



Measure A Highway 2017 Program Call for Projects Released: October 9, 2017

MEASURE A HIGHWAY PROGRAM GUIDELINES

INTRODUCTION

The San Mateo County Transportation Authority (TA) is pleased to announce the Measure A Highway Program 2017 Call for Projects. The focus of the program is to reduce traffic congestion and improve throughput and safety on the most critical commute corridors.

Up to \$75 million may be made available for projects that best meet the program evaluation criteria.

APPLICATION MATERIALS

The Call for Projects packet consists of the program guidelines, an application form, non-supplantation of funds certificate, and a sample resolution. These documents and other related reference materials, including template funding agreements, can be found at:

[http://www.smcta.com/Projects/Call for Projects/2017 TA Highway Program Call For Projects.html](http://www.smcta.com/Projects/Call_for_Projects/2017_TA_Highway_Program_Call_For_Projects.html)

SCHEDULE

Call for Projects Issued	October 9, 2017
Call for Projects Workshop: SamTrans Auditorium	October 17, 2017 10:00 AM
Project Applications due	November 20, 2017 4:00 PM
Evaluation Period	November-December 2017 2015
Informational item to TA Board on Draft Program of Projects	January 4, 2018
TA Board approves proposed Program of Projects	February 1, 2018

Sponsors must submit one electronic copy and six hard copies of the completed application with all required attachments. Completed applications must be received at the TA no later than **November 20, 2017 by 4:00 PM. Late or incomplete applications will not be accepted.** It is the sponsor's responsibility to check with TA staff to confirm the receipt of applications prior to the submission deadline if they are not submitted in person.

- o Email to: callforprojects@samtrans.com, (*Please note: TA e-mail capacity is 10MB. If your file exceeds this, please send electronic copy via disc or flash drive*), and
- o Submit **six** hard copies to:
San Mateo County Transportation Authority
Attn: Jennifer Williams
1250 San Carlos Avenue
San Carlos, CA 94070

CONTACT

For general application questions, including receipt of applications, information on prior Measure A funding allocations and clarifications on the description of listed candidate projects, contact:

Jennifer Williams, at williamsj@samtrans.com or (650) 508-6343

ORGANIZATION

1. Reference Information
 2. Available Funding
 3. Eligibility
 4. Roles
 5. Applications
 6. Evaluation Criteria
 7. Other Policies/Guidelines for the 2017 Call for Projects
 - Exhibit A – Measure A Highway Program Funding Pipeline Projects
 - Exhibit B – Potential External Public Funding Sources Available for Highway Projects in San Mateo County
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1. REFERENCE INFORMATION

In 1988, San Mateo County voters passed the original Measure A sales tax, which included funding for specific highway projects listed in the 1988 Transportation Expenditure Plan. In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the existing half-cent transportation sales tax for 25 years from 2009 through 2033. The 2004 Transportation Expenditure Plan (TEP) provides that 27.5 percent of the sales tax revenue be dedicated to the highway program, with 17.3 percent committed to projects on state highways known as Key Congested Areas (KCA) and 10.2 percent for Supplemental Roadways (SR) for projects on highways and other roadways. The 2004 TEP contains a list of the candidate KCA projects and a partial candidate list of SR projects.

Applicants are encouraged to review the following documents: the 2004 TEP, which identifies funding for programs and candidate projects; the TA Strategic Plan 2014-2019, which serves as the policy framework for making investment decisions for the Measure A transportation programs; and the TA Short Range Highway Plan (SRHP) for further information about the Highway Program.

www.smcta.com/Assets/SMCTA/Documents/2009-2033+Transportation+Expenditure+Plan.pdf

[www.smcta.com/Assets/ Public+Affairs/Government+Affairs/pdf/Final+TA+Strategic+Plan+2014-2019.pdf](http://www.smcta.com/Assets/Public+Affairs/Government+Affairs/pdf/Final+TA+Strategic+Plan+2014-2019.pdf)

www.smcta.com/Assets/SMCTA/Documents/Short+Range+Highway+Plan+2011-2021.pdf

Definitions

The following terms are used throughout the application materials:

- i. Overall project: The entire project ultimately to be constructed.
- ii. Project scope: The specific project phases or elements for which Measure A funds are being requested in this application/cycle. The project scope may be a subset of the overall project.
- iii. Sponsor Agency: The applicant for Measure A funds for the project scope.
- iv. Implementing Agency: The agency implementing the project scope (see Table 3 on page 5 for sample roles).

2. AVAILABLE FUNDING

The Measure A 2017 Highway Program Call for Projects is primarily funded from the 2004 Measure (referred to as New Measure A) with some residual remaining funding from the 1988 Measure (referred to as Original Measure A). This Call for Projects has two funding tracks as shown in Table 1.

Table 1: Available Funding Tracks

Funding Track	Available funds	Eligible Projects
Original Measure A (OM)	\$25million	Projects specified in the OM.
New Measure A: (KCA & SR)	\$50million	KCA and SR projects identified in the 2004 TEP. Additional SR projects not included in the 2004 TEP may also be added.
Total	\$7.5 million	

Projected revenues are not expected to be adequate to fund all the Measure A candidate projects over the life of the 25 year program. Therefore, sponsors are strongly encouraged to proactively pursue and secure funds from other sources to ensure full funding of projects. The 2004 TEP and the SRHP have a matching funds goal of 50 percent for KCA projects and 30 percent for SR projects. However, the TA acknowledges these goals may not be fully attainable. See Section 6 for new matching fund requirements.

- i. Original Measure A
Eligibility is limited to projects listed in the 1988 Expenditure Plan.
- ii. Key Congested Areas (KCA)
Eligibility is restricted to the eleven identified projects within the five designated KCAs as listed in Table 2 below.

Table 2: KCA Projects

Location	Eligible Sponsors	Projects
Highway 280 North Improvements	Caltrans, Daly City, C/CAG	Reconstruct I-280/ State Route 1 Interchange
		Construct Auxiliary Lanes between I-380 and Hickey Blvd.
Coastside Highway Improvements	Caltrans, Pacifica, Half Moon Bay, C/CAG	SR 1/ San Pedro Creek Bridge Replacement
		SR 1/ Manor Drive Overcrossing improvement and widening
		SR 1 and 92 safety and operational improvements within and in the proximity of Half Moon Bay
Highway 92 Improvements	City of San Mateo, Caltrans, Foster City, C/CAG	Auxiliary Lanes and interchange improvements between I-280 and the San Mateo Hayward Bridge
Highway 101 Mid-County Improvements	Caltrans, Burlingame, City of San Mateo, C/CAG	Reconstruction of the US-101/Broadway Interchange
		Modification of the US-101/Peninsula Avenue Interchange
		Operational Improvements on US-101 from Hillsdale to SR 92
Highway 101 South Improvements	Caltrans, Redwood City, C/CAG	Reconstruct the US-101/Woodside Road Interchange
		US-101 improvements between State Route 84 and the Santa Clara county line and access improvements to the Dumbarton Bridge

iii. Supplemental Roadways (SR)

Any project that is not a KCA project is eligible for the SR category as long as it is intended to reduce congestion and improve throughput and safety along critical congested commute corridors. While there is a partial list of candidate projects included in the 2004 TEP, this list is not exhaustive and new SR projects may be submitted to account for changing needs over the life of the Measure A program. Inclusion as a SR candidate project in the 2004 TEP does not imply any priority.

3. ELIGIBILITY

- ***Eligible Projects***

Highway and roadway improvements on congested commute corridors are eligible for Highway Program funds. However, due to the magnitude of the funding shortfall identified in the Measure A Highway CIP, covering Fiscal Years 2016-2025, the focus of the 2017 Call for Projects and future funding calls will be to prioritize projects that area already moving through the project delivery process with Measure A funding. See Exhibit A for a list of the Measure A funded pipeline projects.

A set-aside of up to \$10 million, through the remaining life of Measure A, will be made available to fund the planning and environmental phases of work for other eligible projects that are not already in the Measure A funding pipeline,

These changes will help the TA better ensure that work started with Measure A funds can be completed while at the same time, provide the opportunity to fund the initial phases of work for new projects to account for changing conditions over time

Sponsors may only submit projects for work that is scheduled to commence within one year of the TA's final action to program and allocate funds from the 2017 Highway Program Call for projects. Final Board action is tentatively scheduled to take place at the TA's February 2018 meeting, which means the schedule for the requested phase of work should show work commencing no later than February 2019.

- ***Ineligible Projects:***

Maintenance and rehabilitation projects and routine operations of highways and roadways are not eligible.

Separate pedestrian and bicycle overcrossings and tunnels across highways and roadways are also not eligible.

- ***Eligible Sponsors***

Eligible sponsors are as follows:

- i. Original Measure A (OM)

Caltrans and the jurisdictions in which the project is located.

ii. Key Congested Areas (KCA)

Eligible sponsors for KCA funds are limited to the eligible sponsors listed for each KCA as shown in Table 2 above.

iii. Supplemental Roadways (SR)

Cities in San Mateo County, San Mateo County, Caltrans and C/CAG. Per TA Resolution 2016-12, a minor amendment to the 2004 TEP was adopted to add the TA as an eligible sponsor for the 101 Corridor Managed Lanes Project.

4. ROLES

• **Sponsor and Implementing Agency Roles**

While funding applications must be submitted by sponsors for Measure A funding, there is flexibility in terms of the entity that will be implementing the project scope. A sponsor may implement the project scope itself; or partner with an implementing agency.

Sponsors that intend to partner with another agency for implementation must coordinate with that agency in submitting applications for this cycle.

The roles and responsibilities of a sponsor-implementing agency partnership will need to be defined and documented as part of the Measure A Highway Program memorandum of understanding. The sponsor and the implementing agency may be different for different phases of a given project. Table 3 provides a model of how the responsibilities could be divided between a sponsor and implementing agency.

Table 3: Example of a Sponsor Agency – Implementing Agency Partnership

Sponsor	Implementing Agency
<ul style="list-style-type: none"> • Political champion • Provide local input for project (policy/oversight) • Public spokesperson • Advocate for funding • Submit Governing Board resolutions and applications for Measure A funds • Signatory to Measure A funding agreements 	<ul style="list-style-type: none"> • Implementation of project scope • Coordination with Caltrans • Coordination with regulatory/review agencies • Invoicing and progress reporting to TA • Technical project oversight/ management

• **TA Role**

The TA will work closely with C/CAG, Caltrans, local jurisdictions and regulatory agencies on the implementation of Measure A highway projects. The TA has and may make available the resources and expertise for highway project delivery upon request. The TA may become an implementing agency if requested by a sponsor.

Mandatory consultation with the TA:

Sponsors must consult with the TA before submitting applications if they are requesting that the TA be the implementing agency for the project (either as the lead implementer or to support implementation.) The TA’s willingness to be an implementing agency for a project does not imply that the project will receive Measure A funding.

Applicants are encouraged to consult the TA for the following during the application process for:

- a. An assessment on the:
 - i. level of resources and expertise that will be needed to deliver the project scope to better ensure they are in place at the start of the project, and
 - ii. reasonableness of projected costs and schedules to better manage project delivery:

The projected project cost should reflect the most recent planning level cost estimate or design level cost estimate. For planning level cost estimate (Preliminary Planning Study, Project Initiation Document and Project Report), the project costs should be adjusted from the date of the estimate to TA's fiscal year 2018 . For design level cost estimate prepared during the PS&E (*Plans, specifications & Estimate*) phase, the projected project cost is escalated to the mid-point of construction. The project sponsor establishes the escalation rate based on the construction cost indices and market conditions.

Preparation of cost estimates should be in consistent with the standard approach and guidelines provided in Chapter 20 – Project Development Cost Estimates of the **Caltrans Project Development Procedures Manual (PDMP)**.

http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf

- b. Requests for technical assistance or existing data for completing the application forms. To expedite the processing of data requests, please be as specific as possible. The TA will provide requested data in an electronic format.
- c. Requests for multi-agency coordination. The TA can help with stakeholder coordination for project scopes which involve multiple agencies.

The TA contact for both the mandatory and encouraged sponsor consultation for project implementation is Joe Hurley, Director, Transportation Authority Program at hurleyj@samtrans.com or (650) 508-7942.

5. APPLICATIONS

- **Governing Board Resolutions**

An adopted governing board resolution from the project sponsor in support of the project application is required. The resolution will affirm the sponsor's support for the project scope, the sponsor's role for the project scope, confirm the commitment of matching funds and the ability to commence project scope within 12 months of receiving TA Board funding award. If the sponsor will not be able to obtain a governing board resolution prior to the November 20, 2017 application deadline, the application will be accepted on an interim basis with an endorsement letter from the sponsor's staff lead (e.g. City or County Manager, Executive Director). *If the application is to be considered for the programming and allocation of Measure A funds, an approved governing resolution should be submitted to the TA no later than December 15, 2017.*

- **Letters of Support**

Sponsors are encouraged to provide letters of support from stakeholders but this is not a requirement.

- ***Applications for multiple phases***
 Except for a concurrent request to fund the plans specifications and estimates (PS&E) and Right of Way (ROW) phases of work, sponsors may only apply for one new phase of work in the application project scope, but should do so only if a compelling case can be made that work for the requested phase(s) is projected to be underway within one year of the TA action to program and allocate funds for the project. Final Board action for the 2017 Call for Projects is tentatively scheduled to take place February 2018, which means the schedule for the requested phase of work should show work commencing no later than February 2019.
- ***Applications for PS&E and ROW***
 Sponsors requesting Measure A Highway Program funds for the PS&E and/or ROW phases of work will need to provide a credible funding plan for the delivery of the project through construction as part of the application. The costs associated with PS&E and ROW can be significant. The TA will assess the reasonableness of the funding plan to better manage the risk it undertakes making significant capital outlays with respect to the sponsor's ability to fully deliver the project through construction.
- ***Funding Agreements/Memorandums of Understanding***
 Funding agreement and memorandum of understanding templates are included as part of the Call for Projects packet. Potential project sponsors should review the templates prior to submitting applications. Any concerns or changes suggested by sponsors should be brought to the attention of the TA general application staff contact, as noted on the first page of these guidelines, by the November 20, 2017 application deadline if they are to be considered by the TA.

6. EVALUATION CRITERIA

All potential candidate projects submitted for funding consideration will be evaluated based on the evaluation criteria as listed below.

I. **Readiness**: 20%

- Clear and complete proposal
- Project status and schedule
- Ease and speed of implementation
- Demonstrates stakeholder support
- Has a creditable funding plan

II. **Project Need** :

35% (for pre-environmental projects) or 15% (for post-environmental projects)

- Current congestion
- Projected congestion
- Located in the State Highway Congestion Safety Performance Assessment - San Mateo County
- Identified safety issue

III. **Effectiveness**:

20% (for pre-environmental projects) or 40% (for post-environmental projects)

- Ability to relieve congestion/performance improvement
- Ability to address safety issue
- Regional significance
- Demonstrates coordination with adjacent projects/integration of inter-related projects
- Cost effectiveness

V. **Policy Consistency & Sustainability:** 10%

Sustainability

- Project is primarily an operational improvement vs. an infrastructure expansion
- Project accommodates multiple modes, where contextually appropriate and to the extent feasible (Complete Streets)
- Supports transit-oriented development
- Spurs economic activity/new development in the vicinity
- Includes green construction practices and elements

Policy Consistency

- Project recognized in regional, county or local planning documents

VI. **Funding Leverage:** 10%

- Percent of matching fund contribution
- Private sector contribution

Additional Considerations

While the TA Strategic Plan mentions that geographic and social equity are not criteria for evaluating the merit of individual projects, the Measure A program is a countywide effort that should take into consideration a relatively equitable distribution of investments. As such, the TA will proactively monitor geographic and social equity and may take this into account as it develops funding recommendations.

6. OTHER POLICIES/GUIDELINES FOR THIS CALL FOR PROJECTS

• ***Sponsors in Good Standing***

The TA reserves the right to withhold the reimbursement of expenses if a sponsor is not meeting the terms of its funding agreement/memorandum of understanding with the TA and may condition future funding allocations on the sponsor's ability to demonstrate to the TA's satisfaction, that it has met all existing and prior contractual obligations with the TA.

• ***Timely Use of Funds***

Projects must remain active to retain allocated funding. There must be substantial activity on a project within two years of receiving a funding award, including demonstrating expenditures on the project. If there is no substantial activity on the project after two years or more, re-programming and re-allocation of funds to other active projects may be

considered. Allocated Measure A funds are expected to be expended on the project within the following time horizons:

<i>Phase</i>	<i>Upper Duration (months)</i>
<i>Preliminary Planning Study</i>	12
<i>Project Initiation Document</i>	18
<i>Project Approval/Environmental Document</i>	30
<i>Design</i>	36
<i>Construction</i>	42

If the scope of work can't be completed within the time of performance for the phases specified above, sponsors must submit a request in writing to the TA no later than six months before the end of the time for performance to request a time extension. The TA will review the request and grant an extension if it is deemed to be justified at the TA's discretion.

Sponsors are expected to enter into funding agreements within 6 months of receiving a funding allocation.

- **Matching funds**

A minimum of 10% funding match is required with each phase of work for all projects. A cash match is required for all phases of work except for right of way acquisition. A sponsor may contribute the fair market value of new property dedicated for the project as approved by the TA at its discretion, pursuant to Caltrans appraisal standards per the Caltrans Right of Way Manual, as part of the required match for the right of way phase of work. Eligible sources of matching funds may consist of federal, state, regional and/or local sources, including those from private development as well as Measure A Local Streets and Transportation Program funds. See Exhibit B for a list of potential external public funding sources. Information regarding these sources was current at the time it was published and may be subject to change (final adoption of the program guidelines for the State SB 1 funding was pending and RM3 is a proposed regional funding source that will require voter approval).

For new highway facilities (e.g. new roads or interchanges where they currently don't exist), the required funding match may be greater than 10% for final design, right of way and construction phases of work. The match requirement will be proportionate to the impacts from additional traffic projected from new land use development that is generating the need for the new facility. The match requirement for these facilities will be evaluated on a case-by-case basis with the project sponsor.

- **Specific Funding Tracks**

Since some projects may qualify for both Original and New Measure A funds, TA staff will assign specific projects to specific funding tracks. Both funding tracks will have the same funding agreement, invoicing and reporting requirements.

- **Benchmarks**

The SRHP includes benchmarks for the distribution of New Measure Highway Program funds relative to project types (freeways, interchanges, and arterials); project phases (pre-construction, construction and right-of-way); and matching funds. These benchmarks will not be applied to the 2017 Call for Projects. Instead, the overall Highway Program will be monitored over time against the benchmarks and reassessed on an as-needed basis.

- ***Eligible Costs***

Measure A Highway Program funds shall be used for direct eligible costs to complete the scope of work. Expenses incurred for the development of project applications and the review of funding agreements are not eligible for Measure A Highway Program funding. The TA, or its authorized agents, reserves the right to audit the sponsor's performance to ensure compliance with the terms of the sponsor's funding agreement.

Eligible costs are detailed in Exhibit C of the Highway Program template funding agreement or memorandum of understanding.

- ***Under-subscription***

If the Call for Projects is undersubscribed this funding cycle, the TA may elect not to fund all eligible project applications. Only the projects that best meet the project evaluation criteria may be funded.

- ***Cost increases***

Projects that are allocated Measure A Highway Program funds are not guaranteed to receive additional Measure A Highway Program funds if the cost of the project scope increases. It will be the responsibility of the sponsor to take the lead in identifying and securing additional funds. Sponsors can work with the TA, C/CAG and other funding entities to secure additional funds, as well as apply for additional Measure A funds during subsequent funding cycles, or if warranted, through a Special Circumstance request as outlined in the TA Strategic Plan. If a sponsor subsequently submits a Special Circumstance request to receive additional Measure A funds, it's actions to secure other funding sources to reduce the over-run (including meeting minimum matching funds requirements), as well as value engineering efforts to better manage costs essential for the delivery of the project will be taken into consideration.

- ***Non-supplantation of funds***

Sponsors are required to certify that Measure A funds awarded in this cycle will not replace existing funds.

- ***Reimbursement***

Project costs must be incurred and paid for by the sponsor or implementing agency prior to requests for Measure A funding reimbursement. Project costs incurred prior to the execution of the funding agreement are not eligible for reimbursement. Documentation must accompany all requests for reimbursement.

- ***Scope changes***

Project sponsors seeking a change in project scope after the TA Board approval of the Measure A allocation must obtain approval from the TA, or risk losing the Measure A funds. Costs incurred that are not part of the Measure A-funded project scope will be ineligible for reimbursement.

EXHIBIT A – MEASURE A HIGHWAY PROGRAM FUNDING PIPELINE PROJECTS

Key Congested Area (KCA) Projects

<i>Project Name</i>	<i>Sponsor</i>
US 101 Broadway Interchange Improvements	Burlingame
US 101/SR 92 Interchange Area Improvements	C/CAG
SR 92 Delaware Interchange Improvements	C/CAG
US 101/University Avenue Interchange Improvements ¹	East Palo Alto
US 101/Willow Road Interchange Improvements	Menlo Park
SR 1 Safety & Operational Improvements: Poplar to Wavecrest ¹	Half Moon Bay
SR 1 Safety & Operational Improvements: Main to Kehoe ¹	Half Moon Bay
SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek ¹	Half Moon Bay
US 101/Woodside Road Interchange	Redwood City
SR 92/SR 82 (El Camino Real) Interchange Project	San Mateo
US 101/Peninsula Avenue Interchange	San Mateo

Supplemental Roadway (SR) Projects

<i>Project Name</i>	<i>Sponsor</i>
US 101/Candlestick Point Interchange	Brisbane
US 101 Auxiliary Lane Project	C/CAG
US 101 Managed Lanes Project ²	C/CAG-TA
SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements	County of San Mateo
SR 1 Calera Parkway Project ¹	Pacifica
I-380 Congestion Improvements	San Bruno-South San Francisco
SR 35 Widening: I-280 to Sneath Lane	San Bruno-South San Francisco
US 101/Holly Street Interchange Improvements	San Carlos
US 101/Produce Avenue Interchange	South San Francisco

EXHIBIT B – POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

<i>Grant Program</i>	<i>Administrator</i>	<i>Eligible Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
State Transportation Improvement Program (STIP) (biennial cycles)	California Transportation Commission (CTC) Geographic area: California	Highway, transit & other facilities. Draft C/CAG recommendations proposed for the 2018 STIP include funding for the following Measure A pipeline projects: - US 101 Managed Lanes - US 101/Produce Ave. Interchange - US 101/SR 92 Interchange - US 101/Woodside Rd. Interchange	None required	Varies \$55M in new funding proposed for San Mateo County in 2018 STIP	C/CAG collaborated w/ the TA, Caltrans & cities on the prep. of the draft 2018 STIP, which provides new funding from FY2019 through FY2023	C/CAG approval : 10/12/17 MTC approval: 12/20/17 CTC adoption: 03/21/18 More info: http://www.catc.ca.gov/programs/stip.htm
Senate Bill 1 Solutions for Congested Corridors (biennial cycles)	California Transportation Commission (CTC) Geographic area: California	Projects that are part of a comprehensive corridor plan that reduce congestion in highly travelled corridors (state highways, local streets & roads, public transit & ped/bike facilities). Highway projects can include HOV/managed lanes & should mitigate VMT, greenhouse gas emissions & air pollution.	Minimum of 30% proposed. No match requirement proposed for projects nominated by Caltrans	\$250M annually Funding proposed only for construction unless using a design-build delivery method	Applications due: 02/16/18 Funding Awards: 05/16/18 1 st Call for Projects is proposed to program 4 years of funding from FY2018 through FY2021	Draft Guidelines to be presented at the 10/18/17 CTC meeting Final Program Guidelines to be adopted at the 12/6/17 CTC meeting More info: http://www.catc.ca.gov/programs/SB1.html

<i>Grant Program</i>	<i>Administrator</i>	<i>Eligible Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
Senate Bill 1 Local Partnership Program (LPP) biennial cycle for formulaic program; triennial cycle for competitive program	California Transportation Commission (CTC) Geographic area: California	Rehabilitation & maintenance, new construction & safety/ operational improvements for highways & local roads. Freeway soundwalls, public transit & ped/bike facilities are also eligible.	50% match required Match for formulaic program must be from voter approved transportation taxes or bridge tolls and fees Match for competitive program must be from: 1) voter approved transportation taxes or bridge tolls and fees; and 2) imposed fees (e.g. developer impact fees)	\$200M annually: \$100M by formula \$100M through a competitive program	1 st Call for Projects: 10/20/17 Formulaic Program: Applications due: 12/15/17 Funding Awards: 01/31/18 Competitive Program: Applications due: 01/31/18 Funding awards: 05/16/18	Program Guidelines to be adopted at 10/18/17 CTC meeting CTC to adopt formula funding shares: 12/6/17 More info: http://www.catc.ca.gov/programs/SB1.html
Senate Bill 1 Trade Corridor Enhancement Program (biennial cycle)	California Transportation Commission (CTC) Geographic area: California	Corridor based freight projects	Minimum of 30% proposed. No match requirement proposed for projects nominated by Caltrans	\$300M annually	1 st Call for Projects: 12-08-17 Applications due 02-16-18 Funding Awards: 05/16/18	Draft Guidelines to be presented at 10/18/17 CTC meeting. Final Program Guidelines to be adopted at the 12/06/17 CTC meeting. More info: http://www.catc.ca.gov/programs/SB1.html

<i>Grant Program</i>	<i>Administrator</i>	<i>Eligible Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
Infrastructure For Rebuilding America (INFRA) Grants annual cycles through FY 2020; subject to appropriation	Federal Dept. of Transportation (DOT) Geographic area: United States	Highway and freight projects of national or regional significance including highway freight projects on the National Highway Freight Network and highway or bridge projects on the National Highway System. Can include railway-highway grade crossing or grade separation projects. Funds new projects, rehabilitation & operational improvements	Minimum of 40%, of which 20% must be from non-Federal sources	\$1.5B for FY 2017 & 2018	Current funding cycle: Applications accepted as of 08/01/17 Applications due 11/02/17	Replaces former FASTLANE grant program Minimum of 25% of funding for rural projects More info: https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity
Transportation Investment Generating Economic Recovery (TIGER) Program annual cycles through FY 2020; subject to appropriation	Federal Dept. of Transportation (DOT) Geographic area: United States	Capital projects that include, but are not limited to: 1) highway, bridge, or other road projects 2) public transportation projects 3) passenger and freight rail transportation projects 4) port infrastructure investments 5) intermodal projects	Minimum of 20% from non-Federal for projects located in urban areas	\$500 million for FY 2017	Current funding cycle: Applications accepted as of 09/17/17 Applications due 10/16/17	Grant awards may not be less than \$5 million or greater than \$25 million in urban areas. No more than \$50 million can be awarded to a single state Not less than \$100 million is to be used for projects in rural areas More info: https://www.transportation.gov/tiger

<i>Grant Program</i>	<i>Administrator</i>	<i>Eligible Projects</i>	<i>Match</i>	<i>Funding</i>	<i>Funding Call Status</i>	<i>Notes/Links</i>
<u>Proposed</u> Regional Measure 3 (RM3) funding cycles: TBD	Metropolitan Transportation Commission (MTC) Geographic area: San Francisco Bay Area	Capital and operating transportation projects that are on one of the corridors that connect to or are directly on the seven Bay Area bridges under the administration of the Bay Area Toll Authority (BATA)	TBD	bridge toll surcharge could increase \$1 - \$3, creating new revenues from \$127M to \$381M annually	TBD. Subject to Governor signing authorizing legislation (Senate Bill 595) & the approval of Bay Area voters on the June or Nov. 2018 ballot	<u>Proposed</u> programs and projects related to highways, that could raise funds over a 25 year period: - \$300M. for Bay Area Corridor Express Lanes (includes US 101) - \$130M for Dumbarton Corridor Improvements - \$50M for US 101/SR 92 Interchange Improvements - \$20M for Regional Express Bus

***All programs are subject to change.