

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, April 18, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/87242884758?pwd=cHhsazN2SEJrUzJLZzZLUTRocXE4Zz09
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: 872 4288 4758 Password: 139997 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.

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|--|-----------------|--------------|
| 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 April C/CAG Board meetings <ul style="list-style-type: none">Opened a public hearing on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and continued the public hearing to June 13, 2024.Held a C/CAG Strategic Plan Development Board Workshop Session #2. | Cheung | No materials |
| 4. Approval of minutes from the March 21, 2024 Meeting (Action) | Cheung | Page 1-4 |
| 5. Receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program. (Information) | Springer | Page 5-10 |
| 6. Receive a presentation on the C/CAG Transportation Demand Management Policy Monitoring Program. (Information) | Cheung | Page 11-13 |

7. Regional Project and Funding Information	Lacap	Page 14-31
8. Executive Director Report	Charpentier	No materials
9. Member Reports	All	No materials
10. Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on May 16, 2024.

Future potential agenda topics:

- a. C/CAG Strategic Plan
- b. STA Block Grant
- c. Transportation Fund for Clean Air Program Project Selection
- d. Safe Routes to School Program Annual Report

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)**

March 21, 2024

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		March			
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 / SamTrans	Jessica Manzi			
4	Atherton Engineering	Robert Ovadia			
5	Belmont Engineering	Peter Brown			
6	Brisbane Engineering		Absent		
7	Burlingame Engineering	Syed Murtuza			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Jim Porter (Alternate)			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering		Absent		
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering		Absent		
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Sam Bautista			
16	Pacifica Engineering	Lisa Petersen			
17	Redwood City Engineering	James O'Connell (Alternate)			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Matt Fabry			
21	South San Francisco Engineering		Absent		
22	Woodside Engineering	Yaz Emrani			
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans		Absent		

The two hundred ninety-sixth (296th) meeting of the Technical Advisory Committee took place on March 21, 2024 at 1:15 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, Jeff Lacap, Eva Gaye, Kim Wever – C/CAG; Patrick Gilster – SMCTA; and others not noted. Others attending the meeting remotely were Matt Ruble – City of South San Francisco; Anwar Mirza – City of East Palo Alto; Mike Alston – Kittleson; and others not noted.

1. Call to Order/Roll Call

Co-Chair Stillman 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 March C/CAG Board meetings (Information)

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

4. Approval of minutes from the February 15, 2024 Meeting (Action)

Motion – To approve the minutes of the February 15, 2024 TAC meeting, Ovadia/Brown. Bautista and Murtuza abstained. All other members in attendance voted to approve. Motion passed. 15-0-2

5. Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and discuss potential USDOT Safe Streets and Roads for All (SS4A) Grant Program application. (Information)

C/CAG staff Eva Gaye introduced the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP). Mike Alston, Project Manager with Kittleson and Associates, presented on the draft Local Roadway Safety Plan. Mike highlighted the following areas: plan development, safety analysis, project priority list and next steps.

Member Murtuza inquired about the exclusion of the Burlingame in the draft Countywide LRSP. C/CAG staff Jeff Lacap noted, the project team had coordinated with city staff and was informed that the city will be working on its own Vision Zero Plan. Therefore, the current version of the LRSP does not have a Burlingame chapter. Jeff further added that staff will coordinate with Burlingame and discuss this further.

Member Mitch asked, for those jurisdictions with a completed LRSP, how will these plans be included in the final C/CAG plan. C/CAG staff Jeff Lacap stated that the completed plans are linked in the Appendix of the draft plan.

Co-Chair Willis thanked staff for their assistance on completing the Draft San Mateo Countywide LRSP and collaborating with city staff.

Member Ovadia asked about the prioritizations and if certain factors should be weighted

differently. Mike Alston responded that the project prioritization was based on three factors: crash history, social equity, systemic factors. These factors are weighed equally. Mike further added that social equity is a big focus on the USDOT grant. Should city staff wished to change the percentages, it is possible to do so. Member Manzi also asked if there was any sensitivity testing done. Mike Alston answered that there was no formal sensitivity testing.

Co-Chair Stillman inquired how the completed LRSPs from local jurisdictions are integrated into the San Mateo Countywide LRSP, and if they have similar criteria. C/CAG staff Jeff Lacap noted that the prioritization elements overlap. Mike Alston also added that there may be a slight variation in terms of the criteria for prioritization and how detailed the projects are listed.

Member Chiu inquired about what data was utilized in the plan. C/CAG Jeff Lacap responded that it was county level data, infused with individual jurisdictions' information.

C/CAG Executive Director Sean Charpentier added that the next step is to figure out if this Countywide Plan can get everyone on the same preparation schedule and the team was figuring out ways to accomplish that. Mike Alston responded that the local jurisdictions are required to update their plans every five years, but they can also do "light" or "focus" updates.

C/CAG staff Jeff Lacap presented on the topic of USDOT Safe Streets for All (SS4A) Grant and how the Countywide LRSP needs to be adopted by April in order to pursue an Implementation grant. Jeff noted that the Countywide plan is slated for adoption in June, which is after the deadline for the Implementation grant. Therefore, staff is focusing on the Planning & Demonstration grant, which has a deadline of August. Staff is coordinating with local jurisdictions to determine if they want to pursue this grant and what local match is needed. C/CAG Executive Director Sean Charpentier added that staff is also exploring what are the administrative duties of managing federal funds with multiple local agencies.

6. Receive an update on the San Mateo County Transportation Authority Strategic Plan. (Information)

The Director of Planning and Fund Management with SMCTA, Patrick Gilster, presented on the San Mateo County Transportation Authority Strategic Plan. Members provided input on goals, core principles, roles, and vision for the next five years.

7. 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, funding, and training opportunities.

The Director of Planning and Fund Management with SMCTA, Patrick Gilster, shared that the ACR/TDM Call for Projects schedule has been pushed back to June.

8. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced the new section to the agenda, which includes future topics. Committee members can email staff to add any additional topics.

9. Member Reports (Information)

N/A

10. Adjournment

Co-Chair Stillman adjourned the meeting at 2:42 p.m.

C/CAG AGENDA REPORT

Date: April 18, 2024

To: C/CAG Congestion Management Program Technical Advisory Committee (TAC)

From: Kim Springer, Transportation Systems Coordinator

Subject: Receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program

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

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee (TAC) receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program for discussion and comment.

FISCAL IMPACT

The total project cost is \$600,000, financed using a Caltrans grant of \$531,180 and supplemented by a local match of \$68,820 from C/CAG.

SOURCE OF FUNDS

The amount of \$531,180 come from an existing FY2022-23 Sustainable Communities Planning Grant from Caltrans. Matching funds are provided through staff time provided in the development of the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program project.

BACKGROUND

Senate Bill 743 (SB 743), and other legislation, altered transportation impact analysis under the California Environmental Quality Act (CEQA). This change shifted the definition of a transportation impact from traffic congestion (often measured by intersection level of service, or LOS) to the overall amount of travel occurring by private automobile (measured by VMT). When transportation impacts are measured by congestion and LOS, typical mitigation measures aim to reduce congestion through physical roadway improvements such as adding roadway widening, or through operational improvements, such as adding new traffic signals or turn lanes.

In contrast, mitigation measures for VMT impacts involve reducing the number and/or the length of automobile trips, often through encouraging the use of other modes by improving the bicycle and pedestrian network, expanding transit services, offering financial incentives for using non-automobile modes, or changing land use patterns to promote walkability.

In response to these CEQA changes, C/CAG initiated a few projects to support San Mateo County cities and project developers/sponsors. The first was the development of C/CAG's VMT Estimation

Tool¹ for cities to help estimate the VMT generated by land use projects and the effectiveness of TDM measures as VMT mitigation. The VMT Tool was supplemented with a white paper providing guidance on how to establish local CEQA requirements that are consistent with SB 743, including policies related to VMT mitigation.² The second response was to seek out funding to create a model mitigation program that provides cities guidance on how to establish a legally defensible local VMT/GHG mitigation program. This model program would include example mitigation actions and data supporting their effectiveness at reducing VMT/GHG, their cost, and implementation considerations in San Mateo County. C/CAG was awarded Caltrans Sustainable Communities Planning Grant funds to develop a Model.

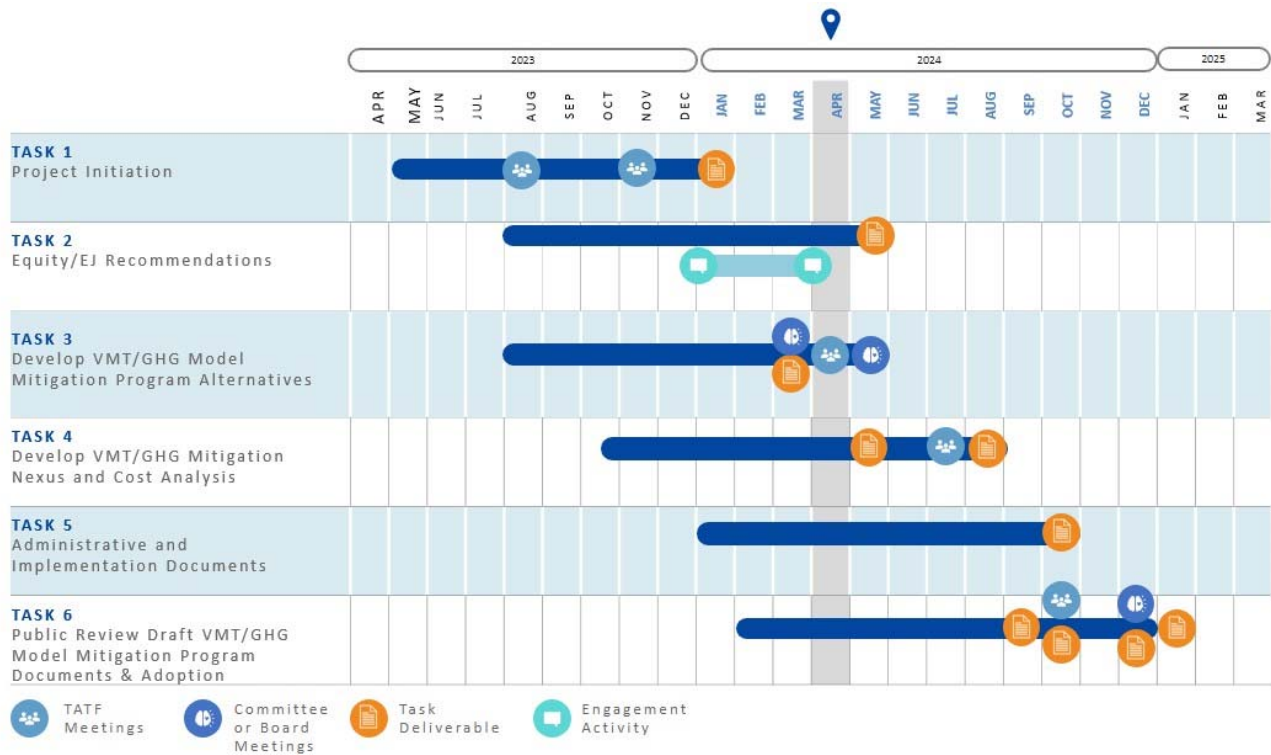
On May 12, 2022, the C/CAG Board adopted Resolution 22-29 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Caltrans for the FY2022-23 Sustainable Communities Planning Grant for the development of a Vehicle Mile Traveled/Greenhouse Gas Model Mitigation Program in the amount of \$531,180. After a procurement process to contract a consultant to support the project, the C/CAG Board adopted Resolution 23-27 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Fehr & Peers for the project.

The project launched in May of 2023 and will be completed in the winter of 2024. The project will provide context, VMT mitigation project alternatives, cost analysis, and model program implementation documents for San Mateo County cities and developers.

The project is informed by multiple stakeholders, including a Technical Advisory Task Force (TATF) made up of State, regional, and local (cities and transit) agency staff, and direct input from Community-based Organizations through 20 individual interviews. Specific meetings with the County of San Mateo and City of Half Moon Bay staff have been completed to attain additional coastside input, and with agency staff and consultants working on significant highway projects in San Mateo County, to ensure the program is applicable for countywide highway projects. The following graphic provides further details and the general tasks, critical dates, and timeline of the project.

1 https://gis.smcgov.org/apps/CCAG_VMT_EstimationTool/

2 <https://ccag.ca.gov/sb-743-los-to-vmt/>



Staff, along with Matt Goynes, Principal at Fehr & Peers, will provide a presentation to update the Committee on this project, and ask for comments or questions. Specifically, staff would like feedback on the list of Project Types being evaluated for their potential VMT mitigation. The list is included as an attachment to this staff report.

EQUITY IMPACTS AND CONSIDERATIONS

The Caltrans 2022-23 Sustainable Communities Planning Grant specifically requested that grant proposals address equity. C/CAG staff developed a grant proposal with the notion that a Model VMT/GHG Mitigation Program could potentially direct mitigation dollars from projects to Equity Focus Area or Equity Priority communities in San Mateo County. In addition, the project scope includes the development of equity and environmental justice recommendations. The recommendations are informed by a series of 20 in-person interviews with Community-based Organizations and community leaders. The interviewees include a broad list of focus communities, including community resources, youth, disability, multiple ethnicities, low-income, farmworkers, children-family-seniors, and others.

The Equity and Environmental Justice document will be provided to cities, project sponsors, and developers, along with the other tools developed through this project, and is intended to provide sensitivity, awareness, and best practices to those that may implement the project types, provided in the attachment, in communities.

ATTACHMENT

1. Draft list of Mitigation Program Types being evaluated for VMT Mitigation

This VMT/GHG Model Mitigation Program study has analyzed two potential mitigation program types: one implemented on a countywide basis and another that would provide local jurisdictions in San Mateo County with a local program option. The countywide program would be used by C/CAG or the San Mateo County Transportation Authority (SMCTA) to mitigate impacts from VMT/GHG-inducing countywide/regional transportation projects, such as highway capacity enhancements. The local model program would serve as an optional tool for local municipalities to mitigate VMT/GHG impacts from land use projects within their jurisdictions. As presented in **Figure 1**, the models at both scales will contain a suite of mitigation actions which project applications could choose from, and there will be the option for local jurisdictions to direct local land use mitigation funding towards select countywide mitigation actions, as these larger scale improvements can have a larger potential to reduce VMT/GHG impacts.

Figure 1: VMT/GHG Model Mitigation Program Types

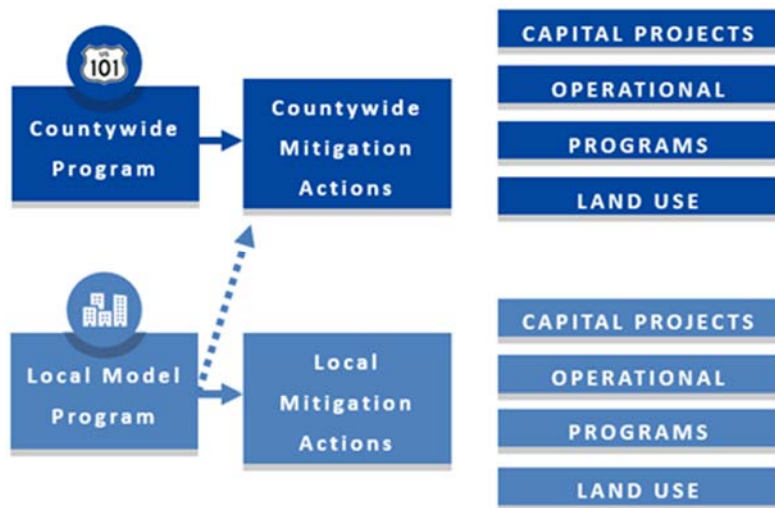








Figure 2 presents the draft mitigation action categories that could be used at the countywide scale (indicated by dark blue), the local program scale (indicated by light blue), or at either program scale (indicated by split colors). Additional detail on the draft 14 mitigation actions within these categories are presented in **Table 1**. These were selected for analysis based on input from C/CAG staff and the TATF with a focus on measures that are best supported by defensible research for use in a CEQA VMT/GHG mitigation program. One additional mitigation action may be selected based on engagement for a total of 15 mitigation actions. These actions represent a variety of proposed initiatives at both the countywide and local levels, including capital projects, programmatic measures, and operational investments.

Figure 2: VMT/GHG Model Mitigation Program Mitigation Actions by Program Type





Table 1: TATF Suggested VMT/GHG Mitigation Actions

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy ¹	Additional Information
Regional Program – Mitigation actions that would address the impacts of regional transportation projects			
	Caltrain Service Expansion	Low to High	Caltrain 2040 Business Plan . Calculate based on the stations for entire Caltrain corridor. Alternatively, the benefit could be limited the VMT benefits to San Mateo County.
	Enhance Local Transit Operations (Frequency, Capacity, and Reliability)	Low to High	Increase El Camino Real SamTrans service through planned increases in the El Camino Real Bus Speed and Reliability study .
	Capital Transit Priority Projects on Major Corridors	Low to High	Create bus only lanes, transit signal priority, and other bus rapid transit features on El Camino Real per the El Camino Real Bus Speed and Reliability study .
Regional or Local Programs – Mitigation actions that could be funded through regional or local programs			
	Fund the development of affordable housing	High	Local gap financing
	Subsidize regional transit passes through Clipper Start / Bay Pass programs	High	Countywide roll out of Clipper® BayPass or similar program.
	Countywide E-Bike Rebate Program	TBD	Expansion of Peninsula Clean Energy E-Bikes for Everyone Program . Evidence for Impacts of e-bike ownership on travel behavior: Evidence from three northern California rebate programs .

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy ¹	Additional Information
	Provide TDM and travel planning services for existing residents	TBD	Similar to a project level TDM program (example: CCAG TDM Program M2 - Orientation, Education, Promotional Programs and/or Materials), this would providing funding for affordable housing providers or CBO's to provide travel assistance to connect residents with travel opportunities.
	Capital Implementation of MTC's Mobility hub program	TBD	MTC Mobility Hubs with carshare, bikeshare, and scooter share, EV charging.
	First/Last Mile Micromobility Service	Low	Last mile services to serve entire local communities (based on a percent of coverage of a community)
	Microtransit and Shuttle Services	Low	Same as micromobility service.
	EV charging facilities	TBD	GHG measure only

Local Programs – Mitigation Actions that would address impacts associated with local land use projects, which will require adoption of a program by a local jurisdiction

	Construction of new bicycle lanes and pathways	Low	Implementation of local or regional bikeways, similar to San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021
	Construction of sidewalks or other pedestrian safety projects	Low	Implementation of local or regional walkways, similar to San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021
	Paid parking and curb management programs reduce circling for parking and allow for managing parking supply	High	Example: SFpark Pilot Program

Notes:

1. Based on the CAPCOA 2021 Handbook or other resources.

Source: Fehr & Peers

C/CAG AGENDA REPORT

Date: April 18, 2024
To: Congestion Management Program Technical Advisory Committee
From: Kaki Cheung, Deputy Director
Subject: Receive a presentation on the C/CAG Transportation Demand Management Policy Monitoring Program.

RECOMMENDATION

That the Technical Advisory Committee receive information on the C/CAG Transportation Demand Management (TDM) Policy Monitoring Program.

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

In September 2021, the C/CAG Board formally adopted an enhanced TDM Policy, integrating it into the framework of the San Mateo Congestion Management Program (CMP) Land Use Impact Analysis Program. The purpose of the update was to reflect current TDM best practices, set performance targets, and standardize monitoring and reporting requirements.

The updated C/CAG TDM Policy became effective on January 1, 2022. The policy applies to new development projects that generate at least 100 Average Daily Trips (ADT). These projects are required to (1) submit a TDM Checklist, outlining their commitment to implementing TDM measures, and (2) complete ongoing monitoring reports to ensure compliance. All C/CAG member jurisdictions must comply unless expressly exempt by C/CAG due to local requirements meeting or surpassing the trip reduction targets set by the Policy.

To support the TDM Policy, C/CAG designated Commute.org as the partner agency responsible for providing guidance to local jurisdictions and project applicants, as well as for developing a comprehensive monitoring and compliance reporting program. Commute.org secured funding from the San Mateo County Transportation Authority (the "TA") to administer the Countywide TDM Monitoring Program.

The primary objectives of this program are to:

- Design a centralized web-based platform and process that automates, to the extent possible, the monitoring and reporting of TDM Policy compliance.
- Encourage and train local jurisdiction staff to utilize the platform to track and report on compliance and impact on reducing vehicle trips.
- Develop, administer, and analyze periodic tenant and employee surveys.
- Provide TDM implementation advice for tenants to remain in compliance and meet their trip reduction goals.

PROGRAM STATUS

Since the TDM Policy update went into effect, Commute.org contracted with OneCommute, the selected vendor, to create an online platform that facilitates monitoring and reporting. The platform has been used by Commute.org staff for the past year and was made accessible to jurisdiction staff in March 2024. Planning staff across all jurisdictions have been informed of the launch and may request one login credential per jurisdiction.

Furthermore, the Commute.org TDM Policy team has been proactively engaging with individual jurisdictions, consultants, and developers to offer guidance on TDM policy compliance. This engagement will continue as the team oversees monitoring activities, ensures compliance, and conducts necessary reporting.

EQUITY IMPACTS AND CONSIDERATIONS

Not Applicable

ATTACHMENTS

1. Commute.org Certified Development Program Handout
2. Countywide TDM Policy Monitoring Program Presentation (The document is available on the C/CAG website (See “Presentations”) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

Commute.org

CERTIFIED DEVELOPMENT PROGRAM

The *Certified Development Program* assists developers with meeting TDM requirements for their development projects in San Mateo County. Developers can receive formal certification of their active participation in Commute.org programs and services.

Purpose

The goal of the program is to provide developers access to TDM programs and services that reduce VMT to new commercial, residential, or mixed-use developments in San Mateo County.

Why Get Certified

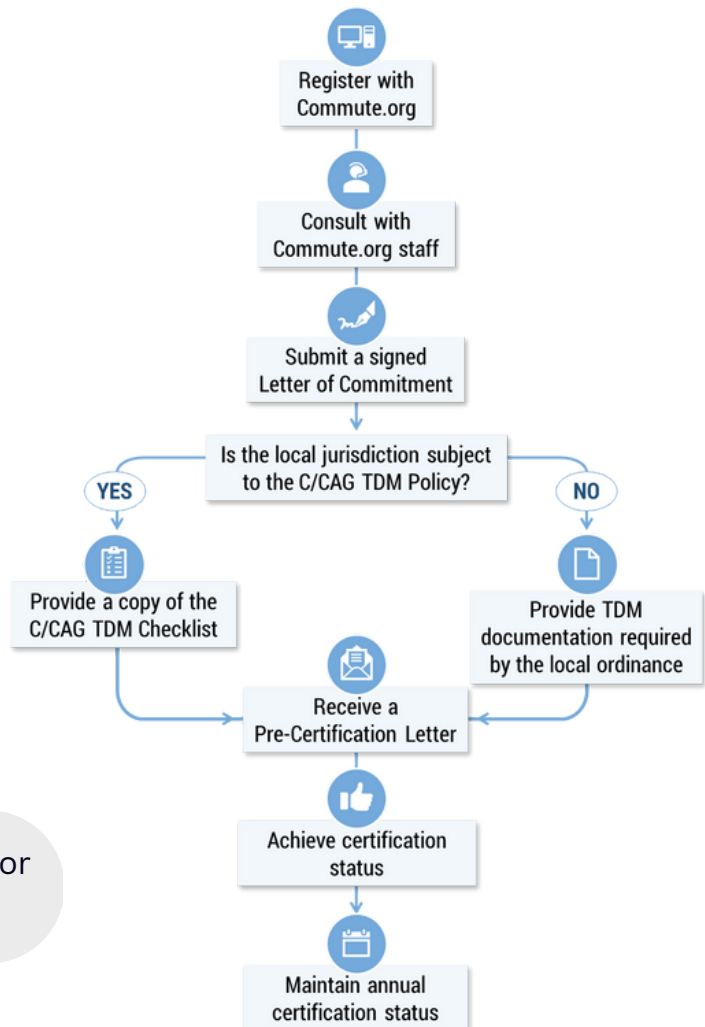
Developers may seek certification for any of the following reasons:

- Required as part of the C/CAG Countywide TDM Policy
- Required by the local jurisdiction
- Not required, but sought preemptively to achieve a more robust development application

For More information:

Visit commute.org/resources/developers or reach us at TDMpolicy@commute.org

Certification Process



Funded by:



C/CAG AGENDA REPORT

Date: April 18, 2024
To: Congestion Management Program Technical Advisory Committee (TAC)
From: Jeff Lacap, Transportation Systems Coordinator
Subject: Regional Project and Funding Information

(For further information or questions, 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 inform the Department of any unanticipated delays. Obligated funds should 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 (Attachment 3). 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. The E-76 approval process is expected 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.

Data Requests

Highway Performance Monitoring System (HPMS) - Traffic Data Request

With coordination from MTC, this study provides data to the Federal Highway Administration (FHWA) on the physical condition and the performance characteristics of the road system. It is also used for apportioning Federal-aid Highway Funds and is an annual reporting requirement for funding through Cycle 3 of the One Bay Area Grant program (OBAG 3).

Caltrans is requesting the most recent ADT data for **calendar year 2023**, with the month and year when the traffic counts were collected. To simplify the reporting process and provide the data in Caltrans' preferred format, please update your traffic counts through StreetSaver. StreetSaver is an asset management tool that is already being used in your jurisdiction for pavement maintenance. You can find more information about StreetSaver at <https://www.streetsaver.com/>

You have three options for reporting HPMS data:

1. **Bulk data upload to StreetSaver (preferred):** update the traffic counts in the template provided below, which lists all the streets and roads on the StreetSaver database. Local staff can upload the completed template to StreetSaver using the instructions linked below.
 - Template link for your jurisdiction: <https://mtdrive.box.com/s/7541znsx95mkjuib4de0ncoix7qxsecw>
 - ADT import instructions: <https://mtdrive.app.box.com/s/bxu648lin18dx52absc1f1mkat3g9d3h> (PDF attached)
2. **Manual entry in StreetSaver:** follow the instructions linked above to enter ADT manually.
3. **Shapefile submission:** send shapefiles directly to abalderamos@bayareametro.gov.

Please submit the HPMS updates by **April 30, 2024**. If the data is submitted via StreetSaver, kindly send Alfredo Baldermos at MTC an email notifying him of the upload status. If you do not have traffic data to report for calendar year 2021 or 2022, please inform MTC.

Please reach out to the following contacts with questions by topic:

1. StreetSaver (technical support): mtcsupport@devmecca.com
2. StreetSaver/MTC: stan@bayaremetro.gov
3. HPMS: Alfredo Baldermos, abalderamos@bayareametro.gov
4. OBAG 3 requirements: Thomas Arndt, tarndt@bayareametro.gov

Current and Upcoming Funding Opportunities

Fiscal Year 2024-25 CTC Local Streets and Roads Funding Program

Project lists for the CTC Fiscal Year 2022-23 Local Streets and Roads Program will be due to the Commission on or before **July 1, 2024**. To be eligible for fiscal year program apportionments, cities and counties must submit an adopted list of projects to the Commission pursuant to Streets and Highways Code (SHC) Section [2034\(a\)](#).

It is strongly encouraged by CTC staff to submit draft resolution and list for review prior to adoption to the CTC LSR@catc.ca.gov inbox. CTC Staff is available to assist with review and provide technical support in an effort to streamline and ease the eligibility process for jurisdictions.

The independent Fiscal Year Road Maintenance and Rehabilitation Account estimates can be found on the [California Local Government Finance Almanac website](#), please note these estimates are set to be revised when the California May Budget is released by the Governor's Office.

More information, including upcoming CalSMART training sessions, can be found on the CTC website: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>

Active Transportation Program (ATP) – Cycle 7 Call for Projects

ATP Cycle 7 Call for Projects is currently underway. Cycle 7 of ATP covers four fiscal years from FY 2025-26 through FY 2028-29, with approximately \$284M available in the statewide component and \$49M in MTC’s regional component. Applications for the Regional ATP are due to MTC by **June 17, 2024**, which is the same due date as the Statewide Competitive ATP.

The current schedule for ATP Cycle 7 is below.

ATP Development Schedule

Milestone	Statewide ATP	Regional ATP
Call for Projects	March 21, 2024	March 21, 2024
Application Due Date	June 17, 2024	June 17, 2024
Staff Recommendations	November 2024	January 2, 2025
MTC Adoption	N/A	January 22, 2025
CTC Approval	December 5, 2024	March 19, 2025

For more information on the Regional ATP Program, click here:

<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>

For more information on the Statewide ATP Program, click here:

<https://catc.ca.gov/programs/active-transportation-program>

FHWA Notice of Funding Opportunity - Active Transportation Infrastructure Investment Program (ATIIP)

The Active Transportation Infrastructure Investment Program (ATIIP) projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities. Applications are due on **June 17, 2024**.

Caltrans District 4 is currently accepting letter of support requests for the Active Transportation Infrastructure Investment Program (ATIIP). ATIIP LOS requests will be signed at the District level. Please complete the attached letter of support template (Attachment 4) and intake form (Attachment 5) and send it to D4SIP@dot.ca.gov by the following deadline: **May 24, 2024**.

For more information on the ATIIP Program, click here:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

FHWA Notice of Funding Opportunity - 2024 Multimodal Project Discretionary Grant (MPDG)

The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects—including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects—with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.

The National Infrastructure Project Assistance (Mega) program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

The Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant program supports multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

The Rural Surface Transportation Grant Program (Rural) will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Applications are due on **May 6, 2024**. For more information on the MPDG Program, click here: <https://www.transportation.gov/grants/mpdg-program>

PROTECT Resilience Improvement Plan

As part of the Infrastructure Investment and Jobs Act (IIJA, otherwise known as the Bipartisan Infrastructure Law) in 2021, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Federal Aid Program was created. PROTECT's purpose is to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

The PROTECT Program invites state DOTs to create a Resilience Improvement Plan, an optional component that can reduce the state and local cost-share of identified PROTECT projects. The State Climate Resilience Improvement Plan for Transportation (SCRIPT) is California's response to this optional component. The SCRIPT summarizes and highlights the breadth of existing climate adaptation policies, tools, guidance, and activities that have positioned Caltrans and its partners to take a systemic approach to making immediate and long-range investments to improve the resilience of the multi-modal transportation system.

Certain projects included in the SCRIPT's unconstrained Project Priority List (PPL) that are subsequently awarded PROTECT funds, may receive a 10% reduction in the non-federal cost share requirement for future grant cycles. The PPL identifies projects receiving PROTECT formula funding, as well as eligible projects that are pursuing discretionary grants in remaining cycles.

The SCRIPT's PPL will be periodically updated in coordination with PROTECT stakeholders to reflect new project nominations pursuing discretionary funds in future cycles through 2026, subject to federal review and approval. To request adding a new PROTECT project nomination to the SCRIPT PPL, please visit:

<https://app.smartsheet.com/b/form/ca433ee0851d441bb0b744f3e58332e2>

The deadline for including this year's nominations for Cycles Two of both the FHWA PROTECT Discretionary Grants (nationally competitive program), and the California Transportation Commission's Local Transportation Climate Adaptation Program is May 10, 2024.

If you have questions on the intake form, overall PPL update process, or need general assistance, please join Caltrans' virtual stakeholder drop-in Q&A session on May 1, 2024 from 10 AM - 12 PM. For more information on the PROTECT program, click here:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/air-quality-and-climate-change/state-climate-resilience-improvement-plan-for-transportation>

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 Federal Highway Administration (FHWA) issued a Notice of Funding Opportunity (NOFO) for bridge projects, making available up to \$9.62 billion in grant funding for fiscal years 2023 through 2026. Additionally, \$80 million in grant funding for planning projects was allocated under the Bridge Investment Program for the same fiscal years. 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. Both grants will provide up to 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/>

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>.

EQUITY IMPACTS AND CONSIDERATIONS

This item provides regional project information and opportunities for all jurisdictions in San Mateo County.

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of March 4, 2024
2. MTC's PMP Certification Status of Agencies within San Mateo County as of March 4, 2024
3. Caltrans Lapsed Project End Dates as of March 1, 2024
4. Active Transportation Infrastructure Investment Program (ATIIP) – Caltrans District 4 Intake Form
5. Active Transportation Infrastructure Investment Program (ATIIP) – Letter of Support Template

Updated on 3/4/2024 2nd Quarter Inactive Projects

> \$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
5935087	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000053L	STPL	04	SM	San Mateo County	SAN MATEO COUNTY: SOUTH PARK PLAZA DR, 87TH AT CORNERS OF S. PARK PLAZA AND WASHINGTON ST, 87TH ST FROM SOUTHGATE TO SULLIVAN AVE SAN MATEO COUNTY: ON SOUTH PARK PLAZA DR: INSTALL A RAISED MIDLICK CROSSWALK, CONNECTING BOTH SCHOOLS, WITH ADA CURB EXTENSIONS AND RAMPS, PEDESTRIAN-ACTIVATED RAPID RECTANGULAR FLASHING BEACONS (RRFB), SPEED REDUCTION STRIPING, AND EDGE LINES; ON 87TH ST AT THE CORNERS OF S. PARK PLAZA AND WASHINGTON ST: INSTALL ADA CURB EXTENSIONS AND RAMPS; ON 87TH ST FROM SOUTHGATE AVE TO SULLIVAN AVE: INSTALL SPEED REDUCING EDGE LINES (TC)	05/12/2023	11/1/2021	5/12/2023	5/12/2023	8	Y230	\$1,619,000.00	\$1,603,000.00	\$235,340.17	\$1,367,659.83
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000191L	HPLUL	04	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	01/27/2023	11/27/2013	1/27/2023	12/27/2023	12	LY20,HY20	\$14,370,823.00	\$1,737,000.00	\$760,000.00	\$977,000.00
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0417000486L	BRLS	04	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PLARICITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE. NO ADDED CAPACITY	01/03/2023	02/27/2018	1/3/2023	1/3/2023	12	Z001	\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5268022	Inactive	Invoice returned to agency. Contact DLAE. 02/01/2024	0421000026L	STPL	04	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 RD, DALEVIEW FROM HILLER TO OLD COUNTY RD, ELMER FROM RALSTON AVENUE TO ONEILL, NOTRE DAME AVE FROM ARBOR TO MILLER, LAUREL FROM HILL STREET TO CYPRESS AVENUE AND HARBOR BLVD FROM MOLITAR TO EL CAMINO REAL. PAVEMENT REPAIR AND REHABILITATION, CRACK SEALING, SLURRY SEALING, THERMOPLASTIC STRIPING AND PAVEMENT MARKINGS, ACCESS RAMPS AND SIGNAGE.	10/11/2022	03/04/2022	10/11/2022	10/11/2022	15	Y230	\$546,470.50	\$467,000.00	\$238,954.01	\$228,045.99
5171026	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0422000319L	STPL	04	SM	Burlingame	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 PAVEMENT MARKINGS, STRIPED BULB-OUTS, RED CURBING, AND RRFBs.	03/27/2023	03/27/2023	1/0/1900	3/27/2023	10	Y230	\$500,000.00	\$200,000.00	\$0.00	\$200,000.00
5177033	Inactive	Invoice returned to agency. Contact DLAE 02/20/2024	0414000209L	CML	04	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	13	Z003,M003	\$7,088,262.00	\$1,000,000.00	\$920,086.98	\$79,913.02

< \$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
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021045L-N	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	77	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	04	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	77	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	BHLS	04	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	42	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103L	BPMP	04	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	53	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	BHLS	04	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	42	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

\$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
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	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	54	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	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	48	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5935044	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04924729L	CML	04	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	163	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP CERTIFICATION LISTING

PMP Certification April 2, 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

Last Updated: 4/8/2024

*** 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
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				10/31/22 *	-17	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	60.0%		01/31/14		01/09/17		03/31/23	-12	● PED Expired	5	Pend HQ	No change	3	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 *	-9	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	0	◆ PED 0 to < 3 mos	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	0.0%				03/04/22	Dist "Final"	05/01/24	2	◆ PED 0 to < 3 mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	50.0%		11/01/21		08/29/22		06/30/24	4	◆ PED 3 to < 6 mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				07/28/24	5	◆ PED 3 to < 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	Dist "Final"	09/15/24	6	◆ PED 6+ mos	3	Approv						0421000136		ACTIVE
5196(044)	STPL	Daly City	0.0%				01/05/23		12/29/24	10	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	60.0%				09/09/22		12/31/24	10	◆ PED 6+ mos	3	Info Only						0422000384		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	11	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo County	0.0%				10/18/17	Dist "Final"	03/31/25 *	13	◆ PED 6+ mos	2	Approv						0418000108	2W	ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	13	◆ PED 6+ mos	2	Approv						0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	16	◆ PED 6+ mos	6	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	16	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	18	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18		11/24/23		12/31/25	22	◆ PED 6+ mos	3	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	2W	ACTIVE
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	22	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5029(041)	STPL	Redwood City	20.0%		12/21/23				01/01/26	22	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5177(039)	BPMP	South San Francisco	60.0%		11/19/19				04/30/26	26	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	27	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE

Project End Date Reporting

Last Updated: 4/8/2024

*** 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
5299(018)	CML	Millbrae	0.0%				09/12/23		08/29/26	30	◆ PED 6+ mos	1	Approv						0422000375		ACTIVE
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	34	◆ PED 6+ mos	1	Approv						0422000358		ACTIVE
5177(040)	CML	South San Francisco	60.0%		01/04/19		09/09/22		12/31/26	34	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5177(049)	BRLS	South San Francisco	60.0%		02/27/24				03/26/28	49	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	52	◆ PED 6+ mos	1	Approv						0423000222		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	50.0%				02/05/09	"Fin" Invoice	NA-Zero \$ *		■ No PED Established	3	Approv						0400001511		ACTIVE
5935(075)	ATPLNI	San Mateo County	NA				06/15/17	Vouchered	01/01/24	-2	■ NA-Closing	3	Pend HQ	No change	2			SEQ# 3 (SEQ# 3 Approval to Present) SEQ# 2(1/1/2024 to Next FMIS Appv)	0417000250	9A	ACTIVE

*Please use this form to collaborate and compile all the information prior to submittal to
 D4SIP@dot.ca.gov*

I. General Information

1. District: 04		2. EA:		3. County:		4. Route:		5. Begin/End PM: /	
6. Project Name:									
7. Brief Project Location and Scope Description:									
8. Grant Program (full name):									
8a. Grant Application Due Date (MM/DD/YY): / /									
9. Lead Applicant Agency:									
10. Co-Applicant Agency:									
11. Implementing Agency:									
12. Current Phase:					13. Target Begin Construction (MM/YYYY):				
14. Grant Type: <input type="checkbox"/> Planning <input type="checkbox"/> Capital <input type="checkbox"/> Other, specify:									
15. Phase(s) Requesting Grant:									
16. Total Project Cost (x1000): \$					17. Grant Request (x1000): \$				
18. List Congressional Representative(s) by name and District Number:									
19. The project is located in an urban or rural area <input type="checkbox"/> Urban <input type="checkbox"/> Rural									
20. The project is located within an Area of Persistent Poverty (AoPP) <input type="checkbox"/> Yes <input type="checkbox"/> No									
21. The project is located within a Historically Disadvantaged Community (HDAC) <input type="checkbox"/> Yes <input type="checkbox"/> No									
22. Briefly describe the extent of past/future Caltrans stakeholder engagement and partnership on the project.									
23. Identify <u>primary</u> 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) <input type="checkbox"/> Other, specify:					24. Identify <u>secondary</u> 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) <input type="checkbox"/> Other, specify:				

II. Consistency with Statewide Goals & Priorities – Scoring Criteria

25. MODE SHIFT: How does the project promote mode shift, including to rail, transit, or active transportation?
26. VEHICLE MILES TRAVELED (VMT) IMPACT: How does the project impact VMT? 26a. 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
27. PUBLIC ENGAGEMENT: Does the project include and document a meaningful public engagement process that includes community-based participation?
28. BENEFITS TO DISADVANTAGED COMMUNITY (DAC): Does the project incorporate local communities needs to provide benefits to a DAC?
29. 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?
30. EXPAND ZERO EMISSION VEHICLE (ZEV) INFRASTRUCTURE: Does the project include and/or improve access to ZEV charging or fueling infrastructure?
31. ADDRESS CLIMATE CHANGE: Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s)?
32. NATURAL AND WORKING LANDS: Does the project plan to minimize the impact on natural resources and ecosystems?
33. INFILL DEVELOPMENT: Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?
34. Additional considerations/story telling:

III. Caltrans District Support Information (To be Completed by Caltrans District Staff Only)

<p>35. Does the District support the Project? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>36. Briefly explain why the District supports or does not support the project.</p>
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District Contact Information

<p>37. District Staff Name (First, Last):</p> <p>Title: _____ Phone: _____</p>
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IV. Attachments

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

Intake Form Instructions

No.	Instructions
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	GRANT PROGRAM: Enter the full name of grant program for the LOS request. No acronyms please.
8a	GRANT APPLICATION DATE: Enter the application due date as specified in the Notice of Funding Opportunity.
9	LEAD APPLICANT: Enter the agency name that is submitting the grant application as a lead applicant.
10	CO-APPLICANT: Enter the agency name(s) that will be Co-Applicant(s) on the grant application.
11	IMPLEMENTING AGENCY: Enter the agency name that will implement the project if the grant is awarded.
12	CURRENT PHASE: Enter the project's current phase.
13	BEGIN CONSTRUCTION: Enter the anticipated construction start date. Entering only the year is acceptable.
14	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.
15	PHASE(S) REQUESTING GRANT: Enter the project phase(s) the applicant is requesting grant funding.
16	TOTAL PROJECT COST: Enter the total project cost (all phases) in thousands.
17	GRANT REQUEST: Enter the grant amount (in thousands) the applicant is requesting.
18	CONGRESSIONAL REPRESENTATIVE: Enter the name of the Congressional Representative and Congressional District number in which the project is located. https://www.govtrack.us/congress/members
19	URBAN/RURAL: Select if the project is in an urban or rural area as defined by the grant Notice of Funding Opportunity.
20	AREAS OF PERSISTENT POVERTY: Select Yes or No if the project is located in an Area of Persistent Poverty as defined by the grant Notice of Funding Opportunity.
21	HISTORICALLY DISADVANTAGED COMMUNITY: Select Yes or No if the project is located in a Historically Disadvantaged Community as defined by the grant Notice of Funding Opportunity.
22	ENGAGEMENT & PARTNERSHIP: Briefly describe the history and future plans of Caltrans stakeholder engagement and partnership throughout the life of the project.
23	PRIMARY MODE(S): Select the primary mode(s) of the proposed project. Select up to 2 modes if needed.
24	SECONDARY MODE(S): Select any secondary project mode(s).
25	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.
26	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

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans District 4 Letter of Support Request Intake Form
 Rev 3.2024

No.	Instructions
26a	<p>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>GENERAL-PURPOSE CAPACITY: Enter Yes or No if the project is increasing general-purpose capacity on the state highway system, including auxiliary lanes and interchanges.</p>
27	<p>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.</p>
28	<p>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.</p>
29	<p>IMPROVE 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 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>
30	<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>

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans District 4 Letter of Support Request Intake Form
 Rev 3.2024

No.	Instructions
31	<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>
32	<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 project aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. Provide available data/exhibits.</p>
33	<p>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://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>
34	<p>ADDITIONAL CONSIDERATIONS/STORY TELLING: Provide other significant information to be considered in the evaluation process that is not covered in other sections, such as project benefits, challenges (risks, constraints, etc.), issue(s) the project is trying to solve, and how the project will resolve the issue(s).</p>
35	<p>DISTRICT SUPPORT: Select Yes or No if the District supports the project.</p>
36	<p>Reason for District Support or Not Support: Briefly provide the District reasoning for supporting or not supporting the project. Please reference CAPTI/state goals & priorities to support your reasoning.</p>
37	<p>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.</p>

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 4
P.O. BOX 23660, MS-1A | OAKLAND, CA 94623-0660
(510) 286-5900 | FAX (510) 286-6301 | TTY 711
www.dot.ca.gov



<Month> <Day>, 2024

<Name>
<Title>
<Address 1>
<Address 2>

Dear XX:

INSTRUCTIONS: Keep to ONE page only, if possible. Spell out all acronyms. Partner agency must sign before Director will sign letter. Delete this line.

Paragraph 1: The California Department of Transportation (Caltrans) District 4 supports the application of <Partner Agency> to <Program Agency>'s <Program Name and year> for the <Project/Program Name>. <Partner Agency> is requesting a total of <\$xx> million in grant funding and has committed <\$xx> in <funding source> as a match for the Project.

Paragraph 2: Briefly describe the project - purpose, need, scope; year of construction; why it will be significant for the Nation, a metropolitan area, a rural area, or a region; how it meets some of the program's merit criteria. Specifically mention how the project will be consistent with Caltrans' priorities of delivering transportation projects that promote multi-modalism and reduce vehicle-miles traveled, reduce greenhouse gas emissions and criteria air pollutants, and increase equity and access to historically disadvantaged and neglected communities.

Caltrans would like to thank <Program Agency> for taking the time to review and consider this Project.

Sincerely,

DINA A. EL-TAWANSY
District Director

Commented [BM1]: Letter format instructions to guide your QA/QC before sending to HQ for signing:
•Keep to one page, if possible
•Spell out the first instance of all acronyms (if the acronym is not used again, do not add in acronym)
•Do not use a subject line or a "Re:" line.
•Font is 12-point, Century Gothic. (11 is acceptable to fit page)
•Margins are 1 inch on the left, right, top and bottom.
•Body of the document is a Modified Block Style
•Use two spaces after a period.
•Round dollars to nearest whole million.
•Delete this comment, remove all yellow highlights, and do a spell check and an acronym check prior to submitting to HQ.
Thank you.

Provide a safe and reliable transportation network that serves all people and respects the environment