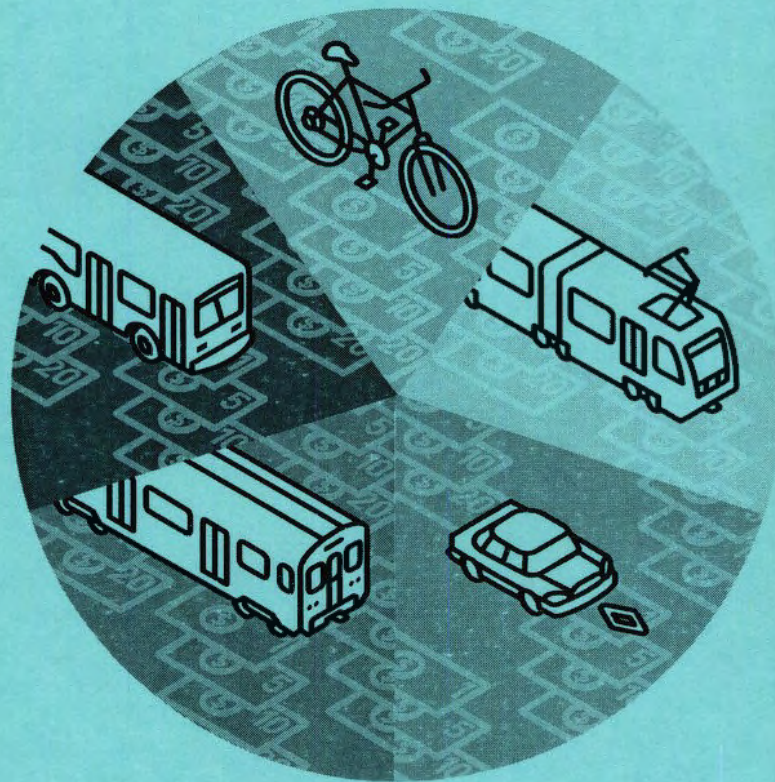


2004

METRO FUNDING
SOURCES GUIDE – JUNE



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.9200 Tel
213.922.5259 Fax
metro.net



Metro

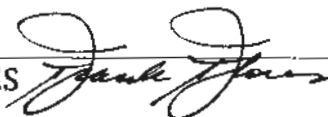


Metro

Interoffice Memo

Date June 30, 2004

To DISTRIBUTION LIST

From FRANK FLORES 

Subject METRO FUNDING SOURCES GUIDE FOR 2004

The Programming and Policy Analysis Department has updated the Metro Funding Sources Guide. The guide summarizes basic information about each transportation funding source used in Los Angeles County and identifies contacts for further information. Each fund source has more specific regulatory and legal guidance that applies to it. This Guide should not be relied upon as a regulatory or legal document.

This edition includes major revisions to the State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and Fare Revenue sections, minor revisions throughout, and the addition of Homeland Security grants.

This final version for 2004 incorporates comments received from MTA staff during review of the earlier draft. You may obtain additional copies from Linda Tam, Mail Stop 99-23-3, One Gateway Plaza, Los Angeles, CA 90012, phone 213-922-2407. The Guide will be on the MTA web site (www.MTA.net) by mid-July and can be located within the pull-down menu category under Transportation Programs, entitled Transportation Funding Section.

We plan to update the Metro Funding Sources Guide as soon as the federal Transportation Equity Act for the 21st Century (TEA-21) is reauthorized. If you are aware of any corrections or any changes in funding policy that should be reflected in the next version, please contact Gloria Anderson at 213-922-2457 at any time throughout the year.

Attachment

DISTRIBUTION LIST

Roger Snoble
John Catoe
Richard Brumbaugh
Maria Guerra
Jim de la Loza
Shahrzad Amiri
David J. Armijo
Nalini Ahuja
Gloria Anderson
Wilbur Babb
Matt Barrett
William Bernsdorf
Renee Berlin
Brian Boudreau
Lynda Bybee
Michelle Caldwell
Diego Cardoso
Gary Clark
Alex Clifford
Dana Coffey
Roger Dames
Brenda Diederichs
John Drayton
Carolyn Flowers
Gerald Francis
Henry Fuks
Jack Gabig
Rex Gephart
Karen Gorman
Scott Greene
Raffi Hamparian
Suzanne Handler
Gail Harvey
Heather Hills
Richard Hunt
Carol Inge
Joanne Kawai
Greg Kildare
Doug Kim
Wanda Knight
Byron Lee
Marc Littman
Denise Longley
Gladys Lowe
Ray Maekawa
Terry Matsumoto
Brad McAllester
Kevin Michel
Dave Mieger
Lonnie Mitchell
Carlos Monroy
William Moore
Dennis Mori
Warren Morse
Josie Nicasio
Don Ott
Matt Raymond
Frank Shapiro
David Sikes
Mike Smith
Ron Smith
Rick Thorpe
Michael Turner
David Yale
Marisa Yeager
Records Management Center




Metro

Interoffice Memo

Date June 30, 2004

To DISTRIBUTION LIST

From FRANK FLORES 

Subject METRO FUNDING SOURCES GUIDE FOR 2004

The Programming and Policy Analysis Department has updated the Metro Funding Sources Guide. The guide summarizes basic information about each transportation funding source used in Los Angeles County and identifies contacts for further information. Each fund source has more specific regulatory and legal guidance that applies to it. This Guide should not be relied upon as a regulatory or legal document.

This edition includes major revisions to the State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and Fare Revenue sections, minor revisions throughout, and the addition of Homeland Security grants.

This final version for 2004 incorporates comments received from MTA staff during review of the earlier draft. You may obtain additional copies from Linda Tam, Mail Stop 99-23-3, One Gateway Plaza, Los Angeles, CA 90012, phone 213-922-2407. The Guide will be on the MTA web site (www.MTA.net) by mid-July and can be located within the pull-down menu category under Transportation Programs, entitled Transportation Funding Section.

We plan to update the Metro Funding Sources Guide as soon as the federal Transportation Equity Act for the 21st Century (TEA-21) is reauthorized. If you are aware of any corrections or any changes in funding policy that should be reflected in the next version, please contact Gloria Anderson at 213-922-2457 at any time throughout the year.

Attachment

DISTRIBUTION LIST

Roger Snoble	Heather Hills
John Catoe	Richard Hunt
Richard Brumbaugh	Carol Inge
Maria Guerra	Joanne Kawai
Jim de la Loza	Greg Kildare
Shahrzad Amiri	Doug Kim
David J. Armijo	Wanda Knight
Nalini Ahuja	Byron Lee
Gloria Anderson	Marc Littman
Wilbur Babb	Denise Longley
Matt Barrett	Gladys Lowe
William Bernsdorf	Ray Maekawa
Renee Berlin	Terry Matsumoto
Brian Boudreau	Brad McAllester
Lynda Bybee	Kevin Michel
Michelle Caldwell	Dave Mieger
Diego Cardoso	Lonnie Mitchell
Gary Clark	Carlos Monroy
Alex Clifford	William Moore
Dana Coffey	Dennis Mori
Roger Dames	Warren Morse
Brenda Diederichs	Josie Nicasio
John Drayton	Don Ott
Carolyn Flowers	Matt Raymond
Gerald Francis	Frank Shapiro
Henry Fuks	David Sikes
Jack Gabig	Mike Smith
Rex Gephart	Ron Smith
Karen Gorman	Rick Thorpe
Scott Greene	Michael Turner
Raffi Hamparian	David Yale
Suzanne Handler	Marisa Yeager
Gail Harvey	Records Management Center




Metro

Interoffice Memo

Date June 30, 2004

To DISTRIBUTION LIST

From FRANK FLORES 

Subject METRO FUNDING SOURCES GUIDE FOR 2004

The Programming and Policy Analysis Department has updated the Metro Funding Sources Guide. The guide summarizes basic information about each transportation funding source used in Los Angeles County and identifies contacts for further information. Each fund source has more specific regulatory and legal guidance that applies to it. This Guide should not be relied upon as a regulatory or legal document.

This edition includes major revisions to the State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and Fare Revenue sections, minor revisions throughout, and the addition of Homeland Security grants.

This final version for 2004 incorporates comments received from MTA staff during review of the earlier draft. You may obtain additional copies from Linda Tam, Mail Stop 99-23-3, One Gateway Plaza, Los Angeles, CA 90012, phone 213-922-2407. The Guide will be on the MTA web site (www.MTA.net) by mid-July and can be located within the pull-down menu category under Transportation Programs, entitled Transportation Funding Section.

We plan to update the Metro Funding Sources Guide as soon as the federal Transportation Equity Act for the 21st Century (TEA-21) is reauthorized. If you are aware of any corrections or any changes in funding policy that should be reflected in the next version, please contact Gloria Anderson at 213-922-2457 at any time throughout the year.

Attachment

DISTRIBUTION LIST

Roger Snoble
John Catoe
Richard Brumbaugh
Maria Guerra
Jim de la Loza
Shahrzad Amiri
David J. Armijo
Nalini Ahuja
Gloria Anderson
Wilbur Babb
Matt Barrett
William Bernsdorf
Renee Berlin
Brian Boudreau
Lynda Bybee
Michelle Caldwell
Diego Cardoso
Gary Clark
Alex Clifford
Dana Coffey
Roger Dames
Brenda Diederichs
John Drayton
Carolyn Flowers
Gerald Francis
Henry Fuks
Jack Gabig
Rex Gephart
Karen Gorman
Scott Greene
Raffi Hamparian
Suzanne Handler
Gail Harvey
Heather Hills
Richard Hunt
Carol Inge
Joanne Kawai
Greg Kildare
Doug Kim
Wanda Knight
Byron Lee
Marc Littman
Denise Longley
Gladys Lowe
Ray Maekawa
Terry Matsumoto
Brad McAllester
Kevin Michel
Dave Mieger
Lonnie Mitchell
Carlos Monroy
William Moore
Dennis Mori
Warren Morse
Josie Nicasio
Don Ott
Matt Raymond
Frank Shapiro
David Sikes
Mike Smith
Ron Smith
Rick Thorpe
Michael Turner
David Yale
Marisa Yeager
Records Management Center

TABLE OF CONTENTS

Page

INTRODUCTION	4
MAJOR FUNDING SOURCES ELIGIBILITY	6
REVENUE SOURCES USED BY MTA.....	7
ALLOCATION OF STATE AND FEDERAL GASOLINE TAXES	8
DEFINITIONS OF COLUMN HEADINGS	9
I. LOCAL FUNDING SOURCES	
<u>PUBLIC FUNDS</u>	
Proposition A	10
25% Local Return	10
35% Rail Development	12
40% Discretionary.....	12
5% Incentive Program.....	12
Interest	14
Proposition C	14
5% Security.....	16
10% Commuter Rail & Transit Centers	16
20% Local Return	16
25% Transit-Related Highway Improvement	18
40% Discretionary	18
Interest	18
Transportation Development Act (TDA)	20
Public Transportation Account (PTA)	20
State Transit Assistance (STA)	22
Service Authority for Freeway Emergencies (SAFE)	24
HOV Violation Fund.....	24
State Highway Account Budget Change Proposal for Freeway Service Patrol	24
Fare Revenues	26
Mobile Source Emission Reduction Credits (MSERCs).....	26
Miscellaneous Local Transportation Funds	26
<u>PRIVATE FUNDS</u>	
Benefit Assessments	28
Other (Advertising, Auxiliary & Charter).....	28
Public/Private Joint Development	28

FINANCING MECHANISMS

Certificates of Participation	30
Commercial Paper	30
Cross Border Leases	32
Senior Lien Bonds.....	32
Subordinated Bonds.....	32

II. STATE FUNDING SOURCES

STIP Funds (State Transportation Improvement Program) including AB1012, AB 3090, GARVEE bonds	34
Interregional Transportation Improvement Program	36
State Highway Operation and Protection Program (SHOPP).....	36
Environmental Enhancement & Mitigation	36
Air Quality Vehicle Registration Fee (AB 2766 Discretionary)	38
Carl Moyer Memorial Air Quality Standards Attainment Program	38
Traffic Congestion Relief Program (TCRP, AB 2928)	38
Petroleum Violation Escrow Account (PVEA).....	40
State Gas Tax Subventions	40
State PUC Grade Separation Project Fund	40
Highway Bridge Rehabilitation & Replacement (HBRR)	42
State Infrastructure Bank (SIB)/Transportation Finance Bank (TFB)	42

III. FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Surface Transportation Program (STP).....	44
Regional Surface Transportation Program (RSTP)	44
Surface Transportation Program – State.....	44
Surface Transportation Program – Local (STP-L)	46
Transportation Enhancement Activities – Regional (TEA)	46
Transportation Enhancement Activities – State (TEA)	46
Federal High Priority Projects.....	48
Highways of National Significance (NHS)	48
Congestion Mitigation and Air Quality Program (CMAQ)	48

FEDERAL TRANSIT ADMINISTRATION (FTA)

Section 5307 Urbanized Area Formula Funds Program.....	50
Section 5311 Non-Urbanized Area Formula Program.....	50
Section 5308 Clean Fuels Formula Program.....	50

Section 5309 New Starts Discretionary Program	52
Section 5309 Fixed Guideway Modernization Formula Funds Program	52
Section 5309 Bus and Bus Facilities Discretionary Program.....	52
Section 5310 Elderly/Paratransit Formula Funds Program.....	54
Section 3037 Jobs Access and Reverse Commute Program (Welfare-to-Work)	56
Section 5313 (b) Special Transit Educational Grants.....	56
Section 5314 National Planning and Research Funds Program.....	56

IV. OTHER FEDERAL AND STATE TRANSPORTATION FUNDING PROGRAMS

(not MTA funded, provided for information only)

Local Bridge Seismic Safety Retrofit Program (LBSSRP)	58
Hazard Elimination Safety Program (HES).....	58
Railroad/Highway At-Grade Crossing.....	58
Safe Routes to School Program (SR2S)	58
Pedestrian Safety Program (PSP)	60
Bicycle Transportation Account (BTA)	60
Emergency Relief Program	60
Federal Discretionary Programs.....	62
Discretionary Bridge Program (DBP)	62
National Corridor Planning and Development Program (NCPD).....	62
Coordinated Border Infrastructure Program (CBI)	62
Ferry Boat Discretionary (FBD) Program	64
Innovative Bridge Research & Construction (IBRC) Program.....	64
National Historic Covered Bridge Preservation (NHCBP) Program.....	64
Intelligent Transportation Systems (ITS)	66
Commercial Vehicle Intelligent Transportation System Infrastructure Deployment Program (CVISN).....	66
The Interstate Maintenance Discretionary Program (IMD)	66
Public Lands Highways (PLH) program.....	68
National Scenic Byways (NSB) Program.....	68
Transportation and Community and System Preservation Pilot (TCSP) program	68
Transportation Infrastructure Finance and Innovation Act (TIFIA)	70
Value Pricing Pilot (VPP) Program	70
Homeland Security Grants	70

APPENDIX

Acronyms.....	72
---------------	----

INTRODUCTION

This 2004 Edition of the Metro Funding Sources Guide provides a one-stop information center for the general public on the funding sources available for transportation in Los Angeles County and their requirements. Transportation finance is a complex issue with funds coming from the federal, state, and local governments through their taxing sources. The document is intended to assist the reader in understanding the origins, uses, and restrictions of the various funding sources.

It is estimated that the total amount of transportation revenues available in Los Angeles County for the period FY 2004 through FY 2009 will be \$19.3 billion, with 71% of this amount from local, 12% from state, and 17% from federal sources. The Los Angeles County Metropolitan Transportation Authority (MTA), or Metro, has the authority as the Regional Transportation Planning Agency (RTPA) to award regional transportation funds in the County. In addition, MTA administers the local sales tax initiatives receiving the collected funds from the State. The primary sources of MTA funds are local sales taxes, a portion of state gasoline tax of 18 cents, and federal gasoline tax of 18.4 cents per gallon. California sales tax on motor vehicle fuel sold provides further revenue. Of the estimated \$3.5 billion in transportation revenues available in Los Angeles County in FY 2005, \$2.86 billion is included in the MTA budget.

Federal transportation funding was last authorized in 1998 with the six-year Transportation Equity Act for the 21st Century (TEA-21) which covered Federal Fiscal Years 1998 – 2003. Federal reauthorization was due in late 2003. Three proposed reauthorization versions are still being resolved in Congress. In the interim, TEA-21 has been temporarily extended. This Guide will be updated upon approval of a final six-year reauthorization bill. Annually, the U.S. Congress appropriates the specific Federal Highway Trust Funds authorized in TEA-21 through a series of transportation programs such as the Surface Transportation Program. Most Federal as well as State funds are deposited into the State Highway Account, a portion of which the California Transportation Commission allocates by both formula and for specific projects according to statutes.

This Guide separately presents the three distinct governmental sources of revenue (local, state, and federal) by program source and certain legal requirements. Programs represent specific standards or criteria for a funding source that must be followed in spending the funds, such

as air quality enhancement or roadway widening. Programming of the funds means the actual assignment to specific projects or functions by the agency with authority to do so.

This Guide is laid out in two-page facing format that includes the funding description, eligible uses, policies & guidelines, estimated annual amount in millions, project selection process, responsible staff, timely use of funds, and additional sources of information. References for further research are identified where such information is available. For information purposes only, beginning on page 58, other federal and state transportation funding programs are listed that are not monitored by MTA but are administered by Caltrans or other agencies.

Prepared by:
Countywide Planning and Development
Programming and Policy Analysis
Regional Programming Unit

Please direct comments to:
Los Angeles County Metropolitan Transportation Authority
Programming and Policy Analysis
RE: Metro Funding Sources Guide
MS 99-23-3
One Gateway Plaza
Los Angeles, CA 90012

Los Angeles County Metropolitan Transportation Authority Major Funding Sources

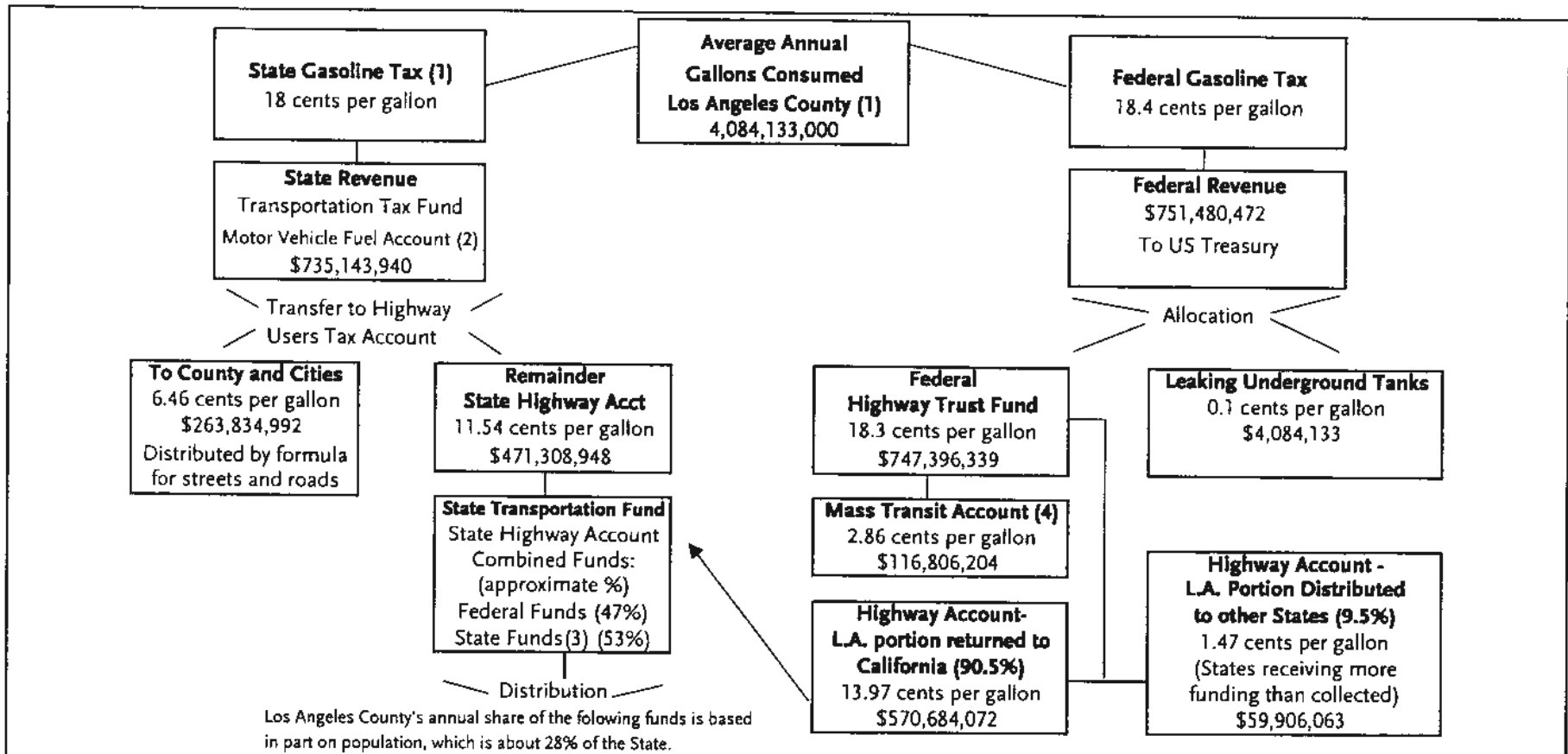
Revenue Source	Type	Allocation Process	Allocated To	Rail		Bus		Hwy/Multimodal	
				Capital	Operating	Capital	Operating	Hwys	TDM
Proposition A - 1/2 cent L.A. County Sales Tax	Local								
Prop. A Admin		Ordinance	MTA						
Prop. A 25%-Local Return		FAP	Cities by Population	E	E	E	A		E
Prop. A 35%-Rail Development		MTA Board	MTA	A	A				
Prop. A 40%-Discretionary 95% of 40%		FAP	MTA and Municipal Operators	E	E	E	A		
Prop. A 40%-Incentive Prog. 5% of 40%		FAP	Municipal Operators				A		
Prop A Interest		FAP	MTA and Municipal Operators	E	E	E	E	E	E
Proposition C - 1/2 cent L.A. County Sales Tax	Local								
Prop. C Admin		Ordinance	MTA						
Prop. C 5% - Transit Security		FAP	MTA and Municipal Operators	E	A	E	A		
Prop. C 10% - Commuter Rail & Transit Centers		CFP	MTA, Local Agencies, Metrolink for Earmarked Projects	A	A	E			
Prop. C 20% - Local Return		FAP	Cities by Population	E	E	A	A	E	E
Prop. C 25% - Transit-related Highway Improvements		CFP	MTA and Local Agencies for Earmarked Projects	A		E		A	A
Prop. C 40% - Discretionary		MTA Board	MTA & Municipal Operators for Discretionary/Special Programs	A	A	A	A		
Prop. C Interest		FAP	MTA and Municipal Operators	E	E	E	E	E	E
Transportation Development Act (TDA) - 1.4 cent State Sales Tax	State								
TDA Admin	State	MTA Budget	MTA						
TDA Article 3 - Bikeways, Pedestrian Facilities	State	FAP	Cities by Population					A	
TDA Article 4 - Bus Capital & Operating	State	FAP	MTA and Municipal Operators	A	A	A	A		
TDA Article 4 - Interest	Local	FAP	MTA and Municipal Operators	E	E	E	A		
TDA Article 8 - Transit/Paratransit Unmet Needs	State	FAP	Cities & Unincorporated County not served by MTA, by Population				A	A	
Public Transportation Account (PTA) - State Transit Assistance (STA)	State								
STA Population Share	State	Board Policy, MTA	MTA	E	A	E	A		
STA Operator Revenue Share	State	FAP	MTA and Municipal Operators	A		A	A		
STA Operator Revenue Share Interest	Local	FAP	MTA and Municipal Operators				A		
Service Authority for Fwy Emergencies (SAFE)-Call Boxes	State	SAFE Board	Restricted to Call Box Program						A
MTA General Revenues									
Fares	Local	MTA Budget		E	A	E	A	E	E
Advertising and Auxiliary Revenues	Local	MTA Budget		E	A	E	A	E	E
Lease and Leaseback Revenues	Local	MTA Budget		A	E	A	E	E	E
STATE REVENUES									
State Transportation Improvement Program (STIP) Regional Improvement Prog. (RIP) (mostly federal STP)	SHA	MTA Board, CFP, CTC	MTA & Local Agencies for Earmarked Projects	A		A		A	
FEDERAL REVENUES									
Surface Transportation Program (STP) Surface Transp.Prog.-Regional (RSTP)-flexible to transit	FHWA	MTA Board and CFP	MTA & Local Agencies for ASI & Earmarked Projects	E	A	A	A	A	A
Surface Transportation Program-Local (STP-L)	FHWA	Statute	Fixed Amt to Cities & L.A. County			A		A	
Surface Transp.Prog.-10% Transp. Enhancements (TEA)	FHWA	CFP	MTA/Local Agencies-Earmrkd Projs.	E		E		A	A
Congestion Mitigation & Air Qual. (CMAQ)-flexible to transit	FHWA	MTA Board and CFP	MTA/Local Agencies-Earmrkd Projs.	A	A	A	A	A	A
Section 5307 - Urbanized Area Formula Program									
Section 5307 - 85% Capital Formula	FTA	FAP	MTA and Local Agencies	A	E	A	A	E	
Section 5307 - 15% Capital Discretionary	FTA	FAP	MTA/Local Agencies-Earmrkd Projs.			A			
Section 5309-Fixed Guideway Modernization Formula Prog.	FTA	MTA Budget	MTA	A	A	E		E	

Los Angeles County Metropolitan Transportation Authority Revenue Sources Used for MTA Administration, Operations, and Capital

(Not including State and Federal grants for high priority or specifically named projects)

Revenue Source	Regional Funds Allocated to MTA By	FY 05 Amt (millions)	Eligible Uses by MTA
Proposition A - 1/2 cent Local Sales Tax	Voter-Approved Ordinance		
Admin	Voter-Approved Ordinance	\$30	MTA Administration
35% Rail Development	Voter-Approved Ordinance	\$198	Rail Operations and Capital, Debt Service
40% Discretionary (95% of 40%)	Formula Allocation Procedure	\$215	Bus and Rail Operations and Capital
Interest	Formula Allocation Procedure	\$2	Bus and Rail Operations and Capital
Proposition C - 1/2 cent Local Sales Tax	Voter-Approved Ordinance		
Admin	Voter-Approved Ordinance	\$9	MTA Administration
5% Transit Security	Formula Allocation Procedure	\$29	Bus and Rail Security Operations and Capital
10% Commuter Rail	Call for Projects	\$59 regional, MTA share varies	Metrolink Operating and Capital, Transit Centers, Park-n-Ride Lots, Debt Service
25% Transit-related Street and Highway Improvements	Call for Projects	\$146 regional, MTA share varies	Earmarked transit-related highway projects and related planning, Debt Service
40% Discretionary	MTA Board	\$234	Bus and Rail Operations & Capital, Debt Service
Interest	Formula Allocation Procedure	\$8	Bus and Rail Operations and Capital
Transportation Development Act (TDA) - 1/4 cent State Sales Tax	State Law		
Admin	State Law	\$6	MTA Administration
Article 4	Formula Allocation Procedure	\$275	Bus and Rail Operations and Capital
Article 4 Interest	Formula Allocation Procedure	\$2	Bus and Rail Operations and Capital
State Transit Assistance (STA) - State Sales Tax on Gasoline	State Law		
Population Share	State Law, by Population	\$14	Bus and Rail Operations and Capital
Operator Revenue Share	Formula Allocation Procedure	\$15	Bus and Rail Operations
Operator Revenue Share Interest	Formula Allocation Procedure	\$0.5	Bus Operations
Fares	Direct MTA Funds	\$283	Bus and Rail Operations and Capital
Lease Revenues	Direct MTA Funds	\$12	All
Advertising Revenues	Direct MTA Funds	\$14	All
Enterprise Fund Interest	Direct MTA Funds	\$2	Bus and Rail Operations and Capital
Regional Improvement Program (RIP)	Call for Projects	\$198 regional, MTA share varies	Planning and earmarked capital projects
Regional Surface Transportation Program (RSTP)	Call for Projects	\$84 regional, MTA share varies	ASf, Local Return, & earmarked capital projects
Transportation Enhancement Activities (TEA)	Call for Projects	\$11 regional, MTA share varies	Earmarked capital projects
Congestion Mitigation and Air Quality (CMAQ)	Call for Projects	\$108 regional, MTA share varies	1st 3 years of new operating service and earmarked capital projects
FTA Section 5307 Urbanized Area Formula Prog.	Formula Allocation Procedure	\$188	Bus and Rail Preventive Maintenance and Capital
FTA Section 5309 Fixed Guideway Modernization	Formula	\$31	Rail asset acquisition and maintenance

LOS ANGELES COUNTY ALLOCATION OF STATE AND FEDERAL GASOLINE TAXES UNDER TEA-21 AND SB-45



Los Angeles County's annual share of the following funds is based in part on population, which is about 28% of the State.

L.A. County's Highway Funding (5)

Discretionary Programs (estimates):	Component (in millions)		Total
	State Funds	Federal Funds	
Caltrans Programs (SHOPP)	\$24.0	\$187.0	211.0
State STIP-Interregional Improvement Program (IIP)-SB 45	4.0	28.0	32.0
Formula Programs:			
Congestion Mitigation and Air Quality (CMAQ)-TEA-21	0.0	108.4	108.4
Surface Transportation Program (STP)-TEA-21	0.0	83.7	83.7
State STIP-Regional Improvement Program-SB 45	19.0	148.0	167.0
Transportation Enhancement Activities (TEA)-TEA-21	0.0	11.5	11.5
Total:	\$47.0	\$566.6	\$613.6

- This illustration is for gasoline tax only; state sales tax is not shown and is distributed separately by the State of California Board of Equalization in accordance with specified legislation. The gallons consumed amount is Caltrans 2002 data which exclude diesel, non-highway, and off-highway uses.
- Some funds are transferred from the Motor Vehicle Account to support costs of California State Agencies.
- State Funds include state gasoline tax, vehicle weight fees and other miscellaneous revenues. State gasoline tax funds comprise approximately 74% of the state funds in the State Highway Account.
- L.A. County receives formula transit funds plus discretionary transit funds. The Mass Transit Account provides approximately 72% and the Federal General Fund provides 28% of the national funding.
- Discretionary estimates for L.A. County share of Caltrans administration and federal bridge funds are not included. Each program listed requires separate application(s) and monitoring by the MTA.

DEFINITIONS OF COLUMN HEADINGS ON THE FOLLOWING PAGES

<u>Column Heading</u>	<u>Definition</u>
Funding Source:	Common name of the revenue source 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 that qualify for support or reimbursement from the specific funding source.
Policies & Guidelines:	Describes (1) the legislative restrictions, provisions 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. (\$ in millions)
Project Selection:	Represents the MTA Department or function that coordinates or administers the selection of transportation projects for funding from the specific funding sources and the agency responsible for approving the projects.
Responsible Staff:	<p>Administration represents the person and department or agency responsible for the development and/or 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 MTA Long and Short Range Transportation Plans, Call for Projects, or MTA Budget.</p> <p>Project Management when applicable represents person who manages program and its costs on a daily basis.</p> <p>Grants Management represents the lead person within the MTA Programming and Policy Analysis (P&PA) Department responsible for administering and filing for funds with other agencies (Caltrans and FTA).</p> <p>Finance/Accounting represents MTA person and department responsible for recording project expenditures, tracking the specific funding sources and complying with financial reporting requirements.</p> <p>Long Range Forecast represents person and department or agency responsible for forecasting annual amount of funds available to MTA or Los Angeles County.</p>
Timely Use of Funds	Funding Programs have two deadlines: one is the authority to allocate funds from the date of appropriation and the other is the time limit for the beneficiary to utilize the funds before they lapse.
Further Information:	Wherever appropriate, supporting documentation source has been provided; For programs not under the direct responsibility of MTA, an Internet link has been provided for additional information.

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
I. LOCAL FUNDING SOURCES				
PUBLIC FUNDS				
PROPOSITION A	<p>Revenue generated from a ½ cent sales tax in L.A. County. MTA may use up to 5% of the overall funds received annually for administrative purposes. MTA is responsible for administering Prop. A funds and the interest earned.</p> <p>Apportioned as follows: 25% - Local Return Program 35% - Rail Development Program 40% - Discretionary</p> <p>The Reform and Accountability Act of 1998 restricts that these funds cannot be used for underground subways.</p>	See apportionment subdivisions below.	<p>Prop. A Ordinance specifies that funds must be used to improve and expand public transit in L.A. County.</p> <p>MTA Prop A Guidelines Jurisdictions can exchange funding between themselves.</p>	<p>Forecast – Total Prop. A: FY05 - \$595 m FY06 - \$614.0 m</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>
Prop. A 25% Local Return Program	25% of Prop. A revenues are distributed directly to the County of L.A. and the cities in L.A. County on a per capita basis.	<p>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 Improvements 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 improvement & maintenance; park-n-ride lots; non-exclusive school service; administration; 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 their relative percentage share of L.A. County population. The Cities have discretion in choosing programs to be supported by Prop. A 25% funds. However, they must be approved by MTA before project implementation.</p> <p>MTA conducts fiscal and compliance audits at the completion of each project.</p> <p>Cities and County must submit annual project description forms and can establish, with MTA Board approval, capital reserves that lapse after 4 years.</p>	<p>Forecast: FY05 - \$141.3m FY06 - \$145.8m</p>

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

I. LOCAL FUNDING SOURCES

PUBLIC FUNDS

PROPOSITION A	See apportionment subdivisions below.	Administration: Frank Flores, Programming & Policy Analysis (P&PA) Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, Office of Budget and Management (OMB)		Proposition A Ordinance, 1980
Prop. A 25% Local Return Program	Local Jurisdictions	Administration: Susan Richan, LP Carlos Vendiola, LP Funds Programming: Nalini Ahuja, LP Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Year of allocation plus 3 years.	Proposition A Local Return Guidelines

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
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.	<p>Rail Development.</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 35% revenues must be used exclusively on rail development projects and rail operations.</p> <p>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.</p>	<p>Forecast: FY05 - \$197.8 m FY06 - \$204.1 m</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>
Prop. A 40% Discretionary Program [95% of Prop. A 40%]	<p>40% of Prop. A revenues are set-aside by MTA for Discretionary Programs to operators by formula which include the following:</p> <p>Transit Operations Transit Service Expansion</p> <p>The above three categories annually receive shares by formula which total 95% of the 40%, plus CPI.</p>	<p>Should be used for Buses (Fixed Route/Public Dial-a-Ride).</p> <p>Prop. A 40% funds can be used for any transit purpose. Current practice limits expenditures to bus capital and operations.</p>	<p>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.</p> <p>Since 1991, state legislation (Calderon Bill SB 1755) mandates adherence to the Transit Operator Formula Funds (Formula Allocation Procedure) unless changed by a ¾ vote of the MTA Board.</p>	<p>Forecast: FY05 - \$214.8 m FY06 - \$225.1 m</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>
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.	<ul style="list-style-type: none"> - Sub-regional Paratransit Programs - Special Transit Programs - Community Transportation Programs. - Voluntary NTD reporting 	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.	Forecast: FY05 - \$11.3 m FY06 - \$11.7 m

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Prop. A 35% Rail Development		Administration: Frank Flores, P&PA Funds Programming: David Yale, Regional Programming (RP) Project Management: Dave Mieger, Diego Cardoso, Transportation Development and Implementation (TDI) Finance: Josie Nicasio, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Indefinite.	Proposition A Ordinance
Prop. A 40% Discretionary Program [95% of Prop. A 40%]	Formula distribution to county bus operations for bus operations.	Administration: Frank Flores, P&PA Funds Programming and Project Management: Nalini Ahuja, LP Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Indefinite except for funds subject to the guidelines of the MTA Formula Allocation Procedure which imposes a three-year limit.	Formula Allocation Procedure & Proposition A (95% of 40%) Incentive Guidelines
Prop. A Incentive Program [5% of Prop. A 40%]	Priorities within adopted guidelines with paratransit programs being the primary users.	Administration: Jay Fuhrman, Regional Service Planning (RSP) Funds Programming: Susan Richan, LP Project Management: Jay Fuhrman, RSP Susan Richan, LP Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Indefinite except for funds subject to the guidelines of the MTA Formula Allocation Procedure which imposes a three-year limit.	Formula Allocation Procedure & Proposition A 5% of 40% Incentive Guidelines

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Prop. A Interest	Prop. A Interest revenue is generated from the interest on funds in the Prop. A Revenue Account.	<p>Prop. A Interest Guidelines were adopted by the Board in March 1996. However, the Formula Allocation Procedure must be used when:</p> <ul style="list-style-type: none"> - There is mitigation of 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 resulting in additional funds for the above-mentioned categories. - The Board elects to use the funds for new programs or services in conjunction with the Municipal Operators and other affected jurisdictions. 	Allocated at the discretion of the MTA Board. If any portion is allocated to MTA Operations, then the municipal operators receive their share according to the Formula Allocation Procedure.	\$1.6 million annually.
PROPOSITION C	<p>Revenues are generated from L.A. County's ½ cent sales tax for public transit purposes. MTA may use up to 1.5% of the overall funds received annually for administrative purposes.</p> <p>Apportioned as follows:</p> <ul style="list-style-type: none"> - 5% Rail & Bus Security - 10% Commuter Rail/Transit Centers - 25% Transit-related Improvements to Streets and Highways - 20% Local Return - 40% Discretionary <p>The Reform and Accountability Act of 1998 restricts that these funds cannot be used for underground subways.</p>	<p>To maintain, improve and expand public transit as well as reduce congestion and increase mobility in L.A. County.</p> <p>See apportionment subdivisions below.</p> <p>Funds cannot be traded between jurisdictions.</p>	Proposition C Ordinance specifies that revenues must be used for "public transit purposes."	<p>Forecast – Total Prop. C: FY05 - \$595 million FY06 - \$613.9 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Prop. A Interest	MTA Board through annual budget process and Formula Allocation Procedure.	Administration: Michelle Caldwell, OMB Funds Programming: Carlos Monroy, OMB Finance: Josie Nicasio, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Indefinite.	
PROPOSITION C	See apportionment subdivisions below.	Administration: Frank Flores, P&PA Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, OMB		Proposition C Ordinance, 1990

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Prop. C 5% Security	5% of Prop. C revenue is used to improve and expand rail and bus security.	<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 	90% of Prop. C 5% is allocated in accordance with the Calderon Bill based on unlinked passenger trips. The remaining 10% is allocated to MTA for internal security-related purposes.	Forecast: FY05 - \$29.3 million FY06 - \$30.2 million
Prop. C 10% Commuter Rail & Transit Centers	10% of Prop. C revenue is used for Commuter Rail and Transit Centers.	<ul style="list-style-type: none"> - Capital & Operating costs for Commuter Rail, Freeway Bus Stops, Transit Centers & Park-n-Ride Lots - Administrative & Planning Costs - Environmental Clearance - Mitigation Costs - Rehabilitation and Expansion of Eligible projects 	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. Additional Prop. C 10% funds, if any, are allocated through the MTA Call for Projects to other eligible agencies for specific projects.	Forecast: FY05 - \$58.6 million FY06 - \$61.3 million Funds can be leveraged by bonding and incurring annual debt service.
Prop. C 20% Local Return	20% of Prop. C revenue is distributed to 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. and maintenance.</p>	Per the Prop. C Ordinance, MTA distributes 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."	Forecast: FY05 - \$117.2 million FY06 - \$120.9 million

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Prop. C 5% Security	MTA Budget Process	Funds Programming: Nalini Ahuja, LP Project Management: Rufus Cayetano, LP Finance: Carlos Monroy, OMB Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: 3 years.	Formula Allocation Procedure
Prop. C 10% Commuter Rail & Transit Centers	Transportation Development & Implementation (TDI) Approximately \$4-5 million per year is assigned to the Call For Projects.	Administration: Patricia Chen, LP Funds Programming: David Yale, RP Project Management: Patricia Chen, LP Finance: Carlos Monroy, OMB Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Indefinite except when subject to the guidelines of the Call for Projects MOU, which specifies a forty-two month time limit. Although funds need to be expended within 36 months from July 1 of the fiscal year in which the funds are programmed, other stipulations may apply as well. Time extensions may be requested under certain circumstances.	Call for Projects MOU Proposition C Ordinance
Prop. C 20% Local Return	Local Jurisdictions TDI administers project applications.	Administration: Susan Richan, LP Carlos Vendiola Funds Programming: Nalini Ahuja, LP Project Management: Susan Richan, LP Carlos Vendiola Finance: Rene Decena, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Spend Funds: Year of allocation plus 3 years.	Proposition C Local Return Guidelines

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Prop. C 25% Transit Related Highway Improvement	25% of the Prop. C revenue is used for countywide transit-related improvements to freeways, State highways, major streets, and transitways. Traffic signals may be synchronized. Transportation Systems Management techniques may be funded.	<p>New or improved facilities that reduce congestion.</p> <ul style="list-style-type: none"> - HOV (Carpool Lanes)/Transitways - Incident Management programs - Park-n-Ride facilities - Signal Coordination/TSM improvements on arterial streets used by transit - Grade Separation - Arterial Widening - Interchanges - Ridesharing 	An MOU is executed for every project except MTA projects. The sponsoring agency must provide for the ongoing maintenance and operation of the improvement(s).	<p>Forecast: FY05 - \$146.5 million FY06 - \$151.2 million</p> <p>Bonding and incurring annual debt service can leverage funds.</p>
Prop. C 40% Discretionary	<p>40% of the Prop. C revenue is used to improve and expand rail and bus transit services in L.A. County.</p> <p>Examples are:</p> <ul style="list-style-type: none"> - Foothill Mitigation - Transit Service Expansion - Discretionary Base Restructuring - Bus System Improvements - Over Crowding Relief - Bus Security Enhancements - Consent Decree - Municipal Operator Transit Service Improvement Program 	<ul style="list-style-type: none"> - Technology Improvements - System Capacity Expansion - Operating - System Capacity Expansion - Capital - Safety and Security Improvements <p>These funds cannot be used for highways.</p>	Prop. C 40% funds are to be the "Funds of Last Resort". They are only available after all other reasonable funding opportunities have been exhausted. They are to be applied in accordance with the objectives, program priorities, and guidelines adopted by the Board. These funds cannot be used for capital improvements for the Metro Rail project between Union Station and Hollywood.	<p>Forecast: FY05 - \$234.4 million FY06 - \$245.6 million</p> <p>Funds can be leveraged by bonding and incurring annual debt service.</p>
Prop. C Interest	MTA Board through annual budget process and Formula Allocation Procedure.	<p>Prop. C Interest follows the guidelines adopted by the Board in March 1996. However, the Formula Allocation Procedure must be used when:</p> <ul style="list-style-type: none"> - There is mitigation of 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 resulting in additional funds for the above-mentioned categories. - The Board elects to use the funds for new programs or services in conjunction with the Municipal Operators and other affected jurisdictions. 	Allocated at the discretion of the MTA Board. If any portion is allocated to MTA Operations, then the municipal operators receive their share according to the Formula Allocation Procedure.	\$8 million annually.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Prop. C 25% Transit Related Highway Improvement	<p>Call for Projects</p> <p>TDI evaluates applications and develops recommendation for funding through the Call for Projects process.</p>	<p>Administration: David Yale, RP</p> <p>Funds Programming: Wanda Knight, RP</p> <p>Project Management: Suah Pak, TDI</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>	<p>Time Limit to Spend Funds: The Call for Projects MOU specifies a forty-two month time limit. Although funds must be expended within 36 months from July 1 of the fiscal year in which the funds are programmed, other stipulations may apply as well. Time extensions may be granted under certain conditions.</p>	<p>Call for Projects MOU Proposition C Ordinance</p>
Prop. C 40% Discretionary	<p>MTA Board through annual budget process.</p>	<p>Administration: Frank Flores, P&PA</p> <p>Funds Programming: David Yale, RP</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>	<p>Time Limit to Spend Funds: Indefinite.</p>	<p>Call for Projects MOU Proposition C Ordinance</p>
Prop. C Interest	<p>MTA Board</p>	<p>Administration: Michelle Caldwell, OMB</p> <p>Funds Programming: Nalini Ahuja, LP</p> <p>Finance: Josie Nicasio, Accounting</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>	<p>Time Limit to Spend Funds: Indefinite.</p>	

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
<p>Transportation Development Act (TDA)</p> <p>Article 3 Article 4 Article 8</p>	<p>The Transportation Development Act (TDA) creates in each county a Local Transportation Fund (LTF) for the transportation purposes specified in the Mills-Alquist Deddeh Act, also known as the Transportation Development Act, PUC Section 99200. Revenues are derived from 1/4 cent of the 7.25 cent retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.</p> <p>MTA allocates TDA funds to MTA and Municipal Operators based on established criteria and formulas.</p> <p>The funds are held by the County of Los Angeles and distributed upon direction by the MTA Accounting Department.</p> <p>Each year, Los Angeles County deducts the amount needed for its administrative costs. Up to 1% of the revenues from the annual LTF allocation can be used by MTA and 3/4% (up to \$1 million) by SCAG for transportation planning and programming.</p>	<p>TDA Article 3: <i>Bicycle & Pedestrian Facilities:</i> bicycle & pedestrian facilities throughout L.A. County.</p> <p>TDA Article 4: <i>Public Transportation Systems:</i> bus capital or operating expenses. 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: <i>Public Transit Services Provided Under Contract:</i> transit and paratransit programs to fulfill unmet transit needs in areas that are not served by Metro. 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: Up to 2% of total available TDA funds are allocated based on population.</p> <p>TDA Article 4: Subject to the Formula Allocation Procedure based on vehicle service miles and fare revenue. Funds are often used as local match to FTA Sections 5309 and 5307 funds. Available only to MTA and "eligible" municipal operators.</p> <p>TDA Article 4.5: available for community transit services for transit riders, such as handicapped, who cannot use conventional transit. Program is not utilized since Prop. A incentive serves this purpose.</p> <p>TDA Article 8: Up to 4.8% of total available TDA funds allocated based on population.</p>	<p>Forecast:</p> <p>FY05: \$302.4 M TDA Article 3 - \$5.9 M TDA Article 4 - \$274.8 M TDA Article 8 - \$15.7 M</p> <p>FY06 - \$313.4 M TDA Article 3 - \$6.1 M TDA Article 4 - \$282.1 M TDA Article 8 - \$16.3 M</p>
<p>Public Transportation Account (PTA)</p>	<p>The PTA is a transportation trust fund which derives its revenue from sales and use taxes on diesel fuel and gasoline as follows:</p> <ol style="list-style-type: none"> 1) 4 & 3/4% sales tax on diesel fuel 2) 4 & 3/4% sales tax on 9 cents of the state excise tax on gasoline 3) "Spillover": Sales tax revenues on all sales (including gas) exceed sales tax revenues on all sales (excluding gas) 	<p>State and Local Mass Transportation related expenditures.</p>	<p>50% of PTA funds are directed to the State Transit Assistance (STA) program (see next even-numbered page).</p> <p>The remaining 50% is for statewide highway and specified transportation uses excluding rolling stock. (See STIP page 34)</p>	

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Transportation Development Act (TDA) Article 3 Article 4 Article 8	Local jurisdictions select projects in accordance with legally mandated uses. (See Policies & Guidelines column)	Administration: - TDA Article 3: Susan Richan, LP - TDA Article 4: Rufus Cayetano, LP - TDA Article 8: Susan Richan, LP Funds Programming: - TDA Article 3: Susan Richan, LP - TDA Article 4: Rufus Cayetano, LP - TDA Article 8: Susan Richan, LP Finance: Josie Nicasio, Accounting Long Range Forecast: Carlos Monroy, OMB		http://www.dot.ca.gov/hq/MassTrans/tdao.htm
Public Transportation Account (PTA)	Not Applicable	Long Range Forecast: Gloria Anderson, RP		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
<p>State Transit Assistance (STA) (Considered local due to formula allocation)</p>	<p>50% of the Public Transportation Account (PTA) funds are allocated to the State Transit Assistance (STA) account.</p> <p>Population Share: 50% is allocated to counties based on the ratio of each county's population to the State's population.</p> <p>Operator Revenue Share: 50% is allocated to counties based on the ratio of the total transit operators' revenues to total revenues of transit operators in the State.</p>	<p>Public transit capital and operations.</p> <p>The operator revenue share is eligible for transit operations or capital.</p> <p>The population share is eligible for transit operations or roads.</p>	<p>MTA allocates the Operator Revenue Share to MTA and the Municipal Operators according to the Formula Allocation Procedure. The Population Share is allocated to MTA for Rail Operations.</p> <p>Claimants must also be eligible for TDA Article 4. Claims must be consistent with the Short Range Transit Plan and the Short Range Transportation Improvement Program. Claimants must also meet either one of the following standards (eligibility test):</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 the Consumer Price Index (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 three years preceding the latest audited year 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 operating cost per revenue vehicle hour in the same three years. 	<p>Forecast – Total STA: FY05 - \$29.5 m FY06 - \$30.0 m</p> <p>Forecast – Population Share: FY05 - \$14.2 m FY06 - \$14.5 m</p> <p>Forecast –Operator Revenue share: FY05 - \$15.3 FY06 - \$15.6</p>

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
State Transit Assistance (STA) (Considered local due to formula allocation)	Formula allocation by MTA Board policy	Administration: Frank Flores, P&PA Funds Programming: Nalini Ahuja, LP Funds Management: Nalini Ahuja, LP Finance: Rene Decena, Accounting Long Range Forecast: Gloria Anderson, RP Eligibility Test: Nalini Ahuja, LP	Time Limit to Spend Funds: 3 years	Formula Allocation Procedure

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
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.	<ul style="list-style-type: none"> - Motorist Aid - Operation & maintenance of call boxes - Freeway Service Patrol 	Policies and guidelines for SAFE are developed by the State and implemented by the Los Angeles County SAFE, an independent agency separate from Metro.	Projected FY05 - \$7 million
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. 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.	<p>The Freeway Service Patrol Program (FSP) -- tow trucks on freeways during weekday peak hours and on selected freeways during weekday midday and weekends on heavily congested freeways.</p> <p>HOV Violation Funds are eligible for other uses but MTA programs the funds for the FSP program.</p>	Improve traffic flow operations on the state highway system within Los Angeles County.	<p>Projected FY05 - \$0.5 million</p> <p>Funds based on volume of violations.</p>
State Highway Account Budget Change Proposal (BCP) for Freeway Service Patrol Program (Considered local after annual allocation to MTA)	<p>This is a line item in the California State Budget allocated annually to the Freeway Service Patrol (FSP) program.</p> <p>MTA budgets the amount anticipated each year.</p>	The Freeway Service Patrol Program (FSP) -- tow trucks on freeways during weekday peak hours and on selected freeways during weekday midday and weekends on heavily congested freeways.	FSP funds are allocated by the State of California. MTA contracts with tow truck operators for the service and the funds are programmed in the annual MTA budget. The State requires MTA to provide a minimum 25% local match.	Forecast: \$6.5 million per fiscal year.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Service Authority for Freeway Emergencies (SAFE)	SAFE Board	Administration: State, Caltrans, California Highway Patrol (CHP) Funds Programming and Project Management: Byron Lee, Highway Operations Support Finance: Rene Decena, Accounting Long Range Forecast: Gloria Anderson, RP		
HOV Violation Fund (Preferential Traffic Lane Violation)	Caltrans, CHP, MTA Budget process	Administration: State, Caltrans, CHP Funds Programming and Project Management: Byron Lee, Highway Operations Support Finance: Rene Decena, Accounting Long Range Forecast: Gloria Anderson, RP		
State Highway Account Budget Change Proposal (BCP) for Freeway Service Patrol Program (Considered local after annual allocation to MTA)	Caltrans, CHP and Metro	Administration: State, Legislator Funds Programming and Project Management: Byron Lee, Highway Operations Support Finance: Carlos Monroy, OMB Long Range Forecast: Gloria Anderson, RP		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Fare Revenues	Funds derived from bus and rail system fare revenues and other route/service generators.	Discretion of applicable Board. Current MTA application is for bus and rail as allocated in the annual MTA budget.	<p>New MTA fare structure and policy in more than 8 years began January 1, 2004:</p> <ul style="list-style-type: none"> - Cash fare was lowered from \$1.35 to \$1.25 - Tokens increased from \$9.00 to \$11.00 per bag of 10 - New Metro Day Pass for unlimited local travel - \$3.00 - New Metro-to-Muni Transfer for transfer to municipal lines - \$0.25 - Metro-to-Metro \$0.25 Transfer was discontinued - Weekly, Semi-monthly, and Monthly Passes, and night owl service prices increased - No change for senior citizens, students, and disabled 	<p>Forecast – Total: FY05 - \$352 m FY06 - \$359 m</p> <p>Forecast - Metro: FY05 - \$282.7 m FY06 - \$285.7 m</p> <p>Forecast – Municipal Operators: FY05 - \$69.4 m FY06 - \$73.4 m</p>
Mobile Source Emission Reduction Credits (MSERCs)	Under South Coast Air Quality Management District (SCAQMD) Rule 1612, MTA generates MSERCs when 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. MSERCs can also be converted into RECLAIM Trading Credits (RTCs), which are sold to larger stationary sources on the open market.	Bus and rail transit operations (fuel, parts, labor, etc.).	MSERCs are generated through SCAQMD and typically marketed for sale through approved emissions trading brokers.	Variable based on market demand for Metro's MSERCs.
Miscellaneous Local Transportation Funds	These are carryover funds that resulted from the exchange of prior funds from 2 cities under the FAU/Prop. A Exchange program.	Any Board-approved project that is ineligible for any other funding source.	Projects ineligible for any other funding source.	\$6.7 million in carryover funds

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Fare Revenues	Not Applicable	<p>Administration: Terry Matsumoto, Finance Executive Officer</p> <p>Funds Programming: Michelle Caldwell, OMB</p> <p>Funds Management: Josie Nicasio, Accounting</p> <p>Finance: Marcelo Melicor, Revenue Collection</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>		
Mobile Source Emission Reduction Credits (MSERCs)	Not Applicable	<p>Administration: Doug Kim, Long Range Planning (LRP)</p> <p>Funds Programming: Gladys Lowe, Regional Grants Management and Administration (RGM&A)</p> <p>Project Management: Doug Kim, LRP</p> <p>Long Range Forecast: Doug Kim, LRP</p>		
Miscellaneous Local Transportation Funds	Call for Projects	<p>Administration: Mona Jones, RP</p> <p>Long Range Forecast: Carlos Monroy, OMB</p>	NA	

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
PRIVATE FUNDS				
Benefit Assessments	Special assessments are levied on local property owners by MTA to finance the Metro Rail Red Line system. In the A1 Downtown District, assessments are levied on commercial properties that are located within a ½ 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 Metro.	Forecast: FY05 - \$19.3 M Annual assessment income directly pays for interest and principal payments on approximately \$162 million in assessment district bonds that were sold in 1992.
Other (Advertising and Auxiliary)	Fees collected for advertising, chartering, leasing, Rideshare, and other miscellaneous services.	Transit Capital and Operations.	Annually determined in the MTA Operating Budget.	Forecast: FY05 - \$36.6 M
Public/Private Joint Development	Revenues are generated from public/private participation in joint developments of rail lines and rail stations.	Real Estate Development on Metro-owned property and also on rental property development to increase revenue from tenant rent.	No specific guidelines approved by Metro. Potential uses under consideration include restricting revenue use to fund future expenses of rail facilities. Another potential is enhancements that increase rental revenue for Metro-owned real estate.	From \$0.7 to \$1.0 million annually, increasing in future years by CPI and as new developments are added.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
PRIVATE FUNDS				
Benefit Assessments	Benefit Assessment Division (Currently only on Metro Rail Red Line Segment 1)	Administration and Funds Programming: David Sikes, RGM&A Long Range Forecast: James Allen, RGM&A Finance: David Sikes, RGM&A		
Other (Advertising and Auxiliary)	MTA Bus Operations	Finance: Josie Nicasio, Accounting MTA Budget and Forecast: Carlos Monroy, OMB		
Public/Private Joint Development	MTA Board	Administration: Carol Inge, TDI Funds Programming: Nelia Custodio, TDI Project Management: Nelia Custodio, TDI Long Range Forecast: Carol Inge, TDI		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
----------------	-------------	---------------	-----------------------	--------------------------------

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, and 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 most recently updated in December 2003.	Annually, MTA pays \$14 million per year on one COP through FY10.
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 MTA later 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.	<p>Used to finance capital costs related to acquisition, construction and equipment for bus, rail and other transit related capital projects.</p> <p>The debt service for Metro's Tax-exempt CP program is paid from Proposition A 35% Rail Funds. The tax-exempt CP program is secured by a subordinate pledge of 75% of the Prop. A revenues (35% Rail plus 40% Discretionary).</p> <p>The debt service for Metro's Taxable CP program is paid primarily from Proposition C 40% Funds. The taxable CP program is secured by a pledge of 80% of all Prop. C revenues except Local Return.</p>	<p>MTA debt policy adopted in October 1998 and most recently updated in December 2003.</p> <p>Commercial Paper is frequently used as interim funding for capital projects, later being converted into a permanent financing source, typically a long-term bond issue.</p> <p>Currently, the taxable CP program is capped at \$150 million and the tax-exempt program is capped at \$350 million.</p>	Annual Cash payments are approximately \$ 4.2 million for the Taxable CP program and \$9.2 million for the Tax-exempt CP program.

* 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.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

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)*	MTA Finance Dept. Transportation Development & Implementation (TDI) Municipal Operators	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury		
Commercial Paper (CP)*	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Cross Border Leases*	A taxable transaction in which the title to the leased asset is held by the foreign domiciled equity investor, at least for foreign tax purposes. The equity investor typically receives certain tax benefits such as tax credits and accelerated depreciation in its domicile tax jurisdiction. The equity investor is then willing to provide what amounts to a low cost loan on the equity component of the lease.	<p>Used to derive financial benefits through the sale or transfer of title to buses or rail vehicles to a foreign domiciled equity investor. The benefits of this type transaction are sensitivity to interest rates, business climate and changes in, or pending changes, to tax laws.</p> <p>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 Metro.</p>	MTA debt policy adopted in October 1998 and most recently updated in December 2003.	FY 05 = \$69 million
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 bondholders, 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).	<p>MTA debt policy adopted in October 1998 and most recently updated in December 2003.</p> <p>Used primarily to finance rail construction, highway capital projects, some operating capital and the Call for Projects. May not be used to finance operating expenses.</p>	FY 05 = \$130.4 million debt service
Subordinated Bonds*	A long-term debt obligation, typically tax-exempt, which has a pledge that 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.	<p>MTA debt policy adopted in October 1998 and most recently updated in December 2003.</p> <p>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.</p>	FY 05 = \$101 million debt service

* 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.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Cross Border Leases*	Finance	Administration: Terry Matsumoto, Finance Executive Officer Project Management: Mike Smith, Treasury		
Senior Lien Bonds*	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury		
Subordinated Bonds*	Finance	Administration: Terry Matsumoto, Finance Executive Officer Funds Programming and Project Management: Mike Smith, Treasury		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
----------------	-------------	---------------	-----------------------	--------------------------------

II. STATE FUNDING SOURCES				
State Transportation Improvement Program (STIP) [Regional Improvement Program--75%] (See next page for the 25% Interregional Improvement Program)	The STIP is a state-regional planning process that identifies capital improvements on and off the State Highway System to be funded from the State Highway Account (SHA). A new 5-year STIP is prepared every two even years. Caltrans prepares and the CTC adopts a STIP Fund Estimate that forecasts the available state and federal funding for the STIP period. Primary funding source for the SHA is the \$0.18/gal state gasoline tax and Federal (primarily STP) funds. The 2004 STIP, to be adopted in August 2004, will cover the period FY 05 – 09.	The Regional Transportation Planning Agencies including MTA are allotted 75% of the STIP's programming capacity. Each Agency nominates projects from its share for capital acquisition and construction of state highways, freeways, carpool lanes, local roads, public transit, pedestrian & bike facilities, grade separation, TDM, soundwall, intermodal facilities, and safety projects. Projects can be anywhere in the county. Cannot be used for operations.	CTC-adopted STIP Guidelines as amended 12-11-03 STIP projects must also be allocated by the CTC. Due to the State's fiscal problems, most FY 04 allocations were suspended. The 2004 STIP delays and respreads programming of pending projects as well as any new projects. Allocation of these projects will depend on the fiscal condition of the State and the SHA.	MTA receives programming capacity of approximately \$200 million average annually from the 75% Regional Improvement Program.
STIP – Grant Anticipation Revenue Vehicles (GARVEE Bonds)	Tax-exempt debt instruments issued by the State in anticipation of future federal-aid highway funds. The first GARVEE bonds were issued in February 2004. GARVEE bonds cover only the federally-funded portion of project(s) and are secured only by Federal funds.	STIP or SHOPP projects which are ready and critical to be advanced. Right-of-way and/or construction costs only.	CTC-adopted GARVEE Guidelines. GARVEE debt service is included in the STIP and is an obligation against future federal funding. Bonds may be issued up to once per year, for a term of no more than 12 years.	The February 2004 GARVEE bonds include \$77.7 million for 3 MTA freeway projects -- one Interstate 5 and two Interstate 405.
STIP – AB1012 (1999)-amendment to STIP process	Allows advancement of STIP funds for design work only up to 25% of the estimated allocation of the first two years beyond the current STIP period. This advanced funding is repaid through reduced allocation in the next STIP period.	Design only, for projects not yet programmed for right-of-way or construction: <ul style="list-style-type: none"> • Environmental • Plans, Specifications, and Estimates 	CTC-adopted Guidelines. The purpose is to accelerate delivery and completion of projects by borrowing against future year STIP allocations to develop projects. Will not be used in the 2004 STIP.	
STIP – AB 3090 (1992)	An arrangement between CTC, Caltrans, and regional/local agency whereby a local agency such as MTA pays for the delivery of a STIP project with its own funds earlier than the year in which the project is programmed in the STIP. In the STIP, the local agency substitutes a replacement project to be identified later for the original STIP project.	A STIP project that is ready to be advanced using a local agency's own funds.	CTC-adopted Policy. On April 3, 2003, the CTC adopted annual caps: \$200 million statewide and \$50 million for any regional agency.	

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

II. STATE FUNDING SOURCES

<p>State Transportation Improvement Program (STIP) [Regional Improvement Program--75%] (See next page for the 25% Interregional Improvement Program)</p>	<p>The 75% Regional Improvement Program projects are nominated and programmed by County Transportation Commissions/ Regional Transportation Planning Agencies (Metro/MTA). The CTC must either adopt or reject the entire program. MTA programs these funds through the MTA Call for Projects process.</p>	<p>Administration: Frank Flores, P&PA Funds Programming: David Yale, RP</p> <p>Project Management: Ray Maekawa, TDI, Renee Berlin, TDI, Diego Cardoso, TDI, Shahrzad Amiri, TDI, Kevin Michel, TDI, David Mieger, TDI</p> <p>Finance: Rene Decena, Accounting Long Range Forecast: CTC and Caltrans</p>	<p>Time Limit to Obligate/Allocate Funds: Available for allocation only until the end of the fiscal year identified in the STIP</p> <p>Time Limit to Spend Funds: By the end of the second fiscal year following the fiscal year in which the funds were allocated (2 years)</p>	<p>CTC-adopted STIP Guidelines</p> <p>MTA STIP Letter of Agreement (LOA) if applicable</p> <p>Government Code sections 14524 and 14525.</p>
<p>STIP – Grant Anticipation Revenue Vehicles (GARVEE Bonds)</p>	<p>GARVEE bonds permit moving forward with STIP or SHOPP project(s) especially when STIP allocations are suspended or delayed. Projects must be major improvements that preferably promote economic development or are too large for current pay-as-you-go STIP or SHOPP shares. MTA nominates; the California Department of Finance and the CTC must approve.</p>			
<p>STIP – AB1012 (1999)-amendment to STIP process</p>	<p>MTA Board of Directors with CTC review and approval.</p>			
<p>STIP – AB 3090 (1992)</p>	<p>Local agency chooses a STIP project that is ready to be advanced using the local agency's own funds.</p>		<p>The local agency must commit to the timely delivery of the original project with its own funds.</p>	

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Interregional Improvement Program	25% of STIP funds for capacity-enhancing highway improvements administered by Caltrans and intercity rail capital improvements.	<ul style="list-style-type: none"> - Interregional roads - Intercity rail projects under Caltrans programming authority 	<p>Caltrans develops all policies and guidelines.</p> <p>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.</p> <p>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).</p>	Variable, but generally ranges from \$10-15 million annually for projects in Los Angeles County.
State Highway Operation and Protection Program (SHOPP)	A four-year program of capital projects whose purpose is to preserve and protect the State Highway System. Funding is comprised of state and federal gas taxes.	Capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.	Caltrans prepared the 2004 SHOPP for the 4-year period from FY 05 through FY 08; CTC approved on 4/8/04.	<p>Total 2004 SHOPP: \$4.7 Billion</p> <p>Projects in Los Angeles County: FY05 - \$478.0 M FY06 - \$28.0 M FY07 - \$300.0 M Yearly Average - \$175.7 M</p>
Environmental Enhancement & Mitigation (EEM)	Statewide discretionary program for the mitigation of negative environmental effects of transportation.	<p>Projects eligible for funding may include, but are not limited to the following:</p> <ul style="list-style-type: none"> - highway landscaping, - provision of roadside recreational opportunities - projects to mitigate the impact of proposed transportation facilities or to enhance the environment. 	<p>To be eligible, projects must be over and above any mitigation required in the environmental document for the transportation project. MTA promotes and coordinates the use of these funds in Los Angeles County.</p> <p>No Los Angeles County guarantee or targets.</p>	Variable, but generally \$1 million annually for projects in Los Angeles County.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Interregional Improvement Program	Nominated by Caltrans and/or Metro, selected by the CTC.	Caltrans		
State Highway Operation and Protection Program (SHOPP)	Caltrans District 7 MTA does not manage or program these funds.	Caltrans		http://www.dot.ca.gov/hq/transprog/shopp.htm
Environmental Enhancement & Mitigation (EEM)	State Resources Agency ranks projects and CTC selects final projects for funding.	Caltrans		http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Air Quality Vehicle Registration Fee (AB 2766 Discretionary Funds)	AB2766 authorizes an annual \$4 per vehicle surcharge in motor vehicle registration fees in Southern California to fund clean air vehicles and programs. Total funding is \$40 million annually, of which \$13 million is discretionary programmed by an eight-member Mobile Source Air Pollution Reduction Review Committee (MSRC).	Projects that reduce mobile source emissions, including Bus, Highway, and Transportation Demand Management.	30% of the revenues are awarded at the discretion of the MSRC for programs that reduce air pollution. Funds are allocated on an annual basis through a competitive call for projects.	Of the \$13 million allocated annually in Southern California, amount awarded to MTA varies since the program is discretionary.
Carl Moyer Memorial Air Quality Standards Attainment Program	State-generated fund established in the annual State budget. The funds are discretionary and 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.	Approximately \$50 million annually and approximately \$26.4 million for Southern California. Awards to MTA vary since the program is discretionary.
Traffic Congestion Relief (TCRP) Program	<p>The Traffic Congestion Relief Act of 2000 (AB 2928) created a 6-year funding plan for state and local transportation needs funded by \$6.8 billion from the State General Fund -- \$1.5 billion from an initial appropriation and \$5.3 billion from the transfer of sales taxes on gasoline. TCRP represents state funds only; no federal funds are included.</p> <p>The State may suspend the sales tax transfer in a fiscal year if it significantly impacts the State General Fund. Accordingly, the FY 02 and 03 transfers were delayed, and there was a partial \$289 million transfer in FY 04. Loans from the TIF to the State General Fund total \$862 million in FY 04 to be repaid in FY 09 and \$1.2 billion in FY 05 to be repaid in FY 08. If tribal gaming compacts materialize, the State General Fund would repay the \$1 billion owed to the TCRF in FY 06. Continuation of this program in the future is uncertain.</p>	<p>The Act created 2 new funds:</p> <ol style="list-style-type: none"> 1. Traffic Congestion Relief Fund (TCRF) would receive \$5.4 billion of the \$6.8 billion to support 141 projects designed to reduce congestion and enhance goods movement 2. Transportation Investment Fund (TIF) would distribute approximately \$600 million for local streets and roads improvements, \$600 million to the STIP, and \$300 million to the Public Transportation Account (PTA) 	<p>Assembly Bill 2928 and CTC Guidelines adopted September 2000.</p> <p>Proposition 42, passed by the voters in March 2002, added Article XIXB to the State Constitution to dedicate permanently the State sales taxes on gasoline to transportation purposes beginning in FY 2004 (known as the TIF transfer). Of the gasoline sales tax revenues transferred to the TIF, 20% of the amount remaining after the transfer to the TCRF is to be allocated to the Public Transportation Account (PTA).</p> <p>The State may suspend the sales tax transfer in a fiscal year if it significantly impacts the State General Fund. For all practical purposes, Proposition 42 has been suspended until the State's fiscal condition improves.</p>	<p>AB 2928 specified capital projects totaling \$1.7 billion in Los Angeles County.</p> <p>For FY 05, only \$163 million is expected to be available to pay ongoing costs of CTC-allocated TCRP projects statewide.</p>

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Air Quality Vehicle Registration Fee (AB 2766 Discretionary Funds)	Cities and Counties SCAQMD MSRC	Administration: Doug Kim, LRP Funds Programming: Doug Kim, LRP Grants Management: Nela DeCastro, RGM&A Long Range Forecast: Doug Kim, LRP		
Carl Moyer Memorial Air Quality Standards Attainment Program	SCAQMD authorizes funding on a discretionary basis	Administration: Doug Kim, LRP Funds Programming: Doug Kim, LRP Grants Management: Nela De Castro, RGM&A Long Range Forecast: Doug Kim, LRP	Time Limit to Obligate/Allocate Funds: Eighteen months Time Limit to Spend Funds: 2 years after obligation	California Environmental Protection Agency's Air Resources Board (ARB)
Traffic Congestion Relief (TCRP) Program	Projects were specified in the legislation (AB 2928).	Administration: David Yale, RP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting Long Range Forecast: Gloria Anderson, RP	Time Limit to Obligate/Allocate Funds: Agency must seek an allocation and start the first phase of work during the fiscal year scheduled. Time Limit to Spend Funds: 5 years from date of allocation.	CTC-adopted Guidelines for Traffic Congestion Relief Program -- September 28, 2000.

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
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 Fund in the State Treasury. A continuously appropriated fund. Individual projects require specific legislation at the state level.	Variable. Allocated by legislators for specific projects.
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.	A city must be in conformance with the Congestion Management Plan (CMP) requirements. To receive the subvention, a city's CMP must be certified by Metro.	Approximately \$158 million annually to cities in 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 and local jurisdiction (applicant) each pay 10%.</p> <p>The fund provides 50% of the cost of grade separating a <u>new</u> rail/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 accidents with injuries are the principal prioritization criteria.</p>	About \$15 m/yr. statewide, with few exceptions. No more than \$5 million per project. PUC establishes the priority list of projects. Caltrans handles all funding.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Petroleum Violation Escrow Account (PVEA)	State legislation adopting slate of Legislature member requests	Administration: Doug Kim, LRP Funds Programming: Gloria Anderson, RP Finance: Josie Nicasio, Accounting Long Range Forecast: Doug Kim, LRP	Time Limit to Obligate/Allocate Funds: Varies, based on the individual contracts between the California Energy Commission and the contractors	Policy guidelines by California Energy Commission
State Gas Tax and Motor Vehicle Fee Subventions – Sections 2105, 2106, 2107, 2107.5 of The Streets and Highways Code	Cities and county choose projects.	Los Angeles County and the Cities in the County.		http://www.sco.ca.gov/ard/local/airport/index.shtml Annual Shared Revenue Estimates Report
State PUC Grade Separation Project Fund	CPUC ranking determines funding.	Cities and county who make requests. CPUC staff.		California Street & Highway Code Section 2450 et al.

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
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 (FEDERAL/LOCAL SHARE):</p> <ul style="list-style-type: none"> - Seismic Retro (88.53%/11.47%) - Replacement Proj. (80%/20%) - Rehab. Project (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 \$307.5 million statewide for California. Projects in Los Angeles County receive approximately \$86 million annually (approximately 28% of statewide total).</p> <p>No MTA funding received from this program.</p>
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), 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 must put up \$100,000, \$10,000 of which is non-refundable and used to defray bank application expenses. Any unexpended amount over \$10,000 is 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 funds the TFB with \$100 million in credit that can, if necessary, be redeemed from California's future allotments of federal transportation funds.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Highway Bridge Rehabilitation and Replacement (HBRR) Program	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		http://www.dot.ca.gov/hq/LocalPrograms/lam/prog-g/g06hbrr.pdf
State Infrastructure Bank (SIB)/ Transportation Finance Bank (TFB)/California Transportation Infrastructure Bank (CTIB) Revolving Loan Program	Metro, SCAG, Caltrans, CTC, California Economic Development Finance Authority (CEDFA)	Caltrans		http://www.dot.ca.gov/hq/innovfinance/PDF_files/TFB_Facts.pdf

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
----------------	-------------	---------------	-----------------------	--------------------------------

III. FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY ADMINISTRATION (FHWA)				
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 share is 88.53%. Local match is 11.47%.	Funds part of State Highway Account (SHA) Approximately \$680 million statewide for California.
Regional Surface Transportation Program (RSTP)	Portion of STP funds which are programmed by MTA as LA County's Regional Transportation Planning Agency (RTPA). 50% of State STP funds become the RSTP program.	- 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 intra-city 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	MTA allocates RSTP funds to eligible projects based on inclusion in the Long Range Transportation Plan and through the competitive Call for Projects process. Federal share is 88.53%. Local match is 11.47%.	Forecast: FY05 - \$83.7 M FY06 - \$95.6 M
Surface Transportation Program - State	30% of STP funds that are retained for the State to use at its discretion.	See SHOPP above.	Policies and guidelines are set by the CTC. Caltrans develops a Fund Estimate every 2 years.	Part of the State Highway Account (SHA)

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

III. FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY ADMINISTRATION (FHWA)				
Surface Transportation Program (STP)	CTC	Caltrans		
Regional Surface Transportation Program (RSTP)	MTA Board Call for Projects process	Administration: Frank Flores, P&PA Funds Programming: David Yale, RP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 1 year to use obligation authority from start of fiscal year of appropriation Time Limit to Spend Funds: 3 federal fiscal years including the federal fiscal year apportioned	AB 1012 guidelines and legislation, Call for Projects Letter of Agreement (LOA) if funds assigned
Surface Transportation Program - State	Project selection is through the CTC via the STIP process and Fund Estimate.	Caltrans		http://www.fhwa.dot.gov/tea21/factsheets/stp.htm

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Surface Transportation Program Local (STP-L)	This portion of STP funds is apportioned on a per capita basis to each of the 88 jurisdictions in the County including the County of Los Angeles as a subset of the Regional Surface Transportation Program (RSTP)	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.	Guidelines established by the U.S. Department of Transportation and MTA (STP-L lapsing policy).	\$29.8 million allocated annually by formula to local jurisdictions. Allocation reduces RSTP available funds.
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 that beautify or enhance the interface between transportation systems and adjacent communities.</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.	Policies and Guidelines adopted by the CTC on December 11, 2003.	Metro's share of the 75% portion annually allocated is approximately \$11.5 million.
State - Transportation Enhancement Activities (TEA)	25% portion of the total TEA funds available from the Surface Transportation Program.	<p>See Regional TEA above.</p> <p>The funds are divided between</p> <ul style="list-style-type: none"> - The Statewide Environmental Enhancement Share (11%) - The Conservation Lands Share (3%) - The Caltrans Share (11%) 	CTC adopted program December 11, 2003	The Statewide 25% portion is approximately \$17 million

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Surface Transportation Program Local (STP-L)	Local jurisdictions as permitted by the FHWA and Metro	Administration: Frank Flores, P&PA Funds Programming and Project Management: Nancy Marroquin, RP Kalieh Honish, RP	Time Limit to obligate Funds: 3 federal fiscal years including the federal fiscal year apportioned	MTA STP-L Lapsing Policy Caltrans Local Programs Procedures by the Caltrans Office of Local Assistance Program
Regional - Transportation Enhancement Activities (TEA)	MTA ranks projects in the Call for Projects.	Administration: Frank Flores, P&PA Funds Programming: Kathleen McCune and James Rojas, TDI Toye Oyewole, RP Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: Funds must be allocated in the year programmed. Time Limit to Spend Funds: 3 years to expend funds with one time extension made at least a year in advance.	Effective 2004, Regional TEA will be programmed in the STIP
State - Transportation Enhancement Activities (TEA)	Caltrans, CTC and State Resources Agency State Call for Projects	Caltrans	Time Limit to Obligate/Allocate Funds: Funds must be allocated in the year of program. Time Limit to Spend Funds: 3 years to expend funds with one time extension made at least a year in advance.	Effective 2004, TEA will be programmed in the STIP.

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Federal High Priority Projects	Federally authorized funding for specified projects earmarked 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.	For the period from FFY 98 through FFY 03, in Los Angeles County, TEA-21 authorized 36 High Priority projects totaling \$306 million over six years -- averaging \$50 million per year.
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).
Congestion Mitigation & Air Quality Program (CMAQ)	Program designed 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. Funds may not be provided for projects that result in construction of new capacity available to single occupant vehicles.	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.	Funds are distributed through the State Highway Account by Caltrans based on established formula. Federal share is 88.53%. Local match is 11.47%.	Forecast: FY05 - \$108 M FY06 - \$108 M

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Federal High Priority Projects	Projects selected by Congress upon recommendation of local jurisdictions.	Congressional Earmarks: Marisa Yeager, Government Relations Administration: Carol Inge, TDI Caltrans Funds Programming: Caltrans, Recipient Jurisdictions		
Highways of National Significance (NHS)	Projects selected by the CTC through the STIP and SHOPP programs.	Caltrans		
Congestion Mitigation & Air Quality Program (CMAQ)	MTA Board of Directors Call for Projects	Administration: Frank Flores, P&PA Funds Programming: David Yale, RP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 1 year to use obligation authority from start of fiscal year of appropriation Time Limit to Spend Funds: 3 federal fiscal years including the federal fiscal year apportioned	AB 1012 guidelines and legislation, MTA Call for Projects Letter of Agreement (LOA).

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
FEDERAL TRANSIT ADMINISTRATION (FTA)				
Section 5307 Urbanized Area Formula Funds Program	<p>Funds appropriated by Congress on an annual basis. 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>Restricted to Bus and Rail capital and Preventive Maintenance. Allocated nationally by formula to each urbanized area. Locally, 84% is distributed by formula and the MTA Technical Advisory Committee's Bus Operations Subcommittee (BOS) recommends the discretionary 16%, subject to MTA Board modification and/or approval.</p> <p>Of the discretionary 16%, 1% is recommended by BOS for Transit Enhancement projects. Such uses include:</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 share is 80% Local match is 20%. However, federal share 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>Forecast: FY05 - \$188.0 M FY06 - \$190.6 M</p>
Section 5311 Non-Urbanized Area Formula Program	<p>Provides formula funding for areas less than 50,000 population.</p>	<p>Capital, operating, State administration, and project administration. 15% must be used to support intercity bus service unless the Governor certifies that these needs are adequately met.</p>	<p>National guidelines and formula allocation developed by the FTA. Federal share is similar to Section 5307, except for operating assistance which has a federal share of 50% and 50% local match.</p>	<p>Approximately \$180,000 per year in L.A. County.</p>
Section 5308 Clean Fuels Formula 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>	<ul style="list-style-type: none"> - purchase or lease clean fuel buses and facilities - improvement of existing facilities to accommodate clean fuel buses. <p>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 non-attainment rating, number of buses, and bus passenger-miles.</p> <p>For the last two years, Congress has allocated funds as part of Section 5309 Bus and Bus Facilities.</p> <p>Federal share is 80%. Local match is 20%. However, federal participation is 83% if the local agency purchases buses that are compliant with the ADA and the Clean Air Act.</p>	<p>Congress has distributed these funds annually during the TEA-21 period as part of Section 5309 discretionary program.</p> <p>Forecast: FY05 - \$3.3 M FY06 - \$3.6 M</p>

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

FEDERAL TRANSIT ADMINISTRATION (FTA)				
Section 5307 Urbanized Area Formula Funds Program	Funds distributed by Metro's Formula Allocation Procedure and included in the MTA Budget.	Administration: Frank Flores, P&PA Funds Programming: David Yale, RP Grants Management: Nela De Castro, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 4 years (includes year of appropriation) Time Limit to Spend Funds: indefinite.	US Code Title 49 Section 5307
Section 5311 Non-Urbanized Area Formula Program	MTA programs and allocates for public transit purposes to the non- urbanized areas, i.e. unincorporated area of north LA. County adjacent to Santa Clarita and Lancaster/Palmdale.	Administration: Frank Flores, P&PA Funds Programming: David Yale, RP Grants Management: Steve Henley, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 4 years (includes year of appropriation) Time Limit to Spend Funds: indefinite.	US Code Title 49 Section 5311
Section 5308 Clean Fuels Formula Program	MTA Capital Budget process.	Administration: Frank Flores, P&PA Funds Programming and Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Section 5309 New Starts Discretionary Program	These are funds from the FTA Capital Program and are to be used for capital projects that will benefit the county's transit systems. The funds come from revenues generated by 18.3-cent federal excise tax on a gallon of gasoline.	Any fixed guideway system which utilizes and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed centenary system and a right-of-way usable by other forms of transportation, including but not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles.	Developed by FTA based on Full Funding Grant Agreements negotiated between MTA and FTA. Federal share is 80%. (By Policy FTA funds only 50%) Local match is 20%.	Actual amount is appropriated by Congress and varies. Forecast: \$70 million annually.
Section 5309 Fixed Guideway Modernization Formula Funds Program	These are funds from the FTA Capital Program and are to be 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.	<ul style="list-style-type: none"> - fixed guideway transit capital improvements - vehicles used on those systems. 	The FTA develops policies and guidelines. Federal share is 80%. Local match is 20%.	Forecast: FY05 - \$30.9 M FY06 - \$31.4 M
Section 5309 Bus and Bus Facilities Discretionary Program	These are funds from the FTA Capital Program and are to be 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"> - purchase of 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 share is 80%. Local match is 20%.	Generally, \$3-5 million annually by Congress on a discretionary basis. (may vary)

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Section 5309 New Starts Discretionary Program	MTA Board of Directors	Administration: Frank Flores, P&PA Funds Programming: David Yale, RP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 3 years (includes year of appropriation) Time Limit to Spend Funds: indefinite.	US Code Title 49 Section 5309
Section 5309 Fixed Guideway Modernization Formula Funds Program	MTA Capital Budget process.	Administration: Frank Flores, P&PA Funds Programming: Gladys Lowe, RGM&A Grants Management: Kathy Banh, RGM&A Finance: Josie Nicasio, Accounting Long Range Forecast: Carlos Monroy, OMB	Time Limit to Obligate/Allocate Funds: 4 years (includes year of appropriation) Time Limit to Spend Funds: indefinite.	US Code Title 49 Section 5309
Section 5309 Bus and Bus Facilities Discretionary Program	Congress	Administration: Frank Flores, P&PA Funds Programming: Gladys Lowe, RGM&A Grants Management: Steve Henley, RGM&A Finance: Josie Nicasio, Accounting	Time Limit to Obligate/Allocate Funds: 3 years (includes year of appropriation) Time Limit to Spend Funds: indefinite.	US Code Title 49 Section 5309

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Section 5310 Elderly/ Paratransit Formula Funds Program (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. Eligible expenditures include acquisition of accessible vans, buses and communication equipment for the transportation system.	National Guidelines developed by FTA. State Guidelines developed by Caltrans. Local guidelines developed by Metro. Non-profit organizations apply annually through a local process.	\$0.4 million annually for Los Angeles County.
Section 5310 Elderly/ Paratransit Formula Funds Program (Contracted Paratransit)	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.	Currently Access Services, Inc. (ASI)- Federal participation is 88.53% with 11.47% local match.	National Guidelines developed by FTA. Access Services, Inc., (ASI) applies annually for a Federal grant to fund contracted paratransit service.	In FY 05, Access Services, Inc. (ASI) will receive \$65.4 million -- \$47.9 million in RSTP funding through MTA and \$17.5 million of Proposition C Local Sales tax. Proposition C funding in future years will be determined by the MTA Board. The federal RSTP funding is flexed by Caltrans with the concurrence of FHWA to the Section 5310 program. MTA recommends to Caltrans the annual flexing of the funds from FHWA to FTA.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Section 5310 Elderly/ Paratransit Formula Funds Program (Local Non-Profit Organization)	MTA Board of Directors selects projects with recommendations submitted by MTA Countywide Planning.	Administration: Rex Gephart, TP Funds Programming: Rex Gephart, TP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting Long Range Forecast: Rex Gephart, TP	Time Limit to Obligation Authority/Allocate Funds: 1 year (includes year of appropriation). Time Limit to Spend Funds: 3 federal fiscal years including the federal fiscal year apportioned.	US Code Title 49 Section 5310
Section 5310 Elderly/ Paratransit Formula Funds Program (Contracted Paratransit)	MTA Board of Directors	Administration: Gary Hewitt, RSP Funds Programming: Gary Hewitt, RSP Grants Management: Gladys Lowe, RGM&A Finance: Josie Nicasio, Accounting		

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Section 3037 Jobs Access and Reverse Commute Program (JARC)- (Welfare-to-Work)	Grant program to provide transportation services in urban, suburban and rural areas to assist welfare recipients and other low-income individuals in accessing employment opportunities and to increase collaboration among regional transportation providers, human service agencies, and related service providers, employers, and affected communities. Requires 50% match with local funds.	<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: 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>	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.	
Federal Transit Act (49 USC) Section 5313(b) For State Planning and Research Program	Funded under the Transit Planning and Research Department, funds are to be used for state planning and research.	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>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% of the amount apportioned under this subsection.</p> <p>Federal share is 80%. Local match is 20%.</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 MTA and SCAG.
Section 5314 - National planning and research programs	This program is intended to help Mass Transportation providers comply with the Americans with Disabilities Act	The program can be in the form of mass transportation-related technical assistance, demonstration programs, research, public education, and other activities.	Not more than 25% of the amounts are available to the Secretary for special demonstration initiatives, subject to terms the Secretary considers consistent with this program.	\$3 M nationwide

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Section 3037 Jobs Access and Reverse Commute Program (Welfare-to-Work)		Grants Administration: Armineh Saint, RGM&A	Time Limit to Spend Funds: 2 federal fiscal years from the start of the project.	MTA last received a JARC grant allocation in 2003. Further MTA grants are not anticipated.
Federal Transit Act (49 USC) Section 5313(b) For State Planning and Research Program	Not Applicable	Administration: Southern California Association of Governments (SCAG) Funds Programming: SCAG Consultation Staff at Metro: Frank Flores, P&PA, David Sikes, RGM&A		
Sec. 5314. - National planning and research programs	To the extent practicable, the Secretary shall carry out this paragraph through a contract with a national nonprofit organization serving individuals with disabilities that has a demonstrated capacity to carry out the activities.			

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
IV. OTHER FEDERAL AND STATE TRANSPORTATION FUNDING PROGRAM (not MTA funded, provided for information only)				
Local Bridge Seismic Safety Retrofit Program (LBSSRP)	Part of the statewide Seismic Safety Retrofit Program. Provides funding assistance to local agencies for remedying structural seismic design deficiencies of public bridges on local streets and roads in California.	Bridge retrofitting only. Reimbursable work includes consultant selection, seismic analysis leading to strategy, environmental, right of way, PS&E, construction, construction engineering and local agency overhead.	Local bridge seismic retrofit projects developed under the mandated Seismic Safety Retrofit Program are funded fully (100%) with a combination of Federal and State funds.	The primary funding sources are the local share of the Federal HBRR funds with State Highway Account funds providing the match.
Hazard Elimination Safety Program (HES)	A federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.	Local safety projects financed with HES funds may be located on any road functionally classified as "local road or rural minor collector" or higher.	Safety Index projects receive approximately 25% of available HES funds, whereas Work Type priority projects receive approximately 75%.	The annual program funding level is approximately \$10-16 million. Beginning with FFY 2003/04, the maximum federal reimbursement will be 90% and \$360,000 per project.
Railroad/ Highway At-Grade Crossing	The purpose is to reduce the number and severity of highway accidents by eliminating hazards to vehicles and pedestrians at existing railroad crossings. (23 U.S.C. 130),	Installation and upgrade of railroad protection systems to a state-of-the-art condition at grade crossings, such as installation and upgrade of railroad protection systems grade crossing eliminations via: <ul style="list-style-type: none"> · Relocation or realignment of highway(s) · Relocation or realignment of railroad(s) · Closure of crossing(s) 	Federal funding is derived from the annual Surface Transportation Program (STP) apportionment. Ten % of the apportionment is reserved for safety programs defined by Sections 130, (railroad/ highway crossing improvements) and 152 (hazard elimination). The 10% non-Federal share is normally the responsibility of the local agency with highway/railroad grade crossing jurisdiction.	The estimated program funding at the Federal level for the Railroad/Highway Grade Crossing Program is \$8 million per year. The Federal share of participation on Section 130 (railroad/highway crossing improvements) projects is 90%.
Safe Routes to School Program (SR2S)	The Safe Routes to School (SR2S) program is in its third year of a five-year (having been extended by 3 years) demonstration period that resulted from the passage and signing of Assembly Bill 1475 (Soto) in 1999. SR2S funds are federal transportation safety funds.	Sidewalk improvements, Traffic calming & speed reduction, Pedestrian/bicycle crossing improvements, On-street bicycle facilities, Off-street bicycle/pedestrian facilities, Traffic diversion improvements.	SR2S is a construction program. However, costs for programs or activities related to education, enforcement or encouragement are eligible for reimbursement when those costs are related to the construction improvement and incidental to the overall cost of the project.	The total request for a project should not exceed \$500,000. The federal reimbursement ratio for all projects will be 90%. The annual program funding level is around \$20 million nationally.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

IV. OTHER FEDERAL AND STATE TRANSPORTATION FUNDING PROGRAM (not MTA funded; provided for information only)				
Local Bridge Seismic Safety Retrofit Program (LBSSRP)	This mandated program is limited to those bridges that are determined to be Category 1-bridges that may collapse in a seismic event and potentially threaten public safety.	Los Angeles County: Lead agency for local bridges in Los Angeles County.		http://www.dot.ca.gov/hq/LocalPrograms/seispage/main.htm
Hazard Elimination Safety Program (HES)	Local agencies compete for HES funds by submitting candidate safety projects to Caltrans for review and analysis. Caltrans prioritizes these projects statewide, and releases an annual HES Program Plan that identifies the projects that are approved for funding.	Caltrans	Local agencies must update project schedules and costs each January 1 and July 1 for all projects in the three-year program that have not been awarded. Local agencies that fail to provide these semi-annual updates will have their projects dropped from the program.	http://www.dot.ca.gov/hq/LocalPrograms/lpp/LPP97-04.pdf
Railroad/ Highway At-Grade Crossing	The funding is on a first come, first served, basis from October 1 until July 1 of each fiscal year. If an agreement is not requested by July 1, and the funding balance is available, projects from the next fiscal year will be eligible for advanced funding. The funding must be obligated by June 30 each year, otherwise, the unobligated funds will revert back to the State Highway Account.	Caltrans	Caltrans Division of Local Assistance transmits the Joint CPUC/Caltrans approved funding list to Caltrans districts, local agencies, railroads, CPUC and MPOs by July 1. Local agencies and railroads must update project schedules and costs each January 1 and July 1. Local agencies failing to provide these semi-annual updates will have their projects dropped from the program.	http://www.dot.ca.gov/hq/LocalPrograms/lpp/LPP97-05.pdf
Safe Routes to School Program (SR2S)	The rating factors and criteria: <ul style="list-style-type: none"> • Demonstration of need • Potential to correct or improve • Encourage increased walking and bicycling among students • Consultation and support by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other community groups • Potential for timely implementation 	Caltrans District staff will solicit candidate SR2S projects from local agencies within their District boundaries.		http://www.dot.ca.gov/hq/LocalPrograms/lam/p24sr2s.pdf

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Pedestrian Safety Program (PSP)	The PSP is a single-year program that resulted from Assembly Bill 2522 (Shelley) and is funded from State Transportation funds. Caltrans makes grants available to local governmental agencies based on the results of a statewide competition that requires submission of proposals for funding and rates those proposals on set criteria	Used for construction improvements and traffic safety or enforcement activities.	All project applications must include a public education component. Projects that require continuous operational costs, such as enhanced traffic enforcement activities or crossing guards at school cross walks, must identify the duration of these services.	The maximum request is \$400,000. The reimbursement ratio for all projects will be 100%. Applications whose total project cost exceeds \$400,000 must identify project elements being financed with other sources and exclude those elements from the scope of the funding request. The annual fund program level is \$8 million.
Bicycle Transportation Account (BTA)	The BTA is intended to provide funds for bicycle transportation, which is recognized as an important and low cost mode of public transportation	Projects that improve safety and convenience for bicycle commuters.	To be eligible for funding, cities and counties must have an adopted Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 and has been approved by the appropriate RTPA and Caltrans.	For 2002/03 and 2003/04, the amount is \$ 7.2 million statewide. Applicant should provide a local match of at least 10% of the total cost. The max amount received is 25% of total outlay
Emergency Relief Program (ER)	The ER program is a special program from the Highway Trust fund for the repair and reconstruction of Federal-aid highways and roads on Federal lands, which have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause.	The funds are to be used for the reconstruction of roads, streets and bridges on Federal-aid highways, Federal domain roads and trails that are damaged by floods, earthquakes, hurricanes or other catastrophes.	Federal-aid highways are defined as all functionally classified roads except those roads functionally classified as local roads or rural minor collectors. For damage to roads not on Federal-aid highway, local agencies should seek disaster assistance from the State Office of Emergency Services (OES) and the Federal Emergency Management Agency (FEMA).	Currently, the maximum amount available to a single State cannot exceed \$100M per disaster. The Federal reimbursement share is the normal reimbursement ratio (88.53% on local highways) for the highway facility on which the ER project is located.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Pedestrian Safety Program (PSP)	<p>Factors used to rate a project:</p> <ul style="list-style-type: none"> • Needs of the applicant as demonstrated by a high rate of pedestrian injuries or fatalities • Potential for reducing pedestrian injuries and fatalities • Potential for encouraging increased walking • Proposed public education efforts to encourage pedestrian safety and awareness • Consultation and support by local traffic engineers, elected officials, law enforcement agencies, and other government or community groups • Potential for timely implementation of project 	Caltrans District staff will solicit candidate PSP projects from local agencies within their District boundaries.	Applicants are required to provide an update of project schedules and costs on July 1 of each year for each project that has not been awarded a construction contract by that date. Applicants that fail to provide these annual status reports may have their projects dropped from the program.	http://www.dot.ca.gov/hq/LocalPrograms/psp/PSPguidelines.pdf
Bicycle Transportation Account (BTA)	The local agency submits the BTP to their Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and certification that it complies with Section 891.2 of the Streets and Highways Code and the Regional Transportation Plan (RTP). Then, the BTP is submitted to Caltrans Bicycle Facilities Unit for review and approval.	The Bicycle Facilities Unit in the Caltrans Local Assistance Program.		http://www.dot.ca.gov/hq/LocalPrograms/bta/BTAWEB%20PAGE.htm
Emergency Relief Program	<p>Prerequisites:</p> <p>The governing body of a local agency declares that a "local emergency" exists within its jurisdiction. Caltrans, in cooperation with FHWA and local agency Engineers, conducts a route-by-route windshield survey of all Federal-aid highways if the initial telephone survey indicates appreciable damage.</p>	Local agency, Caltrans, and State Office of Emergency Services	A local agency must declare itself in a "State of Local Emergency" within ten (10) calendar days of the actual disaster occurrence. Failure to declare a local emergency within the 10-day calendar period may jeopardize the local agency's opportunity of obtaining financial assistance under the various disaster programs.	http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g11er.pdf

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
FEDERAL DISCRETIONARY PROGRAM				
Discretionary Bridge Program (DBP)	The HBRRP includes a Discretionary Bridge Program (DBP) component for the replacement or rehabilitation of high-cost highway bridges and for the seismic retrofit of highway bridges.	The replacement or rehabilitation of a deficient bridge that is located on a Federal-aid highway and has an estimated cost of more than \$10 million, or a cost that is twice the amount of HBRRP funds apportioned to the State in which the bridge is located. Projects for the seismic retrofit of non-deficient highway bridges are also eligible.	80% Federal share and subject to obligation limitation. For FY 2000, available funding was reduced to 87.1% of the authorized amount; however, 100% obligation authority was provided with the allocated funds. The available funding may also be decreased in FY 2001 - FY 2003.	The allocation for FY 2003 is \$100 Million nationally with \$25 Million for bridge seismic retrofit projects
National Corridor Planning and Development Program (NCPD)	The purpose of the National Corridor Planning and Development Program is to provide allocations to States and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade.	Feasibility studies; Comprehensive corridor planning and design activities; Location and routing studies; Multistate and intrastate coordination for corridors; Environmental review or construction after review by the Secretary of a development and management plan for the corridor or useable section of the corridor. Eligibility is limited to: The 21 corridors identified in ISTEA, the 8 added in the 1995 National Highway Designation Act, and the 14 added by the 1998 TEA-21, as well as any modifications to these corridors made in succeeding legislation.	The Federal share for projects funded through these programs is 80% (sliding scale applies). Obligations for each of these two programs will be limited each year by the requirements of Section 1102 (Obligation Ceiling) of the TEA-21.	The NCPD and CBI programs are funded by a single funding source. The combined authorized funding for these two programs is \$140 million in each year nationally from FY 1999 to FY 2003
Coordinated Border Infrastructure Program (CBI)	The purpose of the Coordinated Border Infrastructure Program is to improve the safe movement of people and goods at or across the border between the United States and Canada and the border between the United States and Mexico.	Improvements to existing transportation and supporting infrastructure that facilitate cross border vehicle and cargo movements. Construction of highways and related safety and safety enforcement facilities that will facilitate vehicle and cargo movements related to international trade. Operational improvements, including improvements relating to electronic data interchange and use of telecommunications, to expedite cross border vehicle and cargo movement. Modifications to regulatory procedures to expedite cross border vehicle and cargo movements. International coordination of planning, programming, and border operation with Canada and Mexico relating to expediting cross border vehicle and cargo movements. Activities of Federal inspection agencies.	The Federal share for projects funded through these programs is 80% (sliding scale applies). Obligations for each of these two programs will be limited each year by the requirements of Section 1102 (Obligation Ceiling) of the TEA-21.	The NCPD and CBI programs are funded by a single funding source. The combined authorized funding for these two programs is \$140 million in each year from FY 1999 to FY 2003

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
----------------	-------------------	-------------------	--	---

FEDERAL DISCRETIONARY PROGRAM				
Discretionary Bridge Program (DBP)	Rating factor as follows: <ul style="list-style-type: none"> • Sufficiency Rating • Average Daily Traffic • Average Daily Truck Traffic • Defense Highway Status • States' Unobligated HBRRP Balance • Total Project Cost • Special Considerations 	State transp. dept. responsibilities are to coordinate with State, local, and Federal agencies within the State to develop viable candidate projects; Submit the applications to the local FHWA division office on time so that the submission deadline can be met. Other responsible offices are FHWA division office and Office of Bridge Technology.		http://www.fhwa.dot.gov/bridge/discret.htm
National Corridor Planning and Development Program (NCPD)	The most important criterion is the extent to which the annual volume of commercial vehicle traffic at the border stations or ports of entry of each State has increased since the date of enactment of the North American Free Trade Agreement (NAFTA) and is expected to increase in the future.	A State or metropolitan planning organization receiving an allocation shall develop, and submit to the Secretary for review, a development and management plan for the corridor or a useable component.		http://www.fhwa.dot.gov/hep10/corbor/index.html
Coordinated Border Infrastructure Program (CBI)	Expected reduction in commercial and other motor vehicle travel time through an international border crossing; Improvements in vehicle and highway safety and cargo security related to motor vehicles crossing a border with Canada or Mexico; Strategies to increase the use of existing, underutilized border crossing facilities and approaches; Leveraging of Federal funds including use of innovative financing, combination of such funds with funding provided under other Sections of the TEA-21 and combination with other sources of Federal, State, local or private funding; Degree of multinational involvement in the project and demonstrated coordination with other Federal agencies responsible for the inspection on vehicles, cargo, and persons crossing international borders and their counterpart agencies in Canada and Mexico.	A State or MPO receiving an allocation shall develop, and submit to the Secretary for review, a development and management plan for the corridor or a useable component. Other agencies responsible are FHWA division office and FHWA headquarters program office		http://www.fhwa.dot.gov/hep10/corbor/index.html

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Ferry Boat Discretionary (FBD) Program	A special funding category for the construction of ferryboats and ferry terminal facilities was created by Section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240). Section 1207 of the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) reauthorized the FBD funding category through FY 2003.	Competitive FBD funds are available for improvements to ferry boats or ferry boat terminals where the ferry facility is providing a link on a public road (other than Interstate) or the ferry facility is providing passenger only ferry service; the ferry and/or ferry terminal to be constructed or improved is either publicly owned, publicly operated, or a public authority has majority ownership interest where it is demonstrated that the ferry operation provides substantial public benefits; the ferry does not operate in international water except for Hawaii, Puerto Rico, Alaska and for ferries between a State and Canada	The Federal share of the costs for any project eligible under this program is 80%.	\$38 million in each of fiscal years 1999 through 2003 for the construction of ferry boats and ferry terminals.
Innovative Bridge Research & Construction (IBRC) Program	The program is intended to demonstrate the application of innovative material technology in the construction of bridges and other structures and has two components. The larger component provides funds for repair, rehabilitation, replacement or new construction of bridges and other structures using innovative materials. The smaller component is intended to support research and technology transfer activities related to the program's goals.	The project may be on any public roadway, including State and locally funded projects. Funds are available for costs of preliminary engineering, costs of repair, rehabilitation or construction of bridges or other structures and costs of project performance evaluation including instrumentation and performance monitoring following construction. Proprietary Products - As this is a research and experimental program, it is in the public interest that proprietary and sole source products may be included in the projects, but they must be clearly identified and described. These funds may be used for the Federal share of the cost of the repairs, rehabilitation, replacement or new construction on the "innovative materials" portion of the project.	It is the goal to fund as many projects as possible at a 100% Federal share, however, some projects may be funded at a lower Federal share. Although these funds are subject to obligation limitation, 100% obligation authority is provided with the allocation of funds for the selected projects.	It is expected that approximately \$20 million will be available for candidate construction projects in FY 2003 nationally.
National Historic Covered Bridge Preservation (NHCBP) Program	The program provides funding to assist the States in their efforts to preserve, rehabilitate, or restore the Nation's historic covered bridges. For the purposes of this program, the term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register for Historic Places.	Funds are available for bridge projects that meet one or more of the program goals. The project may be on any public roadway, including Federal, State and locally funded projects. Funds are available for costs of preliminary engineering, costs of rehabilitation, preservation, and arson and vandalism prevention activities. Funds are also available for evaluating any innovative portion of the restoration work not to exceed 2 years, and for preparation of a case study report.	The Federal share of project cost is 80%.	TEA-21 authorized \$10 million from the Federal General fund for each of the FY's 1999 through 2003 to carry out this program. These funds must be appropriated before they become available.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Ferry Boat Discretionary (FBD) Program	<p>Expeditious completion of project</p> <p>State priorities</p> <p>Leveraging of private or other public funding</p> <p>Amount of FBD funding</p> <p>National geographic distribution of funding within the FBD program</p>	<p>State transportation agency coordinates with State and local agencies within the State to develop viable candidate projects.</p> <p>Other responsible offices are FHWA division office and FHWA headquarters program office</p>		<p>http://www.fhwa.dot.gov/discretionary/fbdinfo.htm</p>
Innovative Bridge Research & Construction (IBRC) Program	<p>Projects which will meet one or more of the goals of the program in Section 503(b)</p> <p>Projects which will incorporate materials and/or products that are readily available</p> <p>Projects ready for or near the construction phase will be given priority consideration</p> <p>Projects with designs that are repeatable or have wide spread application</p> <p>Projects that leverage Federal funds with other significant public or private resources will be given preference</p>	<p>State transportation department coordinate with State, local, and Federal agencies within the State to develop viable candidate projects.</p> <p>Other responsible offices are FHWA division office and FHWA headquarters program office.</p>		<p>http://lbrc.fhwa.dot.gov/</p>
National Historic Covered Bridge Preservation (NHCBP) Program	<p>Highest priority to projects:</p> <ul style="list-style-type: none"> • best meeting program intent. • ready for or near construction. • that leverage Federal funds with other resources. • that further the aims of the Historic Bridge Management Plan and/or the State Historic Preservation Plan with the endorsement of the SHPO. • for complete restoration and rehabilitation over only the installation of fire/vandalism protection systems or moving the bridge to a preservation location. 	<p>Each State, in cooperation with the FHWA Division Office, is requested to prioritize their candidate projects giving reasons for the priority. The FHWA will attempt to equitably distribute funds to applicant States in accordance with the States' priorities, however, it is to be expected that high cost project requests may be funded at less than 100% of a State's requested amount.</p>		<p>http://www.fhwa.dot.gov/bridge/cbrfc.htm#elig</p>

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Intelligent Transportation Systems (ITS)	Provides funding to State and local partnerships that are determined to be qualified to participate based on the selection criteria contained within TEA-21. Funding would support integration (not components) of metropolitan area travel management intelligent infrastructure. It will also support the deployment of integrated intelligent infrastructure in rural areas.	To accelerate the integration and interoperability of intelligent transportation systems (ITS) across system, jurisdiction and modal boundaries, in metropolitan and rural areas, to improve transportation efficiency, promote safety (including safe freight movement), increase traffic flow (including the flow of intermodal travel at ports of entry), reduce emissions of air pollutants, improve traveler information, enhance alternative transportation modes, build on existing intelligent transportation system projects or promote tourism.	The Federal share derived from ITS funding shall not exceed 50% and total Federal funds cannot exceed 80%, and the funds are subject to the Federal-aid Highways annual obligation limitation. Subject to the overall obligation limitation for Federal-aid Highways; however, 100% obligation limitation is provided with the allocation of funds for the selected projects.	TEA-21 authorized \$85 million for FY 2003.
Commercial Vehicle Intelligent Transportation System Infrastructure Deployment Program	Provides funding to State applicants for the deployment of Commercial Vehicle Information Systems and Networks (CVISN). This program will be focused on achieving the goal of "deployment of CVISN in the majority of States by September 30, 2003" as directed by TEA-21. This will provide for the delivery of real-time safety information to roadside inspectors to more precisely target unsafe carriers; the creation of systems to facilitate electronic processing of registration, tax credentials and permits; and the electronic clearance of commercial vehicles past weigh stations along highways.	Any State with a completed business plan would be eligible for funding. The first step would be the completion of a series of CVISN Deployment Workshops, which will assist the State in the development of top-level design, and a State CVISN Project Plan. This project plan will then be used to guide the implementation of CVISN in that State. States that have completed both CVISN business and project plans would be ready for full CVISN deployment funding.	The Federal share derived from ITS funding shall not exceed 50% and total Federal funds cannot exceed 80%, and the funds are subject to the Federal-aid Highways annual obligation limitation. The program is subject to the overall obligation limitation for Federal-aid Highways; however, 100% obligation limitation is provided with the allocation of funds for the selected projects.	TEA-21 authorized \$35.5 million for FY03.
Interstate Maintenance Discretionary Program (IMD)	Program provides funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes	Resurfacing, restoring, rehabilitating and reconstructing (4R) work, including added lanes, on the Interstate System. However, not eligible for allocation of IMD funds are projects on any highway designated as a part of the Interstate System under Section 139 of 23 U.S.C., as in effect before the enactment of TEA-21 and any toll road on the Interstate System not subject to an agreement under Section 119(e) of 23 U.S.C., as in effect on December 17, 1991.	The amount of available funding is impacted by obligation limitation imposed on the Federal-aid highway program under the provisions of TEA-21 Section 1102(f), Redistribution of Certain Authorized Funds. The normal pro-rata Federal share of the costs for any project eligible under this program is 90%. However, the Federal share is 80% on projects or the portion of the work involving added single-occupancy vehicle lanes to increase capacity.	\$100 M is set aside nationally for FY 2003. Funds would not be allocated to a State that had, in the preceding fiscal year, transferred either National Highway System (NHS) or Interstate Maintenance (IM) funds to the Surface Transportation Program (STP) apportionment.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Intelligent Transportation Systems (ITS)	Demonstrate a strong commitment to cooperation among agencies, jurisdictions, and the private sector, as evidenced by signed memoranda of understanding that clearly define the responsibilities and relations of all parties to a partnership arrangement, including institutional relationships and financial agreements needed to support integrated deployment; For other criteria, please look up the website under Qualification Criteria.	FHWA headquarters program office		http://www.its.dot.gov/
Commercial Vehicle Intelligent Transportation System Infrastructure Deployment Program	Any project the cost of which exceeds \$10 million [23 U.S.C. 118(c)(3)]. A project on any high volume route in an urban area or high truck-volume route in a rural area [23 U.S.C. 118(c)(3)]. Priority may be given to funding a transportation project relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event if the project meets the extraordinary needs associated with such events and is otherwise eligible for assistance with IMD funds [Section 1223, TEA-21].	ITS America, in its role as a utilized Federal Advisory Committee to the Department of Transportation, will convene a panel of experts to assess applicants' qualifications to participate in the CVISN Program based on the project selection criteria contained within TEA-21. Those applications that demonstrate an ability to meet the criteria established by TEA-21 will be considered as potential candidates for funding.		http://www.fhwa.dot.gov/tea21/factsheets/its.htm
The Interstate Maintenance Discretionary Program (IMD)	Project costs more than \$10 million [23 U.S.C. 118(c)(3)]. A project on any high volume route in an urban area or high truck-volume route in a rural area [23 U.S.C. 118(c)(3)]. Priority may be given to a project relating to an international quadrennial Olympic or Paralympic event or a Special Olympics International event if the project meets the extraordinary needs associated with such events and is otherwise eligible for assistance with IMD funds [Section 1223, TEA-21].	State transportation agency responsible for coordinating with local governments and MPOs within the State to develop viable candidate projects. Other responsible organizations include FHWA division office and FHWA headquarters program office		http://www.fhwa.dot.gov/discretionary/imdinfo.htm

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Public Lands Highways (PLH) program	To improve access to and within the Federal lands of the nation.	Transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within the Federal public lands. The funds shall be allocated among those States having un-appropriated or unreserved public lands, nontaxable Indian lands or other Federal reservations, on the basis of need in such States	Federal share of the costs for any project eligible under this program is 100%.	\$83.6 million is set aside nationally for FY 2003. FHWA administration expenses reduce this available funding, which may be up to 1.5%. Approximately \$65-\$70 million will be available for candidate projects each of fiscal years 2001 through 2003.
National Scenic Byways (NSB) Program	To recognize and enhance roads which have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities, and support State scenic byway initiatives.	Planning, design and development of state scenic byways program; Development and implementation of a corridor management plan; Safety improvements to a state scenic byway, National Scenic Byway or All-American Road because of increased traffic due to designation; Construction of byway facilities; Improvements to enhance recreation area access from byways; Protecting historical, archeological and cultural resources adjacent to byways; Developing and providing tourism information to the public about byways; and Developing and implementing scenic byway marketing plans.	In accordance with 23 U.S.C. 162(f), the Federal share of the costs for any project eligible under this program is 80%. The Scenic Byways discretionary funds are subject to obligation limitation; however, 100% obligation authority is provided with the allocation of funds for the selected projects. There must be a minimum of 20% in matching funds available for the project when the grant application is submitted. This matching requirement can be satisfied in whole or in part with State, local government, private sector, or Federal land management agency funds. Additionally, third party in-kind donations can be credited toward the State's share of the project cost.	Approximately \$26.5M million will be available nationally for candidate projects in FY 2003. The amount of available funding is impacted by any obligation limitation imposed on the Federal-aid highway program under the provisions of TEA-21 Section 1102(f), Redistribution of Certain Authorized Funds. After these reductions, it is expected that approximately \$21 million will be available for candidate projects each of fiscal years 2000 through 2003.
Transportation and Community and System Preservation Pilot (TCSP) program	A comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.	State agencies, metropolitan planning organizations and units of local governments that are recognized by a State are eligible recipients of TCSP grant funds. This would include towns, cities, public transit agencies, air resources boards, school boards, and park districts but not neighborhood groups or developers. Non-governmental organizations that have projects they wish to see funded under this program are encouraged to partner with an eligible recipient as the project sponsor.	There is no Federal share requirement under this program. Activities are eligible for full Federal funding, however subject to obligation limitation.	Funding for the TCSP was \$25 million per year nationally for FY's 2000 through 2003

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Public Lands Highways (PLH) program	The Secretary shall give preference to those projects which are significantly impacted by Federal land and resource management activities which are proposed by a State which contains at least 3% of the total public lands in the Nation (includes CA)	State transportation agency responsible for coordinating with local governments and MPOs within the State to develop viable candidate projects. Other responsible organizations include FHWA division office and FHWA headquarters program office		http://www.fhwa.dot.gov/discretionary/pipl0211.htm
National Scenic Byways (NSB) Program	Statutory criteria includes Projects on routes designated as either an All-American Road (AAR) or a NSB. Projects that would make routes eligible for designation as either an AAR or a NSB Projects associated with developing State scenic byway programs. Other criteria includes: State & byway priorities Project benefits Timely expenditure of previously awarded scenic byway funds Leveraging of private or other public funding	A person from a local byway group or the State Scenic Byways Coordinator that is responsible for writing the grant application. Applicant will coordinate with the State Scenic Byways Agency to develop viable grant projects. Other responsible parties include the FHWA division office and the FHWA headquarter program office.		http://www.fhwa.dot.gov/tea21/factsheets/scenic.htm
Transportation and Community and System Preservation Pilot (TCSP) program	Proposals that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.	There are no specific responsibilities attributed to State Transportation Agencies. Grants may be awarded through the traditional Federal-aid mechanism or directly to grantees. Responsible parties include the FHWA division office and the FHWA headquarter program office.		http://www.fhwa.dot.gov/tcsp/

FUNDING SOURCE	DESCRIPTION	ELIGIBLE USES	POLICIES & GUIDELINES	ANNUAL AMOUNT (\$ in Millions)
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Federal credit assistance (e.g., direct loans, loan guarantees, and lines of credit) to large-scale transportation projects of national significance. The program is intended to stimulate additional investment in large-scale transportation infrastructure projects by encouraging private sector participation, advancing construction schedules, and sharing risks between public and private sectors more efficiently and equitably.	Any type of highway projects and transit capital projects are eligible for Federal assistance through surface transportation programs under Title 23 or chapter 53 of Title 49 U.S.C. In addition, international bridges and tunnels; inter-city passenger bus and rail facilities and vehicles (including Amtrak and magnetic levitation systems); and publicly owned intermodal freight transfer facilities (except seaports or airports) on or adjacent to the National Highway System are also eligible.	The amount of Federal credit assistance may not exceed 33% of total project costs. The authorization amounts are subject to obligation limitation; however, 100% obligation authority is provided with the allocation of funds for the selected projects. The obligation limitation reduces the available funding for the program.	The funds authorized under TIFIA are \$ 130M for fiscal year 2001 with a Max. Nominal Amount of Credit of \$ 2,600M. A total of \$530 million of contract authority is provided to pay the "subsidy cost" of supporting Federal credit under TIFIA, that is, to cover the risk of losses. Annual caps totaling \$10.6 billion limit the nominal
Value Pricing Pilot (VPP) Program	An experimental program aimed at learning the potential of different value pricing approaches for reducing congestion. Value pricing, also known as congestion pricing or peak-period pricing, entails fees or tolls for road use, which vary by level of congestion. Fees are typically assessed electronically to eliminate delays associated with manual toll collection facilities.	Eligible Project Types include Areawide Value Pricing Value Pricing on a Single Highway Facility, Route or Corridor Value Pricing on Single or Multiple Highway Lanes Pre-project Studies and Experiments Innovative Pilot Tests	The Federal share of the costs for any project eligible under this program is 80%. The Value Pricing Pilot Program funds are subject to obligation limitation. The obligation limitation reduces the available funding for the program under the provisions of TEA-21 Section 1216 (a).	TEA-21 provides for \$11 million for each of fiscal years 2000 through 2003.
Homeland Security Grants	One March 1, 2003 the U.S. Department of Homeland Security (DHS) was created with the one responsibility to make America more secure and better prepared to prevent, disrupt, and respond to terrorist attacks.	The DHS has established an Urban Areas Security Initiative (UASI) and is funding local governments and mass transit agencies to enhance their capacity and preparedness to respond to Weapons of Mass Destruction (WMD) terrorist incidents. These uses include Planning, Equipment Acquisition, Training, Exercises, and Operational Activities. As a funding grant is announced by DHS, a detail description of eligible uses is included.	To date there has been no match of funds required. No full time employee (FTE) labor can be charged to a DHS grant. Only overtime or staff position/consultant exclusively hired for work within the grant is chargeable (special conditions can differ by grant).	Amount will vary annually as DHS releases allotments to UASI or competitive program funds. For FYs 04 and 05, MTA received grants totaling \$4.6 million combined.

FUNDING SOURCE	PROJECT SELECTION	RESPONSIBLE STAFF	TIMELY USE OF FUNDS (WHERE APPLICABLE)	FURTHER INFORMATION (WHERE APPROPRIATE)
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Qualified projects meeting the initial threshold eligibility criteria will be evaluated by the Secretary and selected based on the extent to which they generate economic benefits, leverage private capital, promote innovative technologies, and meet other program objectives. Each project must receive an investment grade rating on its senior debt obligations before its Federal credit assistance may be fully funded	Projects must be included in the STIP; however, submissions are not required to come through the State Transportation Dept. Responsibilities of the State Transp. Dept. would be determined on a specific project basis. Other Responsible parties are FHWA division, and headquarter program office.		http://tifia.fhwa.dot.gov/
Value Pricing Pilot (VPP) Program	Proposals with greatest potential to reduce congestion and advance current knowledge of price effects, operations, enforcement, revenue generation, equity mitigation and monitoring/evaluation mechanisms will be given the highest priority. Priority will be given to promising but untried innovations, including technical, technological, operational and institutional. Projects with strong evaluation programs, significant commitment by implementing organizations and evidence of stakeholder support are encouraged.	State transportation agency coordinate with State, local, and Federal agencies within the State to develop viable proposed projects and submit applications to the local FHWA division office. Other Responsible parties are FHWA division, and headquarter program office.	Funds allocated by the Secretary to a State under this section shall remain available for obligation by the State for a period of three years after the last day of the fiscal year for which funds are authorized.	http://www.fhwa.dot.gov/policy/otps/valuepricing.htm
Homeland Security Grants	When DHS predetermines the eligible uses of a grant, it will allocate dollar amount by Urban Area (core cities) or transit agency. For competitive applications, the announcement will identify the selected criteria, the items to be answered, the value of each item to be judged, and value (total points of 100).	U.S. Dept. of Homeland Security (DHS) MTA Grant Management – James Allen, RGM&A MTA Security and Law Enforcement California Office of Homeland Security (OHS)	DHS will state the timeframe -- generally one to two years maximum.	http://www.dhs.gov/dhspublic/

APPENDIX

ACRONYMS USED IN THIS GUIDE

AAR	All-American Road	FAU	Federal-Aid Urban
AB	Assembly Bill	FBD	Ferry Boat Discretionary
ADA	Americans with Disabilities Act	FEMA	Federal Emergency Management Agency
ARB	Air Resources Board	FFY	Federal Fiscal Year (ending Sept. 30) (10/1/XX-9/30/XX)
ASI	Access Services, Incorporated	FHWA	Federal Highway Administration
BCP	Budget Change Proposal	FSP	Freeway Service Patrol
BOS	Bus Operations Subcommittee (Metro/MTA)	FTA	Federal Transit Administration
BTA	Bicycle Transportation Account	FTIP	Federal Transportation Improvement Program
BTP	Bicycle Transportation Plan	FY	Fiscal Year (ending June 30) (e.g. FY05 =7/1/04-6/30/05)
Caltrans	California Department of Transportation	GARVEE	Grant Anticipation Revenue Vehicles
CBI	Coordinated Border Infrastructure	HBRR	Highway Bridge Rehabilitation and Replacement
CEDFA	California Economic Development Finance Authority	HES	Hazard Elimination Safety
CFP	Call for Projects (Metro/MTA)	HOV	High Occupancy Vehicle (i.e. Carpool Lane, Diamond Lane)
CHP	California Highway Patrol	IBRC	Innovative Bridge Research & Construction
CMAQ	Congestion Mitigation and Air Quality	IM	Interstate Maintenance
CMP	Congestion Management Plan	IMD	Interstate Maintenance Discretionary
COP	Certificate of Participation	ITS	Intelligent Transportation Systems
CP	Commercial Paper	JARC	Job Access and Reverse Commute
CPI	Consumer Price Index	LBSSRP	Local Bridge Seismic Safety Retrofit Program
CPUC	California Public Utilities Commission	LOA	Letter of Agreement
CTC	California Transportation Commission	LP	Local Programming (Metro/MTA)
CTIB	California Transportation Infrastructure Bank	LRP	Long Range Planning (Metro/MTA)
CVISN	Commercial Vehicle Information Systems and Networks	LTF	Local Transportation Fund
DBP	Discretionary Bridge Program	METRO	L.A. County Metropolitan Transportation Authority (also MTA)
DPSS	Department of Public Social Services, L.A. County	MPO	Metropolitan Planning Organization
EEM	Environmental Enhancement & Mitigation	MSERC	Mobile Source Emission Reduction Credits
FAP	Formula Allocation Procedure (Metro/MTA)	MSRC	Mobile Source Air Pollution Reduction Review Committee

ACRONYMS USED IN THIS GUIDE

MTA	L.A. County Metropolitan Transportation Authority (or Metro)	SCAQMD	Southern California Air Quality Management District
NAFTA	North American Free Trade Agreement	SCRRA	Southern California Regional Rail Authority (Metrolink)
NCPD	National Corridor Planning and Development	SHA	State Highway Account
NHCBP	National Historic Covered Bridge Preservation	SHOPP	State Highway Operation and Protection Program
NHS	National Highway System	SIB	State Infrastructure Bank
NSB	National Scenic Byways	SIP	State Implementation Plan
OES	Office of Emergency Services	SR2S	Safe Routes to Schools
OMB	Office of Management and Budget (Metro/MTA)	STA	State Transit Assistance
P & PA	Programming & Policy Analysis (Metro/MTA)	STIP	State Transportation Improvement Program
PLH	Public Lands Highways	STP	Surface Transportation Program
PS & E	Plans, Specifications, and Estimates	STP-L	Surface Transportation Program - Local
PSP	Pedestrian Safety Program	TCRF	Traffic Congestion Relief Fund
PTA	Public Transportation Account	TCRP	Traffic Congestion Relief Program
PVEA	Petroleum Violation Escrow Account	TCSP	Transportation and Community and System Preservation
RGM & A	Regional Grants Management & Administration (Metro/MTA)	TDA	Transportation Development Act
RIP	Regional Improvement Program	TDI	Transportation Development & Implementation (Metro/MTA)
RP	Regional Programming (Metro/MTA)	TDM	Transportation Demand Management
RSP	Regional Service Planning (Metro/MTA)	TEA	Transportation Enhancement Activities
RSTP	Regional Surface Transportation Program	TEA-21	Transportation Equity Act for the 21st Century
RTC	RECLAIM Trading Credits	TFB	Transportation Finance Bank
RTP	Regional Transportation Plan	TIF	Transportation Investment Fund
RTPA	Regional Transportation Planning Agency	TIFIA	Transportation Infrastructure Finance and Innovation Act
SAFE	Service Authority for Freeway Emergencies	TSM	Transportation Systems Management
SB	Senate Bill	USC	United States Code
SCAG	Southern California Association of Governments	VPP	Variable Pricing Program



