
Inter-Regional Road System (IRR)	The 25% Interregional Improvement Program. Major inter-regional improvements on state highways and intercity rail administered by Caltrans. Revenues are comprised of state and federal gas tax revenues.	Capacity-enhancing highway improvements administered by Caltrans. Intercity rail capital improvements.	Caltrans develops all policies and guidelines. All projects must be rural-eligible routes. 60% (60% of the 25%) of the funds are required to be used for interregional roads or intercity rail projects that are outside the boundaries of an urbanized area with a population of more than 50,000 and for inter-city rail projects. A minimum of 15% must be used for intercity rail. The remaining 40% (40% of 25%) can be for projects that are needed to facilitate interregional movement of people and goods. Projects may include state highways, intercity rail, mass transit guideway, or grade separation projects (projects can be inside urbanized areas).	Variable, but generally ranges from \$10-15 million annually for Los Angeles County. \$431,758,000 statewide from FY2000 through FY2006, according to the FY2000 Fund Estimate.	Nominated by Caltrans and/or MTA, selected by the CTC.	Administration: David Yale, CDP Funds Programming: CTC Project Management: Renee Berlin, TDI Carol Inge, TDI Ray Maekawa, TDI Accounting: Josie Nicasio, Controller

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Environmental Enhancement & Mitigation (EEM)	Revenues are for the mitigation of negative environmental effects of transportation.	Projects eligible for funding may include, but are not limited to the following: - highway landscaping, - provision of roadside recreational opportunities - projects to mitigate the impact of proposed transportation facilities or to enhance the environment.	To be eligible, projects must be over and above any mitigation required in the environmental document for the transportation project. The MTA coordinates and promotes the use of these funds in Los Angeles County. Statewide discretionary program – No Los Angeles County guarantee or targets	FY01 - \$1.0 m (per Financial Model 7/14/00) Projection based on Financial Forecasting Model: FY02 - \$1.0 m FY03 - \$1.0 m FY04 - \$1.0 m	State Resources Agency ranks projects; CTC selects final projects for funding.	Administration: David Yale, CDP Funds Programming: Gladys Lowe, CDP Project Management: Charlene Lorenzo, CDP Accounting: Josie Nicasio, Controller
Article XIX Guideway Funds	Revenues are generated from the state gasoline excise tax. Article XIX of the California State Constitution allows the gasoline excise tax to be used for public mass transit fixed guideway construction only (rail transit capital projects) if voters of county enact Prop. 5 allowing that use. Prop. 5 received a majority vote in L.A. County in 1972.	Rail Transit Capital Projects. Article XIX of the State Constitution states that the State gas tax can only be used for streets and highways and not for transit purposes. If Proposition 5 is enacted, then transit uses are allowed.	Funds are programmed through the STIP and used at MTA discretion. Through Prop. 5, transit projects need to be in the STIP to receive funding and the funding is now part of the regional choice program of SB 45.	Now funded through CTIP (SB45 Regional Choice Program)	MTA	Administration: David Yale, CDP Funds Programming: David Yale, CDP Accounting: Josie Nicasio, Controller
Air Quality Vehicle Registration Fee (AB 2766 Discretionary Funds)	Annual \$4 per vehicle surcharge in motor vehicle registration fees in Southern California to fund clean air vehicles and programs. Total funding of \$40 million annually, of which \$13 million is programmed by the Mobile Source Air Pollution Reduction Review Committee (MSRC) for discretionary purposes.	Projects that reduce mobile source emissions, including Bus, Highway, Transportation Demand Management.	30% of the revenues are distributed at the discretion of the MSRC for programs that reduce air pollution. Funds are allocated on an annual or biennial basis based on a competitive call for projects. 40% of the revenues are distributed to cities/counties based on population. 30% of the revenues are used by the AQMD for programs to implement the Clean Air Act.	Approximately \$13 million for Southern California's discretionary program (MSRC). Awards to MTA vary since the program is discretionary.	Cities and Counties AQMD MSRC	Administration: Keith Killough, Countywide Planning Funds Programming: Doug Kim, Countywide Planning Grants Management: Brian Boudreau, CDP Long Range Forecast: Doug Kim, Countywide Planning

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Petroleum Violation Escrow Account (PVEA)	PVEA revenues are generated from the Exxon & Stripper Well settlement.	<ul style="list-style-type: none"> - Energy conservation plans - Energy outreach programs - Innovative and new programs that result in energy savings and/or displaced or non-renewable fuel 	PVEA funds are disbursed to the State by the federal government and deposited in the Federal Trust in the State Treasury. A continuously appropriated fund. Individual projects require specific legislation at the state level.	Variable allocated by legislator on a project basis.	State legislation adopting state of Legislature member requests	<p>Administration: Keith Killough, Countywide Planning</p> <p>Funds Programming: Doug Kim, Countywide Planning</p> <p>Accounting: Josie Nicasio, Controller</p> <p>Long Range Forecast: Doug Kim, Countywide Planning</p>
State Gas Tax and Motor Vehicle Fee Subventions -- Sections 2105, 2106, 2107, 2107.5 of The Streets and Highways Code	These funds are directly disbursed to the cities from the state.	Street and highway projects that will increase capacity and for busways and repaving. Cannot be used to purchase transit vehicles.	<p>The city must be in conformance with the Congestion Management Plan (CMP) requirements.</p> <p>The MTA must certify the cities' CMPs. If the MTA does not certify the CMP, then the subventions will not be transferred to the city.</p>	Approximately \$220 million annually distributed in Los Angeles County by the State Controller	Cities and county choose projects.	Cities and county within Los Angeles County.
State PUC Grade Separation Project Fund	<p>The fund provides 80% of the cost to modify an existing railroad/roadway crossing (by grade separation, relocation or other means). The railroad pays 10%, and the local jurisdiction (applicant) pays 10%.</p> <p>The fund provides 50% of the cost of grade separating a new railroad/roadway crossing. The local jurisdiction is responsible for paying the remaining 50% (the railroad is not required to pay any of the local share, but the local jurisdiction can seek some or all of this share from the railroad if it chooses).</p>	Rail grade separations.	<p>Applications are made to the California Public Utilities Commission (CPUC), which applies a formula based on criteria to rank projects in priority order</p> <p>Vehicle volume and number of train/vehicle injury accidents are the principal prioritization criteria.</p>	About \$15 m/yr. statewide	CPUC ranking determines funding.	<p>Cities and county who make requests.</p> <p>CPUC staff.</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Highway Bridge Rehabilitation and Replacement (HBRR) Program	TEA-21 (federal) funds administered by Caltrans with varying local match requirements that depend on project type.	Bridges	<p>PROJECT TYPE (FED/LOCAL SHARE %):</p> <ul style="list-style-type: none"> Seismic Retro (88.53/11.47) Replacement Proj (80/20) Rehab. Proj (80/20) Bridge Painting (88.53/11.47) Low Water crossing (80/20) Barrier Rail Replacement (88.53/11.47) Special Bridge Program (80/20) 	<p>Approximately \$307.1 million statewide for California. Los Angeles County receives approximately \$86 million (based on 28% of statewide total) on an annual basis.</p> <p>No MTA funding received from this program.</p>	Seismic retrofit projects have had the highest priority in recent years, claiming most of the available HBRR funding. The remainder of the funding is allocated to other eligible projects on a first-come first-served basis. Applications are made to Caltrans Local District 7 Office, which forwards them to Caltrans headquarters/CTC for approval.	Caltrans
State Infrastructure Bank (SIB)/ Transportation Finance Bank (TFB)/California Transportation Infrastructure Bank (CTIB) Revolving Loan Program	<p>TEA-21 established a new State Infrastructure Bank (SIB) pilot program. California was authorized to set up infrastructure revolving funds eligible to be capitalized with FY 98-03 Federal transportation funds.</p> <p>\$3 million was provided to California to initially fund its Transportation Finance Bank (TFB) which is implemented as a revolving loan program to provide short-term financing to public entities and public/private partnerships with the intent of accelerating the delivery of transportation projects.</p> <p>Credit enhancements to lower interest rates and improve marketability or liquidity of bond issues and loans at subsidized rates and/or with flexible repayment are available.</p>	<p>General Eligibility Requirements:</p> <ul style="list-style-type: none"> - Projected revenue flow sufficient to establish a minimum of 1.15 x debt service coverage - Design-build or fixed procurement contract - Litigation opinion by counsel - Financial plan recommended by competent third party - Project approval by MTA and placement in Regional Transportation Plan <p>Loan Eligibility:</p> <ul style="list-style-type: none"> - National Highway System - Surface Transportation Program - Interstate resurfacing, restoration, rehab and reconstruction - Highway bridge replacement and rehabilitation - Interstate reimbursements 	<p>Eligible Borrowers:</p> <ul style="list-style-type: none"> - Local public entities and public/private partnerships - Any local Transportation Planning Agency or County Transportation Commission - Private project sponsors - State DOTs and Highway Departments <p>Applicants will be required to put up \$100,000 of which \$10,000 is non-refundable and used to defray bank expenses in processing the application. Any unexpended amount over \$10,000 will be refunded to the applicant.</p> <p>Loan Requirements:</p> <ul style="list-style-type: none"> - Highway construction projects must be eligible for assistance under Title 23, United States Code (USC). - Transit capital projects must meet the requirements of Section 5302, Title 49, USC. This includes planning, programming, design, engineering, administrative, and construction. 	Caltrans intends to fund the TFB with \$100 million in credit that can, if necessary, be redeemed from California's future allotments of federal transportation funds.	MTA, SCAG, Caltrans, CTC, California Economic Development Finance Authority (CEDFA)	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming and Project Management: David Yale, CDP Caltrans</p> <p>Accounting: Josie Nicasio, Controller</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Carl Moyer Memorial Air Quality Standards Attainment Program	State generated fund established in the annual State budget. The funds are allocated through the South Coast Air Quality Management District (SCAQMD)	Eligible uses include buses, heavy-duty trucks, marine vessels, agricultural pumps, and related heavy-duty vehicles.	Funds are limited to the purchase of clean fuel heavy-duty vehicles and infrastructure or the retrofitting of older diesel engines with newer diesel technology. Funds are allocated by SCAQMD on a discretionary basis.	Annual amount - \$50 million in FY01. Approximately \$26.4 million for Southern California, including \$7 million for transit buses. Awards to MTA vary since the program is discretionary.	SCAQMD authorizes funding on a discretionary basis	Administration: Doug Kim, Countywide Planning Funds Programming: Doug Kim, Countywide Planning Grants Management: Brian Boudreau, CDP Long Range Forecast Doug Kim, Countywide Planning

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

III. FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Federal Highway Demonstration Funds	Federally-authorized funding for projects designated in the 1991 ISTEA and subsequently reauthorized in TEA-21.	May be used for project development, right-of-way and construction for designated projects.	Must follow state guidelines for reimbursement of project expenses from the State Highway Account. No direct MTA involvement occurs.	In Los Angeles County, 36 TEA-21 projects totaling \$306 million over six years, averaging \$50 million per year.	Projects selected by Congress upon recommendation of local jurisdictions.	Congressional Earmarks: Claudette Moody, Government Relations Administration: Ray Maekawa, TDI Caltrans Funds Programming Caltrans Recipient Jurisdictions
Highways of National Significance (NHS)	Federal Highway program administered by Caltrans for Highways of National Significance, to be determined by the Metropolitan Planning Organization.	All capital highway uses on the eligible system.	Programmed by the CTC through the STIP process.	Approximately \$561.7 million statewide for California. Los Angeles County receives approximately \$157 million (based on 28% of statewide total).	Projects selected by the CTC through the STIP and SHOPP programs.	Administration: Ray Maekawa, TDI Funds Programming: Caltrans
Congestion Mitigation & Air Quality Program (CMAQ)	Program to fund projects that contribute to the attainment of national ambient air quality standards with a focus on ozone and carbon monoxide. Projects in this program must be consistent with a State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act.	Typical projects include: public transit improvements, high occupancy vehicle lanes, employer-based transportation management plans and incentives, traffic flow improvement programs, fringe parking facilities servicing multiple occupancy vehicles, shared-ride services, and bicycle and pedestrian facilities. Not for projects which result in construction of new capacity available to single occupant vehicles.	Funds are to be distributed through the State Highway Account by Caltrans based on established formula. Federal participation is 88.53% with 11.47% local match required.	Actual FY01 - \$137.5 m Forecast based on LRTP (7/14/00), Countywide: FY02 - \$121.7 m FY03 - \$123.4 m FY04 - \$125.1 m	MTA Board of Directors Call for Projects	Administration: Frank Flores, CDP Funds Programming: David Yale, CDP Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller
Surface Transportation Program (STP)	A transportation program administered by the Federal Highway Administration (FHWA) and Caltrans. TEA-21 legislation requires states to distribute STP funds in the following manner: 10% - Safety construction 10% - Transportation Enhancement Activities 50% - Regional STP, STP Local, & rural areas guaranteed return. 30% - State discretionary	Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for roads or highways which are not functionally classified as local or rural minor collectors (including interstate highways and bridges), capital costs for transit projects eligible for Federal Transit Act assistance and publicly-owned intracity or intercity bus terminals & facilities, carpool projects, fringe & corridor parking facilities, bicycle and pedestrian walkways, highway & transit safety improvement & programs, Transportation Enhancement Activities.	CTC and Caltrans Federal participation is 88.53% with 11.47% local match required.	Funds part of State Highway Account (SHA) Included in SB45 CTIP funding levels Approximately \$680 million statewide for California.	CTC	Administration: Frank Flores, CDP Funds Programming: David Yale, CDP Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Regional Surface Transportation Program (RSTP)	Portion of STP funds which are programmed by the MTA as LA County's Regional Transportation Planning Agency (RTPA). 50% of State STP funds become the RSTP program.	<ul style="list-style-type: none"> - Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways (including interstate highways and bridges), - capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly-owned intracity or intercity bus terminals and facilities, carpool projects, fringe and corridor parking facilities, bicycle and pedestrian walkways, highway and transit safety improvement & programs, Transportation Enhancement Activities 	<p>MTA allocates RSTP funds to eligible projects based on inclusion in the Long Range Transportation Plan and through the competitive Call for Projects process.</p> <p>Federal participation is 88.53% with 11.47% local match required.</p>	<p>Actual FY01 - \$97.5 m</p> <p>Forecast based on Financial Forecasting Model (7/14/00):</p> <p>FY02 - \$94.1 m FY03 - \$96.1 m FY04 - \$97.4 m</p>	<p>MTA Board</p> <p>Call for Projects process</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: David Yale, CDP</p> <p>Grants Management: Brian Boudreau, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>
Surface Transportation Program Local (STPL)	<p>This portion of STP funds is allocated by population to each of the cities in the County and to the County of Los Angeles.</p> <p>The Spend Ahead Program allows local agencies to spend their FY02 and FY03 funds in addition to their FY01 funds during the 2001 fiscal year.</p>	<p>Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways (including interstate highways and bridges), capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly-owned intracity or intercity bus terminals and facilities, carpool projects, fringe and corridor parking facilities, bicycle and pedestrian walkways, highway and transit safety improvement & programs.</p>	<p>Caltrans administers policies and guidelines established by the U.S. Department of Transportation and the MTA (lapsing policy and Spend Ahead Program).</p> <p>The MTA must include all STPL-funded projects in the RTIP.</p>	<p>\$29.8 million allocated annually by formula to local jurisdictions. Allocation reduces RSTP available funds by a like amount.</p>	<p>Local jurisdictions.</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming and Project Management: Hal Suetsugo, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>
Surface Transportation Program - State	<p>30% of STP funds which are retained for the State to use at its discretion.</p>	<p>See SHOPP above.</p>	<p>Policies and guidelines are set by the CTC.</p>	<p>Part of the State Highway Account (SHA) and Fund Estimate</p>	<p>Project selection is through the CTC via the STIP process and Fund Estimate.</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: David Yale, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Regional - Transportation Enhancement Activities (TEA)	<p>10% of STP funds are reserved for the TEA program. Of this amount, 75% is allocated to local regional agencies and 25% is reserved for the State TEA program.</p> <p>This program funds the design and construction of improvements which beautify or enhance the interface between transportation systems and adjacent communities.</p>	<p>Projects eligible for TEA funds include: Pedestrian facilities; acquisition of scenic or historic sites or easement; funding of scenic or historic highway programs; archaeological planning and research; landscaping and other scenic beautification; rehabilitation and operation of historic transportation buildings, structures, or facilities; acquisition of abandoned rail rights-of-way for public use; control of or removal of outdoor advertising; and the mitigation of water pollution due to highway run-off; provision of safety and educational activities for pedestrians and bicyclists; establishment of transportation museums.</p>	<p>CTC adopted on October 28, 1998.</p>	<p>Approximately \$11 million allocated annually to the MTA for the regional TEA program.</p>	<p>MTA ranks projects in the Call for Projects.</p> <p>Approved in FTIP</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: Carol Dedeaux, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>
State - Transportation Enhancement Activities (TEA)	<p>25% portion of the total TEA funds available from the Surface Transportation Program.</p>	<p>See Regional TEA above.</p> <p>The funds are divided between</p> <ul style="list-style-type: none"> - Statewide Environmental Enhancement Share (11%) - Conservation Lands Share (3%) - Caltrans Share (11%) 	<p>CTC adopted program October 28, 1998</p>	<p>Approximately \$15.9 million annually statewide.</p>	<p>Caltrans, CTC and State Resources Agency</p> <p>State Call for Projects</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: CTC</p> <p>Accounting: Josie Nicasio, Controller</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
-------------	-------------	---------------	-----------------------	-----------------------------	-------------------	-------------------

FEDERAL TRANSIT ADMINISTRATION (FTA)						
Section 5307 Capital, including Preventive Maintenance	<p>Funds appropriated by Congress from the General Fund. Section 5307 is an Urbanized Area Formula Program allocated on a formula basis which makes Federal sources available to urbanized areas and to the Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.</p> <p>For an urbanized area of 200,000 or more in population as designated by the Bureau of Census, the funds are apportioned and flow directly to a designated recipient. While an urbanized area of 50,000 to 200,000 in population is subject to state allocations and Caltrans distribution.</p>	<p>The Urbanized Area Formula Program funds are restricted to Bus and Rail capital and Preventive Maintenance. Locally, 85% is distributed by formula and 15% is distributed by discretion.</p> <p>In addition, 1% of the overall funds received annually is used for Transit Enhancement projects, including:</p> <ul style="list-style-type: none"> - Historic preservation - Bus shelters - Landscaping - Public art - Pedestrian access and walkways 	<p>National guidelines and formula allocation developed by the FTA.</p> <p>Federal participation is 80% with 20% local match. However, federal participation is 83% if the local agency purchases buses that are compliant with the ADA and the Clean Air Act. The local match can be as low as 10% in certain instances, such as innovative environmental standards.</p>	<p>Projected FY01 = \$160 million</p> <p>Forecast based on Financial Forecasting Model (7/14/00) for entire County of Los Angeles:</p> <p>FY02 - \$174.1 m FY03 - \$188.3 m FY04 - \$188.9 m</p>	<p>Funds distributed by MTA's Formula Allocation Procedure and included in MTA Budget</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming: David Yale, CDP</p> <p>Grants Management: Brian Boudreau, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>
Section 5308 Clean Fuels Formula Grant Program	<p>This program supports the global warming initiative by providing an opportunity to accelerate the introduction of advanced bus propulsion technologies into the mainstream of the nation's transit fleets. When the authorization in this formula grants account is combined with the authorization in the Discretionary Grants account, a total of \$1 billion is authorized for the Clean Fuels Formula Grant Program during the TEA-21 period</p>	<p>Eligible projects include the purchasing or leasing of clean fuel buses and facilities, and the improvement of existing facilities to accommodate clean fuel buses. Clean fuel buses include those powered compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, certain clean diesel, and other low emissions technology.</p>	<p>The FTA develops policies and guidelines. Available funds will be allocated among the eligible grant applications using a formula based on area's nonattainment rating, number of buses, and bus passenger-miles. For the last two years, Congress has allocated funds as part of Section 5309 Bus and Bus Facilities.</p> <p>Federal participation is 80% with 20% local match. However, federal participation is 83% if the local agency purchases buses that are compliant with the ADA and the Clean Air Act.</p>	<p>\$3.0 million annually</p> <p>Congress has distributed these funds annually during the TEA-21 period as part of Section 5309 discretionary program.</p>	<p>MTA Capital Budget process.</p>	<p>Administration: Frank Flores, CDP</p> <p>Funds Programming and Grants Management: Brian Boudreau, CDP</p> <p>Accounting: Josie Nicasio, Controller</p>

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Section 5309 New Starts	Funds from the FTA Capital Program used for capital projects that will benefit the county's transit systems. The funds come from revenues generated by a 18.3 cent federal excise tax on a gallon of gasoline.	Rail transit capital improvements.	Developed by FTA based on Full Funding Grant Agreements negotiated between the MTA and FTA. Federal participation is 80% with 20% local match.	Projected FY01 - \$65.0 m Forecast based on Financial Forecasting Model 7-14-00: FY02 - \$62.2 m FY03 - \$65.0 m FY04 - \$65.0 m FY05 - \$65.0 m FY06 - \$65.0 m	MTA Board of Directors	Administration: Frank Flores, CDP Funds Programming: David Yale, CDP Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller
Section 5309 Fixed Guideway Modernization	Funds from the FTA Capital Program and are to be used for capital projects that will benefit the county's transit systems. Fixed guideway modernization funds are allocated by formula in Section 5309 of the Federal Transit Act. The formula is based on the number of miles of existing fixed guideways (busways or railways) and passenger miles traveled in the urbanized area. A fixed guideway must be operating for 7 years before it can begin to receive allocations.	Fixed guideway transit capital improvements and vehicles used on those systems.	The FTA develops policies and guidelines. Federal participation is 80% with 20% local match.	Projected FY01 - \$20.8 m Forecast based on OMB 10-Year Revenue Forecast Plan: FY02 - \$17.0 m FY03 - \$14.0 m FY04 - \$ 7.3 m	MTA Capital Budget process.	Administration: Frank Flores, CDP Funds Programming and Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: Carlos Monroy, OMB
Section 5309 Bus and Bus Facilities	Funds from the FTA Capital Program used for capital projects that will benefit the county's transit systems. In a typical year, approximately half of Section 5309 funds are spent for construction or rehabilitation of facilities and half for acquisition of vehicles.	<ul style="list-style-type: none"> - buses for fleet and service expansion - bus-related equipment - paratransit vehicles - construction of bus-related facilities - transfer facilities, bus malls, and transportation centers - bus preventive maintenance - passenger amenities such as passenger shelters and bus stop signs 	The FTA develops policies and guidelines. Federal participation is 80% with 20% local match.	\$3-5 million annually by Congress on a discretionary basis.	Congress	Administration: Frank Flores, CDP Funds Programming and Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Section 5310 Elderly/Paratransit Capital (Local Non-Profit Organization)	Section 5310 of the Federal Transit Act declares that elderly persons and persons with disabilities shall have the same right as other persons to utilize mass transportation facilities and services.	The FTA pays for 80% of the vehicle cost and the social service agency pays the remaining 20% of the cost.	National Guidelines developed by FTA. State Guidelines developed by Caltrans. Local guidelines developed by MTA. Non-profit organizations apply annually through a local process.	\$2 million annually for Los Angeles County.	MTA Board of Directors select projects with recommendations submitted by MTA Countywide Planning.	Administration: Jim McLaughlin, Countywide Planning Funds Programming: Ellen Blackman, Countywide Planning Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: Scott Greene, Countywide Planning
Section 5310 Elderly/Paratransit Capital (MTA Contracted Non-Profit Organization)	Section 5310 of the Federal Transit Act declares that elderly persons and persons with disabilities shall have the same right as other persons to utilize mass transportation facilities and services.	ASI- Federal participation is 88.53% with 11.47% local match.	National Guidelines developed by FTA. State Guidelines developed by Caltrans. Local guidelines developed by MTA. Access Services Incorporated (ASI) applies annually for a Federal grant to fund contracted paratransit service.	\$400,000 annually for ASI. (ASI also receives approximately \$41 million in annual RSTP funding through MTA).	MTA Board of Directors select projects with recommendations submitted by MTA Countywide Planning.	Administration: Jim McLaughlin, Countywide Planning Funds Programming: Scott Greene, Countywide Planning Grants Management: Brian Boudreau, CDP Accounting: Josie Nicasio, Controller Long Range Forecast: Scott Greene, Countywide Planning

FUND SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ Millions)	PROJECT SELECTION	RESPONSIBLE STAFF
Welfare-to-Work Federal Transit Administration-Job Access and Reverse Commute (JARC) Grants	<p>MTA has received two separate earmarks for funds from the FTA's JARC program. Both require 50% local match. Both will likely receive matching funds from L.A. County Department of Public Social Services (DPSS).</p> <p>First grant is for \$1 million for the Unanticipated Transportation Needs Service (U-Trans), a project aimed at providing as-needed rides to qualified Welfare-to-Work participants.</p> <p>Second grant is for \$3.5 million for a shuttle and vanpool program for work, day care and health care trips.</p>	<p>FTA requires a coordinated human services/transportation planning process involving state or local agencies, non-profit organizations, and designated recipients under FTA Section 5307 Program.</p> <p>JARC funds can be used for marketing, transit vouchers, shuttles, and employer provided transportation such as shuttles, ridesharing, carpooling, and transit passes and benefits. Also other programs supporting carpooling, shared-ride use, such as jitneys or special paratransit service.</p> <p>For welfare recipients and eligible low-income individuals. Reverse commute services by adding bus, train, care and vanpooling, van routes or service, or purchase or lease of a van or bus dedicated to shuttling employees from main residence to workplace and return.</p>	<p>If matching funds are from DPSS, then they must be used for programs aimed at CalWORKs' participants. Must target transportation needs as identified in CalWORKs Transportation Needs Assessment.</p>	<p>First FTA grant is for \$1 million over two years with 50% local match. Total of \$1 million per year with combined funding sources.</p> <p>Second FTA grant is for \$3.5 million over two years with 50% local match. Total of \$3.5 million per year with combined funding sources.</p>	<p>U-TRANS involved collaborative effort between MTA, DPSS and the Access to Jobs Sub-Group.</p> <p>The Shuttle and Vanpool proposal involved collaborative effort between MTA, DPSS, and the Transportation Inter-Agency Task Force. An RFP will be issued for specific projects under this proposal.</p>	<p>Administration: Jim McLaughlin, Countywide Planning</p> <p>Funds Programming: Ellen Blackman, Countywide Planning</p> <p>Grants Administration: Armineh Saint, CDP</p>
Federal Transit Act (49 USC) Section 5313(b) For State Planning and Research Program	<p>Funded under the Transit Planning and Research Department, funds are to be used for state planning and research.</p>	<p>Statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning Formula Program), planning support for nonurbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.</p>	<p>Funds are allocated by formula based on information received from the latest census and the State's urbanized area as compared to the urbanized area of "all" states. However, a State must receive at least 0.5 percent of the amount apportioned under this subsection.</p> <p>The Federal share is 80 percent and the local share is 20 percent.</p>	<p>Funds are allocated from the federal government to SCAG. Any funds that the MTA receives are indirect and due only to a joint effort between the MTA and SCAG.</p>	<p>Not Applicable</p>	<p>Administration: Southern California Association of Governments (SCAG)</p> <p>Funds Programming: SCAG</p> <p>Consultation Staff at MTA: Frank Flores, CDP David Sikes, CDP</p>

S:\Jan2001\funding matrix - rev feb 2001.doc



