

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, January 19, 2023

Time: 1:15 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board and Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join Zoom Meeting

<https://us02web.zoom.us/j/87923846411?pwd=dIMyY3dLV2QwLzFmR0FhVDg3R1o1QT09>

Meeting ID: 879 2384 6411

Passcode: 389315

Join by Phone: 669-900-6833

Meeting ID: 879 2384 6411

Passcode: 389315

Persons who wish to address the C/CAG TAC on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to kcheung1@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

1. Brief Overview of Teleconference Meeting Procedure	Cheung	No materials
2. Public comment on items not on the agenda (limited to 2 minutes)	Stillman	No materials
3. Issues from the January C/CAG Board meetings <ul style="list-style-type: none">• Approval of Reso 23-03 adopting the revised membership guidelines for Congestion Management Program Technical Advisory Committee.• Approval of release of the Joint Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Years 23/24 & 24/25.	Cheung	No materials
4. Approval of minutes from the December 15, 2022 Meeting (Action)	Cheung	Page 1-4
5. Nomination/Election of two new Congestion Management Program Technical Advisory Committee Co-Chairs (Action)	Cheung	Page 5
6. Receive information on funding recommendations for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6 (Information)	Lacap	Page 6-10

7. Regional Project and Funding Information	Lacap	Page 11-27
8. Executive Director Report	Charpentier	No materials
9. Member Reports	All	

The next regularly scheduled meeting is on February 16, 2023.

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular TAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Kaki Cheung at (650) 363-4105 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to kcheung1@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:
 Program Director: Kaki Cheung (650) 363-4105 kcheung1@smcgov.org

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
December 15, 2022
MINUTES**

No.	Member	Agency	Jan	Feb	Mar	Apr	May	Jul	Aug	Sept	Oct	Nov	Dec
1	Ann Stillman (Co-Chair)	San Mateo County Engineering	x	x	x	x	x		x	x	x	x	x
2	Heba El-Guindy*	SMCTA / PCJPB / Caltrain									x	x	x
3	Robert Ovadia	Atherton Engineering	x	x	x	x	x	x	x	x	x	x	x
4	Peter Brown	Belmont Engineering	x	x	x	x		x		x	x	x	x
5	Randy Breault	Brisbane Engineering	x	x		x	x	x		x	x	x	x
6	Syed Murtuza	Burlingame Engineering	x	x	x		x	x	x	x		x	x
7	Sean Charpentier	C/CAG	x	x	x	x	x	x	x	x	x	x	x
8	Brad Donohue	Colma Engineering	x			x	x	x	x	x		x	
9	Richard Chiu	Daly City Engineering	x	x	x	x	x	x		x	x	x	x
10	Tatum Mothershead	Daly City Planning	x	x	x		x	x	x	x	x	x	x
11	Humza Javed**	East Palo Alto Engineering											
11	Louis Sun	Foster City Engineering	x	x	x	x		x	x	x	x		x
12	Maz Bozorginia	Half Moon Bay Engineering	x	x	x	x	x	x	x	x	x		x
13	Paul Willis	Hillsborough Engineering	x	x	x	x	x	x	x	x	x	x	x
14	Nikki Nagaya	Menlo Park Engineering			x	x	x	x	x	x	x	x	x
15	Sam Bautista**	Millbrae Engineering										x	x
16	Lisa Petersen	Pacifica Engineering	x	x	x	x	x	x	x	x	x	x	
17	Jessica Manzi	Redwood City Engineering	x	x	x	x	x			x	x	x	x
18	Matthew Lee	San Bruno Engineering	x	x	x	x	x	x	x	x	x		x
19	Steven Machida	San Carlos Engineering	x		x	x	x	x		x	x	x	x
20	Azalea Mitch	San Mateo Engineering	x	x	x	x	x	x	x	x	x	x	x
21	Eunejune Kim	South San Francisco Engineering	x	x	x			x	x	x	x	x	x
22	Billy Gross	South San Francisco Planning	x	x	x	x	x	x	x	x	x	x	x
23	Sean Rose	Woodside Engineering	x		x	x		x	x	x	x	x	
24	James Choe	MTC	x	x	x	x		x	x	x		x	x
25	Nidal Tuqan*	Caltrans											

*appointed to the TAC at the September 2022 C/CAG Board Meeting

**appointed to the TAC at the October 2022 C/CAG Board Meeting

The two hundred eighty-fourth (284th) meeting of the Technical Advisory Committee took place on December 15, 2022 at 1:18 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Susy Kalkin – C/CAG; Patrick Gilster – SMCTA; Matthew Ruble – City of South San Francisco; Drew and others not noted.

1. Brief Overview of Teleconference Meeting Procedures

C/CAG staff Kaki Cheung described how the Committee Meeting would run virtually.

2. Public comment on items not on the agenda

There were no public comments regarding items not on the agenda.

3. Issues from the December 2022 C/CAG Board meeting (Information)

C/CAG staff Kaki Cheung shared the key items from the December meeting, as noted on the meeting agenda.

4. Approval of minutes from the November 17, 2022 Meeting (Action)

Motion – To approve the minutes of the November 17, 2022 TAC meeting, Breault/Murtuza. Roll Call was taken. Sun and Bozorginia abstained. All other members in attendance voted to approve. Motion passed 13-0-2.

5. Review and recommend approval of the Joint Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Years 23/24 & 24/25. (Action)

C/CAG staff Susy Kalkin presented an overview of the program, the updated guidelines and evaluation approach to the Joint Call for Projects for the Fiscal Years 23/24 & 24/25 C/CAG and San Mateo County Transportation Authority Shuttle Program.

Member Murtuza inquired how the equity factor will be evaluated given that most of the shuttles are commuter oriented. He also asked whether pre-pandemic data would be better suited for the evaluation. Patrick Gilster, SMCTA’s Planning and Fund Management Manager, responded that the equity component will likely be more applicable to community shuttles. He also noted that applicants will be able to provide narratives to explain the ridership data.

Member Kim asked if there is an application limit per jurisdiction. Mr. Gilster noted that only one application is permissible per route.

Member Bozorginia inquired whether the SamTrans on-demand pilots is eligible for this funding. Mr. Gilster responded that the SamTrans microtransit pilots are not eligible for this program.

Motion – To recommend approval of the Joint Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Years 23/24 & 24/25, Murtuza/Bautista. Roll Call was taken. Chiu, Lee, and Nagaya abstained. All other members in attendance voted to approve. Motion passed 17-0-3.

6. Review and recommend Board approval of the revised Committee Guidelines to include two Co-Chairs. (Action)

C/CAG Executive Director Sean Charpentier presented the updated draft Committee Guidelines, which include the proposal of two Co-Chairs. This change from a Chair and Vice Chair structure to a two person Co-Chair partnership is recommended to provide additional flexibility, enable more opportunities to run meetings as a Chair, and distribute the workload, staff is proposing to revise the chairmanship.

Motion – To recommend Board approval of the revised Committee Guidelines to include two Co-Chairs, Murtuza/Bozorginia. Roll call was taken. All members in attendance voted to approve. Motion passed 20-0.

7. Review and approve the Congestion Management Program Technical Advisory Committee 2023 Meeting Calendar. (Action)

Motion – To approve the Congestion Management Program Technical Advisory Committee 2023 Meeting Calendar, Bautista/Sun. Roll call was taken. All members in attendance voted to approve. Motion passed 20-0.

8. Receive a presentation on City of Belmont’s Ralston Ave. Adaptive Signalization System. (Information)

C/CAG staff Kaki Cheung introduced City of Belmont’s Public Works Director, Peter Brown, who presented on this item. C/CAG is excited for this project’s completion, and hopes to support more member agencies on leveraging technology to solve the County’s congestion problems and advance our clean air goals.

Peter Brown presented on City of Belmont’s Ralston Ave. Adaptive Signalization System, which installed advanced adaptive traffic signalization technology along Ralston Avenue between State Route 82 and Interstate 280. Mr. Brown shared initial data and lessons learned.

9. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, 2023 Transportation Improvement Program (TIP) update, MTC Annual Obligation Plan, and other funding opportunities. Jeff also added that staff will be emailing the Committee about Fund Management System Training Opportunity and the USDOT’s RAISE Discretionary Grants.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced that the Express Lanes are in the testing phase, and it will commence tolling in early 2023. Additionally, Sean mentioned about various Committee vacancies, including 5 vacant elected official seats on the Congestion Management Environmental Quality (CMEQ) Committee, 3 elected official vacant seats on the Resource Management and Climate Protection (RMCP) Committee, and one elected official vacant seat on OneShoreline. Lastly, Sean thanked the Committee for all their hard work this year and wished everyone a happy holiday season.

10. Member Reports (Information)

There were no member reports.

11. Adjournment

Co-Chair Stillman adjourned the meeting at 2:12 p.m.

C/CAG AGENDA REPORT

Date: January 19, 2023

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Nomination/Election of two new Congestion Management Program Technical Advisory Committee Co-Chairs

(For further information contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee nominates and elects two new Committee Co-Chairs.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

Traditionally, the County of San Mateo's Public Works Director and the San Mateo County Transportation Authority representative take turn chairing the meetings. Member Ann Stillman currently serves as the only Co-Chair since Member Joe Hurley's retirement in September 2022. At the Committee's September 2022 meeting, the Committee discussed and expressed support for making the chairmanship positions available to any member. The Committee also noted the importance of experience and suggested electing these positions every two years. At the December 2022 meeting, the Committee recommended C/CAG Board approval of the revised Committee guidelines, which make the chairmanship a two person co-chair partnership. The C/CAG Board formally approved the revised guidelines at the January 2023 meeting.

The role of the Co-Chairs is to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items. Co-Chairs will rotate every other meeting. A Co-Chair may chair consecutive meetings if the other Co-Chair is unavailable to attend.

At the January meeting, staff is recommending that the Committee nominates and elects two new Co-Chairs to serve between February 2023 through January 2025.

ATTACHMENT

None

C/CAG AGENDA REPORT

Date: January 19, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive information on funding recommendations for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives information on funding recommendations for One Bay Area Grant (OBAG) Cycle 3 and Regional Active Transportation Program (ATP) Cycle 6.

FISCAL IMPACT

Other than staff time, there is not any direct fiscal impact to C/CAG at this time. Upon MTC Commission approval later this month, the OBAG 3 County & Local Program and ATP funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Federal and state funds are allocated by MTC via the OBAG 3 County & Local Program and Regional ATP Cycle 6, including Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP), and the Road Repair and Accountability Act of 2017 (SB 1) funds.

BACKGROUND

OBAG 3 COUNTY & LOCAL PROGRAM

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Metropolitan Transportation Commission (MTC) established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), places near public transit that are planned for new homes, jobs, and community amenities.

As part of the OBAG Cycle 3 County & Local Program process, MTC provided San Mateo County a funding target of \$37 million, which represents 120% of the estimated target of approximately \$30.8 million. C/CAG submitted two programmatic categories, requesting \$4.4 million for program and planning activities (\$2.1 million for Countywide Safe Routes to School Program and \$2.3 million for

regional planning efforts) and \$32.6 million for 11 projects. Attachment 1 shows the projects that the C/CAG Board approved in September 2022.

Earlier this month, MTC released staff recommendations for the OBAG 3 program. MTC proposes funding 7 projects totaling \$26.5 million, along with \$4.4 million for the Safe Routes to School program and C/CAG planning activities. The table below is a summary of the MTC recommendation:

Capital Projects			
Sponsor	Project	CTA Nomination Amount	OBAG 3 Proposed Funding Amount
San Mateo County	Bay Road Complete Street Rehabilitation Project	\$ 3,806,790	\$ 3,806,790
City of South San Francisco	School Street/Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project	\$ 3,127,385	\$ 3,127,385
City of Redwood City	Roosevelt Avenue Traffic Calming Project	\$ 3,400,000	\$ 3,400,000
San Mateo County Transportation Authority	19 th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway	\$ 3,375,000	\$ 3,375,000
Town of Colma	El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	\$ 4,640,000	\$ 4,640,000
City of Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	\$ 5,000,000	\$ 5,000,000
City of Burlingame	Rollins Road Bicycle and Pedestrian Improvement Project	\$ 3,100,000	\$ 3,100,000
Programmatic Projects			
Sponsor	Project	CTA Nomination Amount	OBAG 3 Proposed Funding Amount
C/CAG	Countywide SRTS Program	\$ 2,120,000	\$ 2,120,000
C/CAG	Regional Planning Activities	\$ 2,300,000	\$ 2,300,000
Total			\$ 30,869,175

The project submitted by the Town of Atherton (Adelante Selby Spanish Immersion SRTS) is recommended to be added to a contingency project list. MTC intends to fund projects on the contingency list should MTC receive higher than anticipated federal revenues, benefit from cost savings from prior cycle projects, or need to reprogram current cycle funds due to project delivery failures.

The MTC Programming and Allocations Committee approved the MTC staff proposal at the January 11th, 2023 meeting. Upon approval from the MTC Commission on January 25, C/CAG staff will be working with project sponsors to comply with all applicable OBAG 3 requirements, including adoption of a resolution of local support, prior to programming any awarded funds in the Transportation Improvement Program (TIP). Staff will also work with the remaining project sponsors that were not recommended for OBAG 3 funding to identify other sources to advance their respective projects.

A link to the full MTC staff recommendation of the OBAG 3 program can be found here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=7af21445-7ebb-474f-b5e5-23f957aeb1f4.pdf>

REGIONAL ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 6

The California Transportation Commission (CTC) distributes a portion of the ATP funding to MTC, who would manage the regional component in the Bay Area. MTC is responsible for developing the region’s guidelines for the Regional program, and for submitting the proposed projects to the CTC for final adoption. CTC approved MTC’s Regional ATP Guidelines on February 23, 2022, and applications for the Regional Program were due to MTC on June 15, 2022. MTC’s Regional ATP Cycle 6 includes \$143 million of funding for programming.

MTC received 63 applications requesting a total of \$551 million, approximately four times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee, resulting in seven teams of three evaluators each to score and rank the submittals. The review committee used the same evaluation form and revised scoring criteria in the Statewide Competitive ATP. The panel added 10 points for regional priorities, bringing the total maximum scores of 110.

Out of the 63 applications, MTC recommends fully funding fourteen projects and partially funding one project. One project in San Mateo County has been recommended for funding, see full list below:

County	Agency	Project Title	Project Type*	Project Cost (1,000s)	Recommended Funding (1,000s)
ALA	Alameda County PW	Mission Boulevard Safe and Complete Streets for Active Transportation	L	\$32,683	\$25,000
ALA	Alameda County PW	Oakland Making Moves: Active Oakland Neighborhoods	NI	\$1,000	\$999
ALA	Alameda County PW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	L+NI	\$33,477	\$17,200
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	L	\$120,947	\$19,500
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	L	\$22,740	\$9,000
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	S	\$1,511	\$1,511
ALA	Oakland	Bancroft Avenue Greenway	L	\$34,675	\$29,311
CC	Concord	Willow Pass Road Bikeway Project	M	\$4,058	\$2,835
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	M+NI	\$9,143	\$7,248
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	S	\$2,075	\$1,500
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	M	\$5,154	\$4,123
MRN	San Rafael	San Rafael Canal Crossing Project	L	\$23,525	\$3,925
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	M	\$6,629	\$5,435
SCL	San Jose	Story-Keyes Complete Streets Project	L	\$41,098	\$3,656
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	L	\$14,774	\$11,819

*L = Large Project (total project cost of greater than \$10m), M = Medium Project (total project cost of more than \$3.5m and up to \$10m)
S = Small Project (total project cost of \$3.5 million or less), NI = Non-infrastructure project only

Projects submitted by the City of Menlo Park (Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway) and Half Moon Bay (Eastside Parallel Trail North: Segment 2 (Spindrifft to Ruisseau Francais)) have been recommended to be placed on a contingency list. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 6 Regional ATP.

Staff encourages project sponsors that submitted applications for either the statewide and regional component to participate in the application debrief meetings with CTC and MTC staff. C/CAG staff will also work with project sponsors and MTC staff to improve application development and increase success in the next cycle of ATP.

A link to the full MTC staff recommendation of the Regional ATP Cycle 6 program can be found here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=fa749302-5f82-4951-ab55-49bc079cbdfa.pdf>

ATTACHMENTS

1. OBAG 3 County & Local Program Project Nomination List

Sponsor Name	Project Name	OBAG3 Funds Requested	OBAG 3 Recommended Funding Allocations	Measure M Recommended Funding Allocations	Total Score	Safe Routes to School (within 1/2 Mile)
San Mateo County	Bay Road Complete Street Rehabilitation Project	\$ 3,806,790	\$ 3,806,790		115.6	Yes
City of South San Francisco	School Street/Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project	\$ 3,127,385	\$ 3,127,385		113.9	Yes
City of Redwood City	Roosevelt Avenue Traffic Calming Project	\$ 3,400,000	\$ 3,400,000		111.2	Yes
City of San Mateo	US 101/Peninsula Avenue Interchange Improvements Project	\$ 5,000,000	\$ 1,000,000		111.2	Yes
San Mateo County Transportation Authority	19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway	\$ 3,375,000	\$ 3,375,000		109.6	Yes
Town of Colma	El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	\$ 4,640,000	\$ 4,640,000		105.6	Yes
City of Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	\$ 5,000,000	\$ 5,000,000		105.0	No
City of Burlingame	Rollins Road Bicycle and Pedestrian Improvement Project	\$ 3,100,000	\$ 3,100,000		104.3	Yes
Town of Atherton	Adelante Selby Spanish Immersion School Safe Route to Schools Project	\$ 3,115,024	\$ 3,115,024		100.8	Yes
City of Pacifica	Sharp Park Priority Development Area Pedestrian Improvement	\$ 2,360,000	\$ 1,269,801	\$ 900,000	98.8	Yes
City of Millbrae	Micromobility Hub Phase 2 Project	\$ 880,000	\$ 800,000		95	Yes
			\$ 32,634,000	\$ 900,000		

C/CAG AGENDA REPORT

Date: January 19, 2023
To: Congestion Management Program Technical Advisory Committee
From: Jeff Lacap, Transportation Systems Coordinator
Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives information on regional project and funding related items.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Sui Tan at stan@bayareametro.gov if you need to update your certification.

MTC Annual Obligation Plan for FY 2022-23 Status Report

The MTC Annual Obligation Plan status report for FY 2022-23 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance that results in the receipt of an authorization of the funds (i.e. E-76) before January 31, 2021. Funds that do not meet the obligation deadline of January 31, 2023 are subject to re-programming by MTC. Project sponsors can track the E-76 status of their projects at <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>.

RAISE Discretionary Grants FY23 –MTC Letter of Support Process

The USDOT has announced \$1.5 billion available for RAISE (formerly BUILD and TIGER) discretionary grants, with applications due February 23, 2023. This program appropriates \$1.5 billion for surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. Applications are due to USDOT on Thursday, February 28, 2023. Agencies developing applications can submit a LOS request provided the proposal aligns with the following criteria. Notice of Funding Opportunity:

<https://www.transportation.gov/RAISEgrants/raise-nofo>

USDOT RAISE 2023

- Merit Criteria outlined in the RAISE Notice of Funding Opportunity
- Minimum grant award is \$5 million (except for rural areas, where minimum award size is \$1 million)
- Maximum grant award is \$25 million
- Federal share and RAISE grant shall not exceed 80 percent of the total project cost unless the project is located in a rural area, historically disadvantaged community, or an area of persistent poverty
- More details can be found here:

<https://www.transportation.gov/RAISEgrants/raise-application-faqs>

MTC Process: MTC is also offering letters of support for projects consistent with the adopted regional plan, Plan Bay Area 2050. Eligible applicants considering applying for RAISE funding may request a letter of support by emailing the Caltrans intake form (Attachment 4) to Anne Spevack (aspevack@bayareametro.gov) and Craig Bosman (cbosman@bayareametro.gov) by **Thursday, February 2, 2023**. If sponsors are not requesting Caltrans endorsement, in lieu of

Caltrans' form, the following information may be submitted to MTC:

- Project Title
- Project Sponsor
- Brief Description
- Planning or Capital?
- Urban or Rural?
- Is project in an Area of Persistent Poverty or Historically Disadvantaged Community?
- Requested RAISE Funding (\$)
- Total Project Cost (\$)
- Phase(s) to be funded by the RAISE request
- Construction Start Date
- [Plan Bay Area 2050](#) Project Title and RTP ID

Letters of support will be provided prior to the RAISE application due date.

Summary of Key Dates:

- LOS requests due to **MTC – Thursday, February 2, 2023**
- RAISE applications due to **USDOT – Thursday, February 23, 2023**

Clean California Local Grant Program – Cycle 2

Caltrans developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

The goals of the Clean CA Local Grant Program are to:

- Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

The following is the projected draft timeline for Cycle 2 of the Clean California Local Grant Program.

Workshops on Program Guideline Updates	Click here for workshop recording and slides: https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program
Call for Projects	January 2023
Three Application Workshops	January through March 2023
Project Application Deadline	April 2023
Project Award Notification	August/September 2023
Project Completion Date	June 2026

Affordable Housing and Sustainable Communities (AHSC)

The Affordable Housing and Sustainable Communities (AHSC) program funds coordinated housing and transportation improvement projects, and in the past has funded new transit vehicles and infrastructure, bike lanes, pedestrian amenities, and public spaces. Draft guidelines for Round 7 of the AHSC program were released in late September.

The following is the projected timeline for Call for Projects.

Final Guidelines presented to California Strategic Growth Council (SGC)	December 2022
HCD released NOFA and application workbook	January 2023
Applications Due	March 2023
Award recommendations presented to SGC	August 2023

For more information, please follow the link: <http://sgc.ca.gov/programs/ahsc/>

Transit and Intercity Rail Capital Program (TIRCP)

On November 15th, the final guidelines for TIRCP Cycle 6 were released by CalSTA. Applications for most project categories are due on **February 10, 2023**. Please see the following link for additional information: <https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

USDOT Notice of Funding Opportunities 2022

Full details can be found here: <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 5) and work with Caltrans Local Assistance to take appropriate action.

Any work done on projects past the PED is not eligible for reimbursement. PEDs should be extended prior to the expiration of the current PED. If a PED is extended after its lapse, then the work done during the lapsed period is not reimbursable. PEDs must be extended through an E-76 modification. Please plan on the E-76 approval process to take at least 4 weeks.

Caltrans Division of Local Assistance (DLA), Office of Project Implementation provides guidance and support to local agencies in managing the Federal-aid projects. The Project End Date (PED), analogous to the previously used Agreement End Date (AED), is the date that an agency estimates to identify the end of a project phase's Period of Performance (end of Federally participating work). It is defined as the date after which no additional federally participating costs may be incurred for an authorized phase of work.

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the next three months, (iii) PED to expire within the next 6 months and (iv) PED to expire in more than 6 months but with lapses in the past. The purpose of this list is to alert local agencies of expired or expiring PEDs, so they can initiate PED extension requests where necessary and/or contact DLAEs for further assistance. Projects with final invoices submitted do not require a PED extension.

Local Technical Assistance Trainings

These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.

- Federal Aid Series – Various Dates. Register here:
<https://californialtap.org/index.cfm?pid=1077>

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of January 6, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of January 11, 2023
3. MTC Annual Obligation Plan for FY 2022-23
4. RAISE 2023 Intake Form
5. Caltrans Lapsed Project End Dates as of November 1, 2022

> \$50,000 unexpended balance
Updated on 01/06/202

2nd quarter inactive projects

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5102049	Inactive	Invoice under review by Caltrans. Monitor for progress.	0417000373	CML	4	SM	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	6/21/2022	6/9/2018	6/21/2022	6/21/2022	6	Z001	\$534,414.00	\$473,117.00	\$80,032.53	\$393,084.47
5333017	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000201	STPLZ	4	SM	Woodside	OLD LA HONDA ROAD OVER DRAINAGE SWALE: 0.1 WEST OF PORTOLA RD (BR # 35C0190) BRIDGE REPLACEMENT	2/4/2022	7/28/2017	2/4/2022	2/4/2022	10	Z001	\$1,810,063.00	\$1,337,592.00	\$1,063,218.88	\$274,373.12

LEGEND
XXXXXXX Inactive projects require justification. Justifications will be sent to FHWA.

< \$50,000 unexpended balance
Updated on 01/06/202

2nd quarter inactive projects

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029035	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0416000282	BRLS	4	SM	Redwood City	MIDDLEFIELD ROAD BETWEEN MAIN STREET AND WOODSIDE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: SIDEWALK WIDENING, CORNER BULB OUT, CROSSWALKS, BUS STOP, BENCHES, PED LIGHTS, STREET LIGHTS, BIKE LANES, SIGNS, STRIPING	10/12/2021	2/27/2018	10/12/2021	10/12/2021	14	Z003	\$7,286,350.00	\$1,752,000.00	\$1,711,999.99	\$40,000.01
5438018	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0420000013	HPLUL	4	SM	East Palo Alto	WEST BAYSHORE RD, SCOFIELD ST, RUNNYMEDE ST., PULGAS AVE, O'CONNOR ST (NON-PARTICIPATING), NEWBRIDGE ST, COOLEY AVE ROADWAY REHABILITATION, INCLUDING: BASE REPAIR, CRACK SEAL, AC OVERLAY, GRINDING, ADJUST UTILITY FRAMES, REPLACE PAVEMENT MARKINGS AND TRAFFIC SIGNAL DETECTION	6/21/2021	3/5/2020	6/21/2021	6/21/2021	18	Z230	\$1,358,724.00	\$416,000.00	\$376,817.83	\$39,182.17
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000122	RPSTPL	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK: 0.05 MI EAST OF TRIPP RD. BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5438015	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0414000191	ACSTP	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	10/25/2019	11/27/2013	10/25/2019	12/20/2022	38	HY20	\$14,138,000.00	\$760,000.00	\$739,979.07	\$20,020.93
5029032	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0414000103	STPL	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	8/28/2019	3/21/2014	8/28/2019	8/28/2019	40	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000121	BPMP	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK: 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

\$1,000 or less unexp. balance
Updated on 01/06/202

2nd quarter inactive projects

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0413000206	STPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	7/2/2019	5/16/2017	7/2/2019	7/2/2019	41	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5299013	Inactive	Final Voucher Complete- sent to Fed Reimb (Federal)	0415000126	STPLR	4	SM	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN	4/19/2022	2/6/2015	4/19/2022	4/19/2022	8	M23E	\$650,000.00	\$500,000.00	\$500,000.00	\$0.00
5268020	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0415000290	DEMOL	4	SM	Belmont	BELMONT VILLAGE, SPECIFIC IMPLEMENTATION PLAN	4/25/2018	4/9/2015	4/25/2018	4/25/2018	56	M23E	\$550,000.00	\$440,000.00	\$440,000.00	\$0.00
5935044	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04924729L	HSIPL	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	6/24/2010	2/5/2009	6/24/2010	6/17/2013	150	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00
6204111	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000743	CML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	5/26/2017	11/1/2013	5/26/2017	5/26/2017	67	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
6204113	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000684	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	1/24/2020	1/30/2014	1/24/2020	2/24/2022	35	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00

PMP Certification January 11, 2023	Expired
	Expiring within 60 days
	Certified (including Pending & Extension)

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	6/30/2020	7/1/2022	23	Certified with Pending
San Mateo	Belmont	11/1/2021	12/1/2023	22	Certified with Pending
San Mateo	Brisbane	8/4/2020	9/1/2022	23	Certified with Pending
San Mateo	Burlingame	8/15/2020	9/1/2022	23	Certified with Pending
San Mateo	Colma	6/13/2019	7/1/2022	23	Certified with Pending
San Mateo	Daly City	10/1/2019	11/1/2022	23	Certified with Pending
San Mateo	East Palo Alto	8/15/2020	9/1/2022	21	Expired
San Mateo	Foster City	8/7/2021	9/1/2023	21	Certified with Extension
San Mateo	Half Moon Bay	11/1/2021	12/1/2023	22	Certified
San Mateo	Hillsborough	8/15/2020	9/1/2022	23	Certified with Pending
San Mateo	Menlo Park	12/31/2020	1/1/2023	23	Certified with Pending
San Mateo	Millbrae	9/26/2020	10/1/2022	23	Certified with Pending
San Mateo	Pacifica	8/28/2020	9/1/2022	23	Certified with Pending
San Mateo	Portola Valley	2/28/2021	3/1/2023	21	Certified
San Mateo	Redwood City	12/1/2021	12/21/2023	22	Certified
San Mateo	San Bruno	8/3/2019	9/1/2021	22	Certified with Pending
San Mateo	San Carlos	10/7/2019	11/1/2022	23	Certified with Pending
San Mateo	San Mateo	9/3/2020	10/1/2023	21	Certified with Extension
San Mateo	San Mateo County	7/31/2019	8/1/2022	23	Certified with Pending
San Mateo	South San Francisco	2/23/2020	3/1/2023	20	Certified with Extension
San Mateo	Woodside	8/19/2020	9/1/2022	21	Expired

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx

I. General Information

1. Project Name*				
2. Requesting Agency Lead Applicant*		3. Requesting Agency Co-Applicant(s)*		4. Implementing Agency*
5. Planning or Capital Grant*				
6. District*	7. County*	8. Route*	9. Start PM	10. End PM
11. Urban/Rural		12. Areas of Persistent Poverty or Historically Disadvantaged Community (y/n)*		
12a. If yes, which?		13. Description of Area of Persistent Poverty or Historically Disadvantaged Community		
14. Location Description and Project Description*				
15. Current Phase*		16. RAISE 2023 Requesting Phase(s)*		
17. Total Project Cost (\$x1000)*		18. RAISE 2023 Request (\$x1000)*		
19. Construction Start date (mm/yy)				
20. List Congressional Representative(s) by name and District Number*				
21. Describe the extent of past/future Caltrans Stakeholder Engagement and Partnership on the project*				
22. Identify the primary mode(s)* <i>Select up to two.</i> <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> Freight <input type="checkbox"/> Highway <input type="checkbox"/> Managed Lanes <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Passenger) <input type="checkbox"/> Rail (Freight) Other (please describe):		23. Identify any secondary project mode(s) <i>Select all that apply.</i> <input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> Freight <input type="checkbox"/> Highway <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Rail (Passenger) Other (please describe):		

II. Consistency with Statewide Goals & Priorities – Scoring Criteria

24. MODE SHIFT: How does the project promote mode shift, including to rail, transit, or active transportation?
25. REDUCE Vehicle Miles Traveled (VMT): How does the project impact VMT?
25a. Does the scope include increasing general-purpose capacity on the State Highway System? (y/n)
26. PUBLIC ENGAGEMENT: Does the project include and document a meaningful public engagement process that includes community-based participation?
27. BENEFITS TO DISADVANTAGED COMMUNITY (DAC): Does the project incorporate local communities needs to provide benefits to a DAC?
28. IMPROVE SAFETY: Does the project include safety improvements/enhancements to reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
29. EXPAND ZERO EMISSION VEHICLE (ZEV) INFRASTRUCTURE: Does the project include and/or improve access to ZEV charging or fueling infrastructure?
30. ADDRESS CLIMATE CHANGE: Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s)?
31. NATURAL AND WORKING LANDS: How does the project plan to minimize the impact on natural resources and ecosystems?
32. INFILL DEVELOPMENT: Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?
33. Additional considerations/story telling:

III. Consistency with Regional Goals & Priorities – Scoring Criteria

34. If requesting a LOS from MTC, please complete this section. Describe how your project is consistent with Plan Bay Area 2050 (Include Project Title and RTP ID).

IV. District Contact Information

35. Name (First, Last)* Josephine Hsai	
Title* Senior Transportation Planner	Phone* 510-960-0804

Required:	<ul style="list-style-type: none"> Letter of Support Request Intake Form (this document) Letter of Support on Caltrans Letter Head (word document)
Optional:	<ul style="list-style-type: none"> Project Factsheet (highly encouraged) Vicinity Map Other relevant documents

Nomination Intake Form Instructions

No.	Instructions
1	PROJECT NAME: Enter the project name.
2	REQUESTING AGENCY LEAD APPLICANT: Please list the name of the agency that is submitting the RAISE Application as lead applicant
3	REQUESTING AGENCY CO-APPLICANT: Please list the name(s) of the agency(ies) that is submitting the RAISE Application as the co-applicant(s)
4	IMPLEMENTING AGENCY: Please list the name of the agency that would be implementing the project if the project is funded through RAISE
5	PLANNING OR CAPITAL GRANT: Please list if the project is competing for the Planning or Capital RAISE pot of funding
6	DISTRICT: Enter the Caltrans district number as a 2-digit.
7	COUNTY: Enter the abbreviate form of the county (i.e. LA, SAC, etc.). If project is in multiple counties, enter all counties separated by forward slash (i.e. SJ/STA). Provide additional details in #13.
8	ROUTE: Enter the route number(s). Use commas to separate multiple routes (ex: "5,99"). For off-system, type "OFF." Provide additional details, as needed, in #13.
9	START PM: Enter the begin post mile limits. Include prefix or suffix, if applicable. If project is on multiple routes, enter "MULTI" for PM and provide additional details of the locations in #14.
10	END PM: Enter the end post mile limits. Include prefix or suffix, if applicable. If project is on multiple routes, enter "MULTI" for PM and provide additional details of the locations in #14.
11	URBAN/RURAL: Enter if the project is in an urban or rural area according to RAISE 2023 criteria: https://www.transportation.gov/RAISEgrants/urbanized-areas
12	AREAS OF PERSISTENT POVERTY OR HISTORICALLY DISADVANTAGED COMMUNITIES: Enter if your Project is located in an Area of Persistent Poverty or Historically Disadvantaged Communities, as defined by the RAISE 2023 criteria: https://www.transportation.gov/RAISEgrants/raise-areas-persistent-poverty
12a	IF YES, WHICH? Enter which area(s) the project falls within (Areas of Persistent Poverty and/or Historically Disadvantaged Communities)
13	DESCRIPTION OF AREA OF PERSISTENT POVERTY OR HISTORICALLY DISADVANTAGED COMMUNITY: Clearly and explicitly describe the Project's direct benefits to Areas of Persistent Poverty
14	LOCATION DESCRIPTION AND PROJECT DESCRIPTION: Provide a brief description of the project location(s) and description of the proposed project. Include relevant information, as applicable (bike class and lengths, adding/converting lanes, if pricing managed lanes, etc.). Please spell out first instances of acronyms. Include multiple counties, routes, and PM limits, if necessary.
15	CURRENT PHASE: Enter the project's current phase
16	RAISE 2023 Requesting Phase(s): Enter the project phase(s) the application is requesting RAISE to fund
17	TOTAL PROJECT COST (x\$1000): Enter the total project cost (across all phases)
18	RAISE 2023 Request (x\$1000): Enter the grant amount that the applicant is requesting from RAISE
19	CONSTRUCTION START DATE (mm/yy): Enter the anticipated construction start date. Enter the year if that is the only known information
20	LIST CONGRESSIONAL REPRESENTATIVE(S) BY NAME AND DISTRICT NUMBER: Enter the name of the Congressional Representative and Congressional District number in which the project is located. https://www.govtrack.us/congress/members
21	LIST THE HISTORY OF CALTRANS PARTNERSHIP AND CALTRANS STAKEHOLDER ENGAGEMENT WITH THE PROJECT: List the history of Caltrans partnership and stakeholder engagement throughout the life of the project
22	PRIMARY MODE: Select the primary mode(s) of the proposed project. Select up to 2 modes if needed.
23	SECONDARY MODE: Select any secondary project mode(s).
24	MODE SHIFT: The purpose of this question is to identify the Project's ability to facilitate mode shift. Caltrans is looking to support projects that provide viable, multimodal alternatives to vehicle travel or that

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 DIVISION OF TRANSPORTATION PLANNING
 & METROPOLITAN TRANSPORTATION COMMISSION
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No.	Instructions
	eliminate gaps to the first or last mile of multimodal trips. Priority freight projects will facilitate intermodal interchange, transfer, and/or access into or out of a port/rail facility to shift cargo from roadways to rail/marine highway. Priority rural projects will increase transit and passenger rail service through investment in bus service, vanpools, micro-transit or mobility on demands services, park and ride facilities and adjacent passenger rail service. Describe how the project to build towards an integrated, statewide rail and transit network (i.e. transit lane) to provide seamless, affordable, multimodal travel options in all contexts. Describe how the project invests in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities. Provide available data/exhibits.
25	REDUCE VMT: The purpose of this question is to determine the Project’s VMT impacts. Caltrans is looking to support projects that do not significantly increase motor vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth (CAPTI page 17). In less congested rural areas, highway capacity expansion can be less likely to induce travel. Nevertheless, the benefits and drawbacks of widening roadways in this context must be weighed carefully. Describe how the project proposes to reduce VMT and include alternatives to highway capacity expansion, such as providing multimodal and non-auto mode options in the corridor, employing pricing strategies, and using technology to optimize operations. Describe if the project considers alternatives to general purpose lane, HOV, and HOT lane additions that may potentially induce demand. Provide available data/exhibits.
25a	DOES THE SCOPE INCLUDE INCREASING GENERAL-PURPOSE CAPACITY ON THE STATE HIGHWAY SYSTEM? Enter yes if the project is increases general-purpose capacity on the SHS, including aux lanes and interchanges.
26	PUBLIC ENGAGEMENT: The purpose of this question is to determine if a project adequately includes the needs of underrepresented groups through its public engagement process. Consideration is given to whether a project provided a diverse array of opportunities for members of underrepresented groups, contacted community leaders of underrepresented groups, provided engagement at the appropriate times of project development, adequately documents the public engagement process, ensured adequate resources were allocated to the public engagement process, and demonstrates that the project design or scope was changed to accommodate needs and perspectives provided by the public engagement process. Describe how the project includes or plans to include community-based public participation, including noticed meetings and consultation with local stakeholders, which culminated in the project proposal. Please describe the local participation process and events that occurred or planned; how involvement of disadvantaged community stakeholders resulted in the needs to mitigate disproportionate and adverse health, environmental, social, and economic impacts to minority populations and low-income populations; and if the project was requested and supported by the affected disadvantaged community. Provide available data/exhibits (event dates, approximate attendees), significant support/opposition to the project, major comments raised, and Caltrans’ response to those comments.
27	BENEFITS TO DISADVANTAGED COMMUNITY (DAC): The purpose of this question is to determine if the project provides benefits a DAC. Caltrans seeks to support those projects which provide the greatest benefits that serve the most severely disadvantaged communities. Describe how the project proposes to advance equity and reduce or eliminate transportation burdens and/or barriers for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Describe how the project is expected to directly benefit disadvantaged, low-income communities; and if the project is expected to improve low-cost access to opportunity and/or reduce VMT and traffic volumes in that community. Provide available data/exhibits.
28	SAFETY: The purpose of this question is to identify how the project incorporates safety countermeasures to reduce fatalities and severe injuries of all users toward zero on our roadways. Caltrans seeks to support

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No.	Instructions
	<p>projects in alignment with the Safe Systems Approach, which involves anticipating human mistakes and designing & managing infrastructure to keep the risk of a mistake low.</p> <p>Describe how the project includes safety improvements/enhancements to reduce fatalities and injuries of all users toward zero on the State Highway System, railways, and transit systems. Please describe elements that improve or enhance safety, such as context appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate potential human errors and injury tolerances that ultimately implements a safe-systems approach, and potential reduction in trips or miles travels that may yield inherent safety benefits. Provide available data/exhibits.</p>
29	<p>EXPAND ZEV INFRASTRUCTURE: The purpose of this question is to evaluate the extent to which the project supports and encourages the use of ZEV's and alternative fuels. Caltrans seeks to support projects that provide and improve access to ZE charging and alternative fueling infrastructure, especially in rural/remote areas and where key gaps in charging/fueling infrastructure exist. Caltrans looks to support rail projects that provide ZE/alternative fuel I freight or passenger rail projects and freight projects that provide ZE truck chargers or alternative fueling. Describe how the project supports the innovation and development of the ZE market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities, if applicable. If the project plans to install new ZE infrastructure, indicate the number of units and potential locations being considered. Provide available data/exhibits.</p>
30	<p>ADDRESS CLIMATE CHANGE: The purpose of this question is to evaluate how the project addresses identified climate risks and implement adaptation strategies/measures to enhance resilience to climate impact(s) that are occurring or anticipated. All projects are required to demonstrate consideration of and consistency with State goals, and where applicable, regional, or local adaptation plans or policies. Projects on the SHS should reference Caltrans' products on climate vulnerability, including the Vulnerability Assessments and Adaptation Priority Reports. These data sources may be supplemented as needed to identify climate impacts to adjacent areas beyond the SHS using other State or federal climate data sources. Projected climate impacts for non-highway projects such as passenger/freight rail, seaport, transit, or active transportation projects are not available through Caltrans vulnerability assessments or adaptation priority reports. Those types of projects may use other resources such as Cal-Adapt.org or other local climate data sources to explain vulnerability to a climate change impact. Describe how the project achieves statewide GHG emission reduction targets, increase resilience to climate change, and/or has engaged communities most vulnerable to climate change. Please Indicate if the project area is identified in the District Vulnerability Assessments Report, Adaptation Priorities Report, Corridor Plan, and/or a regional or local climate change adaptation plans. Describe how the project may consider project elements that combat climate change and/or improve existing assets that are potentially exposed to climate change stressors as identified in the aforementioned documents. Describe if the project is identified as an emergency evacuation route or in an emergency plan/hazard mitigation plan and potential improvements using an approach that is supported by state/local emergency services. Provide available data/exhibits.</p>
31	<p>NATURAL AND WORKING LANDS: The purpose of this question is to measure how the project incorporates nature-based solutions to protect or enhance natural and working lands, which include natural ecosystems and other landscapes like agricultural lands. Specifically, on how the project avoids conversion of natural or working lands to more intensified uses, and/or how it enhances biodiversity. The question also measures how the project supports local and regional conservation planning that focuses development where it already exists, and how the project aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. Response to this criterion is intended to be independent of potential mitigation measures pursuant to the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) or other laws rules or regulations regarding natural resources. Describe how the project proposes to protect natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists. Describe the extent to which the project may reduce land use development that may consume natural or working lands or focus development that may allow for both development and land preservation. Describe how the</p>

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRANSPORTATION PLANNING
 & METROPOLITAN TRANSPORTATION COMMISSION
Caltrans and MTC Letter of Support Request Intake Form
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No.	Instructions
	project aligns transportation investments with conservation priorities to reduce transportation’s impact on the natural environment. Provide available data/exhibits.
32	INFILL DEVELOPMENT: The purpose of this question is to determine if the Project promotes infill development and land use patterns while protecting residents and businesses from displacement. Development will be considered infill if it lies within dark purple areas of the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at https://opr.ca.gov/ and how the project provides opportunity for walking, biking, transit, and providing transportation options to support infill development. Describe how the project proposes to promote compact infill development and land use patterns while protecting residents and businesses from displacements, especially in disadvantaged communities.
33	ADDITIONAL CONSIDERATIONS/STORY TELLING: Please provide other significant information you would like to be considered in the evaluation process that is not covered in other sections of the form, such as project benefits and/or challenges (risks, constraints, etc.), what is the issue(s) the project is trying to solve? How is the project fixing the issue(s)?
34	CONSISTENCY WITH PLAN BAY AREA 2050: Please provide a description of how the project is consistent with goals and priorities of the Plan Bay Area 2050.
35	NAME, TITLE, PHONE: Enter the district contact information that is knowledgeable of the project and can provide or coordinate any additional requests on the project.

MTC FFY2022-23 Annual Obligation Plan Delivery Status

MTC FFY 2022-23 Annual Obligation Plan										Obligation		Total Obligations	Total Programmed	Remaining Balance
Project List												5%	100%	95%
November 30, 2022										Latest Action Status	Latest Action Date	\$16,026,762	\$325,051,660	\$309,024,898
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Latest Action Date	Oblig Amount	Total	Balance
San Mateo	Brisbane	SM-170041	6644	STP-T5-OBAG2-CO	OBAG 2	STP	-5376(016)	CON	Crocker Trail Commuter Connectivity Upgrades	RFA at CT-HQ	15-Nov-2022	\$0	\$885,000	\$885,000
San Mateo	Burlingame	SM-210007	7292	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5171()	CON	Burlingame Ped Safe Routes and Mobility Imp			\$0	\$200,000	\$200,000
San Mateo	Burlingame	SM-210009	7311	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5171()	CON	Burlingame Square Caltrain Station Mobility Hub			\$0	\$500,000	\$500,000
San Mateo	Daly City	SM-210012	7312	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5196(044)	CON	Southgate Ave and School St Safety Improvements	RFA at CT-HQ	31-Oct-2022	\$0	\$450,000	\$450,000
San Mateo	East Palto Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	PE	US 101 University Ave Interchange Improvements	RFA at FHWA	16-Nov-2022	\$0	\$206,000	\$206,000
San Mateo	East Palto Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	CON	US 101 University Ave Interchange Improvements	RFA at FHWA	16-Nov-2022	\$0	\$771,000	\$771,000
San Mateo	Half Moon Bay	SM-170013	6626	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5357(011)	CON	Half Moon Bay - Poplar Complete Streets	NEPA Clearance	24-Sep-2021	\$0	\$1,202,000	\$1,202,000
San Mateo	Millbrae	SM-210010	7314	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	CML-5299(019)	CON	Millbrae Transit Center MicroMobility Hub Pilot	NEPA Clearance	18-Nov-2022	\$0	\$345,150	\$345,150
San Mateo	Millbrae	SM-210011	7310	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5299(018)	CON	Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps	NEPA Clearance	31-Aug-2022	\$0	\$347,000	\$347,000
San Mateo	Portola Valley	SM-170044	6671	STP-T5-OBAG2-CO	OBAG 2	STP	-5390(006)	CON	Portola Valley Street Preservation	NEPA Clearance	9-Sep-2022	\$0	\$201,000	\$201,000
San Mateo	San Bruno	SM-210003	7244	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5226(026)	CON	San Bruno Transit Corridor Ped Connection Ph4	AC Authorized	13-Sep-2022	\$0	\$385,000	\$385,000
San Mateo	San Bruno	SM-170017	6682	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5226(023)	CON	Huntington Transit Corridor Bike/Ped Improvements	NEPA Clearance	31-Aug-2021	\$0	\$792,000	\$792,000
San Mateo	San Carlos	SM-090008	4246	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5267()	CON	US101/Holly St I/C Mod and Bike/Ped Overcrossing			\$0	\$1,000,000	\$1,000,000
San Mateo	SF City/County	SM-130031	6022	STP-T4-2-PCA-REG	OBAG	STP	STPL-6216(003)	CON	Southern Skyline Blvd. Ridge Trail Extension			\$0	\$1,000,000	\$1,000,000
San Mateo	SMCCAG	SM-170046	6845	RIP-T6-22-FED-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$7,900,000	\$7,900,000
San Mateo	SMCCAG	SM-170046	6845	RIP-COVID21-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$1,412,000	\$1,412,000
San Mateo	SMCCAG	SM-110022	4919	STP-T6-OBAG3-CO	OBAG 3	STP	-6419()	CON	San Mateo County SR2S Program	NEPA Clearance	31-Oct-2022	\$0	\$1,500,000	\$1,500,000
San Mateo	South San Francisco	SM-110003	4697	RIP-T5-18-FED-SM	RTIP	RTIP-FED	-5177()	PSE	US 101/Produce Avenue New Interchange	NEPA Clearance	1-Oct-2022	\$0	\$5,000,000	\$5,000,000

Project End Date Reporting

Last Updated: 11/1/2022

*** Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps ***

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5438(018)	STPL	East Palo Alto	100.0%				03/05/20		08/31/21 *	-15	● PED Expired	1	Approv		1			SEQ# 1(8/31/2021 to Present)	042000013		ACTIVE
5029(035)	CML	Redwood City	20.0%				02/27/18		07/31/22 *	-4	● PED Expired	1	Approv		1			SEQ# 1(7/31/2022 to Present)	0416000282		ACTIVE
5438(011)	HPLUL	East Palo Alto	100.0%		04/04/12				09/30/22 *	-2	● PED Expired	6	Approv		1			SEQ# 6(9/30/2022 to Present)	0400021118	2W	ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13				10/30/22 *	-1	● PED Expired	5	Pend HQ	06/28/25	1			SEQ# 4(10/30/2022 to Next FMIS Appv)	0414000191	2W	ACTIVE
5935(064)	BPMP	San Mateo County	40.0%		08/10/18				10/31/22 *	0	◆ PED 0 to < 3 mos	2	Pend HQ	12/31/24	1			SEQ# 1(10/31/2022 to SEQ# 2 Approval)	0413000030		ACTIVE
5268(021)	CML	Belmont	33.3%				12/23/20		11/01/22	0	◆ PED 0 to < 3 mos	1	Approv						0419000270		ACTIVE
5177(039)	BPMP	South San Francisco	33.3%		11/19/19				12/30/22 *	2	◆ PED 0 to < 3 mos	1	Approv						0418000191		ACTIVE
5196(040)	ATPL	Daly City	0.0%		04/17/17		07/02/20		12/31/22 *	2	◆ PED 0 to < 3 mos	2	Approv						0417000097		ACTIVE
5177(033)	CML	South San Francisco	33.3%		01/31/14		01/09/17		03/31/23	5	◆ PED 3 to < 6 mos	4	Approv		1	3-WR	Yes (Partial)	SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5196(042)	STPL	Daly City	0.0%				01/02/20		05/09/23	6	◆ PED 6+ mos	3	Approv						0419000152		ACTIVE
5357(010)	BRLS	Half Moon Bay	0.0%		02/27/18				06/30/23 *	8	◆ PED 6+ mos	2	Approv						0417000486		ACTIVE
5267(023)	STPL	San Carlos	100.0%				01/16/20	Dist "Final"	12/18/23	13	◆ PED 6+ mos	3	Approv		1			SEQ# 1(12/18/2021 to 12/21/2021)	0418000359		ACTIVE
5333(012)	BRLS	Woodside	0.0%		03/16/12		03/26/21		12/30/23	14	◆ PED 6+ mos	4	Approv						0412000119	2W	ACTIVE
5333(017)	BRLS	Woodside	0.0%		07/28/17		01/31/20		12/30/23	14	◆ PED 6+ mos	5	Approv						0417000338		ACTIVE
5935(075)	ATPLNI	San Mateo County	40.0%				06/15/17		01/01/24	14	◆ PED 6+ mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	16	◆ PED 6+ mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	33.3%				03/04/22		05/01/24	18	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5177(043)	HSIPL	South San Francisco	33.3%				11/15/21		06/01/24	19	◆ PED 6+ mos	2	Approv						0420000025		ACTIVE
5935(087)	STPL	San Mateo County	40.0%		11/01/21		08/29/22		06/30/24	20	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5171(023)	CML	Burlingame	0.0%				06/24/20		07/01/24	20	◆ PED 6+ mos	2	Approv						0418000443		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	21	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373		ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24	24	◆ PED 6+ mos	1	Approv						0420000363		ACTIVE

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Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5177(047)	CRRSAL	South San Francisco	33.3%				09/09/22		12/31/24	26	◆ PED 6+ mos	1	Approv						0422000384		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	26	◆ PED 6+ mos	2	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo County	0.0%				10/18/17		03/31/25 *	29	◆ PED 6+ mos	2	Approv						0418000108		ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	32	◆ PED 6+ mos	1	Approv						All AC		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	34	◆ PED 6+ mos	1	Approv						0422000084		ACTIVE
5177(040)	CML	South San Francisco	33.3%		01/04/19		09/09/22		12/31/26	50	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5333(013)	BHLS	Woodside	0.0%		03/16/12				NA *		■ No PED Established	3	Approv						0412000121	2W	ACTIVE
5333(014)	BHLS	Woodside	0.0%		03/16/12				NA *		■ No PED Established	3	Approv						0412000122	2W	ACTIVE
5029(024)	BPMP	Redwood City	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021046	2W	ACTIVE
5935(044)	CML	San Mateo County	40.0%				02/05/09	"Fin" Invoice	NA-Zero \$ *		■ No PED Established	3	Approv						0400001511		ACTIVE
5268(020)	STPL	Belmont	NA		04/09/15			Acct Final	12/01/18 *	-48	■ NA-Closing	1	Approv		1			SEQ# 1(12/1/2018 to Present)	0415000290	7D	ACTIVE
5935(079)	BHLO	San Mateo County	NA		11/07/18			Vouchered	07/01/22 *	-5	■ NA-Closing	4	Pend HQ	No change	2			SEQ# 4 (SEQ# 4 Approval to Present) SEQ# 3(7/1/2022 to Next FMIS Appv)	0418000322	9A	ACTIVE
5177(041)	HSIPL	South San Francisco	NA				12/12/19	Acct Final	11/25/22	0	■ NA-Closing	2	Approv						0419000138	7D	ACTIVE
6419(007)	CML	City/County Association of Governments of San Mateo County	NA		01/27/09			Acct Final	NA-Zero \$ *		■ NA-Closing	2	Approv						0400001169	7D	ACTIVE
5299(013)	STPL	Millbrae	NA	02/06/15				Acct Final	NA-Zero \$ *		■ NA-Closing	1	Approv						0415000126	7D	ACTIVE