

Attachment F – Funding Sources

Eligible Formula Local Funding Sources

Funding Source and Annual Amount ¹ (approx.)	Description	Eligible Uses	Opportunities/ Constraints
Transportation Development Act (TDA) – Article 3 \$7.5 million	2% of TDA Article 3 funds are allocated to local jurisdictions based 85% on population and 15% to City of LA and LA County to maintenance of regionally significant Class I bicycle facilities.	Bicycle and pedestrian facilities are eligible.	TDA Article 3 funds are directly allocated to local jurisdictions.
Proposition C 10% \$75.2 million	10% Commuter Rail/Transit Centers/ Park-n-Ride – To increase mobility and reduce congestion by providing funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride Lots, and Freeway Bus Stops. Allocated directly by the Metro Board to Metrolink and through the Metro Call for Projects process to other eligible agencies for specific eligible projects.	In terms of active transportation, access improvement projects are eligible as well as bicycle lockers and other improvements to Metrolink rail stations.	Bond debt service and commuter rail operations have first priority for these funds. Board action in June 2015 further restricted these funds to only be available to projects which directly benefit Metrolink operations. These funds may not be used to improve access to Metro Rail or Bus stations.
Proposition C 20% \$150.4 million	20% Local Return – Distributed to cities on a per capita basis for public transit-related purposes.	Proposition C 20% Local Return can be used for Transportation Demand Management, commuter bikeways and bike lanes, and street improvements supporting public transit service.	Declines in gas tax subventions from the state have led to cities using a larger portion of Local Return for street maintenance.
TDA Article 8 \$22 million	For areas within LA County not served by Metro, North County unincorporated area, Palmdale, Lancaster, Santa Clarita, and Avalon. Allocated to the eligible local jurisdictions based on population. Requires annual public hearings.	Transit and paratransit programs to fulfill unmet transit needs in areas not served by Metro.	If there are no unmet transit needs, may be used for street and road improvements.

Eligible Formula Local Funding Sources (continued)

Funding Source and Annual Amount ¹ (approx.)	Description	Eligible Uses	Opportunities/ Constraints
Proposition C 25% \$188.0 million	25% Transit-related Improvements to Freeways and State Highways and Public Mass Transit Improvements to Railroad Rights-of-Way – To provide essential countywide transit-related improvements to freeways and State highways. To facilitate transit flow, the operation of major streets and freeways will be improved by providing preference and priority for transit.	In terms of eligible active transportation projects, transportation demand management, Class I and Class II bicycle facilities, roadway improvements which support transit use, like first last mile improvements are eligible.	Bond debt service has first priority for funds. The majority of these funds are assumed to be programmed to rail and HOV projects. The balance is typically allocated through the Metro Call for Projects.
Measure R 15% \$112.8 million	15% Local Return - Distributed to the incorporated cities within Los Angeles County and the County of Los Angeles for the unincorporated area of the County on a per capita basis.	Major street resurfacing, rehabilitation, reconstruction, bikeways, pedestrian improvements, streetscapes, and other active transportation improvements.	Declines in gas tax subventions from the state have led to cities using a larger portion of Local Return for street maintenance.
Repayment of Capital Project Loans Fund 3562 \$ variable	Metro established the Repayment of Capital Project Loans (fund 3562) to account for capital reimbursements from the State for advances that Metro made in lieu of capital project funding that the State could not provide on the originally programmed schedule.	The Long Range Transportation Plan (LRTP) assumes that these funds must be used for capital purposes only and are allocated at the discretion of the Metro Board.	This source is typically used to cover cost increases on rail projects which are under construction. This fund source can also be programmed in the Metro Call for Projects when other eligible funds are not available.
Metro ExpressLanes Net Toll Revenue Grant Program \$ 19.6 million (Cycle 1)	The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors.	First last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share), complete streets projects which emphasize multi-modalism, bicycle infrastructure including bicycle lanes and secured bicycle parking facilities, and pedestrian enhancements including on/off-ramp safety improvements.	This source is flexible, but limited by Board policy to areas within three miles of the ExpressLanes facilities. Funding for this program is subject to availability of net toll revenue.

Eligible Formula State Funding Source²

Funding Source and Annual Amount ¹ (approx.)	Description	Eligible Uses	Opportunities/Constraints
Regional Improvement Program \$ variable	Regional Improvement Program – 75% of State Transportation Improvement Program Funds are distributed to the counties and RTPA's.	Capital projects including bicycle, pedestrian projects, safety projects, TDM, and intermodal facilities.	Funding from this source has been limited and volatile due to inflation and legislative and market changes in the price of gasoline and the taxes on gasoline.

Eligible Competitive State Funding Sources

Funding Source and Annual Amount ¹ (approx.)	Description	Eligible Uses	Opportunities/Constraints
Active Transportation Program (ATP) ³ \$120 million available statewide \$33 million available to LA County	The Active Transportation Program is a consolidation of five previous programs which funded active transportation. This program is exclusively devoted to funding active transportation projects, particularly those that improve health and safety, benefit disadvantaged communities, and promote increased use of active modes.	Bicycle and pedestrian improvement project, Safe Routes to School, bicycle and pedestrian planning, non-infrastructure projects, safety and encouragement campaigns. Highest priority projects demonstrate ability to increase walking and biking, improve health and safety, reduce GHG, and ensure benefit to disadvantaged communities.	Projects are selected based on a statewide as well as regional competition. Funds are now programmed several years out and are not available for immediate active transportation needs. Metro has provided ongoing technical grant-writing assistance to local municipalities to compete for this funding source.
Affordable Housing and Sustainable Communities (AHSC) ³ \$ is 20% of overall Greenhouse Gas Reduction Fund	Supports reduction of GHG emissions by improving mobility options and increasing infill developments. Funds are administered by the Strategic Growth Council.	Active transportation and complete streets that are linked to affordable and infill developments.	Active transportation improvements must be linked to an affordable housing development.
Transit and Intercity Rail Capital Program (TIRCP) \$ is 10% of overall Greenhouse Gas Reduction Fund	Administered by Caltrans in collaboration with California State Transportation Agency (CalSTA). The TIRCP provides grants for capital improvements and operational investments that modernize California's transit system.	Active transportation projects are eligible as project elements.	Funds are typically reserved for bus or rail projects. However, bicycle and pedestrian improvements are eligible project expenses as long as they are part of a transit expansion or modernization project.

Eligible Formula Federal Funding Sources ⁴

Funding Source and Annual Amount ¹ (approx.)	Description	Eligible Uses	Opportunities/Constraints
<p>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</p> <p>\$138 million</p>	<p>An FHWA program. CMAQ funds are used for projects and programs which have a demonstrable impact on reducing criteria pollutants and relieving congestion. Funds are allocated based on weighted population formula, which takes into account air pollution severity, and are typically awarded through the Metro Call for Projects.</p>	<p>Bicycle, pedestrian, and TDM projects are eligible so long as they can demonstrate air quality benefits.</p>	<p>Funds from this source are typically allocated to rail expansion, HOV projects, and rail operation start-up. A limited amount of CMAQ is also programmed through the Metro Call for Projects to the Bicycle, Pedestrian, and Transit Capital modes. Projects must clearly demonstrate air quality benefits. Landscaping and street furniture are not eligible.</p>
<p>Regional Surface Transportation Program (RSTP)</p> <p>\$81.6 million</p>	<p>An FHWA program. A flexible funding source which is apportioned to states on a per capita basis. Metro programs LA County's share to LRTP projects or through the Metro Call for Projects.</p>	<p>Bicycle, pedestrian, and TDM projects</p>	<p>Funds from this source are currently used primarily to operate Access Services as well as some highway and transit projects.</p>
<p>Surface Transportation Program – Local (STP-L)</p> <p>\$31.7 million</p>	<p>Part of RSTP. Metro allocates \$31.7 million per year of RSTP</p>	<p>Bicycle, pedestrian, and TDM projects; typically used for rehabilitation and maintenance</p>	<p>Funds from this source are apportioned to each municipality by population. Municipalities are responsible for selecting projects under this program.</p>
<p>Federal Transit Administration (FTA) Grants</p> <p>Section 5307 - \$247.1 million</p> <p>Section 5310 - \$0.4 million</p> <p>Section 5311 - \$0.18 million</p> <p>Section 5337 - \$84.5 million</p> <p>Section 5339 - \$24.8 million</p>	<p>FTA MAP-21 programs.</p>	<p>Active transportation projects must meet the following criteria:</p> <ol style="list-style-type: none"> 1) Be elements of a larger transit project. 2) Be within a 3-mile bikeshed or a 1/2-mile walkshed of a transit station. 3) Enhance economic development or incorporate private investment; effectiveness of public transit project, or establish new or enhanced coordination between public transit and other transportation; and provide a fair share of revenue for public transit. 	<p>Use of these funds for active transportation requires showing connectivity and a demonstrable benefit to the transit system (i.e., attracting new riders). Use of these funds is likely easier for new transit projects than existing transit facilities due to high FTA threshold.</p>

Eligible Competitive Federal Funding Sources

Funding Source and Annual Amount (approx.)	Description	Eligible Uses	Opportunities/Constraints
<p>Highway Safety Improvement Program (HSIP)</p> <p>\$2.4 billion available nationwide</p>	<p>An FHWAY MAP-21 program. The program purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p>	<p>Any strategy, activity, or project on a public road with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or addresses a highway safety problem. Funds are administered by the state.</p>	<p>Projects must be identified in the SHSP.</p>
<p>Transportation Investment Generating Economic Recovery (TIGER)</p> <p>\$500 million available nationwide</p>	<p>A competitive grant program for surface transportation capital project</p>	<p>All bicycle and pedestrian projects.</p>	<p>This is an extremely competitive grant program. Projects will need to demonstrate economic value as well as multi-modal transportation improvements.</p>
<p>Federal Transit Administration Section 5309</p> <p>\$ variable</p>	<p>A component of the New Starts program. A discretionary grant program from the Federal General Fund. Maximum Federal share is generally 80%.</p>	<p>See eligible uses under FTA Section 5307.</p>	<p>See opportunities/constraints under FTA Section 5307.</p>

Notes:

¹ Amount shown is after administrative costs.

² Eligibility and available funding amounts of state funds may have changed due to passage of the new federal transportation bill, the FAST Act.

³ ATP and AHSC funds are not directly controlled by Metro. However, Metro has provided grant assistance for recipients and has received ATP and AHSC funding for Metro-sponsored projects.

⁴ Federal amounts reflect MAP-21 funding levels. Amounts will be updated once the FAST Act and state enabling legislation are analyzed.