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

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

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| **III. District Contact Information**  |
| **34. Name (First, Last)\***        |
| **Title\***         | **Phone\***        |

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| **Required:** | * **Letter of Support Request Intake Form (this document)**
* **Letter of Support on Caltrans Letter Head (word document)**
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| **Optional:** | * **Project Factsheet (highly encouraged)**
* **Vicinity Map**
* **Other relevant documents**
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**Important Instructions**

­­Please use this worksheet to collaborate with external partners and compile the information prior to completing the submittal form via Smartsheet. Fields marked with an asterisk (\*) are required.

Districts **must** screen each letter of support request PRIOR to submitting the request via Smartsheet. Districts should only submit requests that are in alignment with Caltrans Goals and Policies and the Climate Action Plan for Transportation Infrastructure (CAPTI) Investment Framework.

Submit projects via [Smartsheet](https://app.smartsheet.com/b/form/7b6dd5503fa54418acb76d3d7c50d7ae) by January 13, 2023

**Nomination Intake Form Instructions**

| **No.** | **Instructions** |
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| **1** | **PROJECT NAME:** Enter the project name.  |
| **2** | **Requesting Agency Lead Applicant:** Please list the name of the agency that is submitting the RAISE Application as lead applicant  |
| **3** | **Requesting Agency Co-Applicant:** Please list the name(s) of the agency(ies) that is submitting the RAISE Application as the co-applicant(s) |
| **4** | **Implementing Agency:** Please list the name of the agency that would be implementing the project if the project is funded through RAISE |
| **5** | **Planning or Capital Grant:** Please list if the project is competing for the Planning or Capital RAISE pot of funding |
| **6** | **DISTRICT:** Enter the Caltrans district number as a 2-digit. |
| **7** | **COUNTY:** Enter the abbreviate form of the county (i.e. LA, SAC, etc.). If project is in multiple counties, enter all counties separated by forward slash (i.e. SJ/STA). Provide additional details in #13. |
| **8** | **ROUTE:** Enter the route number(s). Use commas to separate multiple routes (ex: “5,99”). For off-system, type “OFF.” Provide additional details, as needed, in #13.  |
| **9** | **Start PM:** Enter the begin post mile limits. Include prefix or suffix, if applicable. If project is on multiple routes, enter “MULTI” for PM and provide additional details of the locations in #14. |
| **10** | **End PM:** Enter the end post mile limits. Include prefix or suffix, if applicable. If project is on multiple routes, enter “MULTI” for PM and provide additional details of the locations in #14. |
| **11** | **Urban/Rural:** Enter if the project is in an urban or rural area according to RAISE 2023 criteria: <https://www.transportation.gov/RAISEgrants/urbanized-areas> |
| **12** | **Areas of Persistent Poverty or Historically Disadvantaged Communities:** Enter if your Project is located in an Area of Persistent Poverty or Historically Disadvantaged Communities, as defined by the RAISE 2023 criteria: <https://www.transportation.gov/RAISEgrants/raise-areas-persistent-poverty> |
| **12a** | **If yes, which?** Enter which area(s) the project falls within (Areas of Persistent Poverty and/or Historically Disadvantaged Communities |
| **13** | **Description of Area of Persistent Poverty or Historically Disadvantaged Community:** Clearly and explicitly describe the Project's direct benefits to Areas of Persistent Poverty |
| **14** | **LOCATION DESCRIPTION AND PROJECT DESCRIPTION:** Provide a brief description of the project location(s) and description of the proposed project. Include relevant information, as applicable (bike class and lengths, adding/converting lanes, if pricing managed lanes, etc.). Please spell out first instances of acronyms. Include multiple counties, routes, and PM limits, if necessary. |
| **15** | **Current Phase:** Enter the project’s current phase |
| **16** | **RAISE 2023 Requesting Phase(s):** Enter the project phase(s) the application is requesting RAISE to fund |
| **17** | **Total Project Cost (x$1000):** Enter the total project cost (across all phases) |
| **18** | **RAISE 2023 Request (x$1000):** Enter the grant amount that the applicant is requesting from RAISE |
| **19** | **Construction Start Date (mm/yy):** Enter the anticipated construction start date. Enter the year if that is the only known information |
| **20** | **List Congressional Representative(s) by name and District Number:** Enter the name of the Congressional Representative and Congressional District number in which the project is located. <https://www.govtrack.us/congress/members> |
| **21** | **List the history of Caltrans partnership and Caltrans stakeholder engagement with the project:** List the history of Caltrans partnership and stakeholder engagement throughout the life of the project |
| **22** | **PRIMARY MODE:** Select the primary mode(s) of the proposed project. Select up to 2 modes if needed.  |
| **23** | **SECONDARY MODE:** Select any secondary project mode(s). |
| **24** | **MODE SHIFT:** The purpose of this question is to identify the Project’s ability to facilitate mode shift. Caltrans is looking to support projects that provide viable, multimodal alternatives to motor 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 will build towards an integrated, statewide rail and transit network (i.e. transit lane) to provide seamless, affordable, multimodal travel options in all contexts. Describe how the project invests in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks, or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities. Provide available data/exhibits. |
| **25** | **REDUCE VMT:** The purpose of this question is to determine the Project’s VMT impacts. Caltrans is looking to support projects that do not significantly increase motor vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth (CAPTI page 17). In less congested rural areas, highway capacity expansion can be less likely to induce travel. Nevertheless, the benefits and drawbacks of widening roadways in this context must be weighed carefully. Describe how the project proposes to reduce VMT and include alternatives to highway capacity expansion, such as providing multimodal and non-motorized vehicles options in the corridor, employing pricing strategies, and using technology to optimize operations. Describe if the project considers alternatives to general purpose lane, HOV, and HOT lane additions that may potentially induce demand. Provide available data/exhibits. |
| **25a** | **Does the scope include increasing general-purpose capacity on the State Highway System?** Enter yes if the project is increases general-purpose capacity on the SHS, including auxiliary lanes and interchanges.  |
| **26** | **PUBLIC ENGAGEMENT:** The purpose of this question is to determine if a project adequately includes the needs of underrepresented groups through its public engagement process. Consideration is given to whether a project provided a diverse array of opportunities for members of underrepresented groups, contacted community leaders of underrepresented groups, provided engagement at the appropriate times of project development, adequately documents the public engagement process, ensured adequate resources were allocated to the public engagement process, and demonstrates that the project design or scope was changed to accommodate needs and perspectives provided by the public engagement process. Describe how the project includes or plans to include community-based public participation, including noticed meetings and consultation with local stakeholders, which culminated in the project proposal. Please describe the local participation process and events that occurred or planned; how involvement of disadvantaged community stakeholders resulted in the needs to mitigate disproportionate and adverse health, environmental, social, and economic impacts to minority populations and low-income populations; and if the project was requested and supported by the affected disadvantaged community. Provide available data/exhibits (event dates, approximate attendees), significant support/opposition to the project, major comments raised, and Caltrans’ response to those comments. |
| **27** | **BENEFITS TO DISADVANTAGED COMMUNITY (DAC):** The purpose of this question is to determine if the project provides benefits to a DAC. Caltrans seeks to support those projects which provide the greatest benefits that serve the most severely disadvantaged communities. Describe how the project proposes to advance equity and reduce or eliminate transportation burdens and/or barriers for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Describe how the project is expected to directly benefit disadvantaged, low-income communities; and if the project is expected to improve low-cost access to opportunity and/or reduce VMT and traffic volumes in that community. Provide available data/exhibits. |
| **28** | **SAFETY:** The purpose of this question is to identify how the project incorporates safety countermeasures to reduce fatalities and severe injuries of all users toward zero on our roadways. Caltrans seeks to support projects in alignment with the Safe Systems Approach, which involves anticipating human mistakes and designing & managing infrastructure to keep the risk of mistakes 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. |
| **29** | **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 l 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. |
| **30** | **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. |
| **31** | **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.  |
| **32** | **INFILL DEVELOPMENT:** The purpose of this question is to determine if the Project promotes infill development and land use patterns while protecting residents and businesses from displacement. Development will be considered infill if it lies within dark purple areas of the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at <https://opr.ca.gov/> and how the project provides opportunity for walking, biking, transit, and providing transportation options to support infill development. Describe how the project proposes to promote compact infill development and land use patterns while protecting residents and businesses from displacements, especially in disadvantaged communities.  |
| **33** | **ADDITIONAL CONSIDERATIONS/STORY TELLING:** Please provide other significant information you would like to be considered in the evaluation process that is not covered in other sections of the form, such as project benefits and/or challenges (risks, constraints, etc.), what is the issue(s) the project is trying to solve? How is the project fixing the issue(s)?  |
| **34** | **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. |