

Los Angeles County Metropolitan Transportation Authority (Metro)

2009 Transportation Improvement Program
Call for Projects

APPENDIX A

FUND SOURCE GUIDE

APPENDIX A

2009 TIP Call for Projects

FUND SOURCE GUIDE

INTRODUCTION

This appendix describes the fund sources that are anticipated to be available for programming by Metro through the 2009 Transportation Improvement Program (TIP) Call for Projects. Although information is provided for each funding source, the focus of the TIP Call for Projects is on attracting, evaluating, and prioritizing the best regional projects, without regard to funding sources. After projects are approved for funding by the Metro's Board, Metro staff will assign specific funds to each project based on fund source eligibility requirements and in an effort to leverage the maximum amount of federal and state funds for the county. The funds described in the following paragraphs are not all inclusive as Metro may assign other funds that may become available before we complete and adopt the 2009 Call for Projects. The descriptions herein are for information purposes only and cannot be construed to represent the current policies of Metro or any other agency.

LOCAL REVENUES

Proposition C

Proposition C revenues are generated by a Los Angeles County ½ cent sales tax approved by the voters in November 1990. Funds are allocated to a variety of capital and operating projects and programs that improve transit service and operations, reduce traffic congestion, improve air quality, and efficiently operate and improve the condition of streets and freeways utilized by transit. By ordinance, revenues from Proposition C are apportioned into the following categories: Rail & Bus Security (5%); Commuter Rail, Transit Centers, and Park and Ride Lots (10%); Local Return (20%); Transit Related Improvements to Streets and Highways (25%); and Metro Discretionary (40%).

It is anticipated that only Proposition C 10% (Commuter Rail, Transit Centers, and Park and Ride Lots) and Proposition C 25% funds (Transit Related Streets and Highway Improvements) will be available for programming through this Call for Projects from Proposition C. Transit Capital is the only Modal Category eligible for Proposition C 10% funds. The Modal Categories eligible for Proposition C 25% funds include: 1) Regional Surface Transportation Improvements and 2) Signal Synchronization and Bus Speed Improvements.

STATE REVENUES

Regional Improvement Program (75%)

With the passage of Senate Bill 45 (SB 45), seventy five percent (75%) of the funds available through the State Transportation Improvement Program (STIP) are committed to the statewide Regional Improvement Program. These funds are derived from a variety of state and federal sources, including the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and state gas tax revenues. Caltrans amasses these funds in the State Highway Account, and distributes them through the STIP, which is based on STIP county share formulas. Projects identified through this Call for Regional Improvement Program (75%) funds will be submitted to the State in the 2008 STIP Amendment process.

Regional Improvement Program funds are intended for a broad range of transportation improvements, including not only state highways, but also grade separations, transportation system management, transportation demand management, soundwalls, bus and rail transit, local street and road projects, inter-modal facilities and pedestrian and bicycle facilities.

State Local Transportation Partnership Program (SLTPP)

The 2008 State Budget Act included the provisions to establish criteria and conditions for the use of \$1.0 billion in Proposition 1 B funds to the State-Local Partnership Program Account. This program is part of the \$19.9 billion Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006. The purpose of the SLTPP is to reward "self-help" counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements. SLTPP provides funds for a wide variety of capital projects that are typically funded in local or regional voter-approved expenditure plans and that provide mobility, accessibility, system connectivity, safety, or air quality benefits. Projects eligible include the following: improvements to the state highway system, major roadway rehabilitation, resurfacing; or reconstruction that extends its useful life by at least 15 years. It also includes new construction and facilities to increase capacity, improve mobility, or enhance safety, improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or the convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.

Transportation Enhancement Activities Program (TEA)

TEA-21 legislation set aside ten percent (10%) of Surface Transportation Program (STP) funds for the Transportation Enhancement (TE) program. SAFETEA-LU legislation made changes to the set-aside amount, which starting with FY 2006 was set to be the greater of ten percent (10%) of the State's STP apportionment or the dollar amount of the TE set aside for the State for 2005. Although the TEA program is funded with federal revenue, it is included within the State revenue category in compliance with the guidelines of the California Transportation Commission as amended in Resolution G-03-13 (TE Program Reform) that was adopted in August 2003 and in which it resolved the integration of the TE program into

the STIP. This change became effective with the 2004 STIP. TEA funds are for the design and construction of improvements that beautify or enhance the interface between transportation systems and adjacent communities. Eligible enhancement projects includes: provisions of pedestrian and bicycle facilities and safety and educational activities; scenic easement and/or historic site acquisition; scenic or historic highway programs and preservation; landscaping and other scenic beautification; rehabilitation and operation of historic transportation facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation; and the establishment of transportation museums.

FEDERAL TEA-21 AND SAFETEA-LU REVENUES

Regional Surface Transportation Program (STP)

As part of TEA-21 and SAFETEA-LU, the Federal government sets aside funds for the Surface Transportation Program (STP). Under TEA-21, fifty percent (50%) of Surface Transportation Program (STP) funds were for the Regional Surface Transportation Program (RSTP). The RSPT is now about fifty six percent (56%) of STP funds because SAFETEA-LU eliminated the 10% set aside for Safety Construction. This program is intended for use by states and localities for congestion relief in urban areas. Eligible uses include: construction, reconstruction, rehabilitation, resurfacing, restoration, enhancement, and operational improvements for highways; capital costs for transit projects eligible for assistance under the Federal Transit Act; publicly-owned intra-city or inter-city bus terminals and facilities; carpool projects; fringe and corridor parking facilities; bicycle and pedestrian walkways; and highway and transit safety improvements.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is 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. However, projects involving alternative fuel fleet conversions no longer need to be specifically identified or included in the SIP or maintenance plan in order to be eligible for CMAQ funding. Programs, projects, and activities that are eligible for CMAQ funding are mainly for Transportation Control Measures, Travel Demand Management, and Public Transportation. Typical projects include: transit capital and operating improvements; traffic flow improvements; high-occupancy vehicle lanes; employer-based transportation management plans and incentives; fringe parking facilities servicing high occupancy vehicles; rideshare service programs and outreach activities; bicycle and pedestrian facilities and programs; telecommuting; inter-modal freight, emission inspection and maintenance (I/M) stations; alternative fuels vehicles and facilities; planning and project development activities for projects with air quality benefits; magnetic levitation transportation technology deployment programs; and experimental pilot projects and public-private partnerships considering activities showing promise for air quality emission reductions.