

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, January 18, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/86388699352?pwd=V0Yrb3d0MHJDSTBvS2hWRnJjMklBdz09
Time: 1:15 p.m.	
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Zoom Webinar ID: 863 8869 9352 Password: 341161 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1.	Call to Order/Roll Call	Willis/Stillman	No materials
2.	Public comment on items not on the agenda (limited to 2 minutes) <i>Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.</i>	Willis/Stillman	No materials
3.	Issues from the December C/CAG Board meetings <ul style="list-style-type: none">Approval of Reso 23-99 adopting the C/CAG Equity Assessment and Framework Development Project Final Report and Action Plan.Approval of Reso 23-104 authorizing execution of an Agreement with MIG to prepare a C/CAG Strategic Plan.	Cheung	No materials
4.	Approval of minutes from the November 16, 2023 Meeting (Action)	Cheung	Page 1-4
5.	Approval of the Congestion Management Program Technical Advisory Committee 2024 Meeting Calendar (Action)	Cheung	Page 5
6.	Receive an update on the San Mateo Countywide Automated Vehicles Strategic Plan (Information)	Shiramizu	Page 6-14

7. Receive a presentation on the San Mateo County Energy Watch Program and learn about available resources for efficiency and electrification of public buildings. (Information)	Springer	Page 15-17
8. Regional Project and Funding Information (Information)	Lacap	Page 18-34
9. Executive Director Report	Charpentier	No materials
10. Member Reports	All	No materials
11. Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on February 15, 2024.

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.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105 or kcheung1@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the Technical Advisory Committee, members of the public may address the Committee as follows:

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 in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

***In-person participation:**

1. If you wish to speak to the C/CAG TAC, please fill out a speaker's slip located on the 2nd floor auditorium side table against the wall. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

***Remote participation:**

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.
 1. 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. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
4. 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)
November 16, 2023
MINUTES**

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

This meeting of the C/CAG TAC Committee was held in person and by teleconference pursuant to Government Code Section 54953(e).

Members		November			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	San Mateo County Engineering	Ann Stillman (Co-Chair)			
3	SMCTA / PCJPB / Caltrain	Jessica Manzi			
4	Atherton Engineering	Robert Ovidia			
5	Belmont Engineering	Tracy Scramaglia (Alternate)			
6	Brisbane Engineering	Randy Breault			
7	Burlingame Engineering	Syed Murtuza			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering		Absent		
11	East Palo Alto Engineering		Absent		
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering	Maz Bozorginia			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Craig Centis (Alternate)			
16	Pacifica Engineering		Absent		
17	Redwood City Engineering	Matt Nichols			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Brad Underwood			
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering (Vacant)				
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans		Absent		

The two hundred ninety-third (293nd) meeting of the Technical Advisory Committee took place on November 16, 2023 at 1:17 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were Kaki Cheung, Eva Gaye, Kim Wever – C/CAG, Daniel Shockley, Millie Thompson – SamTrans. Others attending the meeting remotely were Jeff Lacap – C/CAG; Kristin Haukom – Alta Planning and Design; Jason Mansfield – BKF Engineers; James O’Connell– City of Redwood City; Irene Chiu – City of East Palo Alto; Charlsie Chang – SMCTA; Theresa Vallez-Kelly – San Mateo County Office of Education; and others not noted.

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order.

2. Public comment on items not on the agenda

There were not any public comments regarding items not on the agenda.

3. Issues from the November C/CAG Board meetings (Information)

C/CAG staff Kaki Cheung shared the key item from the November Board meeting, as noted on the meeting agenda.

4. Approval of minutes from the October 19, 2023 Meeting (Action)

Motion – To approve the minutes of the October 19, 2023 TAC meeting, Breault/Underwood. Donohue and Mitch abstained. All other members in attendance voted to approve. Motion passed. 16-0-2

5. Review and recommend approval of the C/CAG Lifeline Transportation Program Cycle 7 Call for Projects and schedule (Action)

C/CAG staff Jeff Lacap presented the guidelines and schedule for the call for projects of the C/CAG's Lifeline Transportation Program.

Motion – To recommend approval of the C/CAG Lifeline Transportation Program Cycle 7 Call for Projects and schedule, Murtuza//Breault. All members in attendance voted to approve. Motion passed. 18-0

6. Receive a presentation on the draft Safe Routes to School Slow Speed School Zones Guidebook (Information)

C/CAG staff Eva Gaye introduced the project and Kristin Haukom, Senior Associate of Alta Planning and Design. Kristin presented on the draft Safe Routes to School Slow Speed School Zones Guidebook and pilot cities to participate in the program. The Committee members had the opportunity to ask questions and provide comments.

Member Murtuza inquired about the next steps and whether C/CAG Board’s approval is necessary, along with funding availability. Eva responded that the Guidebook does not require Board approval and will be up to the cities to implement. There are multiple funding

opportunities like the Safe Streets for All to implement the identified projects.

Member Manzi recommended project sponsors to consider funding sources such as Measure A and W.

Member Bozorginia mentioned that City of Half Moon Bay Safe Routes to School Coordinator was not aware of the Guidebook. Kristin stated she was able to talk to the City of Half Moon Bay Safe Routes to School Coordinator and will make sure in the future that all staff are properly notified.

Member Nichols asked if the Guidebook addresses enforcement by police. Kristin responded that the Guidebook presents a menu of options and the jurisdiction can prioritize having local law enforcement involved.

C/CAG Executive Director Charpentier stated that C/CAG is working on a Local Streets and Road Safety Plan, which will include funding recommendations that align with the Guidebook.

7. Receive update on the SamTrans Bus Stop Improvement Plan & Guidelines (Information)

C/CAG staff Kaki Cheung introduced Daniel Shockley, Principal Planner of SamTrans and Millie Thompson, Director of Planning of SamTrans. Daniel presented on the SamTrans Bus Stop Improvement Plan and Guidelines. The Committee had the opportunity to ask questions and provide comments.

Member Mitch recommended more amenities at the most frequently used stops.

Committee members also recommended prioritizing making trash cans available.

Committee members also suggested providing adequate restrooms for drivers. Millie responded that this Bus Stop Guideline does not include restrooms, but SamTrans has recently completed a bus operator restroom access study. The District is moving to implementation and will partner with jurisdictions on this effort.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from the staff report: Caltrans Inactive Project List, Caltrans Pavement Management Program (PMP) certification, Caltrans Project End Date (PED) report, SB-1 Expenditure Report, and Caltrans Local Assistance trainings.

Jeff added that MTC is proposing a grace period of 12-month extension for the OBAG 3 requirement of certifying the Housing Element and will keep the committee updated.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced the member recruitment of the OneShoreline, Congestion Management and Environmental Quality Committee and Bicycle and Pedestrian Advisory Committee. He will follow up with an email. Sean also wished everyone a Happy Thanksgiving.

10. Member Reports (Information)

None.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:32 p.m.

C/CAG AGENDA REPORT

Date: January 18, 2024

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Approval of the Congestion Management Program Technical Advisory Committee 2024 Meeting Calendar.

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

RECOMMENDATION

That the Committee reviews and approves the Congestion Management Program Technical Advisory Committee 2024 Meeting Calendar.

BACKGROUND

The proposed schedule of Committee meetings in 2024 will be as follows:

- February 15, 2024
- March 21, 2024
- April 18, 2024
- May 16, 2024
- June 20, 2024
- No meeting in July
- August 15, 2024
- September 19, 2024
- October 17, 2024
- November 21, 2024
- December 19, 2024
- January 16, 2025

The Committee meetings are typically held on the third Thursday of the month at 1:15 PM. Committee meetings take place at the San Mateo County Transit District, at 1250 San Carlos Avenue, 2nd Floor Auditorium, in San Carlos, CA. To be consistent with C/CAG's Board meeting structure, a meeting is not planned for the month of July.

Similarly to the 2023 Calendar, staff proposes adding the January 2025 meeting in the event that the December 2024 meeting is canceled. Staff recommends that the Committee reviews and approves the Congestion Management Program Technical Advisory Committee 2024 meeting calendar.

C/CAG AGENDA REPORT

Date: January 18, 2024

To: Congestion Management Program Technical Advisory Committee

From: Audrey Shiramizu, Transportation Program Specialist

Subject: Receive an update on the San Mateo Countywide Automated Vehicles Strategic Plan

(For further information or questions, contact Audrey Shiramizu at ashiramizu@smcgov.org)

RECOMMENDATION

That the C/CAG Congestion Management Program Technical Advisory Committee receive an update on the San Mateo Countywide Automated Vehicles (AV) Strategic Plan.

FISCAL IMPACT

The cost to prepare the Automated Vehicles Strategic Plan is \$219,896.33. C/CAG is jointly sponsoring the project with the San Mateo County Transportation Authority (TA). C/CAG is also providing a local match of \$20,000 for this project, in addition to providing staff resources on the project.

BACKGROUND

The Countywide AV Strategic Plan represents a joint effort by C/CAG and the TA to identify the current state of AVs in San Mateo County, establish a shared-vision for AV deployment, identify opportunities for AV pilots and other AV-related projects, and to develop an AV action plan. The TA and C/CAG are jointly sponsoring the project. The consultant firm WSP was selected to prepare the Plan. The Technical Advisory Committee (TAC) serves an advisory role offering recommendations and guidance to the Plan. The final deliverable is an AV Strategic Plan including goals and strategies.

At the August 17, 2023 TAC meeting, the project consultant presented a project overview, goals, schedule, and initial findings from the Existing Conditions draft report. The project team has made progress since the August 2023 meeting, including finalizing the Existing Conditions Report, facilitating a public workshop in November, presenting to the C/CAG Board, the TA Board and the TA's Community Advisory Committee (CAC), and drafting initial strategies for the final plan. At the January 18, 2024 meeting, the project consultant will provide a project update and will lead an interactive discussion with the Committee to gather feedback on the draft strategies. A list of the draft strategies and the presentation are included as attachments on the TAC website.

For additional information on the project, please visit the project website at:

<https://www.smcta.com/planning-projects/SMCAVPlan>.

ATTACHMENTS

1. AV Strategic Plan Draft Strategies (*The document is available to download at the C/CAG TAC website (See “Additional Meeting Materials”) at:* <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>).
2. AV Strategic Plan Presentation (*The document is available to download at the C/CAG TAC website (See “Presentations”) at:* <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>).

DRAFT AV Strategies

This document contains a set of draft strategies for the San Mateo Countywide Automated Vehicles (AV) Strategic Plan. The draft strategies were developed based on findings from the Existing Conditions Report which investigated the San Mateo County's existing transportation network, policies and programs at the local, regional, state and federal level, existing technologies, and current AV companies and operators. The Existing Conditions Report, and by extension, this summary of draft strategies, was also informed by dialogue with key stakeholders including:

- Beep
- California Department of Motor Vehicles
- California Public Utilities Commission
- Caltrans
- City of Burlingame
- City of Hillsborough
- Commute.org
- May Mobility
- Metropolitan Transportation Commission
- SamTrans
- San Francisco County Transportation Authority
- San Francisco Municipal Transportation Agency
- Undisclosed Transportation Network Company

Finally, input from stakeholders and members of the public received during a Virtual Public Workshop on November 15, 2023, will be used to inform further refinement of the draft AV strategies.

The AV strategies are draft and are subject to further refinement. This document is for discussion purposes and is not intended for broad distribution. Other draft foundational elements of the San Mateo Countywide Automated Vehicles Strategic Plan, including the draft vision statement and draft goals can be found in Appendix A: Draft Vision & Goals.

AV Strategy Pillars

Five pillars have been identified as focus areas for the development of AV Strategies for the Countywide AV Strategic Plan. The pillars are intended to provide coherent organization to the strategies. The five pillars are as follows:

- Agency Readiness
- Infrastructure Readiness
- Public Outreach and Partnerships
- Policy
- Pilots and Testing

These pillars are described in more detail below.

Agency Readiness – Agencies operating in San Mateo County will need to be resourced and ready to manage the various aspects of AV operations on public roadways as AV technologies continue to be deployed in the Bay Area. Considerations include AV operations on public roadways, safety, regulation, and highway operations.

Infrastructure Readiness – Local agencies may consider investments into advancing transportation infrastructure networks to support AVs operating on public roadways. Infrastructure advancement may include physical changes such as improving pavement markings and striping or creating dedicated right of ways for AVs to separate them from other road users. Advancements may also include digital infrastructure such as improving the county’s fiber network, data management capabilities, and wireless connectivity (e.g., broadband, 5G). Lastly, infrastructure readiness may also include making datasets available for AV use such as work zones and curb space.

Public Outreach and Partnerships – The operation of AVs in San Mateo County has broad implications for a wide variety of stakeholders and communities in the region. Information about AVs should be communicated to the public in an accessible, transparent, and equitable way. Facilitating increased awareness of the technology among the public, legislators, and local agencies can build trust and facilitate information sharing. There are also opportunities to build partnerships with private AV companies to increase awareness and leverage private sector investments.

Policy – Public sector agencies will be required to develop policies to manage the safe, cost-effective, equitable and environmentally sustainable deployment of AVs in the county. Policies should be consistent at the local, regional, and state level and they should align with federal AV policy (as it evolves). In California, most AV regulatory policy (i.e., permitting) is set by the Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC) but local agencies can provide input to these state agencies to influence policy updates.

Pilots and Testing – The proliferation of AV technology requires agencies to have access information on performance, capabilities, applications, and data collection. Testing and pilots will enable agencies to understand potential benefits and see what is needed to support them in the future, paving the way for further developments.

There are a variety of different use cases that could be explored via testing and pilots – including transit, paratransit, ride hailing, last mile goods delivery, and private passenger AVs – to better understand each use case’s specific needs, opportunities, and impacts in real-world context to identify realistic opportunities and actions the county can make to prepare for AVs.

Draft AV Strategies

The following tables identify the draft AV strategies in more detail. A table of proposed strategies or actions has been developed for each pillar.

Pillar 1: Agency Readiness

Strategy or Action	Timeframe	Goal Alignment
Strategy 1.1 – Joint AV Working Group Establish a joint AV Working Group within SMCTA, C/CAG and SamTrans to coordinate AV activities and monitor developments in the AV industry.	Near-term	<ul style="list-style-type: none"> Community Engagement Support Local Agencies
Strategy 1.2 – AV Outreach and Awareness Program for Agencies Establish an Internal AV Outreach and Awareness Program to educate agency staff on potential AV benefits and impacts.	Near-term	<ul style="list-style-type: none"> Community Engagement Support Local Agencies
Strategy 1.3 – Determine AV Staffing Needs Investigate AV staffing needs for county agencies and develop AV staffing plan.	Near-term	<ul style="list-style-type: none"> Workforce Development
Strategy 1.4 – AV Training Develop training resources for agencies in the county to remain current on the AV industry. For example, job training for agency staff to help them understand the benefits and challenges of AVs and how to appropriately include AVs in agency projects.	Medium-term	<ul style="list-style-type: none"> Support Local Agencies Workforce Development
Strategy 1.5 – Integrate AV into Planning Process Integrate AV into the county's planning process by considering their impact on future traffic (e.g., congestion, safety, mode choice) in long-term plans like the Countywide Transportation Plan update and Travel Demand Model.	Medium-term	<ul style="list-style-type: none"> Accessibility and Equity Connectivity Safety Sustainability

Pillar 2: Infrastructure Readiness

Strategy or Action	Timeframe	Goal Alignment
Strategy 2.1 – Investigate AV Needs for Changes to Physical Infrastructure Investigate the need to change physical infrastructure (e.g. pavement markings, bus stops) to support AVs and promote safe interactions between AVs and other road users (e.g., pedestrians/bikes). Outcome is a set of design guidelines for Cities to use.	Near-term	<ul style="list-style-type: none"> Safety Support Local Agencies

Strategy or Action	Timeframe	Goal Alignment
Strategy 2.2 – Investigate AV Needs for Digital Infrastructure Investigate AV needs for digital infrastructure (e.g., work zone data, curb space data, V2I connectivity, digital mapping, etc.). Outcome is guidance for the Cities to consider.	Near-term	<ul style="list-style-type: none"> • Connectivity • Safety • Support Local Agencies
Strategy 2.3 – Infrastructure Assessment Building on strategies 2.1 and 2.2, assess existing county infrastructure to determine locations with deficiencies or opportunities to upgrade county infrastructure to support AVs.	Medium-term	<ul style="list-style-type: none"> • Connectivity • Safety • Support Local Agencies
Strategy 2.4 – Upgrade County Infrastructure to Make it AV-ready Building on strategy 2.3, strategically upgrade county physical and digital infrastructure to support AVs.	Long-term	<ul style="list-style-type: none"> • Connectivity • Safety • Support Local Agencies

Pillar 3: Public Outreach and Partnerships

Strategy or Action	Timeframe	Goal Alignment
Strategy 3.1 – Industry Collaboration Actively engage in dialogue with industry organizations and peers through working groups, conference attendance, conversations, and more.	Near-term	<ul style="list-style-type: none"> • Accessibility & Equity • Community Engagement • Support Local Agencies
Strategy 3.2- Public Education Develop public outreach plans and fund outreach efforts that lay the groundwork for focus groups, user testing, public meetings, and other community events related to AV engagement and education.	Near-term	<ul style="list-style-type: none"> • Accessibility & Equity • Community Engagement
Strategy 3.3- Legislative Outreach Develop outreach plans to educate and engage public officials for future policy and regulation needs. AV will need to be incorporated into the TA's legislative platform and will need to consider C/CAG's legislative committee.	Near-term	<ul style="list-style-type: none"> • Community Engagement • Workforce Development
Strategy 3.4 – Public Private Partnerships Explore new public-private business models and partnerships to facilitate AV deployment.	Medium-term	<ul style="list-style-type: none"> • Community Engagement • Support Local Agencies • Workforce Development

Pillar 4: Policy

Strategy or Action	Timeframe	Goal Alignment
Strategy 4.1 – Support Regional AV Goals Work with MTC and other local agencies to support regional goals and policies related to implementation of AV. For example, pursue policies that limit workforce displacement resulting from AVs.	Near-term	<ul style="list-style-type: none"> • Connectivity • Safety • Sustainability • Support Local Agencies • Workforce Development
Strategy 4.2 – Engage with State Regulatory Agencies Monitor state regulations set by California DMV and CPUC on AVs. Engage with these agencies as appropriate to understand and influence state rules about how AVs interact with law enforcement/first responders and data sharing with AV companies.	Near-term	<ul style="list-style-type: none"> • Safety • Support Local Agencies
Strategy 4.3 – Establish a Data Sharing Policy for AVs Establish metrics for measuring AV impacts (e.g., VMT, transit ridership, crash rates, near misses, etc.) and establish a list of data desired from AV companies that deploy in the county. Share data needs with State agencies.	Near-term	<ul style="list-style-type: none"> • Connectivity • Safety • Sustainability • Support Local Agencies
Strategy 4.4 – Establish an Equity Policy for AVs Develop policy that requires the consideration of equity as part of any public spending supporting AV testing and deployment. Equity considerations may include racial equity, low income, physical and cognitive disabilities.	Near-term	<ul style="list-style-type: none"> • Accessibility and Equity
Strategy 4.5 – Incorporate AVs into County Funding Programs Look for opportunities to incorporate AV concepts into existing county funding programs to encourage local municipalities and/or companies to explore and lead their own AV projects.	Medium-term	<ul style="list-style-type: none"> • Connectivity • Safety • Sustainability • Support Local Agencies

Pillar 5: Pilots and Testing

Strategy or Action	Timeframe	Goal Alignment
Strategy 5.1 – AV Pilot Planning	Near-term	<ul style="list-style-type: none"> • Community Engagement

Strategy or Action	Timeframe	Goal Alignment
Hold open discussions with self-certified, permitted AV companies and the public about testing in San Mateo County. Compile a list of potential funding sources and concepts for future pilot and testing activities.		<ul style="list-style-type: none"> • Support Local Agencies
Strategy 5.2 – Shared AV Shuttle Pilot Fund and execute a shared AV shuttle pilot at one or more locations in the county to improve first/last mile connections to transit. (Description of this action in the final report will include the recommended approach, goals, partners, and roles.)	Medium-term	<ul style="list-style-type: none"> • Connectivity • Support Local Agencies • Sustainability
Strategy 5.3 – Transit ADAS Pilot Fund and execute for an AV pilot to equip SamTrans buses with ADAS to improve driver safety. (Description of this action in the final report will include the recommended approach, goals, partners, and roles.)	Medium-term	<ul style="list-style-type: none"> • Connectivity • Safety • Support Local Agencies • Sustainability
Strategy 5.4 – AV Data Sharing Pilot Fund and execute an AV pilot focused on providing work zone data and curb use data to an AV partner. (Description of this action in the final report will include the recommended approach, goals, partners, and roles.)	Medium-term	<ul style="list-style-type: none"> • Connectivity • Safety • Support Local Agencies • Sustainability

Appendix A: Draft Vision & Goals

2.1. Draft Vision Statement

SMCTA and C/CAG will support strategic measures toward implementing automated vehicle technologies that promote equitable levels of access, safety, reliability, and sustainability in San Mateo County.

2.2. Goals (or Guiding Principles)

Accessibility & Equity – leverage AV technologies to make traveling more accessible and affordable for people of all ages, abilities, and income levels.

Engagement – conduct outreach with communities and the private sector to increase awareness about AV technologies and assess community priorities.

Connectivity – utilize AV technologies that connect to regional transit and community destinations to reduce traffic congestion and vehicle miles traveled.

Safety – apply AV technologies to enhance the safety of all road users and support local agencies in meeting their Vision Zero targets.

Support Local Agencies – provide technical assistance, funding, and training to local agencies to promote successful AV deployments.

Sustainability – prioritize AV technologies that reduce greenhouse gas emissions and support local agencies in meeting their climate action goals.

Workforce Development – utilize AV research, development, and deployment to promote job creation and economic vitality.

C/CAG AGENDA REPORT

Date: January 18, 2024

To: Congestion Management Program Technical Advisory Committee

From: Susan Wright, County Office of Sustainability, Programs Manager

Subject: Receive a presentation on the San Mateo County Energy Watch Program and learn about available resources for efficiency and electrification of public buildings

(For further information or questions, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Congestion Management Program Technical Advisory Committee receive a presentation on the San Mateo County Energy Watch (SMCEW) Program and learn about available resources for efficiency and electrification of public buildings.

FISCAL IMPACT

None. Funds from the SMCEW and PG&E local government partnership program, between C/CAG and PG&E, cover the costs of the program.

BACKGROUND

The San Mateo County Energy Watch local government partnership program (Program) between C/CAG and PG&E was launched 15 years ago in January 2009. The Program focuses on energy efficiency, promote electrification of buildings and transportation, and energy resilience at customer sites. The Program's performance is evaluated based on referrals of project opportunities to selected contractors at customer sites, as well as achieving outreach targets within the customer segments that the Program serves. Funding for the Program, under the auspices of the CPUC, comes from the Public Purpose Programs charges paid by utility customers (including cities) on their energy bills.

The customer segments served in San Mateo County by the Program are identified by PG&E and the CPUC as hard-to-reach customers. This includes local governments and special districts, K-12 schools, and small disadvantaged businesses. The presentation for this item is focused on the local government and special district offerings. The County Office of Sustainability is contracted by C/CAG to manage and staff the Program through December 2025.

Susan Wright, Programs Manager at the County Office of Sustainability for the SMCEW, will provide a presentation on the multiple offerings that may be of interest to public works and facility staff at San Mateo County agencies. A flyer with the offerings available and the Program contact at the County Office of Sustainability is provided as an attachment to this staff report.

ATTACHMENT

1. San Mateo County Energy Watch Program Flyer



SAN MATEO COUNTY ENERGY WATCH

January 18, 2024, C/CAG CMP Technical Advisory Committee

NO-COST HEAT PUMP WATER HEATERS FOR PUBLIC AGENCIES

In 2023, public agencies in San Mateo County received more than 20 heat pump water heaters at no cost.

This represents a reduction of 197 tons of CO₂ emissions, equivalent to taking 43.9 cars off the road for a year.

This program is still available for all local government agencies to participate in.

Contact us to sign up!



A new heat pump water heater being installed at the County corp. yard.

Contact Us

Alhad Dighe

650-363-4167

adighe@smcgov.org

www.smcsustainability.org

The San Mateo County Energy Watch (SMCEW) is a local government partnership between PG&E and C/CAG and is administered by the County Office of Sustainability. SMCEW assists local governments in accessing energy efficiency programs and financing opportunities.

GOVERNMENT & K-12 SCHOOLS PROGRAM (GK-12)

- Pathway 1: direct install energy efficiency
 - Little to no-cost heat pump water heaters
 - Turnkey lighting upgrades for \$0 upfront with no interest
- Pathway 2: solar + storage
 - Incentives available through IRA, SGIP, and DEBA
 - 0% interest on-bill financing available
- Pathway 3: comprehensive distributed energy resources (DERs)
 - Support for large scale agency-wide DER projects

CALIFORNIA ENERGY DESIGN ASSISTANCE (CEDA)

- For new construction & major remodels in the early design phase
- Free building analysis to identify ways to reduce energy demand
- Financial incentives for...
 1. Decarbonization – help offset the cost of measures
 2. Design team – compensation for participation and time
 3. High performance & electrification – go above code

BASE INTERRUPTIBLE PROGRAM (BIP)

- Demand response – reduce electric use during peak times
- Help to improve electric grid reliability in your community
- Receive monthly payments for program participation
- Santa Rosa Water has earned >\$700,000 since 2009 through BIP

SAN MATEO COUNTY ENERGY WATCH (SMCEW)

- Methane Gas Catalog Tool
 - Receive free services to inventory methane equipment
 - Identify electrification and decarbonization opportunities
- Building energy benchmarking
 - Receive free services for benchmarking building energy use
 - Buildings larger than 50,000 sqft. must report benchmarking information annually to the California Energy Commission

C/CAG AGENDA REPORT

Date: January 18, 2024

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.

Project Delivery & Caltrans Updates

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 certification 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.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report here: <https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates>. Please 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.

OBAG 3 Housing Element Policy

MTC currently requires that jurisdictions achieve and maintain certification of their Housing Elements by the California Department of Housing and Community Development (HCD) in order to be eligible for several MTC grant programs, including:

OBAG 3 County & Local Program: OBAG 3 Project Selection and Programming Policies require that jurisdictions awarded with County & Local Program funds to receive HCD certification of their 6th Regional Housing Needs Allocation (RHNA) cycle (2023-31) Housing Element. Additionally, jurisdictions will need to maintain certification throughout the duration of the OBAG 3 Program.

OBAG 3 Priority Development Area (PDA) Planning Grants: Administrative requirements for the OBAG 3 PDA Planning Grants similarly require that recipient jurisdictions achieve HCD Housing Element certification.

Housing Incentive Pool (HIP) program: requires that jurisdictions to comply with state housing law requirements, including Housing Element certification.

The original deadline to achieve and maintain certification of Housing Elements under the OBAG 3 program was December 31, 2023. While the higher standards for 6th Cycle RHNA Housing Elements were known in early 2020, MTC staff and local jurisdictions now have a better understanding of the substantial increase in time and effort required to receive HCD certification in practice. MTC Staff acknowledges the challenges that local jurisdictions face in securing Housing Element approval and appreciate the significant time and resources that jurisdictions have dedicated to this effort, regardless of current certification status.

To address the issue of anticipated noncompliance, MTC approved a 12-month grace period last month for jurisdictions to attain HCD Housing Element certification in order to meet the requirements of the OBAG 3 County & Local Program and PDA Planning Grants. Any jurisdictions that fail to receive HCD Housing Element certification by the end of the grace period (December 31, 2024) would have their OBAG 3 awards rescinded.

Current and Upcoming Funding Opportunities

C/CAG Lifeline Transportation Program Cycle 7

The Lifeline Transportation Program is designed to help low-income residents by funding transportation projects that will improve their mobility options. There is \$4,500,000 million available in State Transit Assistance (STA) funding for the C/CAG Lifeline Transportation Program Cycle 7. Public agencies including transit agencies, city/ county social service agencies, cities, counties, and non-profit organizations are encouraged to apply. Applications are due by Friday February 16, 2024, by 12:00 p.m. PT. More information can be found here: <https://ccag.ca.gov/opportunities/call-for-projects-2/>

RAISE Discretionary Grants FY24 –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 28, 2024. 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. At least five percent of available funds (\$75 million of the \$1.5 billion) will be awarded towards planning, preparation or design of eligible projects.

The program directs a 50/50 split between rural and urban projects (\$750 million each). Eligible applicants include States, a unit of local government, a public agency or publicly chartered authority established by one or more States, a special purpose district or public authority with a transportation function (including a port authority), federally recognized Indian Tribes, transit agencies, and a multi-State or multijurisdictional groups. Applications are due to USDOT on Wednesday, February 28, 2024. 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 2024

- 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 Theresa Hannon (THannon@bayareametro.gov) by **Thursday, February 7, 2024**. 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 – Wednesday, February 7, 2024**
- RAISE applications due to **USDOT – Wednesday, February 28, 2024**

FHWA Notice of Funding Opportunity – Bridge Investment Program Planning and Bridge Project Grants

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all

levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

On December 20, 2023, the FHWA opened a Notice of Funding Opportunity (NOFO) for up to \$9.62 billion in FYs 2023 through 2026 Bridge Project grant applications and \$80 million in FYs 2023 through FY 2026 Planning Project grant applications under the Bridge Investment Program. Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs up to \$100 million, with minimum grant awards of \$2.5 million, and maximum grant awards of 80 percent of the total eligible project costs. Planning Project grant applications are available for bridges with maximum grant awards of 80 percent of the total eligible project costs.

More information can be found here: <https://www.localassistanceblog.com/2023/12/26/fhwa-notice-of-funding-opportunity-bridge-investment-program-planning-and-bridge-project-grants/>

SMCTA - Joint Pedestrian & Bicycle and Alternative Congestion Relief & Transportation Demand Management CFPs

In 2024, the TA will conduct a joint CFP with both the Cycle 7 Ped/Bike and Cycle 2 ACR/TDM funding programs. The goal is to decrease the number of CFPs per year to reduce the administrative burden for local jurisdictions and the TA. Additional time will be given to local agencies to complete applications as compared to previous years.

TA staff will be available for pre-submittal meetings in February and March for jurisdiction staff interested in discussing projects for the TA Ped/Bike and ACR/TDM programs and ATP program. The goal is to help jurisdictions scope projects and understand competitiveness for the TA and ATP programs.

The Cycle 7 Bike/Ped Program will release approximately \$19 million in available Measure A and W funds. For capital projects (large and small), all phases of work are eligible. Jurisdictions putting forward quick build strategies that improve bicycle and pedestrian safety and comfort are encouraged to apply for small capital project funds. The Planning & Promotions category may fund a variety of projects such as corridor implementation or feasibility studies for priority projects (including traffic or parking analysis, initial concept designs, and cost estimating), Vision Zero programs, encouragement activities, public engagement, and more. View previous Bike/Ped awards here: <https://www.smcta.com/projects-programs/pedestrian-and-bicycles>

The Cycle 2 ACR/TDM Program will release approximately \$6 million in available Measure A and W funds. Strategies funded by this program should encourage the use of sustainable transportation options and enhance mobility across San Mateo County. Examples of eligible projects include bike parking, vanpools, wayfinding/signage, transit pass subsidies, e-bike subsidies, micro-mobility subsidies, pedestrian/bicycle crossing treatments near transit, and more. This program has separate funding buckets for projects in small/coastal communities and

mid/large jurisdictions. View previous ACR/TDM awards here:
<https://www.smcta.com/projects-programs/transportation-demand-management>

Key Dates*

- Release of CFPs: April 8, 2024
- Applications Due: June 28, 2024
- Expected Awards: October 3, 2024

Available Funding*

- **Bike/Ped Program – Approximately \$19 million available for Cycle 7**
 - Large Capital Projects (Max request up to \$2 million) - \$12 million
 - Small Capital/Quick Build Projects (Max request up to \$1 million) - \$6 million
 - Planning & Promotions - \$475,000 (Max request up to \$100,000)
 - Safe Routes to School - \$475,000 (administered by [SMCOE](#))
- **ACR/TDM Program – Approximately \$6 million available for Cycle 2**
 - ITS Planning & Design: \$2.2 million (Max request up to \$200k)
 - TDM Competitive Projects: \$3.2 million (Max request up to \$200k)
 - TDM Planning: \$670,000 (Max request up to \$100k)

**Note the funding availability and planned dates are subject to change based on Measure A & W funding availability or TA staffing.*

Charging Infrastructure for Government Fleets

The California Energy Commission (CEC) has recently released a Grant Funding Opportunity (GFO) for Charging Infrastructure for Government Fleets. The GFO aims to support electrification of light-duty city, county, and tribal government fleets in California by providing reliable and readily accessible electric vehicle charging infrastructure dedicated for these fleets, support local government goals of sustainability and/or climate action plans, and reduce vehicle emissions in disadvantaged and/or low-income communities.

The GFO offers up to \$30 million in grant funding with maximum awards of \$6 million and is open to all public and private entities including California Native American Tribes, and California Tribal Organizations serving California Native American Tribes. Ineligible applicants include investor-owned utilities.

If you are interested in applying for this GFO, please visit the CEC website for more information and instructions: https://www.energy.ca.gov/solicitations/2023-12/gfo-23-606-charging-infrastructure-government-fleets?utm_medium=email&utm_source=govdelivery.

Preapplication workshop details are located here:
<https://content.govdelivery.com/accounts/CNRA/bulletins/381455f>. The deadline for submitting applications is April 05, 2024 at 11:59 p.m. Pacific Time.

Additionally, the US Department of Transportation is expected to release the next Notice of Funding Opportunity (NOFO) for the Charging and Fueling Infrastructure Grant Program (CFI) sometime in early spring of this year. For more information about the CFI program please visit <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program> and grants.gov/search-results-detail/346798 for details about last year's NOFO. Caltrans is soliciting to coordinate project ideas ahead with the NOFO release. If you are interested, please reach out to ZEV@DOT.CA.GOV.

Training Opportunities

California Local Technical Assistance Program (CALTAP)

The online training catalog for the California Local Technical Assistance Program (CALTAP) has been recently updated to provide a comprehensive catalog of local assistance training that focuses specifically on the needs of California's public transportation agencies. Upcoming trainings include California Traffic Engineering License Exam Review and Pavement Life Cycle Cost Analysis. Click here to access the full catalog: <https://caltap.org/training-calendar.aspx>.

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of December 20, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of January 8, 2024
3. Caltrans Lapsed Project End Dates as of November 1, 2023
4. RAISE 2024 Intake Form

Updated on 12/20/2023

> \$50,000 unexpended balance

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
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000486L	BRLS	4	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK, BR 35C0025 REHABILITATE HISTORIC BRIDGE . NO ADDED CAPACITY	01/03/2023	2/27/2018	1/3/2023	1/3/2023	9	Z001	\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5177033	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000209L	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82; PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	12/01/2022	1/31/2014	12/1/2022	12/1/2022	10	Z003,M003	\$7,088,262.00	\$1,000,000.00	\$920,086.98	\$79,913.02
5268022	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0421000026L	STPL	4	SM	Belmont	BELMONT: CHULA VISTA FROM ALAMEDA DE LAS PULGAS TO RALSTON AVE, 6TH AVENUE FROM RALSTON AVENUE TO HILL STREET, 6TH AVENUE FROM EMMETT AVENUE TO HARBOR BLVD, CYPRESS AVE FROM LAUREL TO MIDDLE WESTRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING PAVEMENT GRINDING, BASE REPAIR, SLURRY SEAL, THERMOPLASTIC TRAFFIC STRIPING AND	10/11/2022	3/4/2022	3/4/2022	10/11/2022	12	Y230	\$546,470.50	\$467,000.00	\$238,954.01	\$228,045.99
5390006	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0423000011L	STPL	4	SM	Portola Valley	THROUGHOUT THE CITY OF BURLINGAME AT 33 LOCATIONS NEAR SCHOOLS AND TRANSIT. IMPLEMENT QUICK BUILD PEDESTRIAN SAFETY IMPROVEMENTS INCLUDING INSTALLATION OF HIGH-VISIBILITY CROSSWALKS, ADVANCE	01/20/2023	1/20/2023	1/0/1900	1/20/2023	9	Y230	\$849,578.62	\$201,000.00	\$0.00	\$201,000.00
5171026	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000319L	STPL	4	SM	Burlingame		03/27/2023	3/27/2023	1/0/1900	3/27/2023	7	Y230	\$500,000.00	\$200,000.00	\$0.00	\$200,000.00

< \$50,000 unexpended balance

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
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK, 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	39	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	39	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	50	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021045L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	74	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021046L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	74	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94

\$1,000 or less unexp. Balance

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
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000191L	HPLUL	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	01/27/2023	11/27/2013	1/27/2023	1/27/2023	9	LY20,HY20	\$14,138,000.00	\$760,000.00	\$760,000.00	\$0.00
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	45	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	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	07/02/2019	5/16/2017	7/2/2019	7/2/2019	51	RPS9,RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
6204111	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000743L	HPLULCML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	05/26/2017	11/1/2013	5/26/2017	5/26/2017	77	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
5935044	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04924729L	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	06/24/2010	2/5/2009	6/24/2010	6/17/2013	160	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP Certification January 8, 2024

Expired

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	8/31/2022	8/31/2024	23	Certified
San Mateo	Belmont	11/1/2021	12/1/2024	22	Certified with Extension
San Mateo	Brisbane	9/1/2022	9/1/2024	23	Certified
San Mateo	Burlingame	11/15/2022	11/30/2024	23	Certified
San Mateo	Colma	11/7/2022	11/30/2024	23	Certified
San Mateo	Daly City	11/2/2022	11/30/2024	23	Certified
San Mateo	East Palo Alto	8/15/2020	9/1/2023	24	Certified with Pending
San Mateo	Foster City	8/7/2021	9/1/2023	24	Certified with Pending
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	22	Certified with Extension
San Mateo	Hillsborough	11/3/2022	11/30/2024	23	Certified
San Mateo	Menlo Park	12/17/2022	12/31/2024	23	Certified
San Mateo	Millbrae	11/15/2022	11/30/2024	23	Certified
San Mateo	Pacifica	8/28/2020	9/1/2022	23	Certified with Pending
San Mateo	Portola Valley	2/28/2021	3/1/2023	24	Certified with Pending
San Mateo	Redwood City	12/1/2021	12/21/2023	22	Certified
San Mateo	San Bruno	8/3/2019	9/1/2021	24	Certified with Pending
San Mateo	San Carlos	7/31/2022	7/31/2024	23	Certified
San Mateo	San Mateo	9/3/2020	10/1/2023	24	Certified with Pending
San Mateo	San Mateo County	12/31/2022	12/31/2024	23	Certified
San Mateo	South San Francisco	2/23/2020	3/1/2023	24	Certified with Pending
San Mateo	Woodside	8/19/2020	9/1/2023	24	Certified with Pending

(*) 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

Project End Date Reporting

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

Last Updated: 11/1/2023

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
5935(064)	BPMP	San Mateo County	25.0%		08/10/18				10/31/22 *	-13	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	75.0%		01/31/14		01/09/17		03/31/23	-8	● PED Expired	4	Approv		2	3-WR	Yes (Partial)	SEQ# 4(3/31/2023 to Present) SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5357(010)	BRLS	Half Moon Bay	50.0%		02/27/18				06/30/23 *	-5	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5935(075)	ATPLNI	San Mateo County	25.0%				06/15/17	Dist "Final"	01/01/24	2	◆ PED 0 to < 3 mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	0.0%		03/21/14				03/21/24 *	4	◆ PED 3 to < 6 mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	0.0%				03/04/22		05/01/24	6	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	25.0%		11/01/21		08/29/22		06/30/24	8	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	9	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5376(016)	STPL	Brisbane	0.0%				12/06/22		09/15/24	10	◆ PED 6+ mos	2	Approv						0421000136		ACTIVE
5196(040)	ATPL	Daly City	50.0%		04/17/17		07/02/20		09/30/24	11	◆ PED 6+ mos	3	Approv		1			SEQ# 2(12/31/2022 to 3/29/2023)	0417000097		ACTIVE
5438(011)	HPLUL	East Palo Alto	100.0%		04/04/12		03/02/18		09/30/24	11	◆ PED 6+ mos	7	Approv		1			SEQ# 6(9/30/2022 to 4/11/2023)	0400021118	2W	ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24	12	◆ PED 6+ mos	2	Approv						0420000363		ACTIVE
5196(044)	STPL	Daly City	50.0%				01/05/23		12/29/24	14	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	75.0%				09/09/22		12/31/24	14	◆ PED 6+ mos	3	Info Only						0422000384		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	14	◆ PED 6+ mos	2	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	15	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	17	◆ PED 6+ mos	1	Approv						0423000011		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo County	0.0%				10/18/17		03/31/25 *	17	◆ PED 6+ mos	2	Approv						0418000108	2W	ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	20	◆ PED 6+ mos	5	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	20	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	0.0%				09/12/22		08/31/25	22	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE

Project End Date Reporting

Last Updated: 11/1/2023

*** 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
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	26	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5177(039)	BPMP	South San Francisco	75.0%		11/19/19				04/30/26	30	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5299(018)	CML	Millbrae	0.0%				09/12/23		08/29/26	34	◆ PED 6+ mos	1	Approv						0422000375		ACTIVE
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	38	◆ PED 6+ mos	1	Approv						0422000358		ACTIVE
5177(040)	CML	South San Francisco	75.0%		01/04/19		09/09/22		12/31/26	38	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo Countv	0.0%	05/02/23					06/30/28	56	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE
5029(024)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021046	2W	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
5935(044)	CML	San Mateo County	25.0%				02/05/09	"Fin" Invoice	NA	*	■ No PED Established	3	Approv						0400001511		ACTIVE

Please use this form to collaborate and compile all the information prior to completing Smartsheet form.

All requests are due to HQ via [Smartsheet](#)

Visit our [website](#) or the Smartsheet Form for Request Due Date

This Smartsheet link will be posted and activated when the federal NOFO is released.

Note: Fields in blue are required for input in Smartsheet.

Request Type: ☐ Caltrans Letter of Support ☐ Caltrans as a Partner (Co-Applicant)

I. General Project Information

1. District:	2. EA:	3. County:	4. Route:	5. Begin/End PM:	/
6. Project Name:					
7. Project Location and Scope Description:					
8. Requesting Agency (Lead Applicant):					
9. Implementing Agency:					
10. Grant Type: <input type="checkbox"/> Planning <input type="checkbox"/> Capital <input type="checkbox"/> Other, specify:					
11. Current Phase:					
12. Phase(s) Requesting Grant Funds:					
13a. The project is located within a Disadvantaged Community (DAC): <input type="checkbox"/> Yes <input type="checkbox"/> No					
13b. The project will benefit a DAC: <input type="checkbox"/> Yes <input type="checkbox"/> No					
13c. If YES in 13a and/or 13b, select the source(s) of this determination. <i>See instructions.</i> <input type="checkbox"/> Not Applicable					
<input type="checkbox"/> Median Household Income <input type="checkbox"/> SB 535 Disadvantaged Community (CalEnviroScreen)					
<input type="checkbox"/> National School Lunch Program <input type="checkbox"/> Healthy Places Index					
<input type="checkbox"/> Federally Recognized Tribal Lands <input type="checkbox"/> Other/Regional Definition					
13d. If YES in 13a and/or 13b, describe how the project incorporates community needs to benefit a DAC:					
Primary & Secondary Modes					
14a. Modes Aligned with State Goals & Policies					
Primary Modes					
<input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Rail (Passenger)					
<input type="checkbox"/> N/A <input type="checkbox"/> Other, specify:					
Secondary Modes					
<input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input type="checkbox"/> ITS <input type="checkbox"/> Port <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Rail (Passenger)					
<input type="checkbox"/> N/A <input type="checkbox"/> Other, specify:					
14b. Modes Requiring Further Evaluation					
<i>Important: If one or more modes are selected in 14b, continue to Section II. If N/A (Not Applicable) is selected for both primary & secondary modes, skip Section II.</i>					
Primary Modes					
<input type="checkbox"/> N/A <input type="checkbox"/> Highway <input type="checkbox"/> Highway (Freight-Focused) <input type="checkbox"/> Managed Lanes					
<input type="checkbox"/> Other, specify:					
Secondary Modes					
<input type="checkbox"/> N/A <input type="checkbox"/> Highway <input type="checkbox"/> Highway (Freight-Focused) <input type="checkbox"/> Managed Lanes					
<input type="checkbox"/> Other, specify:					

II. Consistency with Statewide Goals & Policies – Evaluation Criteria

15. MODE SHIFT: Describe specific rail, transit, or active transportation (quantify assets)?
16a. VEHICLE MILES TRAVELED (VMT) IMPACT: How does the project impact VMT?
16b. Does the project propose to expand existing facility to include: <input type="checkbox"/> A General-Purpose Lane <input type="checkbox"/> An HOV +2 Lane <input type="checkbox"/> An HOV +3 Lane <input type="checkbox"/> N/A <input type="checkbox"/> Other, specify:
16c. VMT Analysis and/or Mitigation Plan for the Project is: <input type="checkbox"/> Completed* <input type="checkbox"/> Pending* <input type="checkbox"/> Not Required
16d. If 16c is marked "Not Required," enter the approval date of the Environmental Document: <i>* Attach VMT analysis and/or mitigation plan, if available.</i>
17. PUBLIC ENGAGEMENT: Does the project include and document a meaningful public engagement process that includes community-based participation? (including stakeholder)
18a. ADDITIONAL CAPTI ALIGNMENT: Does the project promote any of the following benefits? Check all that applies. <i>See instructions.</i> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Improve Safety <input type="checkbox"/> Expand Zero Emission Vehicles <input type="checkbox"/> Address Climate Change </div> <div style="width: 45%;"> <input type="checkbox"/> Minimize Impacts on Natural Resources and Ecosystems <input type="checkbox"/> Support Infill Development </div> </div>
18b. Describe how the project promotes each goal checked in 18a:

III. Contact Information

19. Name (First, Last):
Title:
Phone:
Email Address:

IV. Attachments

1. **Required:** Intake Form (this document)
2. **Required:** Draft Letter of Support or Co-applicant Letter using Caltrans letter templates [here](#).
3. **Optional:** Project Factsheet that includes a Vicinity Map (required for project modes in #14b)
4. **Optional:** Summary of VMT Analysis/Mitigation Plan, if available

This form is not password-protected. To unprotect, click **Developer → Restrict Editing → Stop Protection**
Questions? Please email: <mailto:dotp.osip@dot.ca.gov>

Intake Form Instructions

No.	Instructions
	GRANT PROGRAM: Please select if the request is for RAISE or MPDG
	REQUEST TYPE: Select if you are requesting a Caltrans Letter of Support and/or Caltrans Co-Applicant
SECTION I	
1	DISTRICT: Enter the Caltrans district number as a 2-digit format.
2	EA: Enter the EA as a 5-digit format.
3	COUNTY: Enter the abbreviated form of the county (LA, SAC, etc.). If Project is in multiple counties, enter all counties separated by forward slash (i.e. SJ/STA).
4	ROUTE: Enter the route number. Separate multiple routes by commas (ex: "5,99"). For off-system, type OFF.
5	BEGIN/END PM: Enter the begin/end post mile limits. Include prefix or suffix, if applicable. If Project is on multiple routes, enter "MULTI" for PM.
6	PROJECT NAME: Enter the project name.
7	PROJECT LOCATION & SCOPE DESCRIPTION: Provide a brief description of the project location(s), including multiple counties/routes, and description of the proposed Project. Include relevant information, as applicable (bike class and lengths, adding/converting lanes, priced managed lanes, etc.).
8	LEAD APPLICANT: Enter the agency name that is submitting the grant application as a lead applicant.
9	IMPLEMENTING AGENCY: Enter the agency name that will implement the Project if the grant is awarded.
10	GRANT TYPE: Select if the grant application is for a Planning or Capital component of the grant. If the grant application is for a different component, select "Other" and specify the component.
11	CURRENT PHASE: Enter the Project's current phase.
12	PHASE(S) REQUESTING GRANT: Enter the project phase(s) the applicant is requesting grant funding.
13a	THE PROJECT IS LOCATED WITHIN A DISADVANTAGED COMMUNITY (DAC): Select Yes or No if the Project is located in a DAC as defined in 13c instructions below.
13b	THE PROJECT WILL BENEFIT A DAC: Select Yes or No if the Project will benefit in a DAC. If yes, explain how in question 13d
13c	<p>IF 13A AND/OR 13B IS YES, SELECT THE SOURCE(S) OF THIS DETERMINATION:</p> <p>To determine if the Project is located in a Disadvantaged Community, please use the following definitions and resources:</p> <ul style="list-style-type: none"> • Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website. • SB 535 Disadvantaged Communities Map (CalEnviroScreen 3.0) An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34). • National School Lunch Program: At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the California Department of Education website. Applicants using this measure must indicate how the Project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion. • Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website. • Federally Recognized Tribal Lands: Please use the Native American Lands Viewer Map. • Other/Regional Definition: If the District/Agency believes a project benefits a disadvantaged community but the Project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the District/Agency

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	can submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income; OR If the District/Agency believes a project benefits a disadvantaged community based on an adopted regional definition, the District/Agency can submit for consideration the regional definition, as well as how their specific community qualifies under that definition.
13d	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.
14a	MODES ALIGNED WITH STATE GOALS & POLICIES: Select the primary mode(s) and Secondary modes(s) of the proposed Project. If none, select N/A.
14b	MODES REQUIRING FURTHER EVALUATION: Select the primary mode(s) and Secondary modes(s) of the proposed Project. If one or more modes are selected in 14b , continue to Section II. If N/A (Not Applicable) is selected for both primary & secondary modes, skip Section II.
SECTION II	
15	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 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.
16a to 16d	<p>VMT IMPACT: 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.</p> <p>DOES THE PROJECT PROPOSE TO EXPAND EXISTING FACILITY TO INCLUDE: Select the type of system expansion if the Project proposed to expand the state highway system, including auxiliary lanes and interchanges. If N/A, skip questions 16c and 16d.</p> <p>VMT ANALYSIS AND/OR MITIGATION PLAN FOR THE PROJECT: Indicate if a VMT Analysis and/or Mitigation Plan for the Project is complete, pending, or not required. Attach the applicable VMT analysis or mitigation plan, if available</p> <p>APPROVAL DATE OF THE ENVIRONMENTAL DOCUMENT: If "Not required" is checked in question 16c, provide the Environmental Document approval date.</p>
17	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

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	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.
18a & 18b	<p>ADDITIONAL CAPTI ALIGNMENT: DOES THE PROJECT PROMOTE ANY OF THE FOLLOWING BENEFITS?</p> <p>18a: Check all boxes that apply.</p> <p>18b: Describe how the Project promotes each goal checked. See below for definitions.</p> <p>IMPROVE SAFETY: This question aims 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 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. 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> <p>EXPAND ZEV INFRASTRUCTURE: This question aims to evaluate the extent to which the Project supports and encourages the use of ZEVs 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 helps 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> <p>ADDRESS CLIMATE CHANGE: This question aims 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> <p>MINIMIZE IMPACTS ON NATURAL AND WORKING LANDS: This question aims to measure how the Project incorporates nature-based solutions to protect or enhance natural and working lands, including natural</p>

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	<p>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 Project aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. Provide available data/exhibits.</p> <p>SUPPORT INFILL DEVELOPMENT: This question aims to determine if the Project promotes infill development and land use patterns while protecting residents and businesses from displacement. The 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://sitecheck.orp.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.</p>
SECTION III	
19	<p>NAME, TITLE, PHONE, EMAIL: Enter the District/Agency contact information that is knowledgeable of the Project and can provide or coordinate any additional requests on the Project. Signed letters will be sent to the contact person listed via Email.</p>