

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, NOVEMBER 19, 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/85668442596?pwd=dFRXRk8xdDJWeE9VUmlDV3hPNFppUT09>

Password: 150372.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 856 6844 2596 and Password: 150372.

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.

1. Virtual Meeting Access Guidelines

2. Minutes of the October 29, 2020 Meeting

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 5

Attachment: TAC minutes from the October 29, 2020 meeting

Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
1211 Newell Avenue, Suite 200, Walnut Creek 94596
(925) 937-0980

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 9**

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

Attachment: Staff Report

4. **REVIEW DRAFT CCTA COUNTYWIDE VISION ZERO FRAMEWORK.** Contra Costa Transportation Authority (CCTA) staff and its consultant will provide a presentation on CCTA's Draft Vision Zero Framework. The Vision Zero Framework is intended to assist jurisdictions in achieving zero transportation-related fatalities and severe injuries. Additional information will be available at the meeting. 🌀 **Page 11**

Attachment: Staff Report

5. **COORDINATED PROJECT DELIVERY.** The TRANSPAC Board approved a strategy 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. This is a standing item to allow for updates on tasks related to this effort. (INFORMATION)
6. **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 15**
7. **COMMITTEE UPDATES:**
 - a. Technical Coordinating Committee (TCC): The next meeting is scheduled for November 19, 2020.
 - b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The next meeting is scheduled for November 23, 2020.
 - c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for November 16, 2020.

8. 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>.

9. MEMBER COMMENTS

10. NEXT MEETING: JANUARY 28, 2021

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TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE: October 29, 2020

MEMBERS PRESENT: Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Ruby Horta (County Connection), Scott Alman, Clayton/Martinez; Ricki Wells, BART

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: Kamala Parks, BART, Nicole Franklin, BART; Kirsten Riker, 511 Contra Costa

MINUTES PREPARED BY: Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:03 A.M. Introductions followed.

2. Minutes of the September 24, 2020 Meeting.

The minutes of the September 24, 2020 meeting were approved by consensus.

3. TRANSPAC COMMITTEE APPOINTMENTS.

Item deferred to the November 19, 2020 TAC meeting.

4. COORDINATED PROJECT DELIVERY.

This item was moved forward to accommodate the presenter.

Scott Alman noted a concern regarding Project Labor Agreements (PLA). Three cities have project labor agreements with differing thresholds and the City of Clayton does not have a PLA. After discussions with the City Attorney no major concerns were raised. The legal review did cause some delay. Scott noted that the project is about to go out to BID. The build is expected to commence in the Spring.

Matt asked if Scott could share the agreement once completed. Scott commented that he will share the agreement now that the PLA issue is resolved.

5. PRESENTATION ON THE BAY AREA RAPID TRANSIT (BART) AB 2923 AND TRANSIT ORIENTED DEVELOPMENT (TOD) WORK PLAN.

Kamala Parks presented on the AB 2923 TOD Work Plan. Kamala commented that it was adopted as a State law on September 30, 2018. It requires TOD development zoning on most of BART properties, due to housing and environmental crisis. The bill impacted BART owned land in San Francisco, Alameda and Contra Costa, that elect BART representation on the Board. The land must be within ½ mile of a BART station entrance. Parcels must contain at least 75 percent of their total land area within the half-mile radius. It must be its own parcel or contiguous parcels of ¼ acre in size and be developable.

BART had previously developed TOD guidelines in 2017. AB2923 drew from those guidelines and established a Floor Area Ratio (FAR). The zoning guidelines require 75 dwelling units per acre for residential building, and allow for 5 stories, allow a FAR of 3.0 (which is calculated by the number of stories multiplied by .6), allow shared and unbundled parking with no minimum requirement, vehicle parking must allow 1.0 spaces per unit maximum, office vehicle parking must allow 2.5 spaces per 1,000 square feet maximum, residential bike parking should allow 1.0 secure space per unit.

The AB 2923 Technical Guide was a voluntary effort aimed at guiding local jurisdictions in reviewing and amending local zoning ordinances such as allowable residential density, building height, FAR as well as vehicle and bicycle parking. Materials are available at www.bart.gov/AB2923. The draft Technical Guide to Zoning for AB 2923 Conformance was created on June 24, 2020. Comments were received from 20 people and the document will be finalized in December 2020. The final will not differ much from the draft document.

The Technical Guide clarifies the authority that state law provides to BART. Where there is no interpretation, BART will defer to local definitions on topics such as building height (feet vs stories), definition of units per acre and FAR definition.

Local jurisdictions need to comply with AB 2923 by July 1, 2022 and BART will make conformance determinations and will cross-check if/when a developer makes a proposal.

Kamala noted three Key Chapters that would be helpful to review which include: Chapter 3: Residential Density, Chapter 4: building Height, Chapter 5: FAR, Chapter 6: Parking and Chapter 7: General Zoning and Conformance.

BART also developed station area fact sheets which mapped all the AB 2923 eligible parcels of BART owned land as well as what would be included in the TOD Development Plan.

Nicole Franklin provided an overview of the TOD Work Plan. The TOD Work Plan functions as a Business Plan for BARTS TOD Program. It provides a progress update on TOD performance goals for 2025-2040, sets TOD program priorities for the next ten years, describes the BART process for advancing TOD on its land, outlines the evaluation process for prioritizing TOD sites,

identifies barriers, opportunities and needs, and forecasts potential TOD work plan outcomes and benefits.

The BART Board approved AB 2923 development principles which include prioritizing projects that cost effectively implement TOD projects, partner with local jurisdictions and communities to deliver regionally impactful TOD projects, develop TOD projects that balance local design requirements with best practices in design, access and scale, and encourage sustainable mobility for residents, workers, visitors and BART customers.

Nicole reviewed the evaluation process that BART uses to prioritize TOD sites. The prioritized stations for development are based on market feasibility for TOD, local support, and infrastructure needs. Nicole noted that future TOD planning related work includes working with local jurisdictions to establish an anti-displacement strategy, job attraction strategy and assess regional housing needs

Kamala reviewed critical milestones going forward which include creating a model zoning and conformance checklist in December 2020, parking replacement framework in Spring 2021, future stakeholder and community engagement in late 2020, anti-displacement strategy in Spring 2021, Bi-annual report to State's Department of Housing and Community development in Fall 2020, and local jurisdiction conformance by July 1, 2022. Kamala noted that the Public draft of the TOD Work Plan has been released and comments are due on December 15. Engagement and outreach focused on communities of concern will commence in the winter.

Kamala further commented that she would like to solicit suggestions from the TAC for community outreach including upcoming local events or efforts, engaging communities of concern and language needs.

Andy Smith asked if they heard anything from the developer regarding Phase 3 of the Walnut Creek Bart project and whether they plan to conform to the new rules. Nicole noted that they have an approved development agreement in place. If an agreement is in place, they will move forward with that development based on what was approved.

Robert Sarmiento asked they have coordinated with County staff at the Pleasant Hill site. Kamala commented that she has worked with Maureen Toms.

Matt asked who they are working with for the City of Concord. Kamala noted Joan Ryan and commented that a developer has been selected but the project is on hold pending the development at the Naval Weapons Station. Abhishek commented that he would reach out and provide the appropriate contact in the planning department to clarify the status of the projects. Abhishek also suggested Monument Impact as a stakeholder and commented that he would provide a few other contacts for potential outreach.

Kamala asked the group if there are any outreach opportunities currently. Kirsten Riker commented that she could provide a list of contacts and would let them know of any events.

6. 2021 TRANSPAC MEETING CALENDAR.

There were no comments from the TAC.

7. GRANT FUNDING OPPORTUNITIES.

There were no comments from the TAC.

8. COMMITTEE UPDATES.

There were no comments from the TAC.

9. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

10. MEMBER COMMENTS.

Andy smith asked for a description of the committees. Tiffany commented that she would forward the committee descriptions to the group.

Matt asked Kirsten Riker to provide an update on the 511 Contra Costa eBike program. Kirsten noted that as of last week one rebate was approved for Clayton and Martinez and 3 each for Concord, Pleasant Hill, and Walnut Creek.

Ruby Horta commented that County Connection is going through a public process to potentially reduce service. Financial scenarios were presented to the Board last month to reduce expenditures by 3, 5 or 7 million dollars. A town hall will be conducted in December to discuss the proposals. A regional set of meetings will be held in January going route by route to discuss the impact in each service area. The final recommendation will go to the Board in March for implementation in summer to late 2021. Matt asked what the ridership is today relative to pre COVID. Ruby commented that weekday ridership is down 65% and weekend is down by 45%.

Ruby further commented that the are piloting a Clipper Card reduced fare program for low-income adults and youth. The public hearing will be held in November and implementation is slated for January 1st.

11. ADJOURN / NEXT MEETING: The meeting adjourned at 10:04. The next regular meeting is scheduled November 19, 2020.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: November 19, 2020

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

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. The purpose of the CBPAC is to advise the Authority on bicycle and pedestrian issues and to help the CCTA carry out its responsibilities as a sales tax and congestion management agency. The CBPAC responsibilities include overseeing updates to the countywide bicycle and pedestrian Plan and other CCTA policy documents as well as helping to implement the policies, to review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs, to address other bicycle or pedestrian issues facing the CCTA, Contra Costa and the region. The committee is expected to meet 5-6 times a year.

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. The committee is expected to meet at least quarterly to assess progress and provide input on the various projects that make up Innovate 680. 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. The TCC provides advice on technical matters that may come before the CCTA. Members also act as the primary technical liaison between the CCTA and the RTPCs. The TCC reviews and comments on items including project design, scope and schedule; provides advice on development of priority transportation improvement lists for submittal to the MTC for projects proposed under certain federal transportation acts; reviews and comments on the Strategic Plan of the CCTA; reviews and comments on the CCTA Congestion Management Program; reviews RTPC Action Plans and the Countywide Transportation Plan; and reviews and comments on the CCTA Growth Management Plan Implementation Documents. The TCC may also form subcommittees for specific issues and is anticipated to meet about 10 times a year.

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: November 19, 2020

Subject:	REVIEW DRAFT CCTA COUNTYWIDE VISION ZERO FRAMEWORK
Summary of Issues	Contra Costa Transportation Authority (CCTA) staff and its consultant will provide a presentation on CCTA’s Draft Countywide Vision Zero Framework. The Vision Zero Framework is intended to assist jurisdictions in achieving zero transportation-related fatalities and severe injuries. TRANSPAC TAC members are invited to provide feedback, including suggesting edits to the How-To Guide for jurisdictions (to the online version of the draft report). Additional information will be available at the meeting.
Recommendations	Receive information and consider identifying a volunteer to represent the TRANSPAC subregion from the CCTA CBPAC on the Vision Zero Working Group.
Attachments	Core Elements for Vision Zero

Background

The Fiscal Year (FY) 2019-20 Contra Costa Transportation Authority (CCTA) Work Plan included three priority tasks to implement the 2018 Countywide Bicycle & Pedestrian Plan (CBPP), one of which is the development of a Contra Costa Vision Zero Framework and Systemic Safety Approach. The project goals include:

- Advocate Vision Zero as standard practice
- Collect & analyze traffic safety data
- Develop “How To” guide for local jurisdictions
 - Highlights best practices for each Core Element
 - Indicates role of CCTA & local jurisdictions
 - Summarizes data analysis and resources developed to-date
 - Refers to external resources to stay up-to-date

Project information, including copies of the Draft “How-To-Guide” and past VZWG Meeting Materials can be found at this [link](#). The final countywide framework is scheduled to be published by April 2021.

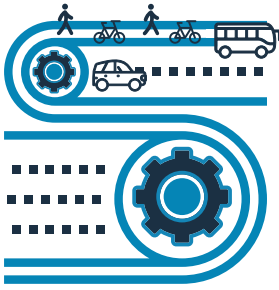
CCTA has requested this item be presented to the TRANSPAC Board in March 2021 to allow for CCTA to collect and incorporate comments received on this draft.

Vision Zero Working Group

The scope for this task includes meetings of the CCTA Countywide Vision Zero Working Group (VZWG) to advise staff and consultants' work on the project.

The VZWG includes four volunteers from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from each of the four Contra Costa Regional Transportation Planning Committees' (RTPC) sub-regions. The VZWG also includes four volunteers from CCTA's Technical Coordinating Committee (TCC), one TCC volunteer from each of the four RTPC sub-regions. Smadar Boardman (Walnut Creek) is serving in this position for TRANSPAC. The other members include a representative from Contra Costa County as well as transportation safety research and advocacy organizations.

The fourth VZWG meeting is anticipated to be held in early 2021.



CORE ELEMENTS

FOR VISION ZERO COMMUNITIES

INTRODUCTION

Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

The Vision Zero Network and Institute of Transportation Engineers have partnered to develop a set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.

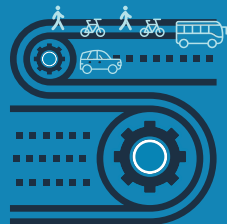
TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevent **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
Saving lives is **NOT EXPENSIVE**



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

Leadership and Commitment

1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

Safe Roadways and Safe Speeds

5. Complete Streets for All. Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-driven Approach, Transparency, and Accountability

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

8. Proactive, Systemic Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

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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