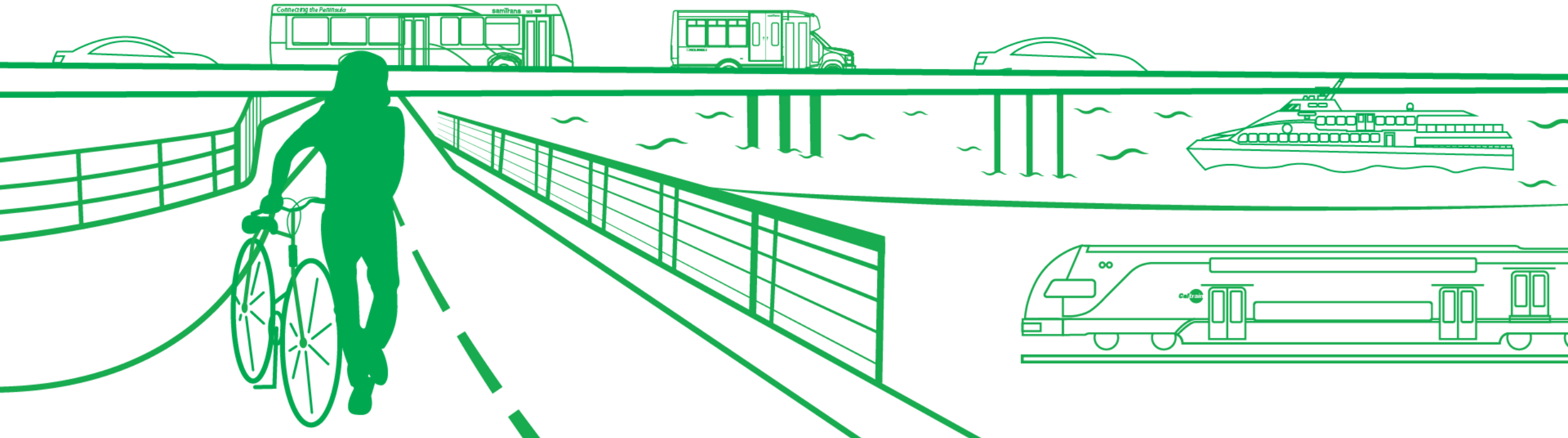




SAN MATEO COUNTY
**Transportation
Authority**

Transportation Grants 101



What is the Transportation Authority

- The San Mateo County Transportation Authority (TA) manages the voter approved Measure A & Measure W sales taxes that fund various types of transportation improvements.
- Often referred to as the “TA”



Highways



**Local Streets
and Roads**



**Grade
Separations**



Transit



**Pedestrian
and Bicycle**



**Transportation
Demand
Management**



Role of the TA

- **Where do we fit in in Transportation?**

- Federal: US Department of Transportation
 - Federal Highway, Rail, and Transit Administrations most common partners
- State: California State Transportation Agency (CalSTA)
 - California Transportation Commission, Caltrans, DMV, High Speed Rail, and more.
- Regional: Metropolitan Transportation Commission (MTC) is the federal metropolitan planning organization (MPO) over the nine county Bay Area
- County
 - County of San Mateo
 - City/County Association of Governments (C/CAG) of San Mateo County (Designated County Transportation Agency for Federal Congestion Management)
 - San Mateo County Transit District
 - **San Mateo County Transportation Authority (TA Funding Agency)**
 - SamTrans (Bus Agency)
 - Peninsula Corridor Joint Powers Board (Caltrain Rail Agency)
 - San Mateo County Express Lanes Joint Powers Authority (TA & C/CAG)
 - Peninsula Traffic Congestion Relief Agency (Commute.org)
- Local
 - 20 individual cities and towns

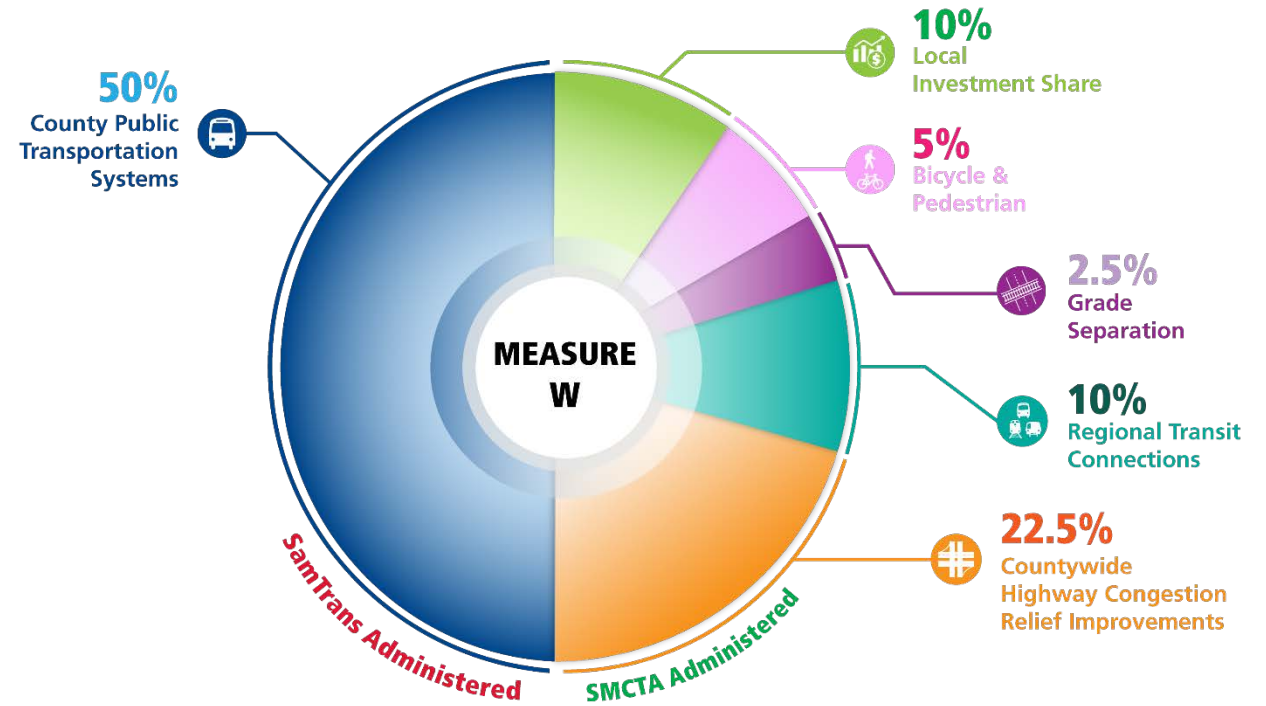
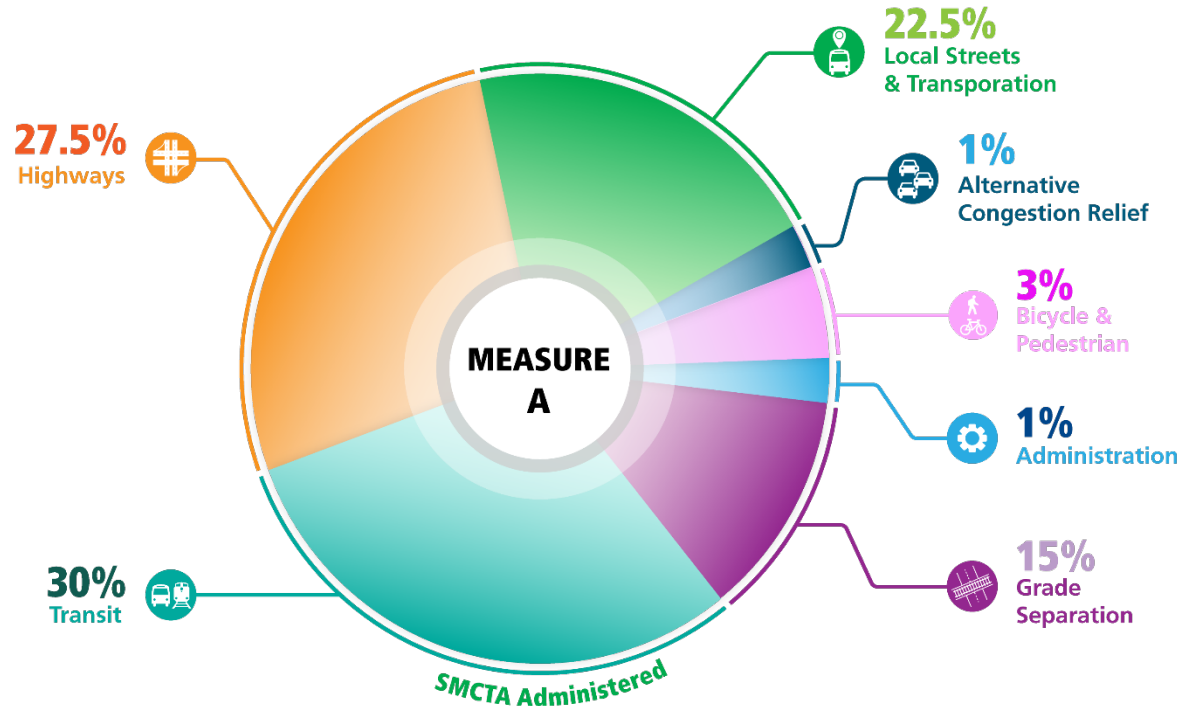


Role of the TA

- **TA's primary role:** Fund transit and transportation projects and programs in San Mateo County
- **The TA also:**
 - Develops planning studies to better inform the allocation of funds to local agencies
 - Provides technical assistance to local jurisdictions for all phases of projects
 - Planning - 101/92 Mobility Hub & Smart Corridor Plan
 - Project Delivery - Moss Beach Highway 1 Complete Streets Project
 - Sponsors projects of countywide significance (e.g., US 101 Express Lanes)
 - Is one of two member agencies of the San Mateo County Express Lanes Joint Powers Authority



Funding Programs



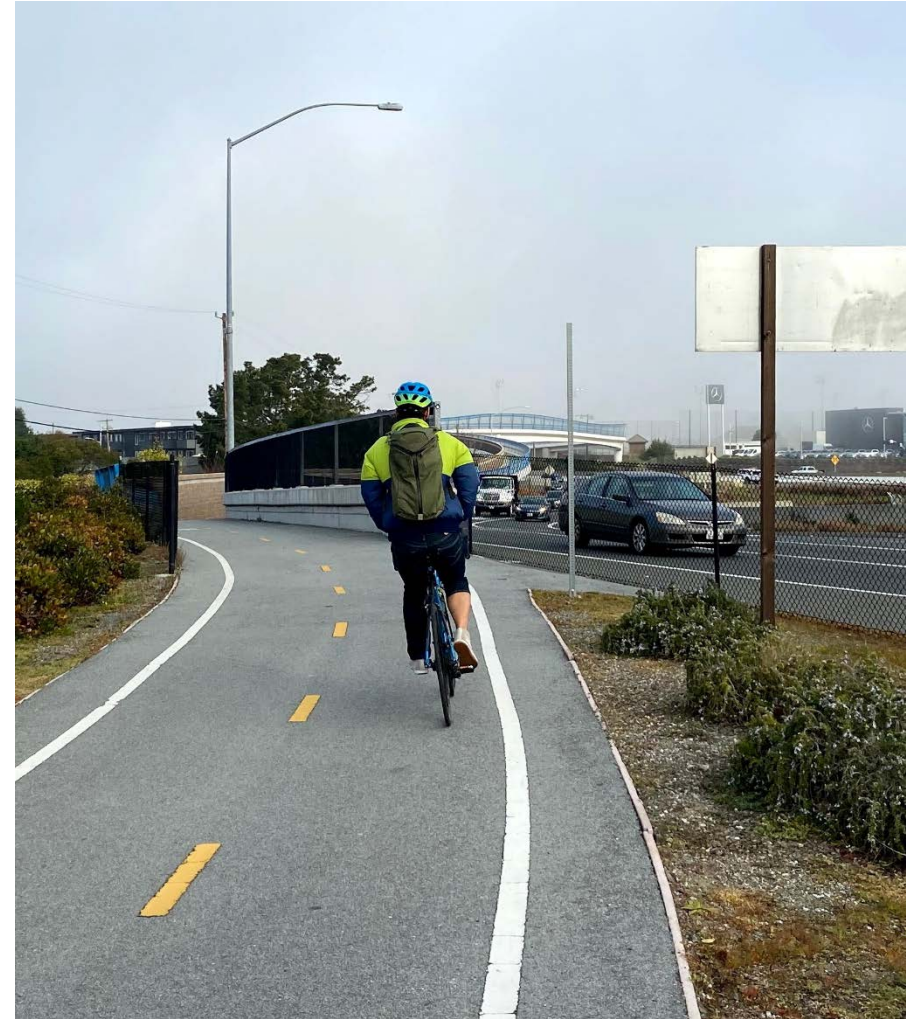
Funding Programs

	FY23 Actual A	FY24 Adopted Budget B	FY24 Revised Budget C	FY25 Proposed Budget D	\$ Change FY25 Proposed vs FY24 Revised E = D - C	% Change FY25 Proposed vs FY24 Revised F = E / C
Sources						
New Measure A Sales Tax	117,920,164	116,264,000	116,264,000	118,000,000	1,736,000	1.5%
New Measure A Interest Income	5,393,137	8,187,648	8,187,648	15,795,494	7,607,846	92.9%
Measure W Sales Tax*	117,412,918	116,264,000	116,264,000	118,000,000	1,736,000	1.5%
TA Managed Measure W Sales Tax (50%)	58,706,459	58,132,000	58,132,000	59,000,000	868,000	1.5%
SamTrans Managed Measure W Sales Tax (50%)*	58,706,459	58,132,000	58,132,000	59,000,000	868,000	1.5%
Measure W Interest Income	2,337,230	3,216,293	3,216,293	6,204,827	2,988,534	92.9%
Original Measure A Interest Income	4,690,450	1,203,474	1,203,474	2,321,724	1,118,250	92.9%
Rental Income	1,189,035	1,261,242	1,261,242	950,650	(310,592)	-24.6%
External Funding						
US 101 Express Lanes	400,000	1,920,000	1,920,000	4,744,000	2,824,000	147.1%
Due from SMCEL-JPA - Credit Enhancement Fee	400,000	400,000	400,000	400,000	-	0.0%
Due from SMCEL-JPA - Bond Interest		1,000,000	1,000,000	3,500,000	2,500,000	250.0%
Due from SMCEL-JPA - Bond Related Debt Fees		520,000	520,000	670,000	150,000	28.8%
Due from SMCEL-JPA - Operating Advances Interest		-	-	174,000	174,000	100.0%
Total Sources	\$190,636,475	\$190,184,657	\$190,184,657	\$207,016,695	\$16,832,038	8.9%



Competitive Grant Programs

- Biennial “calls for projects” or CFP’s to solicit applications for projects, programs or plans
- Four main competitive programs
 - Bicycle/Pedestrian
 - Highways
 - Alternative Congestion Relief/Transportation Demand Management
 - Shuttles
- New future Program: Regional Transit Connections



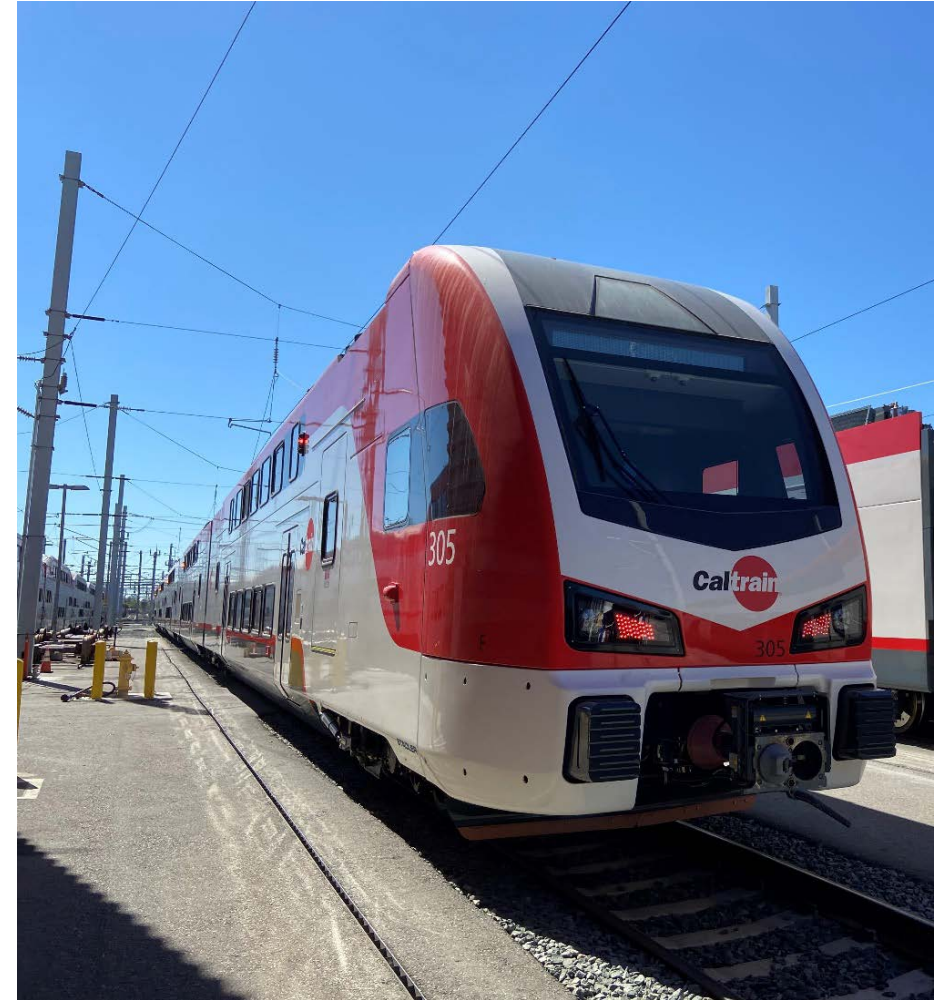
Transit

Measure A

- Paratransit
- Shuttles
- Caltrain
 - Systemwide operating and capital funding
 - San Mateo-specific projects (e.g. South San Francisco Station)
- BART Operations

Measure W

Regional transit Connections (future competitive program)



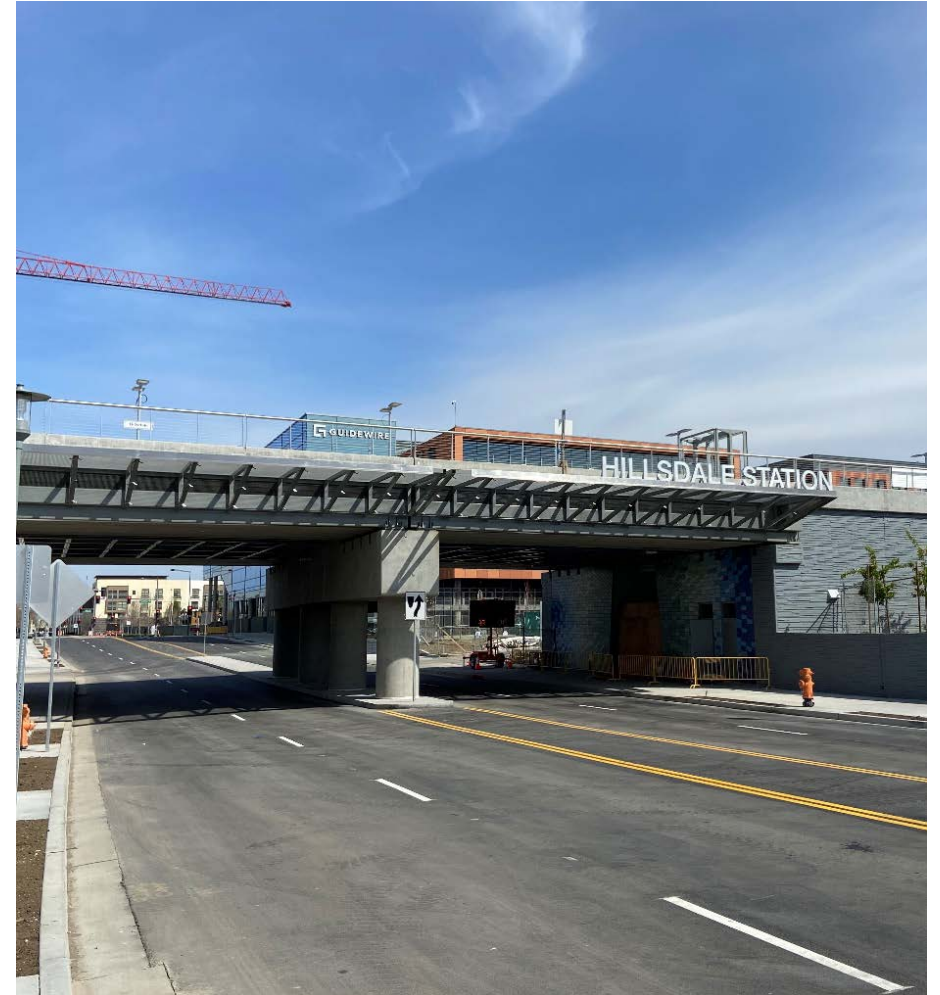
Grade Separations

Measure A

- Board established pipeline of projects
- \$5 million set-aside for planning of non-pipeline projects

Measure W

- Grade separation expenditures will be guided by the Caltrain Grade Separation Priority Study



Local Streets and Transportation

- Return to source—sales tax funds provided directly to local jurisdictions
- Measure A and W provide approximately \$30 million annually:
 - Measure A - \$21 million annually
 - Measure W - \$9 million annually
- Funds to maintain local streets and roads and deliver transportation projects/programs
- Cities/County have discretion to invest funds based on their transportation priorities
- Caveat for Measure W funds: Agencies must keep roadways in a state of good repair
 - Average Pavement Condition Index Score of 70 or above required for local streets/roads
 - Funds must be invested only in pavement maintenance if score falls below 70 in any one year.



Leveraging County Funds

What are the other important funding programs and what is cost sharing?

- There are funding programs at all level of government:
 - Federal, State, Regional, County, Local
- Cost sharing is the required match or “other non-requested funds” for each grant program
 - The TA often requires a minimum match of 10% per request
 - The federal government is often 20% match required toward the whole project



Leveraging County Funds

- **What are the other important funding programs?**
 - Federal: US Department of Transportation
 - Infrastructure Investment & Jobs Act (IIJA or Bi-partisan Infrastructure Law) created or extended multiple programs – FHWA Examples
 - Reconnecting Communities and Neighborhoods (RCN)
 - Strengthening Mobility and Revolutionizing Transportation (SMART)
 - Safe Streets for All
 - Multimodal Project Discretionary Grants (MPDG)
 - MEGA - \$100-500M project request and \$500M+ project request buckets but can support many different project types that are difficult to fund
 - INFRA – Focused on Freight and Highway projects
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – Up to \$25M project requests



Leveraging County Funds

- **What are the other important funding programs?**

- State

- Climate Action Plan for Transportation Infrastructure (CAPTI) guides most state grant funding decisions and evaluation criteria
- California Transportation Commission
 - Senate Bill 1 (SB1) – “Gas Tax”
 - Local Partnership Program (LPP) – Competitive grants up to \$25M and Discretionary funding to self help “tax” agencies
 - Solutions for Congested Corridors (SCCP) – Major grants along heavily congested routes, not just highways but all types of multimodal
 - Trade Corridor Enhancement Program (TCEP) – Freight corridor and port projects
 - Active Transportation Program



Leveraging County Funds

- **What are the other important funding programs?**
 - Regional – MTC Funding Programs
 - Regional Measures – Bridge tolls that fund multiple types of transportation programs with either competitive programs (RM3 Safe Routes to Transit & Bay Trail), discretionary programs (RM3 Dumbarton Corridor) or prescriptive projects (RM3 US 101/SR 92 Interchange).
 - Regional Active Transportation Program – A portion of the ATP program funds are designated to each MPO to run their own competitive programs alongside the statewide ATP grant program



Leveraging County Funds

- **What are the other important funding programs?**
 - County
 - SMCTA
 - Measure A & Measure W Funding Programs
 - C/CAG
 - State Transportation Improvement Program (STIP)
 - One Bay Area Grants (OBAG) – Combines federal funding programs for Congestion Management & Air Quality (CMAQ) and Surface Transportation Block Grants (STP) to give out up to \$5M per grant for multimodal projects
 - Measure M
 - Transportation Fund for Clean Air (TFCA)
 - Transportation Development Act (TDA) Article 3



Identifying the Right Projects

- **Review Evaluation Criteria**
- **Identify projects that best fit the criteria with the greatest amount of points**
 - Just because a project is highly desired in a community, does not automatically make it a good fit for the grant program
- **Understand how equity and community engagement will be evaluated**
 - Equity – Placed-based only or other criteria allowed?
 - Community Engagement – How specific was engagement to the project?



Identifying the Right Projects

• Review Evaluation Criteria

- Most funding programs provide the evaluation criteria upfront
- This is an example of SMCTA's Pedestrian & Bicycle Program evaluation criteria from the Strategic Plan 2020-2024

Bicycle and Pedestrian Program Evaluation Criteria (Measure A and Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calculated to 100 point scale (100 pts = 100%)
Need		51	19
Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micromobility stations	P6, P9, P10, P1, P8, P11, P2, P4	17	6
Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	P9, P10, P1, P8, P11, P4	13	5
Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)	P6, P9, P10, P8, P4	12	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)	P6, P9, P3, P5	9	3
Effectiveness		112	42
Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	P6, P9, P10, P1, P3, P8, P11, P2, P4	19	7
Potential increase in person throughput, mode share	P6, P9, P10, P1, P3, P8, P11, P4	18	7
Degree to which the project reduces stress level, increases safety and accommodates people of all abilities.	P6, P9, P10, P1, P3, P7, P8, P4	18	7
Closes gap in or extends Countywide pedestrian and bicycle network	P6, P9, P10, P1, P3, P8, P2, P4	17	6
Value: Benefit relative to the amount of funding requested (high impact, low cost projects –"bang for the buck")	P6, P10, P3, P8, P5	13	5
Degree to which project reduces GHG emissions and improves air quality	P6, P1, P3, P8, P11	11	4
Potential VMT reduction per capita	P10, P1, P8, P11	9	3
Potential travel time savings	P9, P1, P8	7	3
Sustainability		36	14
Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	P10, P1, P8, P11, P2, P4	11	4
Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)	P6, P9, P10, P2	10	4
Innovative low environmental impact/green infrastructure (includes resiliency elements to address climate change)	P6, P3, P8	7	3
Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P6, P7	5	2
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	P11, P4	3	1
Readiness		15	
Clear and complete proposal			3
Project status and schedule			3
Ease and speed of implementation			3
Demonstrates stakeholder support/community engagement			3
Project has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching funds			8
Private sector contribution, including public/private partnerships			2
Total			100

■ Measure W Core Principles weighted "High" with 3 points
 ■ Measure W Core Principles weighted "Medium" with 2 points
 ■ Measure W Core Principles weighted "Low" with 1 point



Identifying the Right Projects

- Identify projects that best fit the criteria with the greatest amount of points

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Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micromobility stations	P6 P9 P10 P1 P8 P11 P2 P4	17	6
Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	P9 P10 P1 P8 P11 P4	13	5
Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)	P6 P9 P10 P8 P4	12	5
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Identifying the Right Projects

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Thank you!

SMCTA Contact Information

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