

**Los Angeles County Metropolitan Transportation Authority (MTA)**

**2011 Transportation Improvement Program  
Call for Projects**

**APPENDIX A**

**FUND SOURCE GUIDE**

# APPENDIX A

## 2011 TIP Call for Projects

### FUND SOURCE GUIDE

#### INTRODUCTION

This appendix describes the fund sources that are anticipated to be available for programming by MTA through the 2011 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 MTA's Board, MTA 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 MTA 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 MTA 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 MTA Discretionary (40%).

It is anticipated that only Proposition C 25% funds (Transit-Related Streets and Highway Improvements) will be available for programming through this Call for Projects from Proposition C. The Modal Categories eligible for Proposition C 25% funds include: 1) Regional Surface Transportation Improvements, 2) Goods Movement Improvements, and 3) Signal Synchronization and Bus Speed Improvements.

## **STATE REVENUES**

### **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 Fiscal Year 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). This Resolution was adopted in August 2003 to resolve 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 include 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 RSTP 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.