

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, OCTOBER 29, 2020
9:00 A.M. to 11:00 A.M.

COVID-19 SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE

Consistent with Executive Orders N-25-20 and N-29-20 issued by the Executive Department of the State of California and Contra Costa County’s Health Order No. HO-COVID19-16 dated June 2, 2020, meetings of the TRANSPAC Board and TAC will utilize phone and video conferencing as a precaution to protect staff, officials and the general public. The public is invited to participate by Zoom telephone or video conference via the methods below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/82172798603?pwd=QUlXV2lybTVtdW1mUTBld1lNaUdNUT09>

Password: 661099.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 821 7279 8603 and Password: 661099.

Public Comments: Public Comment may still be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

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- 1. Virtual Meeting Access Guidelines**
 - 2. Minutes of the September 24, 2020 Meeting**

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 5

Attachment: TAC minutes from the September 24, 2020 meeting

3. **TRANSPAC COMMITTEE APPOINTMENTS.** TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), Innovate 680 Technical Advisory Committee (TAC), and Technical Coordinating Committee (TCC). Due to a recent change in TRANSPAC TAC membership, there are now vacancies in these committees. 🌀 **Page 11**

ACTION RECOMMENDATION: Recommend TRANSPAC staff members to fill the committee vacancies for CBPAC, TCC and I-680 TAC.

Attachment: Staff Report

4. **PRESENTATION ON THE BAY AREA RAPID TRANSIT (BART) AB 2923 AND TRANSIT ORIENTED DEVELOPMENT (TOD) WORK PLAN.** BART's TOD Work Plan establishes BART's TOD Program priorities for the next 5-10 years and summarizes BART's approach for prioritizing all of its developable property, including BART owned properties in Contra Costa and parcels that are subject to Assembly Bill (AB) 2923. As a companion document to the "AB 2923 Technical Guide", the TOD Work Plan is intended to provide local jurisdictions clarity around when development of BART's AB 2923-eligible TOD sites is anticipated to occur as local jurisdictions embark on rezoning efforts to conform with AB 2923. BART staff will present information on their TOD work plan. (INFORMATION) 🌀 **Page 13**

Attachment: Staff Report

5. **COORDINATED PROJECT DELIVERY.** The TRANSPAC Board approved a strategy to pursue coordinated project delivery in the TRANSPAC subregion, including monitoring the current jointly implemented pavement rehabilitation project, creating a coordinated project delivery master agreement, and identifying a pilot project to implement under a coordinated contract. City of Clayton and Martinez staff will provide an update on the current jointly implemented pavement rehabilitation project. (INFORMATION)
6. **2021 TRANSPAC MEETING CALENDAR.** The TRANSPAC TAC is requested to review and comment on the proposed meeting schedule. (INFORMATION) 🌀 **Page 15**

Attachment: Staff Report

7. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting. (INFORMATION) 🌀 **Page 17**
8. **COMMITTEE UPDATES:**
 - a. Technical Coordinating Committee (TCC): The October 15, 2020 meeting was canceled. The next meeting is scheduled for November 19, 2020.

- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The September 28, 2020 meeting was canceled. The next meeting is scheduled for November 23, 2020.
- c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for November 16, 2020.

9. FUTURE AGENDA ITEMS:

The CCTA Calendar for October to December 2020, may be downloaded at: <https://ccta.primegov.com/Portal/viewer?id=5287&type=2>.

10. MEMBER COMMENTS

11. NEXT MEETING: NOVEMBER 19, 2020

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TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE:	September 24, 2020
MEMBERS PRESENT:	Abhishek Parikh, Concord; Eric Hu, Pleasant Hill; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Ruby Horta, County Connection, Lynne Filson, Clayton/Martinez; Scott Alman, Clayton/Martinez; Ricki Wells, BART
STAFF PRESENT:	Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk
GUESTS/PRESENTERS:	Timothy Haile, CCTA; Hisham Noemi, CCTA; Matt Kelly; CCTA; Ozzy Arce, Walnut Creek; Kirsten Riker, 511 Contra Costa
MINUTES PREPARED BY:	Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:04 A.M. Introductions followed.

2. Minutes of the August 27, 2020 Meeting.

The minutes of the August 27, 2020 meeting were approved by consensus.

3. REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES.

Matt Todd introduced the item. As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to begin reviewing the TRANSPAC agencies' local street and road pavement improvement projects as well as other capital improvement programs (CIPs) for coordination opportunities. Matt provided a summary of the working group discussion and a list of project types for potential coordination discussed at the TRANSPAC TAC Working Group and detailed in the staff report.

Lynne Filson commented that she agreed with the summary of projects and Working Group recommendations. Eric Hu commented to start with small projects and noted that the Master Agreement should be a long-term goal over the next two years and inclusive of a broad range of projects.

Scott commented that Matt's synopsis of the discussion is great, and he will forward the latest cooperative agreement once received back from the City Attorney.

Matt commented that the discussion summary and recommendations will be forwarded to the Board for review and comment.

4. E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP.

Tim Haile provided a brief overview of the eBuilder platform. He noted that CCTA pays for the licenses for eBuilder and participating cities will have unlimited access. Tim Haile noted that eBuilder helps to standardize best practices for project management, provides real-time access to project performance and budgets, streamlines project delivery, supports building efficient workflows, aids in improved collaboration, data sharing, and communication as well as increased access and utility. It is also a document control repository and can be used for meeting minutes, etc.

Tim noted that the goal is to streamline interfaces with CCTA partners and capture the entire lifecycle of a project. Tim Haile noted that CCTA has migrated the agency construction program into eBuilder.

Tim commented that CCTA would like to have one volunteer from each region, and still needed a volunteer representative from central county. He noted examples of what tasks could be migrated to eBuilder including the Growth Management Plan, Measure J projects, annual mid-year budget, QPSR, appropriations, and agreements. Tim noted that they will create a working group, create draft forms and the volunteer group will be able to provide input. Tim noted that the goal is to create processes and workflows collaboratively.

Scott Alman volunteered on behalf of Clayton and Martinez.

Tim noted that if a city has a Measure J project, each city will have access to a license and full features of the system.

Lynne Filson requested eBuilder training. Tim commented that CCTA will offer training at no cost to the local jurisdictions. Tim further noted that the goal is to offer classes once per month.

5. COVID-19 IMPACTS ON MEASURE J REVENUES – PROJECT EVALUATION AND ALLOCATION PLAN.

Hisham Noemi provided an overview of the Measure J Allocation Plan and methodology. The Allocation Plan will guide future Measure J appropriations by directing funds to projects that leverage the most state and federal money. Hisham noted that he would discuss the first step in the multi-step plan which is to put projects in priority order.

Hisham provided the background leading to the Allocation Plan. He noted that the CCTA Board adopted the 2019 Strategic Plan which reduced the revenue forecast by \$136 million compared to the 2016 plan. In anticipation of a slow-down in the economy CCTA deprogrammed \$96 million in project funding. Hisham noted despite the shut down between March and June,

revenues declined by 3.2%, far less than the 14% decline anticipated. Anticipated revenues were \$80.5 million but came in at \$93.5 million.

Resolution 20-09-P approved by CCTA Board in May 2020, suspended Measure J appropriations to capital projects and projects programmed in the 2019 Measure J Strategic Plan or included in the TLC/PBTF programming documents that need future Measure J appropriations. A total of 32 projects were impacted by \$43 million in unappropriated Measure J funds. All Measure J savings remain in a reserve to soften the impact of future revenue reductions.

In June 2020 the Allocation Plan Principles were approved which include prioritizing projects: that leverage state or federal funds that may be lost due to funding source timely use of funds requirements, where Measure J is required to match other funds, that are seeking construction funds, and that are a component of larger projects where the larger project would be at risk if Measure J funds were not allocated.

Hisham reviewed the scoring criteria and highlighted the current scores of central county projects. Hisham noted the next steps which include updating the revenue forecast, financial model, and developing the allocation plan/presenting fund exchange proposals in late 2020. Finally, appropriations will resume with updated prioritized lists in early 2021.

Eric Hu asked if the criteria will be used for future calls for projects. Hisham Noemi noted that once this list is funded the CCTA will consider future calls for projects. When there is a tie, the project that has more funding sources breaks the tie.

Hisham commented that CCTA will provide a letter of no prejudice for construction-ready projects so that they will be reimbursed at the time when Measure J funds become available in the priority order of the list.

Eric Hu asked if Hisham is aware of any other funding sources besides ATP and TDA that agencies could apply for that do not go through CCTA. Hisham noted SB-1 local partnership program and regional air quality district programs as well. Hisham noted that they will continue to update the funding table in the TCC list to identify those opportunities.

Eric asked if there has been any discussion with Caltrans to be more flexible in their approach to projects that do not yet have federal funds so that they are in a better position to become federalized at a later time in the project development process. Hisham commented that they have not spoken with Caltrans and that there is no change to their policy that he is aware of. Hisham noted that if they need help, they can try to talk to Caltrans.

Tim Haile commented that cities should prep projects for federal funds and future STIP funds. Tim Haile noted that since the inception of Measure J there has been a 30% decline in sales tax revenue.

6. PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE.

Matt Kelly provided an update of the GMP Implementation task force. Two major revisions were made based on GMP Taskforce feedback: as long as jurisdictions follow the CEQA process they will comply with VMT policy regardless of project outcome, and updating the “Regional Services Uses/Projects” definition to clarify that regional uses are generally those that attract trip lengths of 3+ miles.

Matt Kelly noted that they received a presentation from Caltrans that they are expanding the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TSIG) and Land Development and Intergovernmental Review (LDGIR) guidance to include safety.

Matt Kelly provided an overview of implementation guide revisions which include incorporating the following topics: regional roadways, regional bicycle and pedestrian work, regional transit, safety, equity, and climate change. He noted that action plans can include additional topics, and RTPC’s would continue to have the discretion to establish metrics, goals, and actions. Finally, Multi-Modal Transportation Service Objectives (MTSO) will change to RTO (Regional Transportation Objectives).

Modal topics include regional roadway network, regional bicycle and pedestrian network, and regional transit network. The updated implementation guide would mimic the current process for roadways of regional significance; RTPC’s would designate and map routes of regional significance for each of the three networks, routes of regional significance that span more than one subregion would be discussed and mutually agreed upon by the affected RTPCs. Each RTPC would establish area-wide goals and set appropriate RTOs, measurement methods, and supportive actions for each identified facility.

Non-modal topics include equity, safety, and climate change. Matt Kelly noted that these are not RTOs but overarching goals for each action plan.

Matt Kelly noted implications for CEQA analysis including that SB 743 replaces capacity and level of service analysis under CEQA on roadways with VMT analysis. None of the six Action Plan topics would need to be treated as CEQA topics or thresholds. Local jurisdictions would continue to comply with the GMP and Action Plans in exchange for receiving a return to source funds and access to other CCTA programs.

Matt Kelly commented that the draft guide is included in the packet. The next steps include GMTF member comments requested by October 2nd. On November 18th there will be a GMTF meeting to review the updated Implementation Guide. In December, RTPC’s will review the proposed changes. In January 2021, the CCTA Authority Planning Committee and Board will review the proposed changes and in the Winter 2021, the Technical Procedures update will be initiated and will include VMT technical guidance and the implementation guide update.

Matt Todd asked when the action plans will be updated. Matt Kelly commented sometime in the spring. Matt Todd commented that action plans often want to have items that can be measured. He further asked if there a risk that they will get absorbed into the other processes like local agency CEQA. Matt Kelly commented that it is the lead agency's prerogative what they include in their CEQA documents. Ultimately the action plans do go through the CEQA process through the Countywide Transportation Plan and it will get addressed there but on project-specific CEQA documents, just because it's in the action plan doesn't mean it needs to be in the CEQA document.

7. GRANT FUNDING OPPORTUNITIES.

Matt Todd asked if anyone is applying for the ATP program. Robert commented that there are 5 or 6 projects that they are applying for. Robert commented that there are no central county projects on the ATP list.

8. COMMITTEE UPDATES.

Kirsten Ryker presented information on the 511 Contra Costa E-Bike rebate program. Kirsten noted that the goal of the program is to raise awareness of e-Bikes as a mode of transportation. The program will begin October 1st and will provide Contra Costa and unincorporated area residents a rebate of \$150 or \$350 (depending on individual's income level) for the purchase of a qualifying class 1-3 e-Bike. Kirsten asked for assistance from the TAC to spread the word about the program.

9. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

10. MEMBER COMMENTS.

Matt Todd noted that due to the League of Cities Annual Conference, staff will reach out to the Board to select an alternate date. He further noted that he received an email from Colin Clarke (CCTA) at CCTA that bike related travel data is to be made available through a program that is related to the Strava mobile phone application. Matt Kelly indicated he could provide further information to TAC members to access the data.

Matt announced that this meeting will be the last for Eric Hu who accepted a new position with the City of Fremont. Matt and the committee thanked Eric Hu for his service to the TAC.

Eric Hu commented the Governor just passed a mandate banning the sale of new cars using gasoline by 2035.

Matt commented that Eric Hu had represented central county on the Vision Zero Workgroup. Eric also noted that he would leave a vacancy for TCC and that he was also attending the GMP Task Force.

11. ADJOURN / NEXT MEETING: The meeting adjourned at 10:53. The next regular meeting is scheduled October 29, 2020.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: October 29, 2020

Subject:	TRANSPAC CCTA COMMITTEE APPOINTMENTS
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA): <ul style="list-style-type: none">• Countywide Bicycle and Pedestrian Advisory Committee (CBPAC),• Innovate 680 Technical Advisory Committee (TAC), and• Technical Coordinating Committee (TCC). Due to a recent change in TRANSPAC TAC membership, there are now vacancies in these committees.
Recommendations	Recommend TRANSPAC staff members to fill the committee vacancies for CBPAC, TCC and I-680 TAC.

Background

Eric Hu previously served as the TRANSPAC TAC representative on behalf of the City of Pleasant Hill and on various CCTA committees including the CBPAC, Innovate 680 TAC, TCC, Vision Zero Working Group and the Growth Management Plan (GMP) Task Force. Upon transitioning employment effective October 1, 2020, Eric will no longer be serving as the staff representative. Appointment recommendations are requested from the TRANSPAC TAC to fill the committee vacancies.

Countywide Pedestrian Advisory Committee (CBPAC)

TRANSPAC is represented on the CCTA Countywide Pedestrian Advisory Committee (CBPAC) by one TRANSPAC staff representative (and alternate) and one citizen representative. At the February 13, 2020 TRANSPAC Board meeting, David German was appointed as the citizen representative through the December 31, 2021 term. At its regular meeting on March 12, 2020, the TRANSPAC Board appointed Scott Alman (Clayton) as the primary representative and Eric Hu to serve as the alternate to CBPAC for the remainder of the two-year term that expires on December 31, 2021. A TRANSPAC TAC appointment recommendation is needed to fill the vacancy of alternate for the CBPAC.

Innovate 680 Technical Advisory Committee (TAC)

TRANSPAC is represented on the Innovate 680 Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) by one Board representative (and alternate) and one staff representative (and alternate) from all the local agencies that the route is adjacent to or travels through. At its regular meeting on February 13, 2020 the TRANSPAC Board appointed Eric Hu as the staff representative and Mario Moreno as the alternate for the City of Pleasant Hill on

the Innovate 680 TAC. A TRANSPAC TAC appointment recommendation is needed to fill the vacancy of primary staff representative for the City of Pleasant Hill on the Innovate 680 TAC.

Technical Coordinating Committee (TCC)

TRANSPAC is represented on the CCTA Technical Coordinating Committee (TCC) by three staff representatives from the planning and engineering disciplines. At its regular meeting on April 11, 2019, the TRANSPAC Board appointed Eric Hu (Pleasant Hill), Abhishek Parikh (Concord) and Andy Smith (Walnut Creek) as the primary staff representatives and Scott Alman (Clayton) as the alternate to the TCC for the term ending March 31, 2021. It is also noted that through the TCC Committee, Eric Hu also participated in the Vision Zero Working Group and Growth Management Plan (GMP) Task Force. A TRANSPAC TAC appointment recommendation is needed to fill the vacancy of staff representative on the TCC, Vision Zero Working Group and GMP Task Force.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: October 29, 2020

Subject:	PRESENTATION ON THE BAY AREA RAPID TRANSIT (BART) AB2923 AND TRANSIT ORIENTED DEVELOPMENT (TOD) WORK PLAN
Summary of Issues	BART's TOD Work Plan establishes BART's TOD Program priorities for the next 5-10 years and summarizes BART's approach for prioritizing all of its developable property, including BART owned properties in Contra Costa and parcels that are subject to Assembly Bill (AB) 2923. As a companion document to the "AB 2923 Technical Guide", the TOD Work Plan is intended to provide local jurisdictions clarity around when development of BART's AB 2923-eligible TOD sites is anticipated to occur as local jurisdictions embark on rezoning efforts to conform with AB 2923. BART staff will present information on their TOD work plan.
Recommendations	None – for information only
Financial Implications	No TRANSAC financial implications

Background

On September 30, 2018, Governor Brown signed AB 2923, state legislation that affects zoning requirements on existing BART-owned property within ½ mile of stations in Contra Costa, as well as Alameda and San Francisco Counties. AB 2923 includes two core components:

TOD Standards: TOD zoning standards must be set for developable BART-owned properties within ½ mile of stations in the counties of Alameda, Contra Costa and San Francisco by July 1, 2020. The standards must meet or exceed certain defined thresholds. Cities and counties have until July 1, 2022 to rezone BART's property to align or exceed adopted standards.

Development Streamlining: Developers in an exclusive negotiating agreement with BART to develop its property may apply for expedited approval from local cities and counties, as articulated in Senate Bill 35 (2017, Weiner), if:

- the project is at least 50% residential;
- a minimum of 20% of proposed housing is affordable to low- or very low- income households;
- the height is within one story of the tallest approved height within a ½ mile; and
- the construction plan meets required labor standards described in the bill.

BART has noted they did not initiate, sponsor, or author AB 2923. With the approval of AB 2923, the BART Board approved an implementation approach in January 2019.

Since then, BART has been working to confirm the current zoning on its property and has met with affected local jurisdictions to discuss potential paths forward for AB 2923 implementation. BART has released an AB2923 Technical Guide and a TOD Work Plan this summer. The AB2923 Technical Guide is to guide local jurisdictions on reviewing and amending local zoning ordinances. The TOD Work Plan is articulate BART's approach to prioritizing development on its property.

BART is anticipated to conduct outreach with local jurisdictions in the next year. BART will also be fulfilling additional bill requirements, such as a parking replacement strategy, an anti-displacement strategy, and reporting back to the State of California Housing and Community Development department on its progress towards development.

Additional information is available at:

<https://www.bart.gov/about/business/tod/ab2923>

TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: October 29, 2020

Subject:	2021 TRANSPAC MEETING CALENDAR
Summary of Issues	The TRANSPAC TAC is requested to review and comment on the proposed meeting schedule for the upcoming year.
Recommendations	None - For information only
Attachment(s)	A. Draft 2021 Meeting Schedule

TRANSPAC Transportation Partnership and Cooperation

2021 MEETING SCHEDULE

(updated October 29, 2020)

In light of the COVID-19 pandemic, TRANSPAC will conduct all meetings via telephone/video conference.

TRANSPAC Meetings

Regular meetings are on second Thursday of every month or as notified. Other meetings as scheduled.

January (No meeting)
February 11
March 11
April 8
May 13
June 10

July 8
August (No meeting)
September 9
October 14
November 11
December 9

TAC Meetings

Regular meetings are on the last Thursday of every month or as notified.

January 28
February 25
March 25
April 29
May 27
June 24

July (No Meeting)
August 26
September 30
October 28
November 18 *
December (No meeting)

* 3rd Thursday of the Month

CCTA Local Agency Funding Opportunities Summary – 10/11/2020

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
<p>Highway Safety Improvement Program (HSIP) Cycle 10</p>	<p>F</p>	<p>Updated: November 2, 2020 by midnight</p>	<p>The total funds available for HSIP Cycle 10 is estimated at approximately \$220 million. There are two application categories in HSIP Cycle 10: 1) Benefit Cost Ratio (BCR); and 2) Funding Set-asides (SA). There are four (4) SA: 1) Guardrail Upgrades; 2) Pedestrian Crossing Enhancements; 3) Installing Edge lines; and 4) SA for Tribes. For Funding SA applications, BCR calculation is not required. For a BCR application, the minimum BCR to be submitted is 3.5. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now</p>
<p>Pavement Management Technical Assistance Program (P-TAP) Cycle 22</p>	<p>F</p>	<p>November 16, 2020 by 4 pm</p>	<p>P-TAP provides Bay Area jurisdictions with expertise in implementing and maintaining a pavement management program, primarily the MTC StreetSaver® software. MTC has programmed approximately \$26 million in regional Surface Transportation Program (STP) funds during the last twenty-one rounds of PTAP.</p> <p>Approximately \$1.5 million is available for Round 22. The minimum grant amount awarded will be \$15,000 and the maximum grant amount is \$100,000. MTC will notify grant finalists in January 2021. All eligible Bay Area cities and counties are encouraged to apply and to participate in a webinar for the P-TAP 22 Call for Projects on Thursday, October 22, 2020 at 10 a.m.</p> <p>http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/p-tap/p-tap</p>

Short-Line Railroad Improvement Program (SLRIP)	S	December 1, 2020	<p>A one-time appropriation of \$7.2 million will be available to the SLRIP. The CTC intends to program the \$7.2 million, in FYs 2020-21 and 2021-22. The primary objective of the SLRIP is to fund infrastructure improvement projects that will enable Class III/short-line railroads to meet critical freight volume thresholds. The projects to be funded under this program are intended to allow for Class III Rail to become more compatible in supporting modern rail freight traffic and the communities and industries they serve throughout California. All projects nominated for the SLRIP must be consistent with the goals of the 2018 California State Rail Plan with regards to SLRIP.</p> <p>Applications need to be nominated by Caltrans or MTC by October 16, 2020.</p> <p>https://catc.ca.gov/programs/short-line-railroad-improvement-program</p>
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