



SAN JOAQUIN REGIONAL RAIL COMMISSION REGULAR BOARD MEETING

Friday, December 1, 2023 – 8:00 am

Robert J. Cabral Station
South Hall Meeting Room
949 East Channel Street
Stockton, CA 95202

Conference Call Locations 📞

1651 Venice Circle
Stockton, CA 95206

Scott Haggerty Heritage
House
4501 Pleasanton Ave.
Pleasanton, CA 94566

1719 Monte Diablo
Avenue
Stockton, CA 95203

Call-In Information: **+1 (332) 249-0500** Phone Conference ID: **952-440-794#**
Microsoft Teams Link: [Click here to join the meeting](#)

Members of the public may attend the meeting at the above address, or may observe the meeting by dialing **+1 (332) 249-0500** with Phone Conference ID: **952-440-794#** or log-in using a computer, tablet or smartphone on Microsoft Teams using link: [Click here to join the meeting](#)

Persons wishing to address the Commission on any item of interest to the public regarding rail shall state their names and address and make their presentation. The Commission cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Commissioners after distribution of the agenda packet are available for the public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at <https://www.sjrcc.com/events/> subject to staff's ability to post the documents prior to the meeting. If a member of the public wishes to make a public comment:

1. Submit written comments to SJRRC staff via email at publiccommentssjrcc@acerail.com, in which staff will read the comment aloud during the public comment period.
2. Complete a Request to Speak form (available at the entrance to the Board Room) and give it to the SJRRC Secretary before the Item is considered by the Board.
3. Join from the Microsoft Teams meeting link and notify SJRRC staff by alerting them via the "Raise hand" or "Chat" function; call **+1 (332)-249-0500**, enter Phone Conference ID: **952-440-794#**, dial ***5** to raise your hand when you wish to speak, and dial ***6** to unmute when you

are requested to speak. Please note that if participating using Microsoft Teams, all members of the public will be placed on mute until such times allow for public comments to be made.

Public comments should be limited to five (5) minutes per comment.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission (SJRRRC) staff, at (209) 944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Commission are conducted in English. Anyone wishing to address the SJRRRC Board is advised to have an interpreter or to contact SJRRRC during regular business hours at least 48 hours prior to the time of the meeting so that SJRRRC can provide an interpreter. Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available upon request in both English and Spanish for public inspection at the Office of the Executive Director located at 949 East Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda is available on the San Joaquin Regional Rail Commission website: www.sjrrc.com.

1. Call to Order, Pledge of Allegiance, Roll Call

Chair Zuber

Roll Call: Hernandez, Mei, Craig, Nuño, Villapudua, Warmsley, Vice Chair Young, Chair Zuber

Ex- Officios: Nguyen, Clifford, Agar, Zwahlen

2. Public Comment

Persons wishing to address the Commission on any item of interest to the public regarding rail shall state their names and addresses and make their presentation. Please limit presentations to five minutes. The Commission cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Directors after distribution of the agenda packet are available for the public inspection in the Commission Office at 949 E. Channel Street during normal business hours. These documents are also available on the San Joaquin Regional Rail Commission website at <https://www.sjrrc.com/events/> subject to staff's ability to post the documents prior to the meeting.

3. Consent Calendar

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|-----|--|--------------------|
| 3.1 | Minutes of SJRRRC Board Meeting November 3, 2023
(Regular and Special Voting Members) | ACTION |
| 3.2 | Rail Commission/ACE Monthly Expenditure | INFORMATION |
| 3.3 | ACE Monthly Fare Revenue | INFORMATION |
| 3.4 | ACE Ridership | INFORMATION |
| 3.5 | ACE On-Time Performance | INFORMATION |
| 3.6 | Washington Update | INFORMATION |

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|------|--|--------------------|
| 3.7 | Monthly Report on Silicon Valley and Tri-Valley Outreach Activities | INFORMATION |
| 3.8 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2024 ACE Service Holidays
(Regular and Special Voting Members) | ACTION |
| 3.9 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Tenth Amended and Restated Cooperative Agreement with Peninsula Corridor Joint Powers Board and Authorizing the Executive Director to Execute the Agreement
(Regular and Special Voting Members) | ACTION |
| 3.10 | <p>a. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:</p> <ul style="list-style-type: none"> 1) SJRRC-R2-18/19-35 2) SJRRC-R3-18/19-36 <p>(Regular and Special Voting Members)</p> <p>b. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:</p> <ul style="list-style-type: none"> 1) SJRRC-R1-18/19-34 2) SJRRC-R-21/22-9 3) SJRRC-R-21/22-10 4) SJRRC-R-21/22-11 <p>(Regular Voting Members Only)</p> | ACTION |
| 3.11 | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Negotiate and Execute Any and All Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for the United States Department of Transportation (USDOT)'s Better Utilizing Investments to Leverage Development (BUILD) Grant for the Stockton Diamond Project
(Regular Voting Members Only) | ACTION |

- | | | |
|-----|--|--------------------------------|
| 4. | Lodi Energy Center Hydrogen Project Presentation by Northern California Power Association (NCPA)
(Executive Director Randy Howard, Andrew Keys, Interim Lodi City Manager; Jeff Berkheimer, Lodi Electric Utility Director; and Charlie Swimley, Lodi Public Works Director) | INFORMATION |
| 5. | Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving a Memorandum of Understanding (MOU) with the City of Union City Regarding the Process, Roles, and Responsibilities for Union City Intermodal Station Phase 3/Intercity Rail Station and Authorizing the Executive Director to Execute All Documents Related to the Project
(Dan Leavitt) (Regular and Special Voting Members) | ACTION |
| 6. | Approve a Resolution of the Governing Board of the San Joaquin Regional Rail Commission Approving the 2024 San Joaquin One Voice® Application for the North Lathrop Transfer Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Application
(Momoko Tamaoki) (Regular Voting Members Only) | ACTION |
| 7. | The Rail Academy of Central California (TRACC) Update and Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Reallocation of Funds to the First Year TRACC Operating Expenses
(Tamika Smith/Paul Estabrook) | INFORMATION/
ACTION |
| 8. | Near-Zero Emission Locomotive Program Update
(Brian Schmidt) | INFORMATION |
| 9. | ACE On-Time Performance (OTP) Update
(Nathan Alastra) | INFORMATION |
| 10. | Marketing Program Update
(David Lipari/Marques Cook) | INFORMATION |
| 11. | SJRRC/ACE Operating Budget Update
(Nick Perez) | INFORMATION |
| 12. | Board Member Comments | |
| 13. | Ex-Officio Comments | |
| 14. | Executive Director's Report | |
| 15. | Adjournment
The next regular meeting is scheduled for:
January 5, 2024 – 8:00 am | |

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of December 1, 2023

Item 3.1

ACTION

Minutes of SJRRC November 3, 2023 Board Meeting

The regular meeting of the San Joaquin Regional Rail Commission (Rail Commission) was held at 8:00 am on November 3, 2023. Commission Members attended this meeting via teleconference, videoconference, or in person.

1. Call to Order, Pledge of Allegiance, Roll Call

Chair Zuber called the meeting to order at 8:02 am.

Chair Zuber led the audience in the Pledge of Allegiance.

Commission Members Present: Hernandez, Mei, Craig, Nuño, Vice Chair Young, Chair Zuber

Commission Members Absent: Villapudua, Warmsley

Ex-Officio Members Present: Mr. Baxter, Mr. Dial, Ms. Zwahlen

2. Public Comments

There were no public comments.

3. Consent Calendar

3.1 Approve Minutes of October 6, 2023 Board Meeting
(Regular and Special Voting Members)

3.2 Rail Commission/ACE Monthly Expenditure

3.3 ACE Monthly Fare Revenue

3.4 ACE Ridership

3.5 ACE On-Time Performance

3.6 Washington Update

3.7 Monthly Report on Silicon Valley and Tri-Valley Outreach
Activities

3.8 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing and Approving Either of the Following Individuals to Make, Execute, Endorse , and Deliver in the Name of and on Behalf of the Executive Director, But Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of

**ACTION
INFORMATION
INFORMATION
INFORMATION
INFORMATION
INFORMATION**

ACTION

Whatever Nature that the Executive Director is authorized to Enter Into on Behalf of the Rail Commission:

- A) Director of Administration, EEO
 - B) Director of Rail Services, DBELO
- (Regular and Special Voting Members)

- 3.9 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Seventh Amendment of the Altamont Pass Trackage Rights Agreement with Union Pacific Railroad extending the term of the Agreement from December 31, 2023 to December 31, 2028, and Amendment Upon Legal Counsel Review and Approval (Regular and Special Voting Members)

ACTION

There were no comments on the Consent Calendar.

M/S/C (Young/Nuño) to approve Items 3.1-3.9 of the Consent Calendar. Passed and Adopted by the San Joaquin Regional Rail Commission on November 3, 2023, by the following vote to wit:

AYES: 4 Hernandez, Nuño, Vice Chair Young, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 4 Mei, Craig, Villapudua, Warmesley

4. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Submit a Request for \$28,950,000 in Senate Bill (SB) 125 Funding from the San Joaquin Council of Governments (SJCOG) including \$19,950,000 for Operating Funding for Existing ACE Service and \$9,000,000 for the Cabral Station Annex and to Submit a Request for \$8,550,000 in SB 125 Funding from the Metropolitan Transportation Commission (MTC) for Operating Funding for Existing ACE Service (Regular and Special Voting Members)**

ACTION

Ms. Stacey Mortensen gave a presentation on this item.

Mr. Michael Barnbaum inquired about bridge funding for capital and operation improvements for the San Joaquins and ACE services.

Ms. Mortensen responded as part of the Valley Rail Program, a lot of the San Joaquins and ACE services are tied together in the Central Valley to the Natomas area and some of the requests do assist with the improvements of the San Joaquins services.

M/S/C (Young/Nuño) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving Authorizing the Executive Director to Submit a Request for \$28,950,000 in Senate Bill (SB) 125 Funding from the San Joaquin Council of Governments (SJCOG) including \$19,950,000 for Operating Funding for Existing ACE Service and \$9,000,000 for the Cabral Station Annex and to Submit a Request for \$8,550,000 in SB 125 Funding from

**the Metropolitan Transportation Commission (MTC) for Operating Funding for Existing Ace Service
Passed and Adopted by the San Joaquin Regional Rail Commission on November 3, 2023, by the following vote to wit:**

AYES: 6 Hernandez, Mei, Craig, Nuño, Vice Chair
Young, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 2 Villapudua, Warmsley

5. **Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding Resolution No. 23/24 – 3 and Resolution No. 23/24 – 9 and Approving a Resolution Authorizing the Amended Special Train(s) Service Schedule**
(Regular and Special Voting Members)

ACTION

Mr. Nathan Alastra gave a presentation on this item.

Commissioner Craig commented on her family attending these events in the past and inquired about how it could be advertised as she had not seen it advertised in her area.

Mr. David Lipari explained that marketing for the Special Trains has taken place on social media, active advertising which does include Lodi and has included talks with the Lodi News Sentinel to utilize their digital products and local chapters of 49ers fan groups.

Chair Zuber commented that the biggest obstacle is that people are programmed into how they are going to attend the football games, and utilizing the special trains requires reprogramming a whole approach, as that is the conversation that he has had. It is new, and is going to take some time, but he believes that it is going to work.

Commissioner Mei commented having been to the Convention Center recently, that when it comes to mass events that while she is sorry that some people will be working Christmas Day, it will help with the traffic. Commissioner Mei mentioned how this would be an appealing addition for people versus sitting in traffic.

Mr. Barnbaum commented that on the day of the Ed Sheeran concert, Sacramento State played at Stanford, and there were people riding roundtrip to that game as well. It was pure coincidence that both events happened on the same day, and it allowed people to take a train back from San Jose versus having to stay overnight just to attend the event.

M/S/C (Craig/Mei) to Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding Resolution No. 23/24 – 3 and Resolution No. 23/24 – 9 and Approving a Resolution Authorizing the Amended Special Train(s) Service Schedule

Passed and Adopted by the San Joaquin Regional Rail Commission on November 3, 2023, by the following vote to wit:

AYES: 6 Hernandez, Mei, Craig, Nuño, Vice Chair Young, Chair Zuber
NOES: 0
ABSTAIN: 0
ABSENT: 2 Villapudua, Warmsley

6. Midtown Event Recap

INFORMATION

Mr. Michael Hanebutt gave a presentation on this item.

Chair Zuber commented that it was an interesting event and he was amazed that all the speakers were able to stay on task and within their time limit. Chair Zuber commented that at a Valley Link meeting, someone in the audience made a point about not requiring parking around stations because in Europe they don't have parking lots and passengers must get there a different way. Chair Zuber stated that while this station will not have a parking lot, it will require riders to figure out how to get there which will be interesting to see how the station will fit within the community as the community is ready for a train station.

Commissioner Craig commented on the bike lane and how the cars are now being parked.

Chair Zuber commented how it felt like one was parking in the street due to how the new street parking is set up.

Ms. Mortensen thanked Mr. Hanebutt for his efforts at the event.

Mr. Hanebutt thanked the City of Sacramento staff, KP Public Affairs and AIM Consulting as they helped quite a bit and helped get the message out.

Mr. Barnbaum apologized that he did not know about the event and that if he had he would have attended. Mr. Barnbaum commented on Chair Zuber's comment regarding how the downtown station is not going to have parking, and the fact that people are going to have to figure out how to get there if they are beginning or ending their trip at Midtown Station. Mr. Barnbaum shared how there are several means within the public transportation system that can assist riders to the new Midtown Station location.

Mr. Vaughn Wolffe commented on station parking and about people in other countries walking or biking. and cautioned on how station parking is planned.

7. Board Member Comments

There were no comments.

8. Ex-Officios Comments

Mr. Ken Baxter with SJRTD commented on Chair Zuber's comments about the Midtown Station and how he hoped there is a bus stop there and he gave his kudos to the Rail Commission for everything that the Rail Commission are doing in Sacramento. Mr. Baxter commented on Jenny Kenoyer, the last 20 years of Mr. Baxter's career he attended board meetings including in Stanislaus, and he can recall many nights working with Jenny, she was such an advocate for multimodal transportation, and she will be missed. Mr. Baxter commented that on September 19th, SJRTD was honored to attend the State of the County Event in Tracy. Some of the important topics included fiscal responsibility, economic prosperity, public safety, and homeless issues. As a sponsor, RTD had the opportunity to set up an outreach table. Mr. Baxter commented that on October 14th, RTD's Customer Engagement Team showed RTD Support to the National Federation for the Blind and what is the San Joaquin County Chapter by participating in the White Cane Awareness Day event at Delta College. Mr. Baxter commented that since the Stuff the Bus Drive started 25 years ago, it has had success due to the support from the community. This year's goal is to gather enough donations to provide about 40,000 meals to those in need. Mr. Baxter explained that donating is easy such as dropping off nonperishable items to Food 4 Less on Friday November 17-19, and during the University of the Pacific's Men's and Women's Basketball game night on November 20th.

Ms. Sue Zwahlen thanked everyone for the tribute to Jenny Kenoyer and reminisced about her friendship with Jenny.

Mr. Steve Dial for SJCOG commented on the SJCOG Board adopting the legislative platform for the One Voice trip and the call for projects. SJCOG is looking forward to seeing the types of regional projects that can be taken back to Washington in May.

A public comment was made by Mr. Wolffe, who inquired about Caltrans loaning out hydrogen vehicles for some of their services and where they would get the hydrogen.

9. Executive Director's Report

Ms. Mortensen invited Ms. Autumn Gowan, Procurement and Contracts Manager, to introduce a new staff member, Matt Francesconi, of the Procurement and Contracts Department as an Administrative Assistant focusing on Capital Projects.

10. Adjournment

Chair Zuber adjourned the meeting at 8:51 am.

The next regular meeting is scheduled for:
December 1, 2023 – 8:00 am

**San Joaquin Regional Rail Commission
Altamont Corridor Express
Operating and Capital Expense Report
September 2023
25% of Budget Year Elapsed**

OPERATING EXPENSES	SJRRC FY 23-24 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	ACE FY 23-24 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Subtotal	\$ 3,726,173	\$ 866,520	23%	\$ 5,043,070	\$ 1,087,964	22%
Contracted Services Subtotal	\$ 601,821	\$ 81,645	14%	\$ 27,233,658	\$ 5,681,354	21%
Shuttle Services				\$ 1,822,539	\$ 455,635	25%
TOTAL OPERATING EXPENSES	\$ 4,327,994	\$ 948,165	22%	\$ 34,099,267	\$ 7,224,954	21%

OPERATING EXPENSES	SJRRC - CONTRACTED SERVICES FY 23-24 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE	SJRRC - TRACC FY 23-24 ALLOCATION	EXPENSE TO DATE	% SPENT TO DATE
Project Management, Services & Supplies Salaries/Benefits/Contract Help	100,000	-	0%	112,205	-	0%
Project Management, Services & Supplies Subtotal	\$ 100,000	-	0%	\$ 112,205	-	0%
Contracted Services Contracted Services	4,000,000	468,960	12%	\$ 1,600,000	-	0%
Contracted Services Subtotal	\$ 4,000,000	\$ 468,960	12%	\$ 1,600,000	-	0%
TOTAL CONTRACTED SERVICES EXPENSES	\$ 4,100,000	\$ 468,960	11%	\$ 1,712,205	-	0%

CAPITAL PROJECTS		CAPITAL FY 23-24 ALLOCATION	EXPENSE TO DATE	SPENT TO DATE
SAN JOAQUIN RAIL COMMISSION				
1	East Channel Street Improvements	10,740,488	1,741	0%
2	Robert J. Cabral Station Master Plan Expansion	4,853,875	29,771	1%
3	Robert J. Cabral Building Improvements	760,000	-	0%
4	Non-Revenue Vehicles (Agency Vehicles)	200,000	-	0%
TOTAL CAPITAL PROJECT SJRRC		\$ 15,594,363	\$ 31,511	0%

ALTAMONT CORRIDOR EXPRESS				
1	ACE Platform Extension Projects (5)	15,637,405	2,938	0%
2	ACE Rail Car Procurement	11,170,782	-	0%
3	ACE Stations and Facility Program	500,000	-	0%
4	ACE Ticketing Platform Project - Phase 1	1,200,000	-	0%
5	ACE Valley Rail	175,429,870	9,527,586	5%
6	ACE Wifi Phase 2	960,393	12,006	1%
7	Caltrans Contracted Services: Pre-Revenue	2,000,000	-	0%
8	Caltrans Contracted Services: Truck Overhaul Phase 2	3,500,000	-	0%
9	BNY Debt Service	1,774,900	472,450	27%
10	Caltrain Guadalupe River Bridge Replacemnet & Extension	665,215	-	0%
11	Capital Access Fees (UPRR)	3,242,516	1,621,258	50%
12	Capital Spares/Rolling Stock/Preventative Maintenance	1,000,000	5,870	1%
13	Capitalized Maintenance (UPRR)	4,000,000	675,086	17%
14	Construction Management Software	90,000	-	0%
15	Del Paso Area Action Plan	250,000	-	0%
16	Fremont Station Platform Extension	3,025,496	1,936	0%
17	Locomotive (options)	10,196,393	-	0%
18	Locomotive Conversion	700,000	159,316	23%
19	Locomotive Simulator	1,000,000	-	0%
20	Martin Luther King Jr. Underpass Enviromental Study	300,000	-	0%
21	Newark-Albrae Siding Connection	1,300,000	145,955	11%
22	North Valley Rail Environmental & Preliminary Engineering	1,750,000	-	0%
23	Positive Train Control (PTC)	464,245	51,897	11%
24	Public Information Display System (PIDS)	700,000	-	0%
25	Rail Car Equipment	3,001,300	-	0%
26	Rail Car Midlife Overhaul	4,422,776	447,967	10%
27	Rail Maintenance Facility (RMF) Expansion	18,773,281	2,212,988	12%
28	RMF Equipment	245,000	-	0%
29	Safety Security - ACE	55,410	-	0%
30	Short Range Transit Plan (SJCOG)	156,421	-	0%
31	SJ COG Debt Service	1,118,012	1,118,012	100%
32	Station Signage and Wayfinding System	250,000	-	0%
33	Stockton Diamond Grade Seperation Project	44,741,657	959,852	2%
34	Stockton Track Extension	6,320,229	118,719	2%
35	Stockton Yard South Crossover	2,000,000	233	0%
36	Title VI Plan Service Equity Analysis (Service Expanison Manteca,Ripon,North lathrop)	125,000	-	0%
37	TRAC-C Facility	3,090,400	-	0%
38	Tracy Station Improvements & Egress	1,141,943	12,920	1%
39	Union City Intermodal Station Phase 3	1,250,000	-	0%
TOTAL CAPITAL PROJECTS ACE		\$ 327,548,644	\$ 17,546,989	5%

TOTAL CAPITAL PROJECTS SJRRC & ACE		\$ 344,103,007	\$ 17,578,500	5%
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Status of FY 23/24 Capital Projects – Notes based on Expenses through September 2023

San Joaquin Rail Commission

1	East Channel Street Improvements	Expenses are below the projected Capital Allocation since the project is still in design. This Project is anticipated to begin construction (under the management of the City of Stockton) in early 2024. Construction start has been delayed due to negotiation on the proposed agreement for the construction of this project which is under review by the City.
2	Robert J. Cabral Parking Lot Expansion	Expenses are well below the Capital Budget projections. The Project has been delayed due to coordination with the City of Stockton on off-site improvement requirements. Also, approval of the Federal Grant programmed to Construction, which is required to proceed with construction, is not expected to be approved until December 2023.
3	Robert J. Cabral Building Improvements	This project will be released in two phases. We are finishing up the RFP of the painting. The release date is 11/08/2023 and estimated lead time to start the project is around 03/22/2024.
4	Non-Revenue Vehicles (Agency Vehicles)	Working with procurement to establish criteria for IFB.

Altamont Corridor Express

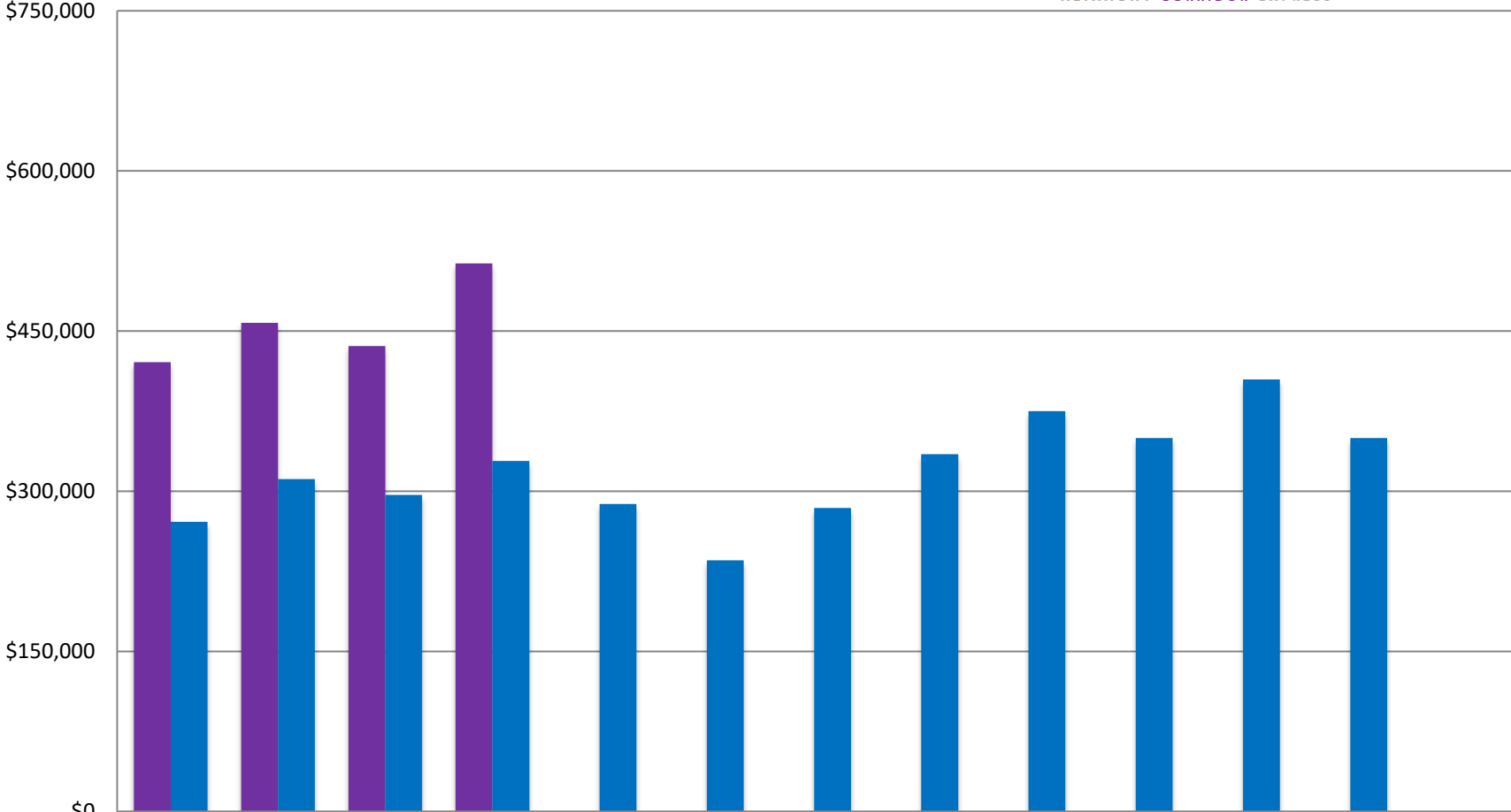
1	ACE Platform Extension Projects (5)	Expenses are below the projected Capital Allocation since the project is still in design. Construction has been delayed due to coordination of the final designs with UPRR. UPRR has recently approved the revised platform design concepts. Design is continuing on each platform extension location. Construction is expected to begin in the Summer 2024.
2	ACE Rail Car Procurement	A contract with Bombardier was approved at the April 2020 SJRRC Board meeting. Additionally, an option order was approved by the Board at the December 2020 meeting for 4 additional coaches. This is a Multiyear project for the procurement of five (5) passenger rail cab cars and 16 passenger coach cars. 9 cars have been delivered with the remaining cars scheduled by the end of December 2023. A field modification for the Battery Boxes on the cars is in process. Completion of the Battery Box modification will allow for the start of conditional Acceptance of the cars and the cars will be put in revenue service, Battery Box modifications are being completed Conditional acceptance has started and is on-going.
3	ACE Stations and Facility Program	Procuring equipment needed to execute the project.
4	ACE Ticketing Platform Project – Phase 1	The Project Scope of Work for the RFP is in review with the procurement scheduled to be released November 2023.
5	ACE Valley Rail	The following projects/phases are behind schedule in terms of expenditures: <ul style="list-style-type: none"> Natomas Station PS&E - Design is progressing on schedule however expenditures are about half of what was anticipated during the development of the Capital Budget Natomas Station ROW – SJRRC is currently negotiating the remaining parcels with the sellers, a large portion of this budget was already expended in the previous fiscal year since the property transaction was completed in June 2023. Therefore, the expenses for this Project and Phase will be much lower than anticipated in the Capital Budget Del Paso Siding Extension PS&E – Design is progressing on schedule however expenditures are about a quarter of what was anticipated during the development of the Capital Budget Elk Grove Double Track PA&ED – Expenditures are below the anticipated Capital Budget since the Contract was not awarded in August Elk Grove Station PS&E – Design expenditures are tracking at about half of the anticipated Capital Budget Lodi Station PS&E – Design is progressing on schedule however expenditures are about a quarter of what was anticipated during the development of the Capital Budget Midtown PS&E – Design is progressing on schedule however expenditures are about a third of what was anticipated during the development of the Capital Budget Phillips Siding PS&E – Design is progressing on schedule however expenditures are about a quarter of what was anticipated during the development of the Capital Budget

		<ul style="list-style-type: none"> • Pollock Siding Upgrade PS&E – No expenses have been incurred on this phase since the contract for the Design consultant is currently being executed. NTP is expected to be issued in December 2023. • Sacramento Subdivision Curves PS&E - Expenses for this Project are well below the Capital Budget projections. The Union Pacific Railroad is designing this Project and SJRRC has yet to receive an invoice for the design work. • Ceres Station PS&E – Design is progressing on schedule however expenditures are about a fifth of what was anticipated during the development of the Capital Budget • Ceres Station ROW – It was anticipated that Utility Relocations would be underway at this point, however the utility carriers are still developing the relocation plans, expenses are below budget for this item due utility carriers still developing their relocation designs. • Lathrop Wye PS&E – Design is progressing on schedule however expenditures are well below what was anticipated during the development of the Capital Budget. This is due to invoice issues with the Design consultant resulting in a delay in the posting of the expense • Lathrop Wye ROW – It was anticipated that Utility Relocations would be underway at this point, however the utility carriers are still developing the relocation plans, July expenses are in line with the Capital Budget projects, however the remainder of the monthly expenses are below budget for this item due utility carriers still developing their relocations designs. • Manteca Station PS&E – Design is underway, however SJRRC put a short hold on the design while confirming the revision from a pedestrian undercrossing to a pedestrian overcrossing. Thus, expenses are below the expected amount. • Manteca Station ROW – SJRRC is still underway with negotiations with the seller, no expenses have been incurred to date. • Ripon Station PS&E – Expenditures are below the anticipated Capital Budget for this Project since the design is on hold pending confirmation on the design modifications requested by the City • Modesto Station PS&E – Design is progressing on schedule however expenditures are about a two-thirds of what was anticipated during the development of the Capital Budget • Modesto Station ROW - It was anticipated that Utility Relocations would be underway at this point, however the utility carriers are still progressing the utility relocation engineering, therefore no expenses have incurred to date • North Lathrop Transfer Station PS&E – Design is progressing on schedule however expenditures are about a quarter of what was anticipated during the development of the Capital Budget • North Lathrop ROW - It was anticipated that Utility Relocations would be underway at this point, however SJRRC is still coordinating preliminary engineering agreements with the utility carriers, therefore no expenses have incurred to date • Stanislaus River Bridge PS&E – Expenses are well below the anticipated Capital Budget due to coordination of a conflict with the Kinder Morgan gas line, design cannot progress until this issue is resolved • Tuolumne River Bridge PS&E – Design is progressing on schedule however expenditures are about a fifth of what was anticipated during the development of the Capital Budget due to coordination of the conflict with the Kinder Morgan gas line, multiple fiber optic utilities and coordination with the flood management district • Ceres to Turlock Double Track PS&E – Limited expenses (below the Capital Budget Projection) have been incurred on this phase since the contract for the Design consultant is currently under solicitation. NTP is expected to be issued in November 2023. • Turlock Station PS&E – Limited expenses (below the Capital Budget Projection) have been incurred on this phase since the contract for the Design consultant is currently under solicitation. NTP is expected to be issued in November 2023.
6	ACE WIFI Phase 2	The Passenger Wi-Fi Phase 2 Project was delayed in conditional Acceptance of the vehicles. Staff worked to hold Alstom harmless on any work completed on the vehicles prior to conditional acceptance and received approval by Alstom. Nomad has begun installation on the vehicles.
7	Caltrans Contracted Services: Pre-Revenue	Project is currently underway.
8	Caltrans Contracted Services: Truck Overhaul Phase 2	Project is currently underway.

9	BNY Debt Service	Bond repayments are made bi-annually, payments FY 23/24 are made in November 2023 and May 2024.
10	Caltrain Guadalupe River Bridge Replacement & Extension	Project is in discussions with Caltrain and negotiating overall agreement.
11	Capital Access Fees (UPRR)	Expenditures are paid January 1 and July 1 of each fiscal year.
12	Capital Spares/Rolling Stock/Preventative Maintenance	Project is under budget as Capital spares were procured as part of the Rail Car Midlife Overhaul project and the Charger locomotives were rotated, reducing the need for parts.
13	Capitalized Maintenance (UPRR)	This amount is contractually set aside for UP to perform Capitalized Maintenance on the corridor. Amendment Seven was approved by SJRRC Board in November 2023.
14	Construction Management Software	CMS is in development, SJRRC expects to rollout out the software at the start of the first Construction Project.
15	Del Paso Area Action Plan	Project has not started.
16	Fremont Station Platform Extension	Expenditures are well below the Capital Budget projects due to the fact that this Project has been on hold while a complete redesign of the station platform is completed as mandated by the host railroad.
17	Locomotive (Options)	The two option Charger Locomotive units. The Project is on schedule for completion in late 2024. Progress payments continue to be processed to allow for construction.
18	Locomotive Conversion	The Technology Assessment has been submitted for review and comment (10/19/23). All comments were submitted on 10/31/23. The Final Technology Assessment will be submitted in the middle of November.
19	Locomotive Simulator	A contract with Corys, Inc. was awarded at the September 1 st Rail Commission Board meeting. Staff and Corys are negotiating the final contract language, and a kick-off meeting is anticipated for October 2023.
20	Martin Luther King Jr. Underpass Environmental Study	No expenses have been incurred to date as anticipated in the Capital Budget Projections, coordinating with City on Funding Agreement. PA&ED contract is under negotiation with the most responsive bidder.
21	Newark-Albrae Siding Connection	Design is progress on schedule, expenditures are below the anticipated Capital Budget due to cost savings in the design contract.
22	North Valley Rail Environmental & Preliminary Engineering	Project has not started.
23	Positive Train Control	Staff continues to work with UPRR, Caltrain, FRA and all passenger rail partners on software updates and system improvements. Staff are working with WABTEC (the hardware provider for new on-board computers for locomotives and cab cars). New updated computers are scheduled to be procured in Summer 2023 with delivery in Spring 2024. The lead time for the PTC hardware is approximately 42 weeks.
24	Public Information Display System (PIDS)	Project is being negotiated between CCJPA and Amtrak.
25	Rail Car Equipment	Project has not started.
26	Rail Car Midlife Overhaul	Midlife overhauls of ACE's existing fleet of 30 railcars continues to move forward with 20 cars repainted to the new paint scheme. The vehicles are approximately 60% complete in the overhaul process, with the Passenger Information Systems (PIS) and camera system being the last components to be installed on each vehicle.
27	Rail Maintenance Facility (RMF) Expansion	Project expenses are in line with the Capital Budget projections, note that September's payment application has not been posted. Construction is currently underway and expected to be completed in Spring 2024.
28	RMF Equipment	Equipment has been delayed due to production and the estimated delivery date is February 2024.
29	Safety Security - ACE	Project Manager looking to expand scope of work to include salaries for SJJRC/ACE safety personnel.
30	Short Range Transit Plan (SJCOG)	<ul style="list-style-type: none"> The project has not yet started. The SRTP affects the funding that SJRRC receives for LCTOP, TDA, Measure K, and the new SB 125 TIRCP. The SRTP also impacts federal requirements for the Regional Transportation Plan, FTIP, CMAQ, and FTA grants. The SRTP is due to SJCOG by June 2025. This work is funded out of FTA Section 5307 funds and is expected to be completed by a 3rd Party Contractor. The federal funding is expected to be available in December 2023. The RFP is anticipated to be released in January/February 2024 with Contract Award anticipated for May 2024. Please note that this is subject to change pending additional staff support. Grants anticipates a new Senior Planner on board by the end of November, allowing us to complete the SRTP in-house instead of using a 3rd Party Contractor.
31	SJCOG Debt Service	The loan payment is due July 1 of each fiscal year. All FY23/24 invoices for project have been received.

32	Station Signage and Wayfinding System	Procurement was released on August 30, 2023. Anticipate bringing contract to Board for approval early 2024.
33	Stockton Diamond Grade Separation Project	PS&E expenses are below the Capital Budget projections only due to the August and September invoices not being posted yet. Right of Way (ROW) activities are underway and are well below the Capital Budget projection. This is primarily due to many of the expenses occurring in the previous fiscal year, however they were budgeted in this fiscal year.
34	Stockton Track Extension	Expenses for this Project are well below the Capital Budget projections due to construction of this Project being halted. Utility relocations will continue, and utility relocation engineering is underway.
35	Stockton Yard South Crossover	Expenses for this Project are well below the Capital Budget projections. The Union Pacific Railroad is designing this Project and SJRRC has yet to receive an invoice for the design work.
36	Title VI Plan Service Equity Analysis	Project Manager looking to expand scope of work to include salaries for SJJRC/ACE to do in house Title VI analysis.
37	TRAC-C Facility	SJRRC was awarded HUD funding for the Administration Building, staff will complete the HUD requirements by Q4 2023. Project is on track to meet the HUD requirements by Q4.
38	Tracy Station Improvements & Egress	Design is progressing on schedule however expenditures are about a half of what was anticipated during the development of the Capital Budget
39	Union City Intermodal Station Phase 3	Project has not started. Environmental review expected to begin next year.

Fare Revenue



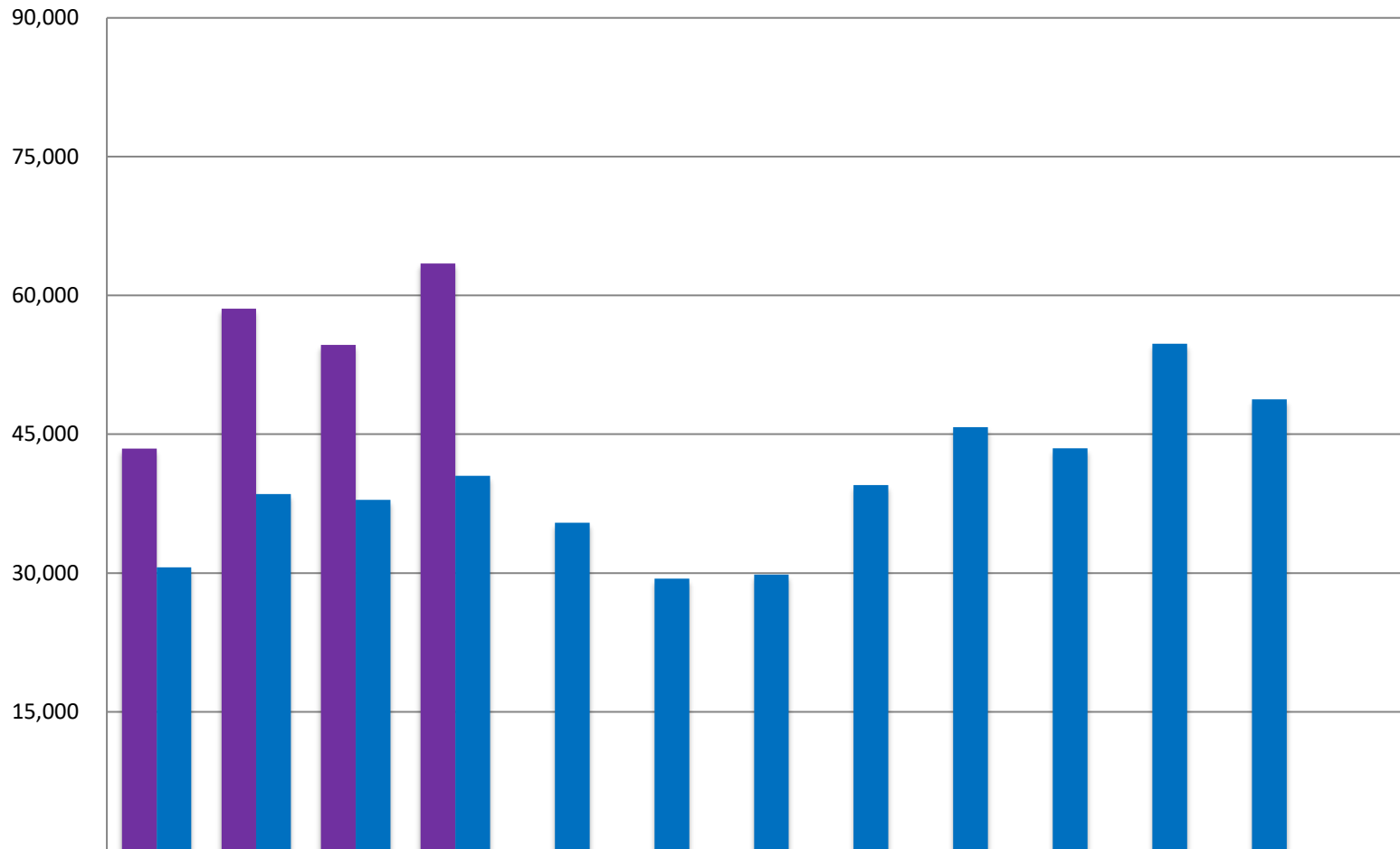
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24 *	Feb-24	Mar-24	Apr-24	May-24	Jun-24	FY TOTAL
■ FY 23-24 Revenue	\$420,901	\$457,738	\$436,072	\$513,376	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$1,828,087
■ FY 22-23 Revenue	\$271,492	\$311,393	\$296,654	\$328,448	\$288,159	\$235,456	\$284,482	\$334,876	\$375,035	\$349,912	\$404,863	\$349,801	\$3,830,570

% of Budget Year Elapsed: 33%
 FY 23-24 % of Budgeted Fare Revenue Received to Date: 40%
 Projected Annual Fare Revenue (includes Amtrak Thruway Service and Special Event Train): \$4,566,000.00
 Budget of \$6,326,000.00 contains revenue from previous years where Fare Revenue exceeded budget spending authority.
 * Service Disruption: January 17th and 18th 2023.
 Canceled Service: January 19th and 20th 2023.

Ridership



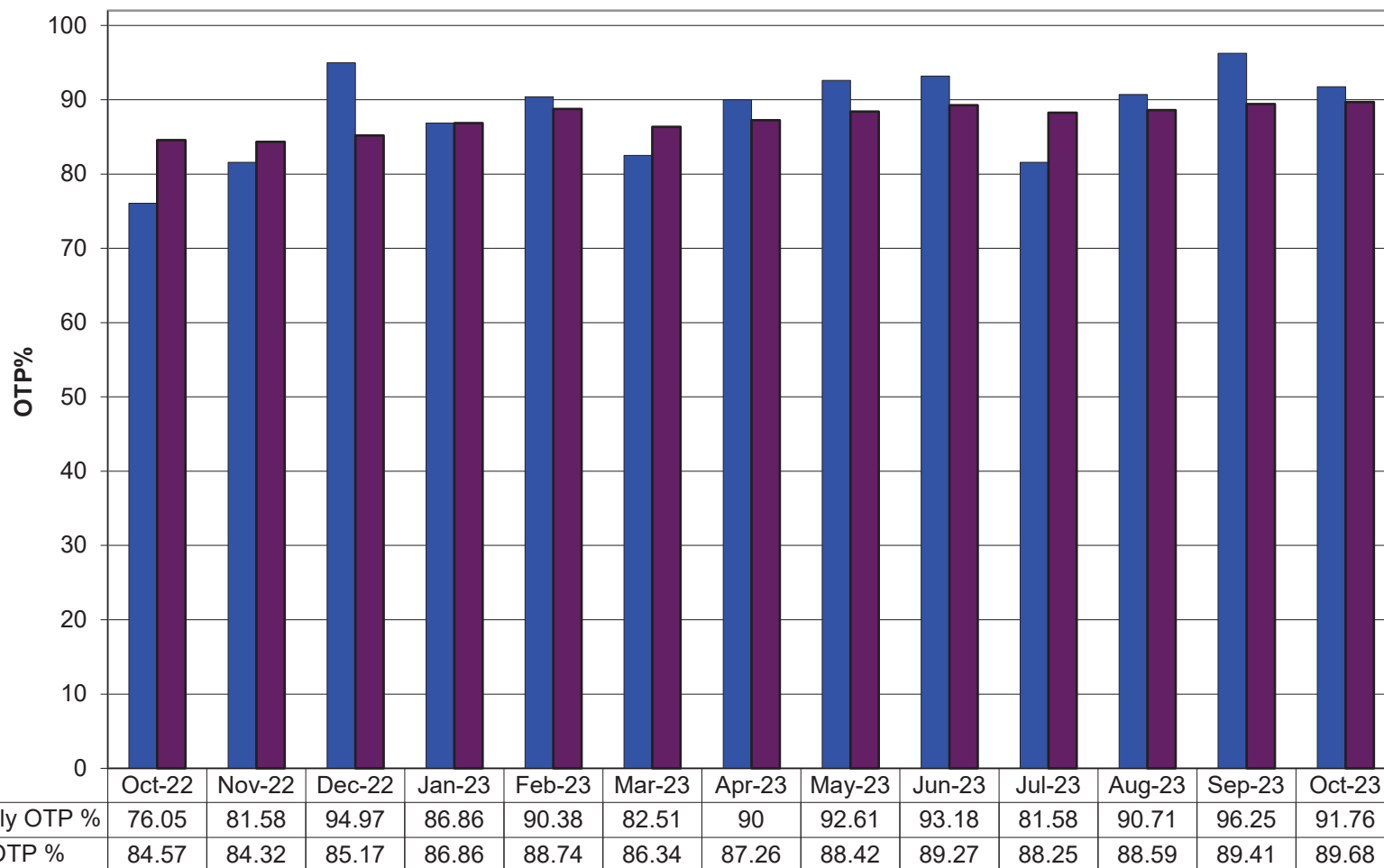
Item 3.4



	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24*	Feb-24	Mar-24	Apr-24	May-24	Jun-24	FY TOTAL
■ FY 23-24 Ridership	43,446	58,581	54,667	63,464	-	-	-	-	-	-	-	-	220,158
■ FY 22-23 Ridership	30,601	38,525	37,898	40,504	35,433	29,397	29,814	39,513	45,766	43,488	54,788	48,771	474,498

*Service Disruption: January 17th and 18th 2023. Canceled Service: January 19th and 20th 2023.

ACE ON TIME PERFORMANCE





TAI GINSBERG & ASSOCIATES, LLC

TO: San Joaquin Regional Rail Commission (SJRRC)
FROM: TG&A Staff
SUBJECT: Monthly Progress Report for NOVEMBER 2023
DATE: November 22, 2023

THE BIDEN ADMINISTRATION/EXECUTIVE BRANCH

October 30, 2023. The Biden Administration issued a [Statement of Administration Policy](#) (SOAP) opposing the House passage of a bill making FY 2024 appropriations to the US DOT (HR 4820). The bill contains objectionable spending cuts and policy provisions in the bill. If the President were presented with HR 4820, he would veto it. **Updated November 6, 2023:** The Biden Administration issued a [Fact Sheet](#) detailing the transportation cuts within the FY 2024 House T-Hud appropriations bill.

October 27, 2023. The Biden-Harris Administration **announced** new actions to support the conversion of high-vacancy commercial buildings to residential use, including through new financing, technical assistance, and sale of federal properties. **Regarding transportation:** **1.)** US DOT is releasing [new guidance](#) to states, localities, and developers on how the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs – which combined have over \$35 billion in available lending capacity for transit-oriented development projects at below market interest rates, can be used to finance housing development near transportation, including conversion projects, and **2.)** US DOT is releasing guidance that makes it easier for transit agencies to repurpose properties for transit-oriented development and affordable housing projects, including conversions near transit. Under the new guidance, transit agencies may transfer properties to local governments, non-profit, and for-profit developers of affordable housing at no cost. See Federal Register Notice [here](#).

BIDEN 2023 TRANSPORTATION-RELATED NOMINATIONS/CONFIRMATIONS

Since the October 2023 report, here are the only relevant changes in status (in **RED TYPE**) to transportation-related nominees. **A full 2022/2023 listing of “Nominations” is available from TG&A.**

NOMINEE	US DOT ADMINISTRATOR / OTHER	STATUS
J. Todd Inman	Nominee to be a Member of the National Transportation Safety Board for a term expiring December 31, 2027.	Intent to Nominate on 7/25/23 and Nomination sent to the Senate on 7/25/23. The nominee appeared before the Senate Commerce Committee on 11/7/23, and provided testimony. The panel is expected to consider Inman’s nomination before the end of the year.

APPROPRIATIONS/BUDGET

FY 2024 APPROPRIATIONS UPDATE/PROCESS

President [Joe Biden signed](#) the [Further Continuing Appropriations and Other Extensions Act, 2024](#)” (HR 6363) on November 16, 2023. This second CR will continue to fund government operations in a novel two-tiered approach or “laddered” approach, and it also avoids the immediate threat of a government shutdown. That is, federal funding for: Agriculture-FDA, Energy and Water, Military Construction-VA, and Transportation-HUD is extended to **January 19, 2024**, while the remaining eight federal agencies (CJS, Defense, FSGG, Homeland Security, Interior, LHHSED, Legislative Branch, and State-Foreign Operations) are to be funded through **February 2, 2024**.

Earlier, the House passed the laddered CR on November 14, [by a vote of 336-95](#), the vote being comprised of 127 Republicans and 209 Democrats, and the Senate on November 15, [by a vote of 87-11](#). The CR, initially packaged by House Speaker Mike Johnson (R-LA), was signed/enacted prior to the current (1st CR) deadline of November 17, 2023. The CR is considered a “clean bill” meaning that it continues funding at FY 2023 pro rata levels, it is devoid of spending cuts (favored by Democrats), but it also does not include border-security provisions (favored by Republicans). The CR does include several policy extensions through January 19, for certain health care programs and a farm bill extension through FY 2024. **The CR does not incorporate the FY 2024 authorized funding increases included in the IIJA.** The bill does not contain any funding aid for Israel or Ukraine – that is, contains none of the [\\$106 billion in emergency spending that President Joe Biden is seeking](#). See House Committee on Appropriations Chair Kay Granger (R-TX) statement [here](#). See Congressional Budget Office (CBO) cost estimate of the CR [here](#).

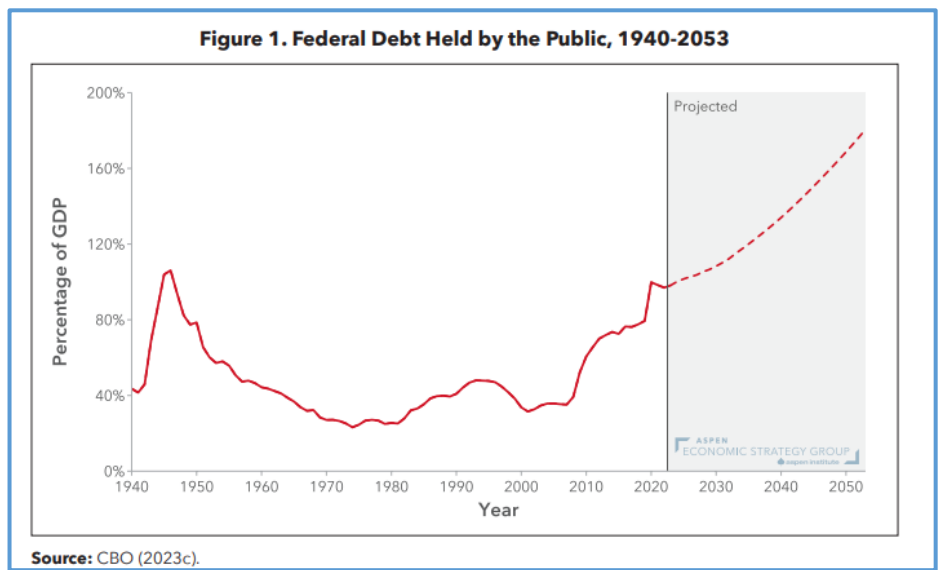
Recall, a CR was needed because none of the 12 FY 2024 appropriation bills were enacted by October 1, 2023 – the beginning of FY 2024. (See nearby Appropriations Bill Summary box.) Meanwhile, the House/Senate will continue to work during the window of time provided by the CR to pass their individual FY 2024 appropriations bills. To date, the House has passed seven appropriation bills. [See House table of Community Project Funding Requests [here](#).] The House T-HUD bill provides a discretionary total of \$90.243 billion, which is \$8.633 billion (8.7 percent) below the President’s Budget Request, and substantially less than the Senate bill. [See updated House Appropriations FY 2024 T-HUD Summary [here](#) and see broad FY 2024 House/Senate Appropriations Comparison Chart below.] In a House Speaker Johnson [letter](#), it is highlighted that the House is to begin negotiations on the FAA reauthorization bill as soon as the Senate passes it. Meanwhile, the Senate passed a three-bill “minibus” [HR 4366](#) appropriations package on November 1, by [a vote of 82-15](#), that combined the FY 2024 Military Construction-VA, Agriculture, and **Transportation-HUD** appropriations bills (Senate Press Release [here](#)). The Senate bill fully funds transportation programs at levels authorized in the IIJA, plus another \$3.6 billion in supplemental highway, airport, public transportation, and multi-modal spending for FY 2024.

OVERALL FY 2024 APPROPRIATION BILL SUMMARY		
	Bills Passed:	House (7 of 12)
		1. Defense
		2. Homeland Security
		3. Military Construction/ Veterans Affairs
		4. State-Foreign Operations
		5. Energy and Water
		6. Legislative Branch
		7. Interior-Environment
		Senate (3 of 12)
		1. Agriculture
		2. Military Construction/ Veterans Affairs
		3. Transportation-HUD
	Bills Vetoed:	(0 of 12)
	Both Chambers Passed:	(0 of 12)
	Bills Enacted:	(0 of 12)

Senate/House Comparison - FY 2024 US DOT Appropriation Highlights			
	(Source: CRS Report - T-HUD Appropriations 2024 10/6/23)		
	(Source: House Appropriations Detailed Funding Summary 10/30/23)		
	(\$ Millions)		
11/5/2023 14:48	Senate-Passed FY 2024	House Full Comm. Markup FY 2024	Enacted FY 2023
Office of the Secretary			
National Infrastructure Investments (RAISE Grants)	800	0	800
Thriving Communities Initiative	0	0	25
Essential Air Service (AATF)	349	349	355
Federal Aviation Administration			
Total FAA	20,279	19,553	19,024
Federal Highway Administration			
Total FHWA	62,828	62,092	62,921
Federal Motor Carrier Safety Administration			
Total FMCSA	951	891	874
National Highway Traffic Safety Administration			
Total NHTSA	1,237	1,275	1,202
Federal Railroad Administration			
Total FRA	3,401	1,452	3,404
Federal Transit Administration			
Total FTA	16,865	14,671	16,968
Maritime Administration			
Total MARAD	980	753	896

US Department of Transportation (THUD) Appropriation Status Table FY 2024										
Transportation-HUD	Subcommittee Approval		Full Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Rpt.	House	Senate	
	HR 4820 (voice vote) 7/12/2023		HR 4820 (34-27) 7/18/2023	S 2437 (29-0) 7/20/2023		HR 4366 (82-15) 11/1/2023				
HR 4820										
H Rpt. 118-154										
S 2437										
S Rpt. 118-70										
Notes:										
House Committee on Appropriations - 7/18/2023 Full Committee THUD Press Release										
Senate Committee on Appropriations - 7/20/2023 Full Committee THUD Press Release										

November 13, 2023. The US Department of Treasury issued its [Monthly Treasury Statement Receipts and Outlays of the United States Government For FY 2024 Through October 31, 2023](#). The government scored a **\$67 billion deficit in the month of October 2023** with total October receipts reaching \$403 billion against October outlays of \$470 billion. October has been as deficit month 70 times out of the past 70 fiscal years. Another recent resource is the "[Building a More Resilient US Economy](#)," which was released by



the Aspen Economic Strategy Group on November 8, 2023. Among other revelations, the book notes that, "The outlook for federal debt represents a significant economic challenge for the US. Currently, federal debt stands at 98 percent of GDP, close to its highest level ever. The CBO suggest that, under current law, the federal debt will reach 115 percent of GDP within the next ten years, with a further increase to about 180 percent of GDP by 2053."

SELECTED CONGRESSIONAL HEARINGS/BUSINESS

November 7, 2023. The Senate Committee on Commerce, Science, and Transportation held a Full Committee hearing to consider several presidential nominations, including: J. Todd Inman to be a Member of the National Transportation Safety Board (NTSB). [Committee Link and Testimony](#).

RAIL SAFETY BILL SUMMARY

The following paragraph is an extract from a [Commuter Rail Coalition alert dated November 17, 2023](#) [brackets = TG&A addition]. We [CRC] reiterated that if this [bill](#) [The Railway Safety Act of 2023 (S 576 – summary [here](#))] introduced in response to the February 3, 2023, Norfolk Southern train derailment in East Palestine, Ohio, and sponsored by Senators Sherrod Brown (D-OH) and J.D. Vance (R-OH), which has remained stalled] were to pass in the current Senate form, it would have a significant impact on commuter railroads and could cause notable operational challenges. The proposed requirements will not only result in significant unfunded mandates but would likely be disruptive to passenger rail traffic. CRC has made recommendations that should be part of the debate as this issue moves forward. All staff whom we met with expressed sympathy for our position, except for the minority staff of the [Senate Commerce Committee](#), where there continues to be skepticism over our stated position that Hot Box Detectors provide virtually no benefit to commuter rail operations and likely produce more disruption. With a likely report on findings from the East Palestine, OH accident expected from [NTSB](#) mid-2024, it is expected that there will be a renewed push for legislation to address the findings.

This is not to say the Senate might not press ahead with their bill prior to the release of the report; Majority Leader **Schumer** (D- NY) has stated repeatedly that the Railway Safety Act is on his list of legislation to be brought up on the Senate floor for consideration. We did learn that House Transportation and Infrastructure Chairman **Sam Graves** (R-MO) would prefer to not have legislation to address this issue.

SELECTED CONGRESSIONAL “TRANSPORTATION-RELATED” BILLS – NOVEMBER

SENATE BILLS - NOVEMBER			
S 3331	M. Warner (D-VA) A bill to establish an intermodal transportation infrastructure pilot program. Introduced 11/15/23.	S TBA	J. Manchin (D-WV) “Fiscal Stability Act.” To establish a fiscal commission to address the growing national debt. Commission to be comprised of 16 members, with 12 lawmakers and four non-voting external experts, appointed by leadership of both parties in the House/Senate. Introduced 11/9/23.
S 3246	J. Fetterman (D-PA) To provide for consideration of all modes of transportation and all road users in certain highway and transit programs. Introduced 11/7/23.		
HOUSE BILLS - NOVEMBER			
HR 6376	L. Correa (D-CA) To require certain grant recipients of transit and highway transportation projects to establish and contribute to a business uninterrupted monetary program fund. Introduced 11/13/23.	HR 6363	K. Granger (R-TX) Further Continuing Appropriations and Other Extensions Act, 2024. Introduced 11/13/23. Became P.L. 118-TBA on 11/16/23.
HR 6248	M. Molinaro (R-NY) To require Amtrak to report to Congress information on Amtrak compliance with the Americans with Disabilities Act of 1990 with respect to trains and stations. Introduced 11/6/23.		

FEDERAL REGISTER NOTICES OF FUNDING OPPORTUNITY (NOFOs)/GRANT AWARDS

See Addendum A. - Calendar Year NOFO/AWARDS SCORECARD – at end of report.

Selected/Anticipated Transportation-Related NOFO Announcement Dates in 2023

(As of November 16, 2023 - Hyperlink and US DOT Grants Dashboard [here](#))

See [White House](#) Document on [Open/Upcoming NOFOs](#)

See [US DOT Federal Transportation Funding: FY 2023 Disc. Grant Preparation Checklist for Prospective Applicants \[here\]\(#\)](#), & [Federal Railroad Administration Calendar of Upcoming Awards/NOFOs calendar \[here\]\(#\)](#), and [FRA Competitive Discretionary Grant Programs \[here\]\(#\)](#).

Month Est.	Notice of Funding Opportunity (NOFO)	Operating/Admin. Office
Fall 2023	All Stations Accessibility Program	FTA
November 2023	Railroad Crossing Elimination Grant Program	FRA
Fall 2023	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	FRA
Fall 2023	Transportation Access Pilot Program	FHWA
Fall 2023	Building Resilient Infrastructure and Communities Program	DHS/FEMA
Late Fall 2023	Rebuilding America Infrastructure/Sustainability/Equity (RAISE) Gnt.	OST
Late Fall 2023	Bridge Investment Pgm. Planning and Small Projects (Large Bridge Projects NOFO announced on 9/27/23.	FHWA
November 2023	FY 2022-23 Restoration & Enhancement	FRA
Winter 2023	Innovative Coordinated Access & Mobility Program – NOFO 11/14/23.	FTA

UPCOMING NOFO(s)/Competitive Grant Programs Matrix:

Per a US DOT Newsletter the following NOFOs are to be opening soon:

- The Federal Transit Administration (FTA) \$350 million [All Stations Accessibility Program](#);
- [Active Transportation Infrastructure Investment Program](#) (ATIIP);
- The Build America Bureau \$38.8 million [Innovative Finance and Asset Concession Assistance Program](#) (FY 2022-23); and,
- DOT's \$1.5 billion [FY 2024 RAISE Program](#).

November 14, 2023. The Federal Transit Administration (FTA) issued a [Notice of Funding Opportunity](#) (NOFO – and [here](#)) making available \$4,823,972 million in funding under the FY 2023 Innovative Coordinated Access and Mobility (ICAM) Pilot Program. [*An additional \$4.8 million is authorized for Fiscal Year 2024 and FTA may award additional funding that is made available to the program prior to the announcement of project selections.*] The funding opportunity seeks to improve coordination to enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income. Eligible applicants are entities eligible as direct or designated recipients under the Section 5310 program (Enhanced Mobility of Seniors & Individuals with Disabilities). The maximum Federal share of projects selected under the ICAM pilot program is 80 percent. The applicant must provide a non-Federal share of at least 20 percent of the project cost and must document the source of the non-Federal match in the grant application. **Applicants must submit applications by February 13, 2024.**

November 6, 2023. The Federal Railroad Administration (FRA) [announced](#) (and [here](#)) that it awarded \$16,434,124,702 (*a total of: \$9 billion in FY 2022/2023 funds & \$7.4 billion in future commitments thru Phased Funding Agreements*) for 25 passenger rail projects along the Northeast Corridor (NEC), a railroad line running between Boston and Washington, D.C., under the FY 2022-2023 Federal-State Partnership (NEC) Grant Program (FSP-NEC). The purpose of the grant program is to create a predictable pipeline that will assist with long-term capital planning for the NEC. Project Fact Sheets [here](#). Nationwide grants through the Fed-State program will be announced in the coming months, including the new Rail Crossing Elimination (RCE) grants and the Consolidated Rail Infrastructure Safety Improvement (CRISI) grants.

OTHER TRANSPORTATION-RELATED FEDERAL REGISTER NOTICES

November 15, 2023. On October 26, the Federal Transit Administration (FTA) issued a [Notice of Proposed Rulemaking](#) (NPRM – and [here](#)) proposing changes to requirements for the Public Transportation Safety Certification Training Program (PTSCTP). **Comments are due by December 26, 2023.** Since that NPRM posting, FTA has made public a recording of a webinar ([here](#)) held on November 8, 2023. The webinar reviewed the PTSCTP regulation NPRM proposed changes, timeline, where to submit comments and provided a question, and answer period.

November 14, 2023. The Federal Transit Administration (FTA) issued a [Notice of Proposed Rulemaking](#) (NPRM – and [here](#)) proposing revisions to the State Safety Oversight (SSO) regulation to implement new requirements and to remove outdated references, and simplify notification requirements. The proposed changes included ensuring that State Safety Oversight Agencies (SSOAs) have the authority to enter rail transit facilities without prior notice to perform safety inspections; requiring SSOAs to collect safety data from the rail transit systems they oversee; and developing and implementing risk-based inspection programs. **Comments should be submitted by January 16, 2024.**

November 13, 2023. The Federal Transit Administration (FTA) issued a [Proposed Rule/Public Meeting Notice](#) (and [here](#)) concerning the topics of hours of service and fatigue risk management for transit workers. A virtual public listening session will be held on December 5, 2023. On October 30, 2023, the FTA issued a [Notice of Proposed Rulemaking](#) (NPRM) proposing minimum safety standards to provide protections for transit workers to obtain adequate rest thereby reducing the risk of fatigue-related safety incidents. Registration [here](#) for virtual listening session.

November 9, 2023. The Surface Transportation Board (STB) issued a [Notice](#) (and [here](#) and [here](#)) to establish a [Passenger Rail Advisory Committee](#) (PRAC) on passenger rail service. The Committee is to provide advice and recommendations to the STB on issues relating to passenger rail service in a manner that balances the interests of intercity and commuter rail passengers and operators, government entities, freight rail carriers and their customers, railway labor, and the general public. The PRAC shall consist of approximately 18 voting members who will comprise a balanced representation of individuals knowledgeable regarding passenger rail transportation, freight rail transportation, commuter rail operations, and transportation public policy (see Notice for Committee Membership splits). The PRAC will meet at least twice a year, and meetings will be open to the public.

The STB will seek nominations for the PRAC upon the filing of a charter of the Committee being filed with the STB's congressional oversight committee. More information [here](#).

November 9, 2023. The Federal Railroad Administration (FRA) issued a [Request for Comments Notice](#) (and [here](#)) regarding the solicitation of public comment on the request from twenty (20) railroads to amend their FRA-approved Positive Train Control Safety Plans (PTCSP). The railroads' joint Request For Amendment (RFA) to their PTCSPs was to implement on-board software changes to the human-machine interface (HMI) which requires amendments to positive train control (PTC) training for train crews. **Comments are due by December 3, 2023.**

November 7, 2023. The Federal Highway Administration (FHWA) issued a [Notice/Request for Information](#) (and [here](#)). While promulgating the final waiver (a temporary public interest waiver of Buy America requirements for steel, iron, manufactured products, and construction materials in electric vehicle (EV) chargers), FHWA announced that it would conduct biannual RFIs to receive information on the status of the EV charger industry. Requests for comment include, but are not limited to, the number of chargers recently produced by EV charger manufacturers, projections on chargers expected to be produced, and the number of EV chargers recently purchased by recipients of Federal financial assistance and projected to be purchased by recipients of Federal financial assistance in the near future. **Comments are due by December 26, 2023.**

November 7, 2023. The Environmental Protection Agency (EPA) issued a [Final Rule](#) (and [here](#)) finalizing revisions to its regulations addressing preemption of State and local regulation of locomotives and engines used in locomotives. The rule implements a policy change to no longer categorically preempt certain State regulations of non-new locomotives and engines, that align with the plain text of the Clean Air Act (CAA), and to better achieve the legislative intent of providing for exclusive Federal regulation of new locomotives and new locomotive engines while preserving the ability of California and other States to adopt and enforce certain State standards regulating non-new locomotives and engines. Both the Association of American Railroads and American Short Line and Regional Railroad Association (ASLRRA) are challenging in court the CARB regulation, which calls for fees charged to railroads that use locomotives that are not Tier 4 or zero-emission units. **The Final Rule is effective December 8, 2023.**

November 3, 2023. The US DOT issued a [Request for Information](#) (and [here](#)) regarding whether to amend the accessibility requirements for transportation facilities under the Americans with Disabilities Act of 1990 (ADA). The US DOT may consider whether to improve access beyond the minimum standards established by the U.S. Access Board. The US DOT seeks suggestions from all transportation stakeholders—including transportation agencies, transportation riders (particularly those with disabilities), community members, advocacy groups, planning officials, States, cities, researchers and technology companies, and the private sector—on enhancements that the Department could consider with regard to the ADA standards for transportation buildings and facilities. **Comments should be submitted by January 5, 2024.**

October 31, 2023. The Federal Transit Administration (FTA) has published [Federal Register Interim Guidance](#) to implement a new provision in law that permits transit agencies to use their real property to support transit-oriented development that includes affordable housing. The 2022 National Defense Authorization Act allows FTA to authorize the transfer of federally funded property no longer needed for its original, authorized purpose to a local government, nonprofit organization, or other eligible entity if, among other factors, it will be used for transit-oriented development and affordable housing. **The effective date of this Interim Guidance is October 31, 2023.** See Interim Asset Disposition Guidance [here](#).

GOVERNMENT NOTICES/REPORTS/NEWS ARTICLES

November 14, 2023. The Federal Transit Administration (FTA) [announced](#) a public meeting of the Transit Advisory Committee for Safety (TRACS) to be held on December 6 & December 7, 2023. **Requests to attend the meeting in person or virtually must be received no later than November 29, 2023.**

November 13, 2023. The Congressional Research Service (CRS) issued an updated report entitled, [“Federally Funded Construction and the Payment of Locally Prevailing Wages.”](#) The report examines the federal law that prescribes labor standards for federal construction contracts—the Davis-Bacon Act—and a series of related statutes that incorporate the Davis-Bacon Act standards into their provisions.

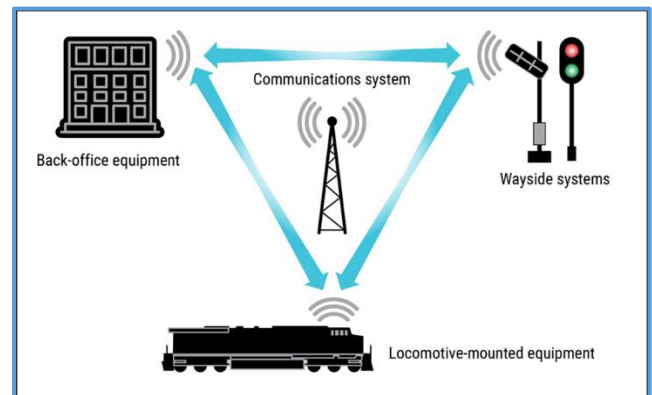
November 9, 2023. The US DOT published an updated version of the technical assistance resource [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#). The guide, first released in October 2022, provides a shared definition of meaningful public involvement and promising practices to help DOT funding recipients across all modes of transportation address barriers to inclusion in decision-making. Public Involvement resources [here](#).

November 6, 2023. The Government Accountability Office (GAO) published a report entitled, [“Discretionary Transportation Grants: DOT Should Better Align Its Application Evaluation Process with Federal Guidance.”](#) In FY 2022, US DOT awarded \$2.25 billion to 166 road, rail, and other surface transportation projects through a grant program known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE). US DOT established a multiphase process which included evaluating applications against criteria in a merit review phase and evaluating applicant-submitted benefit-cost analyses. In GAO’s survey of RAISE applicants, 69 percent of capital grant applicants reported that they found developing the benefit-cost analysis very or moderately challenging. The report found that US DOT’s implementation of its process for evaluating RAISE applications did not fully align with federal guidance for discretionary grant programs. Full report [here](#) and highlights [here](#).

November 3, 2023. The US DOT Office of Inspector General (OIG) issued a report entitled, [“DOT’s Top Management Challenges.”](#) The report is required by law and identifies the top US DOT management challenge areas for FY 2024.

November 1, 2023. The Federal Highway Administration (FHWA) has made available the [2022 Urban Congestion Trends](#) report. The FHWA 2022 Urban Congestion Trends report details trends and the current state of congestion and reliability on the NHS in 52 of the largest metropolitan areas in the United States. This report also includes examples of how agencies are using the NPMRDS for performance reporting and analysis, as well as for operational strategy evaluation and benefit calculation.

November 1, 2023. The [National Transportation Safety Board](#) (NTSB) called upon the Federal Railroad Administration (FRA) to formulate a plan to incorporate promising new technology into the existing system that prevents certain train collisions. In a report ([Beyond Full Implementation: Next Steps in Positive Train Control](#)), the NTSB identified situations where new and emerging technologies can improve the nation’s existing positive train control, or PTC, system and benefit rail safety. In the report, NTSB Investigators identified the following safety issues with existing PTC systems: 1.) Insufficient information about train location during restricted-speed operations, 2.) Obsolete exceptions to PTC use in terminal environments, 3.) Overreliance on administrative controls to prevent unsafe use of switching mode on main tracks, and 4.) Unsafe train incursions into established working limits.



November 1, 2023. The Federal Transit Administration (FTA) released the [2022 National Transit Database](#) (NTD) Annual Data Products. The set of files includes data on ridership, operating expenses, service levels, funding sources and more from transit providers nationwide. Established in 1974, the NTD has collected service, performance, and financial information from all FTA-funded transit agencies.

See [2022 Single Summary of Transit Report](#); this report contains key statistics and trends regarding public transportation in the U.S. as of 2022. The primary data sources are annual reports submitted to FTA’s NTD program for Report Year 2022. Each agency reporting submits data on a fiscal year basis.

October 18, 2023. The Transportation Security Administration (TSA) [announced](#) a new cybersecurity security directive regulating designated passenger and freight railroad carriers. The security directive requires that TSA-specified passenger and freight railroad carriers take action to prevent disruption and degradation to their infrastructure to achieve critical security outcomes. Passenger and freight railroad carriers are required to: 1.) Establish and execute a TSA-approved Cybersecurity Implementation Plan that describes the specific cybersecurity measures the passenger and freight rail carriers are utilizing to achieve the security outcomes set forth in the security directive, and 2.) Establish a Cybersecurity Assessment Program to proactively test and regularly audit the effectiveness of cybersecurity measures and identify and resolve vulnerabilities within devices, networks, and systems. More information [here](#).

UPCOMING CONGRESSIONAL CALENDAR – DECEMBER

December						
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
					1	2
3	4	5	6	7 Hanukkah (begins)	8	9
10	11	12	13	14	15 Hanukkah (ends)	16
17	18	19	20	21	22	23
24	25 Christmas Day	26	27	28	29	30
31						

- Both chambers in session
- Senate only in session
- House only in session

House Majority Leader Steve Scalise (R-LA) released the [2024 Congressional Calendar](#) (and [here](#)) for the second session of the 118th Congress (113 scheduled session days). The House is scheduled to break for election season beginning on September 27, 2024, thru November 11, 2024. Election day is November 5, 2024. The important deadline that lies between the beginning of the break and after the election is the end of FY 2024, i.e., September 30, 2024. Senate Majority Leader Chuck Schumer (D-NY) also released the [tentative Senate Schedule for 2024](#). The Senate will convene January 8, 2024 and end the session on December 20, 2024. The combined House/Senate 2024 calendar can be found [here](#) and on the next page.

2024 CONGRESSIONAL CALENDAR CQ

Both chambers in session

Senate only in session

House only in session

January

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	1 New Year's Day	2	3	4	5	6
7	8	9	10	11	12	13
14	15 MLK Day	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Presidents Day	20	21	22	23	24
25	26	27	28	29		

March

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
					1	2
3	4	5	6	7	8	9
10 Senator Inmate	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31 Easter						

April

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	1	2	3	4	5	6
7	8 Rosh Hashana (ends)	9 Eid al-Fitr (begins)	10 Eid al-Fitr (ends)	11	12	13
14	15	16	17	18	19	20
21	22 Passover (begins)	23	24	25	26	27
28	29	30 Passover (ends)				

May

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27 Memorial Day	28	29	30	31	

June

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16 Eid al-Adha (begins)	17	18	19 Juneteenth (Eid al-Adha ends)	20	21	22
23	24	25	26	27	28	29
30						

July

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	1	2	3	4 Independence Day	5	6
7	8	9	10	11	12	13
14	15 100th National Conv.	16 100th National Conv.	17 100th National Conv.	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 100th National Conv.	20 100th National Conv.	21 100th National Conv.	22	23	24
25	26	27	28	29	30	31

September

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2 Labor Day	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		1	2	3 Rosh Hashana (begins)	4 Rosh Hashana (ends)	5
6	7	8	9	10	11 Yom Kippur (begins)	12 Yom Kippur (ends)
13	14 Columbus Day	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
					1	2
3	4	5 Election Day	6	7	8	9
10	11 Veterans Day	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 Thanksgiving Day	29	30

December

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Christmas Day	26 Hanukkah (begins)	27	28
29	30	31				

Sources: Offices of Senate Majority Whip Richard J. Durbin, Senate Minority Whip John Thune and House Majority Leader Steve Scalise
Chris Hale/CQ Roll Call

Updated 11/17/23

UPCOMING DEADLINES/EVENTS

2023

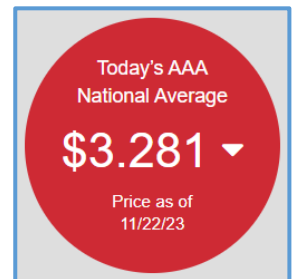
- November 28-29 [Rail Share](#) (Kansas City, MO);
November 30 [FTA Setting Transit Asset Management Performance Targets](#) (virtual);
December 5 [Transit Worker Hours of Service and Fatigue Risk Management ANPRM Virtual Public Listening Session](#);
December 6 [NTSB Safety Summit on Mental Health/Aviation Sector](#) (Washington, D.C.);
December 6 [FRA Justice40 Rail Explorer](#) (Webinar);
December 6-7 [FTA Transit Advisory Committee for Safety](#) (TRACS);
December 10-13 [APTA Safety and Risk Management Seminar](#) (Austin, TX);
December 14 [FTA Developing Community-Based Public Safety Pgm. Webinar](#);

2024

- January 23-26 [APTA Business Member Annual Meeting](#) (Río Grande, Puerto Rico);
Jan. 30 – Feb 2 AASHTO 2024 Winter Rail Meeting (Washington, D.C.);
February 5-8 [AASHTO Washington Briefing 2024](#) (Washington, D.C.);
February 10-13 [2024 NACo Legislative Conference](#);
March 18-21 [AASHTO: re: source Technical Exchange](#) (Boston, MA);
April 7-9 APTA Legislative Conference (Washington, D.C.);
April 23-26 AASHTO Spring Meeting (Madison, WI);
April 28-May 1 APTA Mobility Conference, (Portland, OR);
May 13-17 Infrastructure Week;
June 2-5 APTA Rail Conference (Cleveland, OH).

SCUTTLEBUTT/ICYMI

November 22, 2023. The Automobile Association of America (AAA) national average gas price can be found [here](#) (price per gallon as of 11/22/23). One month ago, the average price for regular gas was \$3.550 and one year ago the average price was \$3.636.



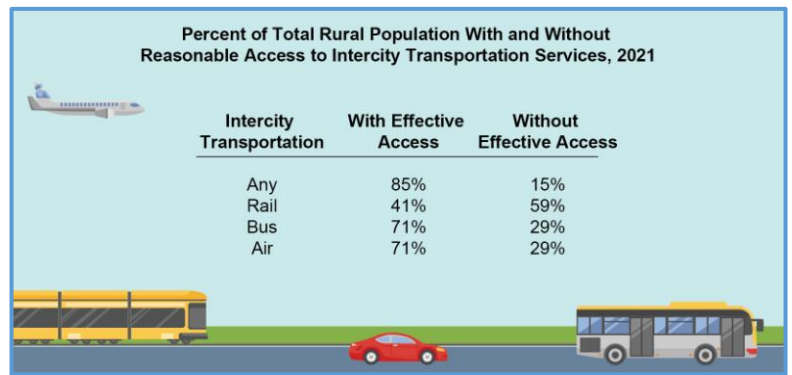
November 21, 2023. The Federal Transit Administration (FTA) has [updated its webpage](#) to clarify guidance regarding the spare ratio policy, which ensures that grant recipients operate within prudent financial management guidelines and do not use federal funds to acquire rolling stock until needed.

November 17, 2023. The American Road and Transportation Builders Association (ARTBA) reports that Lawmakers in 26 states approved a total of more than \$20 billion in new transportation revenue in 2023. Visit ARTBA's [Transportation Investment Advocacy Center](#) (TIAC) to view the analysis, and use the filter tool to examine states or topics.

November 16, 2023. Surface Transportation Board Chairman [Martin J. Oberman announced](#) at the Rail Trends conference in New York City that he will not seek renomination to a second term. Chairman Oberman's term expires on December 31, 2023, but he will work several months into 2024, which is within the one-year holdover period. Oberman joined the board on Jan. 22, 2019, following confirmation by the Senate earlier that month, and was designated as chairman by President Joe Biden on Jan. 21, 2021. Until President Biden names a new permanent chairperson, the agency's vice chairperson—who is determined internally—will become acting chairperson upon Oberman's departure.

November 15, 2023. The Reason Foundation published a commentary entitled, "[The Highway Trust Fund is Running Out of Money.](#)" There are several reasons for declining federal highway user tax revenues, such as: 1.) The robust growth in annual vehicle miles of travel (VMT) from the 1950s through the 1970s has slowed down, 2.) The Corporate Average Fuel Economy (CAFE) standards require automakers to keep increasing the miles per gallon of new vehicles, and, 3.) Congress has failed to increase the rates of highway user taxes or to cut spending to match the available revenue.

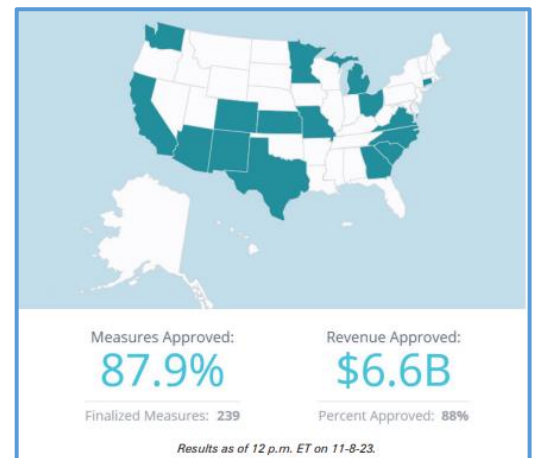
November 13, 2023. The [US Bureau of Transportation Statistics released data](#) noting that, “In 2021, 85 percent of the nation’s 88.8 million rural residents had reasonable access to intercity transportation. Reasonable access means that they lived within 75 miles of a large airport or within 25 miles of a smaller airport, intercity bus stop, or intercity rail station with scheduled service.”



November 8, 2023. NBC News reported that White House infrastructure coordinator Mitch Landrieu is expected to leave his role by the end of the year. President Joe Biden appointed Landrieu, a former mayor of New Orleans, in November 2021.

November 7, 2023. Comments to the Surface Transportation Board’s (STB) [Decision of September 7, 2023](#) regarding a new set of regulations that would provide for the prescription of reciprocal switching agreements to address inadequate rail service, as determined using objective standards based on a carrier’s original estimated time of arrival, transit time, and first-mile and last-mile service, were due by November 7, 2023. There were multiple comments that can be found [here](#) (look for EP_711_2) under the heading “Docket Number” and scroll downward to click on the appropriate “Attachment” pdf.

November 7, 2023. [The Transportation Investment Advocacy Center \(TIAC\) reported](#) that, “Voters in 14 states November 7, approved 88 percent of 239 state and local ballot initiatives aimed at boosting transportation investment, according to preliminary results. These measures will generate an estimated \$6.6 billion in one-time and recurring revenue for projects. They include immediate bonds as well as ongoing tax increases spread out over decades.” Analysis [here](#) and report [here](#).




November 7, 2023. The Mineta Transportation Institute (MTI) published a report entitled, “[What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year Fourteen of a National Survey.](#)” The report summarizes the results from the fourteenth year of a national public opinion survey asking U.S. adults questions related to their views on federal transportation taxes. The questions test public opinions about raising the federal gas tax rate, replacing the federal gas tax with a new mileage fee, and imposing a mileage fee just on commercial travel. Summary [here](#).

November 6, 2023. [Metrolink and Amtrak Pacific Surfliner ticket holders](#) with origin and destination stations between Los Angeles and Ventura can board either train service. Metrolink, Southern California’s regional passenger rail service, has partnered with the LOSSAN Rail Corridor Agency, which manages the Amtrak Pacific Surfliner service, to expand the existing codeshare program. This new expanded codeshare reciprocity will run as a pilot program currently slated to end June 30, 2024.

October 30, 2023. The National League of Cities published an article entitled, “[10 Tips to Get a Federal Transportation Grant.](#)”

Addendum A. – Calendar Year NOFO/AWARDS SCORECARD. An Excel spreadsheet with “hot-links” is available from TG&A upon request.

 <small>THE GINSBERG & ASSOCIATES, LLC</small>		SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOS) &/OR AWARDS (TG&A SCORECARD for CY 2023 - See FHWA Competitive Grant Funding Matrix)									
11/22/2023		TYPE	NOFO	NOFO	NOFO \$s	APPLICATION	NOFO \$				
DEPT/AGENCY	NOFO TITLE	(NOFO / AWARD)	ISSUANCE DATE	NOFO URL	MADE AVAILABLE	DEADLINE	AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS	
ARMY CORPS	Credit Assistance Under the Corps Water Infrastructure Financing Program	NOFO	9/20/2023	NOFO URL	81,000,000	12/19/2023	TBD	TBD	TBD		
DOE	FY 2023 Ride and Diver Electric Program	NOFO	5/18/2023	NOFO URL	51,000,000	7/28/2023	TBD	TBD	TBD	Concept papers due 6/16/23.	
EPA	Water Infrastructure Finance and Innovation Act (WIFIA) Program	NOFO	9/22/2023	NOFO URL	6,500,000,000	Rolling Basis	TBD	TBD	TBD	WIFIA Resources	
	State Water Infrastructure Finance and Innovation Act (SWIFIA) Program	NOFO	9/22/2023	NOFO URL	1,000,000,000	Rolling Basis	TBD	TBD	TBD	WIFIA Resources	
	Innovative Water Infrastructure Workforce Development Program	NOFO	9/26/2023	NOFO URL	20,800,000	11/17/2023	TBD	TBD	TBD		
	EPA Prize Challenge Showcasing Electric Transportation In Action	NOFO	10/31/2023	NOFO URL	See Comments	1/23/2024	TBD	TBD	TBD	1st, 2nd, & 3rd Place Prizes	
FAA	FY 2023 Airport Terminal Program	NOFO/AWARD	9/27/2022	NOFO URL	1,000,000,000	10/24/2022	1,000,000,000	AWARD URL	2/27/2023	Award Press Release.	
	FAA Aircraft Pilots Workforce Development Grant Program - 2nd Round	NOFO/AWARD	4/26/2022	NOFO URL	5,000,000	6/17/2022	5,000,000	AWARD URL	3/2/2023	Deadline extended to 6/17/22.	
	FAA Aviation Maint. Tech. Workers Workforce Development Grant Pgm. - 2nd Round	NOFO/AWARD	4/26/2022	NOFO URL	5,000,000	6/17/2022	5,000,000	AWARD URL	3/2/2023	Deadline extended to 6/17/22.	
	Small Community Air Service Development Program (SCASDP)	NOFO/AWARD	3/16/2023	NOFO URL	15,000,000	5/17/2023	14,815,000	AWARD URL	9/29/2023		
	FY 2023 Contract Tower Competitive Grant Program	NOFO	11/8/2022	NOFO URL	20,000,000	12/6/2022	20,000,000	AWARD URL	3/31/2023	Airport Award List	
	FY 2023 Competitive Funding Opportunity: Airport Improvement Program	NOFO	4/14/2023	NOFO URL	1,500,000,000	7/14/2023	TBD	TBD	TBD		
	Fueling Aviation's Sustainable Transition (FAST) Grant Program.	NOFO	5/24/2023	RE-NOFO URL	291,000,000	TBD	TBD	TBD	TBD	Full NOFO to come at Grants.Gov	
	FY 2022 Airport Improvement Program Competitive Supplemental Disc. Grants	NOFO/AWARD	12/28/2022	NOFO URL	268,728,965	1/31/2023	267,741,520	AWARD URL	7/11/2023	Airport Award List	
	FY 2023 FAA Aviation Maintenance Tech. Workers Workforce Development Gnt. Pgm.	NOFO	12/18/2023	NOFO URL	9,000,000	8/16/2023	TBD	TBD	TBD		
	FY 2023 FAA Aircraft Pilots Workforce Development Grant Program	NOFO	12/18/2023	NOFO URL	4,500,000	8/16/2023	TBD	TBD	TBD		
	FY 2024 Airport Terminal Program (ATP)	NOFO	9/13/2023	NOFO URL	1,000,000,000	10/16/2023	TBD	TBD	TBD		
	Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels (FAST-SAF) and Low-Emission Aviation Technologies (FAST-Tech) Grant Program.	NOFO	9/26/2023	NOFO URL	291,000,000	11/27/2023	TBD	TBD	TBD	Funding splits: FAST-SAF (\$244.5 m.) and FAST-Tech (\$46.5).	
	FY 2024 FAA Contract Tower (FCT) Competitive Grant Program	NOFO	10/31/2023	NOFO URL	20,000,000	12/1/2023	TBD	TBD	TBD		
	Center of Excellence for Alternative Jet Fuels and Environment Program	NOFO	11/14/2023	NOFO URL	20,000,000	9/30/2024	TBD	TBD	TBD		
FHWA	FY 2022 Bridge Investment Program (Large Bridge Grant Receipts)	NOFO/AWARD	6/10/2022	NOFO URL	2,360,000,000	7/25 - 9/8/22	2,087,150,000	AWARD URL	1/4/2023	Award Press Release.	
	FY 2022 Bridge Investment Program (Bridge Grant Receipts)	NOFO/AWARD	6/11/2022	NOFO URL	2,360,000,000	7/25 - 9/8/23	295,748,713	AWARD URL	4/13/2023	Award Recipients	
	FY 2023 Admn. of the Dwight David Eisenhower Transpo. Fellowship Pgm. (DDETFP)	NOFO	2/18/2023	NOFO URL	1,000,000	3/28/2023	TBD	TBD	TBD	TBD Institution of Higher Education (IHE) of Minority Serving Institutions	
	FY 2022-2026 D. D. Eisenhower Transportation Fellowship Pgm. Graduate Fellowship	NOFO	2/22/2023	NOFO URL	1,000,000	4/7/2023	TBD	TBD	TBD	TBD \$1 million per year (FYs 2022-2026).	
	Center of Excellence on New Mobility and Automated Vehicles (Mobility COE)	NOFO	4/5/2023	NOFO URL	1,500,000	6/6/2023	TBD	TBD	TBD	TBD Total potential funding of \$7.5 million.	
	FYs 2022-2023 Wildlife Crossings Pilot Program (WCPP)	NOFO	4/5/2023	NOFO URL	111,850,000	8/1/2023	TBD	TBD	TBD		
	FY 2022/23 Promoting Resilient Ops./Transformative, Efficient/Cost-Saving Transpo.	NOFO	4/21/2023	NOFO URL	848,000,000	8/18/2023	TBD	TBD	TBD		
	FY 2022/2023 Reduction of Truck emissions at Port Facilities Grant Program (RTEPF)	NOFO	4/28/2023	NOFO URL	160,000,000	6/26/2023	TBD	TBD	TBD		
	FY 2022 National Scenic Byways Program	NOFO/AWARD	3/17/2022	NOFO URL	22,000,000	5/16/2022	21,849,689	AWARD URL	4/28/2023	Letter of Intent due 4/4/2022.	
	FY 2023 Innovative Asphalt Pavement Technologies Program	NOFO	5/3/2023	NOFO URL	5,000,000	6/28/2023	TBD	TBD	TBD		
	Advancing Sustainability and Resilience in Pavements Program	NOFO	5/12/2023	NOFO URL	7,500,000	6/26/2023	TBD	TBD	TBD		
	FY 2022 Advanced Transportation Tech. & Innovative Mobility Deployment Pgm.	NOFO	9/19/2022	NOFO URL	60,000,000	10/12/2022	52,780,000	AWARD URL	5/25/2023	AKA ATTAIN	
	FY 2023 Work Zone Safety Grants	NOFO	6/1/2023	NOFO URL	10,000,000	7/14/2023	TBD	TBD	TBD		
	FY 2022-2026 Advanced Digital Construction Management Systems (ADCMS)	NOFO/AWARD	6/27/2023	NOFO URL	115,000,000	8/28/2023	33,919,136	AWARD URL	11/16/2023	\$34 m. for combined FY '22/23; \$17 m. for each of FY '24-26.	
	FY 2023 Nationally Significant Federal Lands and Tribal Projects Program	NOFO	7/7/2023	NOFO URL	88,290,000	9/6/2023	TBD	TBD	TBD		
	FY 2022 Nationally Significant Federal Lands and Tribal Projects Program	NOFO/AWARD	8/18/2022	NOFO URL	125,215,000	10/24/2022	130,548,129	AWARD URL	7/6/2023	Award Press Release	
	FY 2022 National Culvert Removal, Replacement, and Restoration Grant Program	NOFO/AWARD	10/6/2022	NOFO URL	196,000,000	2/6/2023	195,877,358	AWARD URL	8/16/2023	Awards URL	
	FY 2021 Accelerated Innovation Deployment (AID) Demonstration Program	NOFO/AWARD	7/2/2021	NOFO URL	10,000,000	9/28/2021	8,842,307	AWARD URL	8/22/2023		
	Electric Vehicle Charger Reliability and Accessibility Accelerator Program	NOFO	9/14/2023	NOFO URL	100,000,000	11/13/2023	TBD	TBD	TBD		
	FY 2023 - 2026 Bridge Investment Program, Large Bridge Project Grants	NOFO	9/27/2023	NOFO URL	9,620,100,000	See Comments	TBD	TBD	TBD	FY 2023/2024 due 11/27/2023.	
	FY 2023-2026 Accelerated Innovation Deployment (AID) Demonstration Program	NOFO	10/25/2023	NOFO URL	10,000,000	1/23/2024	TBD	TBD	TBD	Notice of intent deadline of 12/12/2023.	
	FY 2024 Accelerating Vehicle to Everything (V2X) Deployment Program	NOFO	10/27/2023	NOFO URL	40,000,000	1/17/2024	TBD	TBD	TBD		
	FY 2023/2024 Advanced Transportation Tech./Innovation (ATTAIN) Pgm.	NOFO	11/20/2023	NOFO URL	120,000,000	2/2/2024	TBD	TBD	TBD		
FRA	FY 2023 Northeast Corridor Commission (NECC) Project	NOFO	1/20/2023	NOFO URL	6,000,091	2/2/2023	TBD	TBD	TBD		
	FY 2022 Corridor Identification and Development Grant Program (Updated NOFO)	NOFO	1/14/2023	NOFO URL	365,000,000	3/27/2023	TBD	TBD	TBD	FR Notice 12/20/2022	
	FY 2022 Federal-State Partnership for Intercity Passenger Rail Program (FSP) for projects NOT located on the Northeast Corridor (Updated NOFO)	Updated NOFO	2/2/2023	NOFO URL	4,566,300,000	4/21/2023	TBD	TBD	TBD	FR Notice 3 February 2023	
	FY2022 CRISI ME Northern Rail	NOFO	2/23/2023	NOFO URL	12,960,000	3/10/2023	TBD	TBD	TBD	TBD Congressionally Directed Funding to the State of Maine.	
	FY 2023 Supplemental for Amtrak	NOFO	4/28/2023	NOFO URL	878,172,428	5/5/2023	N/A	N/A	N/A	N/A Amtrak is the only entity eligible to apply.	
	FY 2023 Supplemental for Amtrak's Northeast Corridor	NOFO	4/28/2023	NOFO URL	1,065,313,888	5/5/2023	N/A	N/A	N/A	N/A Amtrak is the only entity eligible to apply.	
	FY 2022/2023 Rail Research & Development Center of Excellence (CoE)	NOFO	5/1/2023	NOFO URL	5,000,000	7/3/2023	N/A	N/A	N/A	N/A NOFO Correction 5/23/23.	
	FYs 2022/2023 Competitive Grants for Rail Vehicle Replacement Program	NOFO/AWARD	10/12/2022	NOFO URL	600,000,000	1/5/2023	703,093,337	AWARD URL	5/5/2023	Note: \$300 m for each of FYs 2022/2023.	
	Interstate Rail Compacts Grant Program	NOFO	5/8/2023	NOFO URL	5,815,800	7/10/2023	TBD	TBD	TBD	TBD FR Notified 9 May 2023.	
	FY 2023 Northeast Corridor IIA Supplemental Cooperative Agreement to Amtrak	NOFO	6/1/2023	NOFO URL	1,189,000,000	6/15/2023	TBD	TBD	TBD	TBD Amtrak is the only entity eligible to apply.	
	FY 2023 Supplemental State-Amtrak Intercity Passenger Rail Committee	NOFO	6/1/2023	NOFO URL	1,565,000	6/9/2023	TBD	TBD	TBD	TBD NNEPRA is the only entity eligible to apply.	
	FY 2023 National Network IIA Supplemental Cooperative Agreement	NOFO	6/1/2023	NOFO URL	3,143,000,000	6/15/2023	TBD	TBD	TBD	TBD Amtrak is the only entity eligible to apply.	
	FY 2022 Railroad Crossing Elimination Program	NOFO/AWARD	6/30/2022	NOFO URL	573,264,000	10/11/2022	570,000,000	AWARD URL	6/5/2023	FRA Press Release.	
	FY 2023 Rail Safety Innovations Deserving Exploratory Analysis (Rail Safety IDEA)	NOFO	6/28/2023	NOFO URL	400,000	7/14/2023	TBD	TBD	TBD	TBD The National Academy of Sciences is the only entity eligible to apply.	
	FY 2017-2023 Special Transportation Circumstances Projects Program	NOFO	8/17/2023	NOFO URL	139,022,333	9/29/2023	TBD	TBD	TBD	TBD Exclusive Alaska, South Dakota &	
	FY 2023 Highway-Rail Grade Crossing Safety Education and Enforcement Program	NOFO	8/21/2023	NOFO URL	1,000,000	9/22/2023	TBD	TBD	TBD	TBD Exclusive to Operation Lifesaver.	
	FY 2023 Reconstruction of Substation 41	NOFO	8/29/2023	NOFO URL	21,000,000	9/1/2023	TBD	TBD	TBD	TBD Amtrak is the only entity eligible to	
	FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program (CRISI)	NOFO/AWARD	9/1/2022	NOFO URL	1,427,462,902	12/1/2022	1,400,000,000	AWARD URL	9/25/2023	FY '22 CRISI Project Summaries	
	FY 2023 State-Amtrak Intercity Passenger Rail Committee (SAIPRC)	NOFO	10/19/2023	NOFO URL	9,435,000	10/25/2023	TBD	TBD	TBD	TBD Northern New England Passenger Rail Authority is the only entity eligible to apply.	

SELECTED TRANSPORTATION NOTICE OF FUNDING OPPORTUNITIES (NOFOs) &/OR AWARDS (TG&A SCORECARD for CY 2023 - See FHWA Competitive Grant Funding Matrix)										
NOFO TITLE	TYPE (NOFO / AWARD)	NOFO ISSUANCE DATE	NOFO URL	NOFO \$s MADE AVAILABLE	APPLICATION DEADLINE	NOFO \$ AWARDS	AWARDS URL	AWARDED - DATE	COMMENTS	
11/22/2023 DEPT/AGENCY										
FY 2022/2023 Federal-State Partnership for Intercity Passenger Rail Program (NEC)	NOFO/AWARD	12/23/2022	NOFO URL	8,979,150,000	3/27/2023	16,434,124,702	AWARD URL	11/6/2023	FR URL	
DEPT. OF LABOR										
Building Pathways to Infrastructure Jobs Grant Program	NOFO	4/5/2023	NOFO URL	80,000,000	7/7/2023	TBD	TBD	TBD		
FTA										
FY 2023 Areas of Persistent Poverty Program	NOFO/AWARD	1/6/2023	NOFO URL	20,041,870	3/10/2023	20,041,613	AWARD URL	7/20/2023	FTA Press Release	
FY 2023 Low or No Emission Grant Program	NOFO/AWARD	1/26/2023	NOFO URL	1,221,350,117	4/13/2023	1,700,000,000	AWARD URL	6/26/2023	List of Awards	
FY 2023 Grants for Buses and Bus Facilities Program	NOFO/AWARD	1/26/2023	NOFO URL	469,445,424	4/13/2023	1,700,000,000	AWARD URL	6/26/2023	List of Awards	
FY 2022 Ferry Grant Programs (3 Separate Programs Combined)	NOFO/AWARD	7/8/2022	NOFO URL	294,500,000	9/6/2022	384,354,926	AWARD URL	1/26/2023	List of Awards	
FY 2022 Safe Streets and Roads for All (SS4A) Grant Program	NOFO/AWARD	5/16/2022	NOFO URL	1,000,000,000	9/15/2022	800,000,000	AWARD URL	2/1/2023	473 Action Plan Awards and 37 Implementation Grant Awards	
FY 2021 Mobility, Access, Transpo. Insecurity-Creating Links/Opportunity Demo.	NOFO/AWARD	8/8/2022	NOFO URL	6,000,000	10/11/2022	6,000,000	AWARD URL	2/8/2023		
FTA Emergency Relief Funding for CYs 2017, 2020, 2021, 2022	NOFO/AWARD	3/24/2023	NOFO URL	212,301,048	5/26/2023	102,325,551	AWARD URL	7/31/2023	FR Notice 27 March 2023.	
Community Mobility Design Challenge 2023	NOFO	3/26/2023	NOFO URL	25,000 each to 4 teams	8/4/2023	TBD	TBD	TBD	Application Package	
FY 2023 Passenger Ferry Grant Program	NOFO	5/17/2023	NOFO URL	50,100,000	7/17/2023	TBD	TBD	TBD		
FY 2023 Ferry Service for Rural Communities Program	NOFO	5/17/2023	NOFO URL	170,000,000	7/17/2023	TBD	TBD	TBD		
Public Transportation Innovation Program	NOFO/AWARD	9/21/2022	NOFO URL	6,500,000	11/21/2022	11,637,691	AWARD URL	6/8/2023	List of Awards	
FY 2023 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)	NOFO	8/7/2023	NOFO URL	13,460,978	10/10/2023	TBD	TBD	TBD		
FY 2024 Competitive Grants for Rail Vehicle Replacement Program	NOFO	10/6/2023	NOFO URL	196,906,663	12/18/2023	TBD	TBD	TBD		
FY 2022/2023 Accelerating Advanced Digital Construction Management Sys. Pgm.	NOFO	10/12/2023	NOFO URL	5,093,000	2/12/2024	TBD	TBD	TBD		
FY 2023 Innovative Coordinated Access and Mobility (ICAM) Pilot Pgm.	NOFO	11/14/2023	NOFO URL	4,823,972	2/13/2024	TBD	TBD	TBD		
MARAD										
2023 Port Infrastructure Development Program (PIDP)	NOFO/AWARD	12/31/2022	NOFO URL	662,203,512	4/28/2023	653,000,000	AWARD URL	11/3/2023	Full NOFO Published on 2/8/23.	
FY 2023 Small Shipyard Grants Program	NOFO/AWARD	1/17/2023	NOFO URL	20,800,000	2/27/2023	20,800,000	AWARD URL	5/3/2023	Maritime NOFO	
FY 2023 US Marine Highway Program	NOFO/AWARD	2/28/2023	NOFO URL	12,423,000	4/28/2023	11,999,191	AWARD URL	9/21/2023		
NHTSA / FMCSA										
FY 2023 High Priority Program – Innovative Technology Deployment	NOFO	2/1/2023	NOFO URL	2,000,000	4/3/2023	TBD	TBD	TBD		
FY 2023 Commercial Motor Vehicle Operator Safety Training Program	NOFO	2/1/2023	NOFO URL	3,200,000	4/3/2023	TBD	TBD	TBD		
FY 2023 Commercial Driver's License Program Implementation	NOFO	2/1/2023	NOFO URL	70,400,000	4/3/2023	TBD	TBD	TBD		
FY 2023 High Priority Program – Commercial Motor Vehicle	NOFO	2/1/2023	NOFO URL	43,300,000	4/3/2023	TBD	TBD	TBD		
Collegiate Impaired Driving Learning Collaborative (CIDLC) Program	NOFO	2/15/2023	NOFO URL	750,000	5/15/2023	TBD	TBD	TBD		
Native American Pedestrian Safety Demonstration	NOFO	6/16/2023	NOFO URL	507,000	7/14/2023	TBD	TBD	TBD	\$507,000 is available to fund up to one (1) discretionary Cooperative Agreement.	
Fiscal Year 2024 Commercial Vehicle Safety Plans to Support National Safety Goals	NOFO	6/22/2023	NOFO URL	4,792,025,000	8/21/2023	TBD	TBD	TBD		
OPERATION LIFESAVER										
Public Safety Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	230,925	AWARD URL	3/30/2023		
Innovative Rail Safety Competitive Grant for Xing Safety in New York	AWARD	N/A	N/A	N/A	N/A	50,000	AWARD URL	4/6/2023		
Crossing Safety Public Awareness Campaigns in 12 States	AWARD	N/A	N/A	N/A	N/A	214,075	AWARD URL	4/25/2023		
DHS / FEMA										
FY 2022 Assistance to Firefighters Grants	NOFO	1/9/2023	NOFO URL	324,000,000	2/10/2023	TBD	TBD	TBD	AFG Grants.Gov Reference	
FY 2022 Assistance to Firefighters Grants (SAFER) Program	NOFO	2/6/2023	NOFO URL	360,000,000	3/17/2023	TBD	TBD	TBD		
FY 2022 AFG Program, Fire Prevention and Safety Grants Program (FP&S)	NOFO	2/22/2023	NOFO URL	36,000,000	3/31/2023	TBD	TBD	TBD		
FY 2023 Port Security Grant Program (PSGP)	NOFO	2/27/2023	NOFO URL	100,000,000	5/18/2023	TBD	TBD	TBD		
FY 2023 Intercity Passenger Rail Program (IPR)	NOFO	2/27/2023	NOFO URL	10,000,000	5/18/2023	TBD	TBD	TBD		
FY 2023 Intercity Bus Security Grant Program (IBSGP)	NOFO	2/27/2023	NOFO URL	2,000,000	5/18/2023	TBD	TBD	TBD		
FY 2023 Transit Security Grant program (TSGP)	NOFO	2/27/2023	NOFO URL	93,000,000	5/18/2023	TBD	TBD	TBD		
FY 2023 State Fire Training Systems Grant (SFTSG) program	NOFO	6/9/2023	NOFO URL	1,000,000	7/10/2023	TBD	TBD	TBD	Awards of \$20K to 50 projects.	
FY 2023 Building Resilient Infrastructure and Communities (BRIC) Program	NOFO	10/13/2023	NOFO URL	1,000,000,000	2/29/2024	TBD	TBD	TBD		
US DOT										
US DOT Competitive Funding Matrix URL										
FY 2023 National Infrastructure Investments (Local/Reg. Proj. Asst.) - RAISE Grants	NOFO/AWARD	12/1/2022	NOFO URL	2,275,000,000	2/28/2023	2,200,000,000	AWARD URL	6/28/2023	NOFO updated 1/6/23 to reflect added FY '23 Omnibus funding of \$800 million.	
University Partnership Program	NOFO	1/20/2023	NOFO URL	590,000	3/13/2023	TBD	TBD	TBD		
FY 2022 National Infrastructure Project Assistance (Mega Projects)	NOFO/AWARD	3/25/2022	NOFO URL	1,000,000,000	5/23/2022	1,172,171,053	AWARD URL	1/31/2023		
Reconnecting Communities Pilot (RCP) Discretionary Grant Program	NOFO/AWARD	6/30/2022	NOFO URL	195,000,000	10/13/2022	185,000,000	AWARD URL	2/28/2023	Award Press Release.	
Thriving Communities Technical Assistance (Dept. of Housing/Urban Development)	NOFO	3/1/2023	NOFO URL	5,000,000	3/2/2023	TBD	TBD	TBD		
FY 2022/FY 2023 Charging and Fueling Infrastructure (CFI) Discretionary Grant Pgm.	NOFO	3/14/2023	NOFO URL	700,000,000	6/13/2023	TBD	TBD	TBD		
FY 2022 Strengthening Mobility & Revolutionizing Transportation Grants Pgm.	NOFO/AWARD	9/19/2022	NOFO URL	100,000,000	12/18/2022	94,783,781	AWARD URL	3/21/2023		
FY 2023 Safe Streets and Roads for All Funding Opportunity (SS4A)	NOFO/AWARD	3/31/2023	NOFO URL	1,177,213,000	7/10/2023	86,000,000	AWARD URL	10/27/2023	Round 3 awards; Round 2 expected in Dec. 2023.	
FY 2022 Thriving Communities Program	NOFO/AWARD	10/6/2022	NOFO URL	25,000,000	11/29/2022	21,150,000	AWARD URL	4/7/2023	LOI Announcement	
FY 2022/2023 Regional Infrastructure Accelerator (RIA) Grant Program	NOFO/AWARD	4/26/2023	NOFO URL	24,000,000	5/30/2023	24,000,000	AWARD URL	10/13/2023		
RRIF Express Program	NOFO	5/31/2023	NOFO URL	35,000,000,000	12/1/2023	TBD	TBD	TBD		
FY 2022/2023 Rural and Tribal Assistance Pilot Program	NOFO/AWARD	6/14/2023	NOFO URL	3,400,000	See Comments and here for NOFO Correction	3,400,000	AWARD URL	11/20/2024	Reviewed on a rolling (first-come, first-served) basis until available funding is expended. The application window will open on 8/14/2023.	
MPDG - National Infrastructure Project Assistance grants Program (Mega)	Combined NOFO	6/27/2023	NOFO URL	1,800,000,000	8/21/2023	TBD	TBD	TBD		
MPDG - Nationally Significant Multimodal Freight/Highways Projects Program (INFRA)	Combined NOFO	6/27/2023	NOFO URL	3,100,000,000	8/21/2023	TBD	TBD	TBD		
MPDG - Rural Surface Transportation Grant Program (Rural)	Combined NOFO	6/27/2023	NOFO URL	675,000,000	8/21/2023	TBD	TBD	TBD		
FY 2023 Reconnecting Communities Pilot (RCP) Program	Combined NOFO	7/5/2023	NOFO URL	198,000,000	9/28/2023	TBD	TBD	TBD		
FY 2023 Neighborhood Access and Equity (NAE) Program	Combined NOFO	7/5/2023	NOFO URL	3,155,000,000	9/28/2023	TBD	TBD	TBD		
FY 2023 Strengthening Mobility & Revolutionizing Transportation (SMART) Gnts. Pgm.	NOFO	8/8/2023	NOFO URL	50,000,000	10/10/2023	TBD	TBD	TBD	\$50 m. for Stage 1 and \$50 m. for Stage 2.	
FY 2023 Thriving Communities Program	NOFO	8/16/2023	NOFO URL	22,000,000	12/15/2023	TBD	TBD	TBD	Call for LOIs - Deadline 11/15/2023	
FY 2022/2023 Innovative Finance and Asset Concessions Grant Program	NOFO	8/16/2023	NOFO URL	38,860,000	11/17/2023	TBD	TBD	TBD	Forecasted Opportunity	
Bridge Research and Technology (UTC)	NOFO	9/7/2023	NOFO URL	5,000,000	10/13/2023	TBD	TBD	TBD	Must be US DOT-funded Univ. Transp. Cntr	
Research Partnership on Climate Change and Transportation	NOFO	9/28/2023	NOFO URL	2,500,000	11/27/2023	TBD	TBD	TBD		

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 3.7

INFORMATION

Monthly Report on Silicon Valley and Tri-Valley Outreach Activities

Background:

To accomplish continued engagement of key stakeholders, the San Joaquin Regional Rail Commission (Rail Commission) has retained a local, embedded grassroots Outreach Consultant/Team for the Silicon Valley (which includes the Tri-Cities area of Fremont, Newark, and Union City) and another for the Tri-Valley (Livermore/Dublin/Pleasanton) area. Outreach consultants have been an important component of the Rail Commission's approach to stakeholder engagement. The Outreach Consultant/Teams will focus their efforts on stakeholder engagement and strategic partnerships.

At the June 4, 2021, Board Meeting, the Rail Commission Board approved contracts for ACE Silicon Valley Outreach Services (Winter Consulting) and ACE Tri-Valley Outreach Services (California Gold Advocacy Group). The Rail Commission also requested that staff provide monthly summaries to the Board of the work done under these contracts.

October – November 2023

Silicon Valley Outreach Summary for Winter Consulting:

- Stakeholder Engagement
 - Attend Bay Area Council's (BAC) Future of Rail meeting 10/17
 - Attend Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG's) Regional Growth Forecasting webinar 10/19
 - Attend Transit Safety Webinar 10/27
 - Attend Focus on the Future event, network on behalf of ACE 10/30
 - Attend San Francisco Planning & Urban Research (SPUR's) MTC Transit 2050 workshop 10/31
- Community Engagement
 - Connect with Marketing Manager, Marques Cook, and Senior Regional Initiatives Coordinator, Rene Gutierrez, on ACE 25th Anniversary passenger appreciation outreach and coordinate staff support and debrief passenger outreach 10/16, 10/25
 - Coordinate staffing, arrange and distribute giveaway materials, and staff rider appreciation outreach at Vasco, Livermore, Pleasanton, and Fremont stations connecting with over 420 riders 10/24
 - Create draft Rider Appreciation report
- Shuttles
 - Check-in with Connecting Services Manager, Bee Thao 11/3
- Research
 - Research Bay Area transit ridership trends 11/1

- Marketing (General)
 - Check-in with Marques on 10/19 and 11/16
 - Quarterly ACE meeting and brainstorming session 11/2
- Levi's/49ers Initiative
 - Add ACE to Levi's promotional material to BAC newsletter
 - Meet with Jeffrey Scott Agency (JSA) on marketing plan and next steps 11/8
 - Develop promotion plan and timeline featuring prize giveaway
 - Create promotional flyer
- San Jose Initiative
 - Meet with Managing Director at San Jose's Christmas in the Park to discuss collaboration opportunities 10/20
 - Meet with the Tech Interactive to discuss collaboration opportunities 10/26
 - Create draft San Jose itinerary and blog
 - Meet with San Jose Downtown Association 11/1
 - Develop promotion plan and timeline for the "Holidays in San Jose" initiative featuring prize giveaway for riding on the Event Trains
 - Create promotional flyer and accompanying blog post for "Holidays in San Jose" initiative
 - Coordinate with San Jose Chamber regarding membership and dues
- Student Initiative
 - Edit student ambassador flyer and ambassador guidelines
 - Meet with Community Outreach Coordinator, Carmen, and Junior Account Manager, Bree, on student initiative next steps 10/24
- Livermore/Tri-Valley Initiative
 - Edit Livermore itineraries
 - Meet with Tracy Farhad with Visit Tri-Valley 11/7

Tri-Valley Outreach Summary for California Gold Advocacy Group:

- N/A

Recent & Upcoming Outreach Events:

- Pleasanton – Tradeshow Mixer on November 8, 2023
- Stockton – ACE 25th Anniversary Celebration in January (Tentative)

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 3.8

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2024 ACE Service Holidays

The proposed 2024 ACE Service Holidays:

Memorial Day	Monday, May 27, 2024
Independence Day	Thursday, July 4, 2024
Day After Independence Day	Friday, July 5, 2024
Labor Day	Monday, September 2, 2024
Thanksgiving	Thursday, November 28, 2024
Day after Thanksgiving	Friday, November 29, 2024
Christmas Day	Wednesday, December 25, 2024
New Year's Day	Wednesday, January 1, 2025

ACE service will not operate on the days listed above.

In addition, due to the low historical ridership on the following days or proclaimed State and Federal holidays, modified service will be evaluated for the following days:

Martin Luther King Day	Monday, January 15, 2024
Presidents' Day	Monday, February 19, 2024
Good Friday	Friday, March 29, 2024
César Chávez Day	Monday, April 1, 2024
Juneteenth	Wednesday, June 19, 2024
Veterans Day	Monday, November 11, 2024
Day Before Thanksgiving	Wednesday, November 27, 2024
Christmas Eve	Tuesday, December 24, 2024
New Year's Eve	Tuesday, December 31, 2024

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Adopting the 2024 ACE Service Holidays.

SJRRRC RESOLUTION 23/24-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION ADOPTING THE 2024 ACE SERVICE HOLIDAYS

WHEREAS, the San Joaquin Regional Rail Commission, as the policy-making body of the ACE Service, has the responsibility for adopting the ACE Service Holidays;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission adopts the following ACE Service Holidays for 2024 and potential service modification dates:

Memorial Day	Monday, May 27, 2024
Independence Day	Thursday, July 4, 2024
Day After Independence Day	Friday, July 5, 2024
Labor Day	Monday, September 2, 2024
Thanksgiving	Thursday, November 28, 2024
Day after Thanksgiving	Friday, November 29, 2024
Christmas Day	Wednesday, December 25, 2024
New Year's Day	Wednesday, January 1, 2025

ACE service will not operate on the public holidays listed above.

In addition, due to the low historical ridership on the following days or proclaimed State and Federal holidays, modified service will be evaluated for the following days:

Martin Luther King Day	Monday, January 15, 2024
Presidents' Day	Monday, February 19, 2024
Good Friday	Friday, March 29, 2024
César Chávez Day	Monday, April 1, 2024
Juneteenth	Wednesday, June 19, 2024
Veterans Day	Monday, November 11, 2024
Day Before Thanksgiving	Wednesday, November 27, 2024
Christmas Eve	Tuesday, December 24, 2024
New Year's Eve	Tuesday, December 31, 2024

PASSED AND ADOPTED, by the Board of Commissioners this 1st day of December 2023, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 3.9

INFORMATION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Tenth Amended and Restated Cooperative Agreement with Peninsula Corridor Joint Powers Board and Authorizing the Executive Director to Execute the Agreement

Background:

The San Joaquin Regional Rail Commission (Rail Commission) currently operates the ACE® Service on trackage owned by Union Pacific Railroad Company (UPRR) and the Peninsula Corridor Joint Powers Board (CALTRAIN). CALTRAIN also owns the Santa Clara Station, which is a stop on the ACE® Service and the Diridon Station in San Jose which is where the railcars layover during the day. Since 1998 the Rail Commission has been in contract with CALTRAIN for use of the track and stations in return for trackage and layover fees. Annually, as part of the operating budget, the Board approves the trackage and layover fees.

This year CALTRAIN requested the layover fees to be increased from \$6.01 to \$16.50 per day for each rail car and/or locomotive stored at Diridon which was an estimated 174% increase from last year. Originally, CALTRAIN increased the fee from \$6.01 to \$31.77 per day, per rail car. Rail Commission staff negotiated the proposed rate down from \$31.77 to \$16.50, this negotiation required staff to agree to a future reasonable annual adjustment at CALTRAIN's sole discretion.

CALTRAIN also requested that the Rail Commission contribute to the Guadalupe River Bridge Replacement Project (Bridge Project) which is located in San Jose along the route used by the ACE® Service daily. The Bridge Project will replace the northbound wooden trestle bridge built in 1935 and extend the southbound concrete bridge built in 1990. The estimated overall project cost of \$63,698,593 using both federal and local funding sources. The Rail Commission's contribution will count for 12.64% of the local share, equal to \$1,330,429.

Procurement Approach

This reinstated agreement was handled in accordance with the Rail Commission's Procurement Manual.

Fiscal Impact:

Expenses and Revenues for the contract are identified in the Fiscal Year 2023/2024 Operating Budget under the SJRRC/ACE Contracted Services – Operating Leases and the 2023/2024 Capital Budget as the Caltrain Guadalupe River Bridge Replacement & Extension.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving the Tenth Amended and Restated Cooperative Agreement with Peninsula Corridor Joint Powers Board and Authorizing the Executive Director to Execute the Agreement.

SJRRC RESOLUTION 23/24 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION APPROVING THE TENTH AMENDED AND RESTATED COOPERATIVE AGREEMENT WITH PENINSULA CORRIDOR JOINT POWERS BOARD AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT

WHEREAS, the San Joaquin Regional Rail Commission (Rail Commission) currently operates the ACE® Service on trackage owned by Union Pacific Railroad Company (UPRR) and the Peninsula Corridor Joint Powers Board (CALTRAIN); and

WHEREAS, CALTRAIN also owns the Santa Clara Station, which is a stop on the ACE® Service and the Diridon Station in San Jose which is where the railcars layover during the day; and

WHEREAS, since 1998 the Rail Commission has been in contract with CALTRAIN for use of the track and stations in return for trackage and layover fees; and

WHEREAS, annually, as part of the operating budget, the Board approves the trackage and layover fees; and

WHEREAS, this year CALTRAIN requested the layover fees to be increased from \$6.01 to \$16.50 per day for each rail car and/or locomotive stored at Diridon which was an estimated 174% increase from last year; and

WHEREAS, CALTRAIN also requested that the Rail Commission contribute to the Guadalupe River Bridge Replacement Project (Bridge Project) which is located in San Jose along the route used by the ACE® Service daily; and

WHEREAS, the Rail Commission's contribution will count for 12.64% of the local share, equal to \$1,330,429; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Approves the Tenth Amended and Restated Cooperative Agreement with Peninsula Corridor Joint Powers Board and Authorizes the Executive Director to Execute the Agreement.

PASSED AND ADOPTED, by the SJRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 3.10

ACTION

a. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:

1) SJRRC-R2-18/19-35

2) SJRRC-R3-18/19-36

(Regular and Special Voting Members)

b. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:

1) SJRRC-R1-18/19-34

2) SJRRC-R-21/22-9

3) SJRRC-R-21/22-10

4) SJRRC-R-21/22-11

(Regular Voting Members Only)

Background:

With the passage of both Senate Bill (SB) 132 and the Transit and Intercity Rail Capital Program (TIRCP) the "Valley Rail Project Program" was created. The Valley Rail Project is a program within the Capital Projects Program with many separate projects that will expand the ACE and San Joaquin Services. The expansion in addition to creating new passenger/commuter rail services from Sacramento to Merced with connections to both the existing ACE Service to San Jose, and San Joaquins service to Bakersfield and Oakland will also provide a vital link for the California High-Speed Rail Project from Bakersfield to Merced, and for an ACE to BART connection for the Tri-Valley (Valley Link Project).

In May 2019 and August 2021, the Rail Commission Board established pre-qualified On-Call consultant lists for Professional Consulting Services for over thirty (30) projects within the Valley Rail Program that required the following Services: a) Project Development, b) Right of Way, c) Construction Management and d) Rail Engineering Services. Since the lists have been approved the Rail Commission has requested separate cost proposals or initiate Request for Proposals (RFP) to solicit services from the On-Call Consultant list. These contracts have been presented to the Board for approval as separate contracts over the years.

The pre-qualified list from 2019 is scheduled to expire on May 3, 2024. The pre-qualified list from 2021 is scheduled to expire on June 30, 2026. Staff is recommending that both lists be terminated early due to several factors:

- Project delivery was delayed approximately two- and one-half years by the COVID pandemic, design approvals, and coordination with the Host Railroads which took approximately twelve (12) months longer to complete.

- Changes in reporting or project descriptions have resulted in changes to projects that are cardinal in nature and make the project descriptions from 2019 and 2021 outdated.
- Teams that were proposed in 2019 and 2021, in some cases, are not the same teams that were evaluated at the time of solicitation resulting in key personnel changes.

With the on-call lists terminated, the Rail Commission will be able to issue project-specific RFPs that are better suited and tailored for each individual project. This will also foster more open and fair competition for each project by not limiting the number of potential firms that can compete on said projects. The Rail Commission has been involved in more public outreach to small businesses over the last two years and by opening up competition there will be more opportunities for small businesses.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

- a. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:

- 1) SJRRC-R2-18/19-35
- 2) SJRRC-R3-18/19-36

(Regular and Special Voting Members)

- b. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Rescinding the Following Resolutions:

- 1) SJRRC-R1-18/19-34
- 2) SJRRC-R-21/22-9
- 3) SJRRC-R-21/22-10
- 4) SJRRC-R-21/22-11

(Regular Voting Members Only)

SJRRC RESOLUTION 23/24 –

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION RESCINDING THE FOLLOWING RESOLUTIONS:

- 1) SJRRC-R2-18/19-35**
- 2) SJRRC-R3-18/19-36**

WHEREAS, in May 2019 and August 2021, the San Joaquin Regional Rail Commission (Rail Commission) Board established pre-qualified On-Call Consultant lists for Professional Consulting Services for over thirty (30) projects within the Valley Rail Program that required the following Services: a) Project Development, b) Right of Way, c) Construction Management and d) Rail Engineering Services; and

WHEREAS, since the lists have been approved the Rail Commission has requested separate cost proposals or initiate a Request for Proposals (RFP) to solicit services from the On-Call Consultant list; and

WHEREAS, the pre-qualified list from 2019 is scheduled to expire on May 3, 2024 and the pre-qualified list from 2021 is scheduled to expire on June 30, 2026; and

WHEREAS, staff is recommending that both lists be terminated early due to several factors:

- Project delivery was delayed approximately two- and one-half years by the COVID pandemic, design approvals, and coordination with the Host Railroads which took approximately twelve (12) months longer to complete.
- Changes in reporting or project descriptions have resulted in changes to projects that are cardinal in nature and make the project descriptions from 2019 and 2021 outdated.
- Teams that were proposed in 2019 and 2021, in some cases, are not the same teams that were evaluated at the time of solicitation resulting in key personnel changes; and

WHEREAS, With the on-call lists terminated, the Rail Commission will be able to issue project-specific RFPs that are better suited and tailored for each individual project; and

WHEREAS, this will also foster more open and fair competition for each project by not limiting the number of potential firms that can compete on said projects; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Rescinds the Following Resolutions:

- 1) SJRRC-R2-18/19-35
- 2) SJRRC-R3-18/19-36

PASSED AND ADOPTED, by the SJRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SJRRRC RESOLUTION 23/24 –

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION RESCINDING THE FOLLOWING RESOLUTIONS:

- 1) SJRRRC-R1-18/19-34**
- 2) SJRRRC-R-21/22-9**
- 3) SJRRRC-R-21/22-10**
- 4) SJRRRC-R-21/22-11**

WHEREAS, in May 2019 and August 2021, the San Joaquin Regional Rail Commission (Rail Commission) Board established pre-qualified On-Call Consultant lists for Professional Consulting Services for over thirty (30) projects within the Valley Rail Program that required the following Services: a) Project Development, b) Right of Way, c) Construction Management and d) Rail Engineering Services; and

WHEREAS, since the lists have been approved the Rail Commission has requested separate cost proposals or initiate a Request for Proposals (RFP) to solicit services from the On-Call Consultant list; and

WHEREAS, the pre-qualified list from 2019 is scheduled to expire on May 3, 2024 and the pre-qualified list from 2021 is scheduled to expire on June 30, 2026; and

WHEREAS, staff is recommending that both lists be terminated early due to several factors:

- Project delivery was delayed approximately two- and one-half years by the COVID pandemic, design approvals, and coordination with the Host Railroads which took approximately twelve (12) months longer to complete.
- Changes in reporting or project descriptions have resulted in changes to projects that are cardinal in nature and make the project descriptions from 2019 and 2021 outdated.
- Teams that were proposed in 2019 and 2021, in some cases, are not the same teams that were evaluated at the time of solicitation resulting in key personnel changes; and

WHEREAS, With the on-call lists terminated, the Rail Commission will be able to issue project-specific RFPs that are better suited and tailored for each individual project; and

WHEREAS, this will also foster more open and fair competition for each project by not limiting the number of potential firms that can compete on said projects; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Rescinds the Following Resolutions:

- 1) SJRRC-R1-18/19-34
- 2) SJRRC-R-21/22-9
- 3) SJRRC-R-21/22-10
- 4) SJRRC-R-21/22-11

PASSED AND ADOPTED, by the SJRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 3.11

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Negotiate and Execute Any and All Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for the United States Department of Transportation (USDOT)'s Better Utilizing Investments to Leverage Development (BUILD) Grant for the Stockton Diamond Project

Background:

In 2018, the U.S. Department of Transportation (DOT) replaced the Transportation Investment Generating Economic Recovery (TIGER) program with the Better Utilizing Investments to Leverage Development (BUILD) transportation grant program. BUILD is a discretionary grant program that makes federal funding available on a competitive basis to surface transportation projects. In May 2020, the California Department of Transportation (Caltrans) submitted an application to the DOT for the BUILD Grant Program in partnership with the Rail Commission. \$20,000,000 in funding for the Stockton Diamond Project was awarded in September 2020 to Caltrans as the direct recipient.

In order for the Rail Commission to receive funds from Caltrans on the federal funding programs, such as BUILD grant, the Rail Commission is required to execute agreement(s) with the administering agency (Caltrans) before it can be reimbursed for project expenditures. To streamline the process, it is requested that the Executive Director be given authority to sign and execute these administrative funding agreements. Any and all contracts or agreements expending funds will be submitted to the Board for approval if over the Executive Directors threshold.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Executive Director to Negotiate and Execute Any and All Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for the United States Department of Transportation (USDOT)'s Better Utilizing Investments to Leverage Development (BUILD) Grant for the Stockton Diamond Project.

SJRRRC RESOLUTION 23/24 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE ANY AND ALL GRANT AGREEMENTS, STANDARD AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, AND/OR FUND TRANSFER AGREEMENTS FOR THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)'S BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT FOR THE STOCKTON DIAMOND PROJECT

WHEREAS, the Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94, December 20, 2019) ("FY 2020 Appropriations Act") appropriated \$1 billion to be awarded by the United States Department of Transportation ("DOT") for National Infrastructure Investments, and

WHEREAS, the appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act") and is known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Grants," program; and

WHEREAS, funds for the FY 2020 BUILD Transportation grants program were awarded on a competitive basis for surface transportation infrastructure projects that have a significant local or regional impact, and

WHEREAS, in May 2020, the California Department of Transportation (Caltrans) submitted an application to the DOT for the BUILD Grant Program in partnership with the San Joaquin Regional Rail Commission, and \$20,000,000 in funding for the Stockton Diamond Project was awarded in September 2020, and

WHEREAS, as part of the process for receiving funds from Caltrans on the federal funding programs, such as BUILD grant, the Rail Commission is required to execute agreement(s) with the administering agency (Caltrans) before it can be reimbursed for project expenditures; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Authorizes the Executive Director to Negotiate and Execute Any and All Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements for the United States Department of Transportation (USDOT)'s Better Utilizing Investments to Leverage Development (BUILD) Grant for the Stockton Diamond Project.

PASSED AND ADOPTED by the Board of Commissioners this 1st day of December 2023, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:
ATTEST:

SAN JOAQUIN REGIONAL RAIL
COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 4

INFORMATION

Lodi Energy Center Hydrogen Project Presentation by Northern California Power Association (NCPA)

Background:

The Lodi Energy Center Hydrogen Project (Project) is a participant in California's Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) along with over 400 projects statewide. ARCHES was recently selected to receive up to \$1.2 billion in federal grant funding from the U.S. Department of Energy under the Infrastructure and Investment Jobs Act. As a Tier I project within ARCHES, the Project anticipates an award from ARCHES in excess of \$50 million towards planning and construction. The City of Lodi, Northern California Power Association (NCPA), Pacific Gas and Electric (PG&E), and others have partnered to create a Project that will demonstrate the use of hydrogen across multiple applications including power supply, transportation, port operations, and research and development opportunities. Hydrogen will be produced in the most efficient and sustainable way, taking excess green power from the grid and wastewater from the City's treatment plant, converting them into Hydrogen to be stored to fuel the power plant when renewable sources are unavailable. This innovative reuse adds value to the regional asset at Lodi Energy Center and creates tremendous economic opportunity for the region in green energy production, gas utility and both passenger and freight transportation for road and rail. NCPA Executive Director Randy Howard, Andrew Keys, Interim Lodi City Manager; Jeff Berkheimer, Lodi Electric Utility Director; and Charlie Swimley, Lodi Public Works Director will present an overview of the Project and the implications for transportation, including passenger rail, at the December 1, 2023 Board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 5

ACTION

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving a Memorandum of Understanding (MOU) with the City of Union City Regarding the Process, Roles, and Responsibilities for Union City Intermodal Station Phase 3/Intercity Rail Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Project

Background:

The Southern Alameda County Integrated Rail Analysis (SoCo Rail Study) was led by the Metropolitan Transportation Commission (MTC). MTC partnered with the California State Transportation Agency (CalSTA), Caltrans, Alameda County Transportation Commission (ACTC), Capital Corridor Joint Powers Authority (CCJPA), and the Rail Commission to conduct this \$5 million planning effort.

The SoCo Rail Study was built on the foundation of the 2018 California State Rail Plan (CSRP), which established a 2040 statewide vision for an integrated statewide passenger rail and express bus network. The 2018 CSRP also identified rail hub stations, including an “East Bay” hub located in Southern Alameda County, which sits at the nexus of megaregional rail services and Bay Area rail and bus services. Additionally, the 2018 CSRP called for implementation of rail planning for the East Bay so that recommendations can be integrated with the 2023 CSRP. The SoCo Rail Study concluded that the “East Bay” hub would be a rail-to-rail connection between Bay Area Rapid Transit (BART) and ACE at the Union City BART Station, and this project has been included as a mid-term project in the Draft 2023 CSRP. This extension of ACE service to Union City has been promoted by the City of Union City for many years and is known as the “Union City Intermodal Station Phase 3 Project.”

Findings from the Phase 2 Report were presented at the July 7, 2023 San Joaquin Regional Rail Commission (Rail Commission) Board Meeting. Please see the “Union City Intermodal Station Phase 3 Project” fact sheet that highlights key findings from the SoCo Phase 2 Study. A link to the SoCo Study final reports is provided on the SJRRC website: <https://www.sjrcc.com/soco-rail-study/>

The Rail Commission is working with the City of Union City to secure \$3.5 million needed for the environmental review phase of this project and the Rail Commission will be the lead agency for this work (California Environmental Quality Act (CEQA) lead agency). At their May 23, 2023 City Council Meeting, the City of Union City approved \$3 million from Measure BB Transportation Expenditure Plan (TEP) for this purpose. Further approval by Alameda County Transportation Commission (ACTC) is required for the Rail Commission to have access to this \$3 million in funding. Mayor Carol Dutra-Vernaci (MTC and Alameda CTC Commission Member) of the City of Union City presented at the August 4, 2023 Rail Commission Meeting, strongly stating the City of Union City’s \$3.0 commitment to Intermodal Station, Phase 3/Intercity Rail Station. Both the Rail Commission and the San Joaquin Joint Powers Authority (SJJPA) have taken action to contribute \$250,000 in State Rail Assistance (SRA) as matching funding for the Union City Intermodal Station Phase 3 environmental clearance/preliminary engineering. The Rail

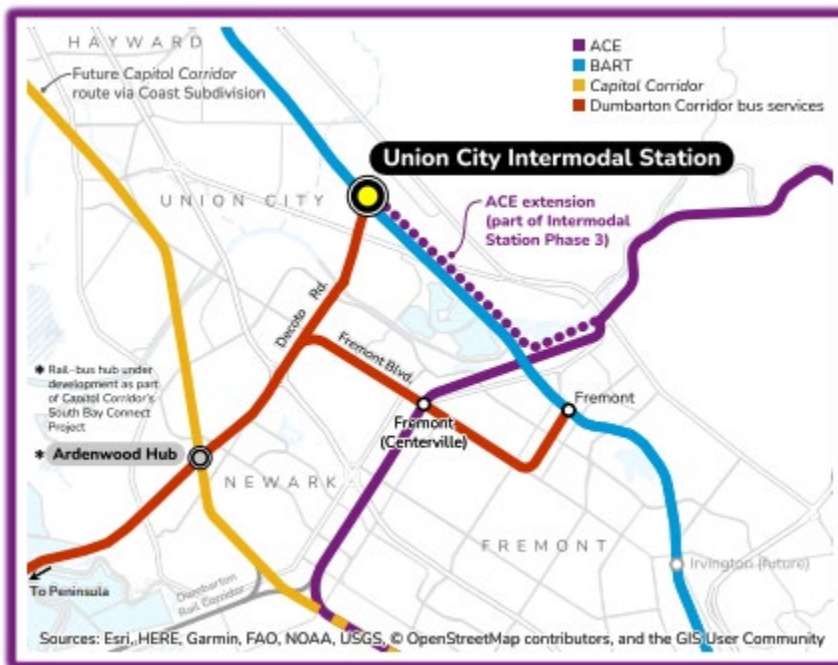
Commission is the lead CEQA agency since this is an ACE extension. SJJPA is a partner agency since the proposed new service would be intercity service.

To help secure the \$3 million in funding from ACTC for the environmental review phase, Rail Commission staff and Union City staff concluded that it was important to develop and enter into a formal Memorandum of Understanding (MOU) that defines the process, roles, and responsibilities for the Union City Station Phase 3/Intercity Rail Station.

Please see the attached final MOU for Board approval. If approved, the MOU will be signed by the Rail Commission Chair and sent to the City of Union City for their approval and signature. It is expected that the City of Union City will approve the MOU at their December 12, 2023 City Council meeting.

A draft of the MOU has been provided to ACTC. Once it is approved by both the Rail Commission and the City of Union City, the final MOU will also be submitted to ACTC. Based on discussions with ACTC, it is expected that the approval for the \$3 million from Measure BB TEP funding will be requested at an ACTC Board Meeting in early 2024.

Union City Intermodal Station Phase 3 Project



Fiscal Impact:

There is no fiscal impact from approving the MOU. Any commitment to coordinate with partnerships will be brought before the board if over the Executive Director's threshold.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Approving a Memorandum of Understanding (MOU) with the City of Union City Regarding the Process, Roles, and Responsibilities for Union City Intermodal Station Phase 3/Intercity Rail Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

Union City Intermodal Station Phase 3 Project

Project Overview

❖ What is the Union City Intermodal Station Phase 3 Project?

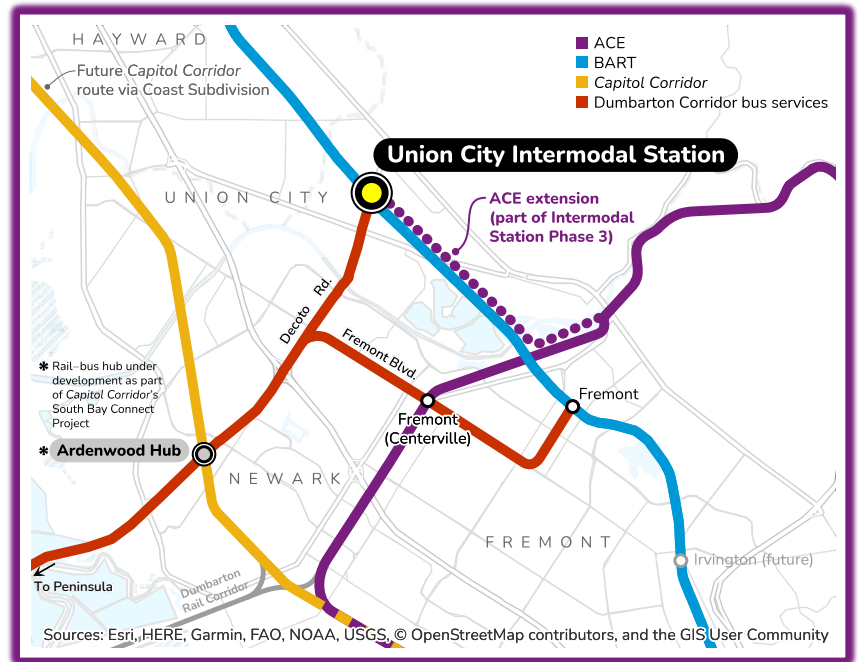
Phase 3 is the next phase in the transformation of Union City Intermodal Station into a rail-to-rail hub by extending Altamont Corridor Express (ACE) to the station, including construction of a new intercity passenger rail platform. New ACE service will provide intercity connections with Stockton, Sacramento, Chico, Modesto, and Merced (where passengers will have timed transfers with high-speed rail [HSR] trains for Fresno, Bakersfield, and Southern California). At Union City, passengers will have access to BART, Dumbarton Express buses for service to the Peninsula, and AC Transit and Union City Transit local buses.

❖ What has been completed to date?

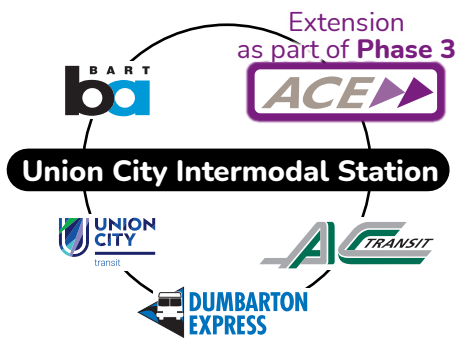
As part of the Southern Alameda County Integrated Rail Analysis (SoCo Rail) Study, the Union City Intermodal Station was selected as the preferred location for an intercity rail hub in November 2021. The second part of the SoCo Rail Study, including detailed planning and conceptual design of the ACE extension, the new platform, and supporting facilities, was completed in June 2023. This part included ridership forecasting, a funding and implementation strategy, and other tasks.

❖ Who is the lead agency?

The Metropolitan Transportation Commission (MTC) led initial planning for the project, with the San Joaquin Regional Rail Commission (SJRR) and City of Union City as key partners. SJRR, as owner and operator of ACE, will lead the environmental review process.



Project History and Benefits



❖ **Phase 1** reconfigured the parking lot on the west side of the station to create an enhanced bus terminal and improve multimodal access.

❖ **Phase 2** expanded the east side of the station with a new headhouse and vertical circulation to better integrate the station with surrounding transit-oriented development.

❖ **Phase 3** will link ACE directly with BART and create a true intermodal hub linking local and regional rail and bus services into the larger statewide intercity rail network.



Expands **rail access and connectivity at a megaregional scale** by linking ACE directly with BART, providing attractive transit options between the Bay Area and the Central Valley



Secures a critical **rail-to-rail link between the Bay Area and the HSR Early Operating Segment**, maximizing the benefits of California's transformational investment in a fast intercity rail network



Establishes a **rail-to-rail hub in Southern Alameda County** as envisioned in the State Rail Plan, building on **over 20 years** of ongoing transit-focused investment at the Union City Intermodal Station



Further progress on California's **climate and housing goals** by supporting **transit-oriented development** in the Union City Station District and shifting away from reliance on fossil fuels



Improves equity by providing daily service (including weekends and holidays) for **transit-dependent riders**, using **zero-emissions trains** that reduce greenhouse gas emissions, improve air quality, and take cars off roads

Initial Service

❖ By approx. 2030

3 roundtrips daily

Preliminary forecasts

Annual riders:
1.86 million

Annual vehicle-miles
traveled (VMT)
reduction:
87.95 million

❖ Long-term

Hourly bi-directional
service

Project Schedule

❖ Preliminary engineering & environmental clearance

2023–2025

❖ Final design & right-of-way acquisition

2026–2027

❖ Construction

2028–2030

❖ Start of service

2030 (approximate)

Project Cost

❖ \$200 million*

Order-of-magnitude estimate
in 2023 dollars

*Right-of-way and easement acquisition costs are currently unknown but will be considered as part of the local match by Union City.

Contact

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Principal Planner/Analyst

Metropolitan Transportation Commission

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(415) 820-7928

Dan Leavitt

Manager of Regional Planning Initiatives

San Joaquin Regional Rail Commission

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(209) 944-6266

Related Projects

❖ Valley Rail Program

Expanded passenger rail service throughout the Central Valley and connecting with the HSR Early Operating Segment, including extensions to Merced, Sacramento (Natomas), and Chico

❖ Valley Link

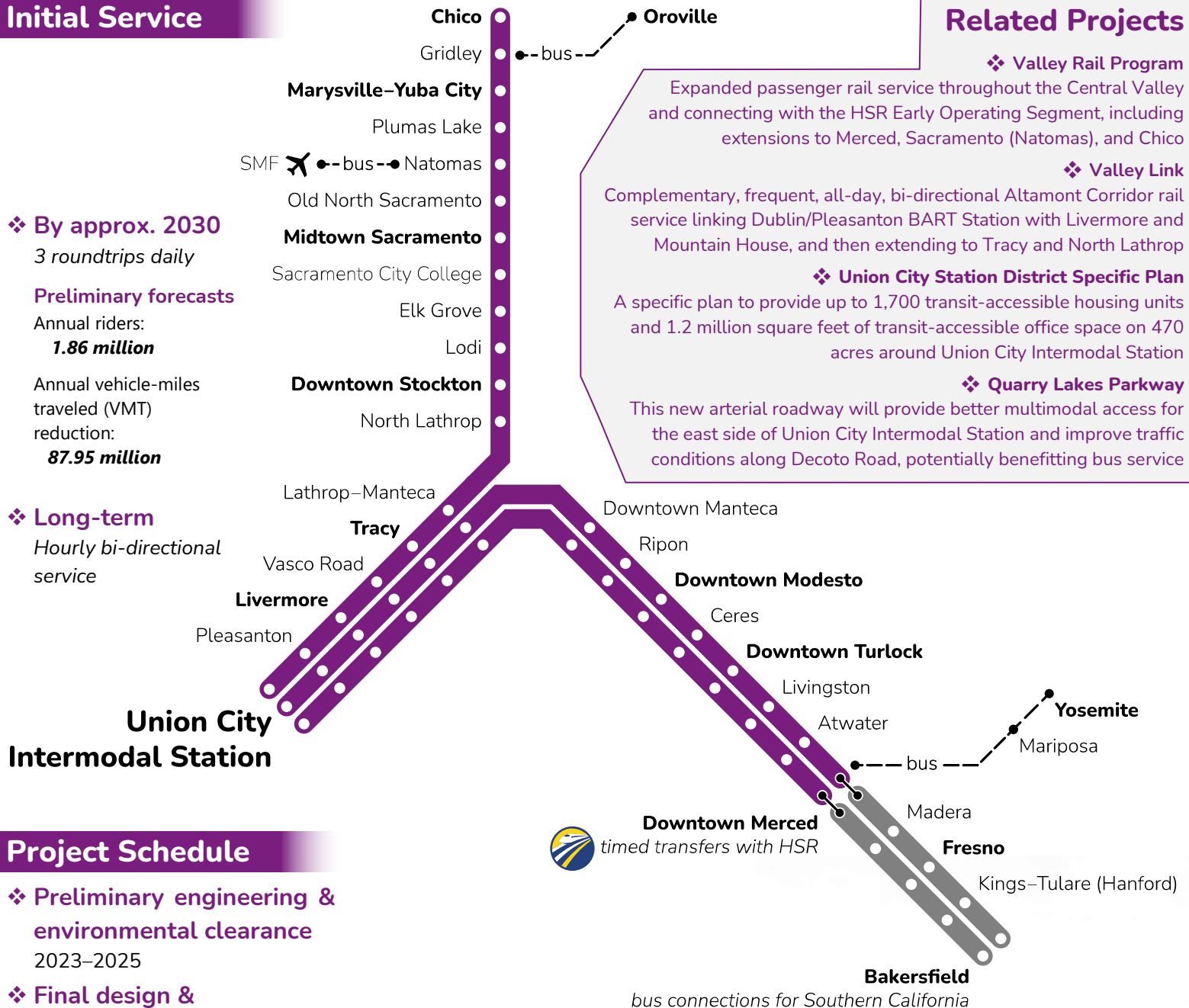
Complementary, frequent, all-day, bi-directional Altamont Corridor rail service linking Dublin/Pleasanton BART Station with Livermore and Mountain House, and then extending to Tracy and North Lathrop

❖ Union City Station District Specific Plan

A specific plan to provide up to 1,700 transit-accessible housing units and 1.2 million square feet of transit-accessible office space on 470 acres around Union City Intermodal Station

❖ Quarry Lakes Parkway

This new arterial roadway will provide better multimodal access for the east side of Union City Intermodal Station and improve traffic conditions along Decoto Road, potentially benefitting bus service



For more information

To view SoCo Rail Study documents, visit the project website at:

❖ <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>

**MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN THE
CITY OF UNION CITY AND
SAN JOAQUIN REGIONAL RAIL COMMISSION
REGARDING THE PROCESS, ROLES AND
RESPONSIBILITIES
FOR UNION CITY INTERMODAL STATION, PHASE 3/INTERCITY RAIL STATION**

This Memorandum of Understanding (MOU) is entered into by and between the San Joaquin Regional Rail Commission, a California joint powers agency (SJRRC), and the City of Union City, a California municipal corporation (Union City), (collectively Participants) to facilitate cooperation and coordination in planning, design, and funding of the Union City Intermodal Station, Phase 3/Intercity Rail Station.

PERTINENT ENTITIES

The City of Union City (referred to in this MOU as Union City): a city in Alameda County with all the powers and duties of a general law city. In addition, Union City operates a local transit service, Union City Transit (UC Transit).

San Joaquin Regional Rail Commission (referred to in this MOU as SJRRC): the agency responsible for the governance, operation, and maintenance of the ACE® (Altamont Corridor Express) passenger rail service and the expansion of service as part of the Valley Rail Program. SJRRC is the managing agency of the San Joaquin Joint Powers Authority (SJPA) which is the administering agency of the State-supported San Joaquin intercity rail passenger service (SJ Services).

GENERAL BACKGROUND

In 2001 Union City prepared the Union City Intermodal Station and Transit Facility Plan (Intermodal Station Plan) in partnership with Bay Area Rapid Transit (BART), AC Transit, Santa Clara Valley Transit Authority (VTA), Union City Transit (UC Transit), Capitol Corridor Joint Powers Authority (CCJPA), SJRRC, Caltrain, Alameda County Transportation Improvement Authority (ACTIA), San Mateo County Transportation Authority (SMCTA), and local residents and business representatives. The Intermodal Station Plan was adopted and incorporated into the Union City General Plan. The greater development area around the BART Station became known as the Station District area. The Intermodal Station Plan identified transit-oriented development (TOD) opportunities surrounding the Intermodal Station and an opportunity to modernize the existing 1970s Union City BART Station (“BART Station”) with the vision of making the BART Station a two-sided station with direct pedestrian access to an underutilized 100-acre site to the east of the BART Station, the former PG&E Pipe Storage Yard and the defunct Pacific State Steel Corporation (PSSC) site.

In 2002, BART prepared and adopted the Union City BART Station Comprehensive Station Plan (BART CSP) that included a direct BART-rail connection, creating a Southern Alameda County regional rail hub surrounded by TOD. The BART CSP incorporated the vision of the Intermodal Station Plan to create a free “pedestrian pass-through” without entering a paid area to enable transit riders and Station District residents’ easy access to buses, BART trains, the future passenger rail station, Station District housing and commercial areas. Union City also prepared and adopted specific plans to guide development in the Station District area, including the most recent Station District Specific Plan, Resolution No. 6026-22.

The Union City Intermodal Station, Phase 1, included reconfiguring the 14-acre Union City BART Station site to create a new 16-bay bus facility at the front entrance of the station serving AC Transit, Intermodal Station, Phase 3/Intercity Rail Station MOU

Dumbarton Express and UC Transit; providing multiple points of access for pedestrians, bicycles, and buses to the BART Station with a new roadway to Decoto Road named Station Way; reconfiguring the BART parking lot to allow future conversion to transit-oriented housing and a jobs center with commercial uses; and improving passenger circulation on the BART southbound platform through the relocation of elevators, widening passenger platforms, installing additional escalators and stairs, and creating a new transit drivers' facility (break area and restrooms) within the BART Station.

The Union City Intermodal Station, Phase 2 and Phase 2A, included BART Station building improvements on the northbound side of the station including relocating elevators, installing additional stairs and escalators, widening, and lengthening the station passenger platform, and re-organizing the fare-gates to accommodate a free "pedestrian pass-through" inside the station and allow for the new east entrance into the BART station.

Union City's Redevelopment Agency investments, along with federal, state, and local funds facilitated the Union City Intermodal Station improvements and led the planning and design effort with BART oversight and approvals. BART advertised, awarded, and administered the construction contracts for all project phases including preparing As-Builts and project Close-Out.

In 2014, Union City began the design of a pedestrian at-grade crossing over the Union Pacific Railroad tracks (Oakland Subdivision) to complete the free pedestrian pass-through and the east entrance into the BART Station. In 2017, the California Public Utilities Commission (CPUC) approved a new BART pedestrian at-grade crossing and the related closure of an existing public at-grade crossing at "I" Street. The at-grade crossing project will enable residents and transit patrons to access a future passenger rail station from the BART Station. Union City is working with Union Pacific Railroad and the CPUC to finalize project plans and secure the required permits for construction and maintenance of the pedestrian at-grade crossing.

RECITALS

- A. Whereas, the Environmental Impact Report (EIR) for the East West Connector (EWC), a transportation corridor from I-880 in Fremont to Mission Boulevard (Route 238) in Union City was approved in 2009 by Alameda County Transportation Agency (ACTA) and this corridor provides critical secondary access for all modes (pedestrians, bikes, transit, tech shuttles, and vehicles) to and from the Union City BART Station and supports future high-density development in the Station District area; and
- B. Whereas, in 2018 the cities of Fremont and Union City became Project Sponsors for the EWC and Fremont renamed their segment Decoto Complete Streets, and Union City renamed their segment Quarry Lakes Parkway because it will provide a new gateway to East Bay Regional Park's Quarry Lakes Regional Park; and
- C. Whereas, the Phases 1-5 of Quarry Lakes Parkway consist of a new landscaped multimodal transportation corridor with a buffered Class II bicycle facility and a separated Class I multi-use path between Paseo Padre Parkway in Fremont to Mission Boulevard in Union City. The new local roadway, parallel to Decoto Road, will provide critical secondary access for public safety, pedestrian, bike, vehicle, transit, employer shuttles, and vehicles to the Intermodal Station area. The roadway right-of-way corridor has been preserved for the Quarry Lakes Parkway project; and
- D. Whereas, in cooperation with SJRRC, the Metropolitan Transportation Commission (MTC) has completed the Southern Alameda County Integrated Rail Analysis (SoCo Rail) Study Phase 2 Intermodal Station, Phase 3/Intercity Rail Station MOU

Report that identified the Union City Intermodal Station as the preferred location to construct a Southern Alameda County Regional Rail hub to provide passenger rail service from the Bay Area to the Central Valley, consistent with the policies of the California State Rail Plan; and

- E. Whereas, the Participants desire to memorialize in this non-binding MOU their shared understanding for the roles and responsibilities of SJRRC and Union City in completing the environmental review processes for the Union City Intermodal Station, Phase 3/Intercity Rail Station; and
- F. Whereas, Union City Intermodal Station, Phase 3/Intercity Rail Station will include constructing a new Altamont Corridor Express (ACE®) passenger rail station on the Oakland Subdivision and the layover rail facility within a portion of the 16-acre Waste Consolidation Area (WCA), on the east side of the Union City BART Station. The Intercity Rail Station will serve the Central Valley passenger rail service to the Bay Area, which is planned from Chico, Stockton, and Merced (Valley Rail Program) with later connections to high-speed rail (CHSR); and
- G. Whereas, the voters of Alameda County approved Measure BB in 2014, which enacted a 30-year sales tax to provide funding for transportation projects, and included a Transportation Expenditure Plan (TEP) that identified \$75.0 million for TEP 22: Union City Intermodal Station; and
- H. Whereas, the City Council of Union City has identified Quarry Lakes Parkway as a high priority project in the approved 2019 City of Union City Strategic Plan for improving local circulation, providing secondary access for public safety and critical infrastructure for the build-out of the Station District Area; and
- I. Whereas, in March 2021, the City Council of Union City adopted a resolution committing \$72 million of the \$75 million of TEP 22 funds: Union City Intermodal Station to Quarry Lakes Parkway; and
- J. Whereas, in May 2023 the City Council of Union City adopted Resolution No. 6136-23, *Resolution of the City Council of the City of Union City Authorizing the Commitment of \$3.0 Million from the 2014 Measure BB Transportation Expenditure Plan (TEP) Funds for the Union City Intermodal Station Project to SJRRC for the Environmental Clearance/Preliminary Engineering of the Union City Intermodal Station, Phase 3 (Intercity Rail) Project*; and
- K. Whereas, Union City and SJRRC are seeking authorization from the Alameda County Transportation Commission (Alameda CTC) to grant and release \$3 million of TEP-22 funds SJRRC in order to complete preliminary engineering and prepare a California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) and a National Environmental Protection Act (NEPA) Environmental Assessment (EA) for the Union City Intermodal Station, Phase 3/Intercity Rail Station Project with SJRRC as the rail provider; and
- L. Whereas, SJRRC and SJJPA have each authorized \$250,000 from State Rail Assistance funding (\$500,000 total) towards completing a CEQA EIR and a NEPA EA for the Union City Intermodal Station, Phase 3/Intercity Rail Station; and
- M. Whereas, the Participants agree that this MOU is the next step toward the ultimate design and construction of Union City Intermodal Station, Phase 3/Intercity Rail Station only and new MOUs will be negotiated for future phases; and
- N. Whereas, the Participants desire to memorialize in this non-binding MOU their shared intent to negotiate agreements (Agreements) establishing the roles and responsibilities for the Participants

regarding the implementation of the Union City Intermodal Station, Phase 3/Intercity Rail Station as it develops and expect that this process will be collaborative, transparent, and iterative; and

O. Whereas, the Participants agree to work together toward entering into the necessary Agreements to achieve common agreed-upon goals concerning Union City Intermodal Station, Phase 3/Intercity Rail Station.

NOW, THEREFORE, THE PARTICIPANTS SHARE THE FOLLOWING UNDERSTANDING OF THE TERMS TO BE INCLUDED IN THE NEGOTIATED AGREEMENTS:

1. Responsibilities and Provisions for the City of Union City:

- a) Union City is the Project Sponsor for Quarry Lakes Parkway, Phase 1-4 in Union City, and will lead the design and construction phases.
- b) Union City will be a project partner for the Union City Intermodal Station, Phase 3/Intercity Rail Station.
- c) Union City will be a participating agency throughout the environmental review and approval process for Union City Intermodal Station, Phase 3/Intercity Rail Station.
- d) Union City will negotiate in good faith with the SJRRC regarding the terms and conditions of the City transferring ownership and/or control of certain property, the exact location of which has not yet been determined, to be used for ACE® rail service at the Union City Intermodal Station, Phase 3/Intercity Rail Station, subject to approval by the City Council.

2. Responsibilities and Provisions for SJRRC:

- a) The SJRRC will be the Project Sponsor and Lead Agency in preparing and certifying the CEQA EIR and coordinating with the appropriate federal agency for certifying the NEPA EA for the Union City Intermodal Station, Phase 3/Intercity Rail Station project.
- b) For funding purposes, the SJRRC will be the Sponsoring Agency in the design and construction of the Union City Intermodal Station, Phase 3/Intercity Rail Station project.
- c) The CEQA/EIR and NEPA/EA will include an analysis of both the partial and complete removal of the 16-acre Waste Consolidation Area (WCA), owned by the City of Union City, which is composed of 440,000 cubic yards of slag and other materials stockpiled after the remediation of the former Pacific States Steel site located within the Station District area.

3. Both Participants:

- a) Union City and SJRRC will jointly seek the approval of the ACTC to release \$3 million in TEP-22 funds to SJRRC in order to complete preliminary engineering and prepare the CEQA) EIR and NEPA EA for the Union City Intermodal Station, Phase 3/Intercity Rail Station with SJRRC as the rail provider.

- b) Union City and SJRRC will jointly seek funding needed for the design and construction of the Union City Intermodal Station, Phase 3/Intercity Rail Station.
- c) After certification of the environmental documents, Union City and SJRRC expect to further partner to define responsibilities of the respective agencies relating to the implementation of Union City Intermodal Station, Phase 3/Intercity Rail Station and on design, permitting, and construction of grade separation structures over Quarry Lakes Parkway, Phase 4 for both BART and the Union Pacific Railroad (Oakland Subdivision).

4. OFFICIAL COMMUNICATIONS

The respective contact points for communication and information exchange, as well as any notices required to be submitted under this MOU are:

- Stacey Mortensen, Executive Director, SJRRC
- Dan Leavitt, Manager of Regional Initiatives, SJRRC
- Autumn Gowan, Procurement and Contracts Manager, SJRRC
- Joan Malloy, City Manager, City of Union City
- Jennifer Phan, Deputy City Manager, City of Union City
- Marilou Ayupan, Public Works Director, City of Union City

5. NON-BINDING MOU

- a. This MOU is a non-binding, voluntary initiative, and it does not create any legally binding rights, limitations, or obligations upon Participants. This MOU does not purport to include all provisions relative to the structure or terms of the proposed transaction or definitive documents. Rather, Participants agree to memorialize binding commitments in future agreements as they are negotiated. Each party shall bear its own costs related to this effort unless otherwise agreed to in writing.
- b. Should Participants reach an impasse in the collaborative effort anticipated by this MOU, the contact points (identified above) will make an expeditious and good faith effort at working together to resolve the impasse. Should that effort be unsuccessful, the Participants agree to elevate the outstanding issues to their respective governing body who will then make an expeditious and good faith effort at working together to resolve the impasse.
- c. This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that Participants may have entered pertaining to SJRRC, SJJPA, ACE® Service, SJ Services, the Valley Rail Program, or any Union City projects, in general.
- d. This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement is executed between the Participants, or one Participant withdraws from the MOU, whichever is earlier.
- e. Either Participant may, at any time, withdraw from this MOU by providing thirty (30)-day written notice to the other Participant.
- f. This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Facsimile, pdf., or electronic/computer-image signatures will be treated as originals.

IN WITNESS WHEREOF, and in acknowledgement that the Parties hereto have read and understand each and every provision hereof, the parties have authorized the signers of this MOU to sign on their behalf.

San Joaquin Regional Rail Commission

City of Union City

By: _____

By: _____

Its: _____

Its: _____

Date: _____

Date: _____

Approved as to Form and Procedure

By: _____

Its: _____

Date: _____

SJRRRC RESOLUTION 23/24-

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION APPROVING A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF UNION CITY REGARDING THE PROCESS, ROLES, AND RESPONSIBILITIES FOR UNION CITY INTERMODAL STATION PHASE 3/INTERCITY RAIL STATION AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE PROJECT

WHEREAS, the Southern Alameda County Integrated Rail Analysis (SoCo Rail Study) was led by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC partnered with the California State Transportation Agency (CalSTA), Caltrans, Alameda County Transportation Commission (ACTC), Capital Corridor Joint Powers Authority (CCJPA), and the Rail Commission to conduct this \$5 million planning effort; and

WHEREAS, the Rail Commission is working with the City of Union City to secure \$3.5 million needed for the environmental review phase of this project and the Rail Commission will be the lead agency for this work (California Environmental Quality Act (CEQA) lead agency); and

WHEREAS, both the Rail Commission and the Authority have taken action to contribute \$250,000 in State Rail Assistance (SRA) as matching funding for the Union City Intermodal Station Phase 3 environmental clearance/preliminary engineering; and

WHEREAS, to help secure the \$3 million in funding from ACTC for the environmental review phase, Rail Commission staff and Union City staff concluded that it was important to develop and enter into a formal Memorandum of Understanding (MOU) that defines the process, roles, and responsibilities for the Union City Station Phase 3/Intercity Rail Station; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Approves a Memorandum of Understanding (MOU) with the City of Union City Regarding the Process, Roles, and Responsibilities for Union City Intermodal Station Phase 3/Intercity Rail Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Project.

PASSED AND ADOPTED, by the SJRRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 6

ACTION

Approve a Resolution of the Governing Board of the San Joaquin Regional Rail Commission Approving the 2024 San Joaquin One Voice® Application for the North Lathrop Transfer Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Application

Background:

“San Joaquin One Voice®” is the San Joaquin Council of Governments’ (SJCOG’s) advocacy program for San Joaquin County promoting projects, programs, and issues of regional significance to federal legislators and agencies, typically through an annual trip to Washington, D.C. The purpose of One Voice® is to advocate for new or increased funding and legislation for issues and projects of regional significance to the San Joaquin region. The annual One Voice® trip to Washington, DC, is tentatively scheduled for May 5-9, 2024.

The SJCOG Board approved the following project criteria for San Joaquin One Voice®:

- Be regional in nature and have a federal nexus.
- Must be at or near completion of National Environmental Policy Act (NEPA) clearance, or qualified waiver, for projects seeking right-of-way or construction funding.
- Be sufficiently developed to suggest federal assistance is warranted (shovel ready)
- Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.
- Projects should be targeted for appropriations in the Federal Fiscal Year 2024 budget or an upcoming notice of agency funding opportunity.
- Demonstrated community support.
- Identify if a project can be submitted as an “earmark” if a congressional call for projects is announced.

Rail Commission staff is submitting a 2024 SJCOG One Voice® application for the North Lathrop Transfer Station Project (Project) on November 27, 2023 (the deadline for project submittals). Board approval is required by SJCOG for One Voice® applications and staff noted in the application that this item would be an action item at the December 1, 2023 Rail Commission Board Meeting. Rail Commission staff expects to submit a \$25 million grant application in early 2024 for Department of Transportation (USDOT’s) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to implement the Project and would greatly appreciate One Voice® support for this important Project. RAISE funding would be matched with state funds to complete this project.

The Project is a key component to the Valley Rail Expansion Program, an ambitious expansion of commuter and intercity rail services in the Northern California Megaregion. The transfer station will enable transfers between northbound ACE trains (Merced to Natomas) and southbound ACE trains (Stockton/Natomas to San Jose). The Project will comprise the construction of a new

station facility including station track, a new center platform, bus transfer center, parking, an access road, bike and pedestrian access facilities. The station is planned to serve as a multi-modal transfer station between ACE and the proposed Valley Link project.

The Project enhances commuter and intercity passenger rail and transit access and connectivity in the San Joaquin Valley and in the disadvantaged community it is located in. The Project reduces Vehicle Miles Traveled (VMT), lowers emissions, and encourages transit-oriented development in the station area. The Project is critical component of the transformative, megaregional, Valley Rail program that helps further the State’s vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

North Lathrop Transfer Station Project

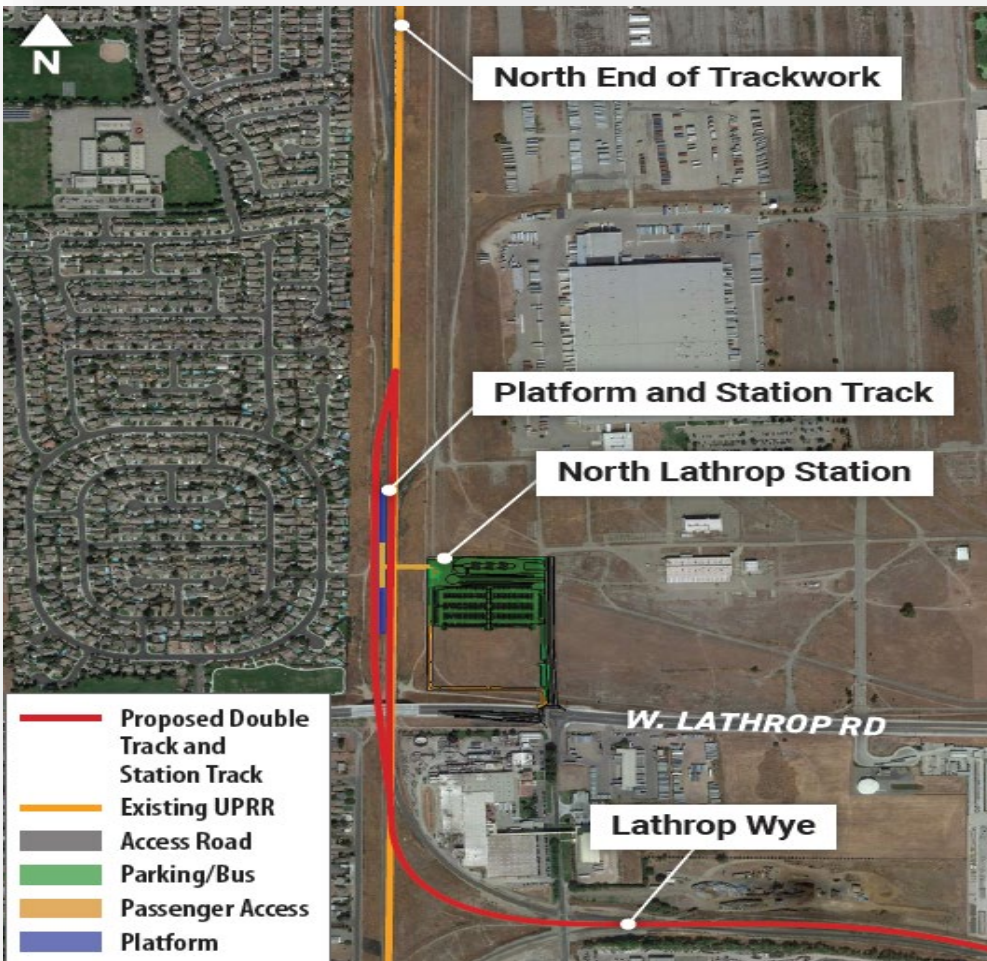


Figure 4: North Lathrop Transfer Station

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve a Resolution of the Governing Board of the San Joaquin Regional Rail Commission Approving the 2024 San Joaquin One Voice® Application for the North Lathrop Transfer Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Application.

SJRRC RESOLUTION 23/24 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION APPROVING THE 2024 SAN JOAQUIN ONE VOICE® APPLICATION FOR THE NORTH LATHROP TRANSFER STATION AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ANY AND ALL DOCUMENTS RELATED TO THE APPLICATION

WHEREAS, “San Joaquin One Voice®” is San Joaquin Council of Governments’ (SJCOG’s) advocacy program for San Joaquin County promoting projects, programs and issues of regional significance to federal legislators and agencies, typically through an annual trip to Washington, D.C.; and

WHEREAS, the purpose of One Voice® is to advocate for new or increased funding and legislation for issues and projects of regional significance to the San Joaquin region; and

WHEREAS, Rail Commission staff is submitting a 2024 SJCOG One Voice® application for the North Lathrop Transfer Station Project on November 27, 2023 (the deadline for project submittals); and

WHEREAS, Board approval is required by SJCOG for One Voice® applications and staff noted in the application that this item would be an action item at the December 1, 2023 Rail Commission Board Meeting; and

WHEREAS, Rail Commission staff expects to submit a \$25 million grant application in early 2024 for USDOT’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to implement the North Lathrop Transfer Station Project and would greatly appreciate One Voice® support for this important project; and

WHEREAS, RAISE funding would be matched with state funds to complete this project; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Approves the 2024 San Joaquin One Voice® Application for the North Lathrop Transfer Station and Authorizing the Executive Director to Execute Any and All Documents Related to the Application.

PASSED AND ADOPTED, by the SJRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 7

ACTION

The Rail Academy of Central California (TRACC) Update and Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Reallocation of Funds to the First Year TRACC Operating Expenses

Background:

The goal of The Rail Academy of Central California (TRACC) is twofold – first, to address the challenges of renewing an aging, highly skilled workforce, and second, to create opportunities for life-changing salaries and professional jobs for historically disadvantaged populations and communities.

The Rail Academy will provide the youth of Stockton and the surrounding region the opportunity to gain marketable skills and position them for successful careers with the railroad industry.

Sacramento City College initially offered a program for students seeking a career as a Conductor, Engineer, or Operations Manager. Over a 12-year period, there were over 8,000 students in the original program; many of the graduates went on to have successful careers with Union Pacific (UP), Burlington Northern Santa Fe (BNSF), Amtrak, Herzog Transit Services (HTSI), the Federal Railroad Administration and the Rail Commission.

Funding Request:

To fund multiple operating years for TRACC, Rail Commission staff applied for the 2023 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. As part of the CRISI grant application requirements, the Rail Commission identified \$322,600 from internally generated revenue as the required 25% match for the \$1,300,000.00 grant application.

The intended purpose for the funds (matching the CRISI Program grant) was not realized due to the unsuccessful grant application. Staff is now requesting Board approval to re-allocate \$321,000 of the match money to the first year TRACC operating expenses.

Anticipated expenses for the 2023/2024 Fiscal Year are outlined below:

Adjunct Professors (Two)	\$287,950
Instructional Assistant (Part-Time)	\$10,000
Instructor Laptops (Two)	\$2,000
Student Laptops (10)	\$8,000
Railroad Radios (10)	\$10,000
Safety Boots (10)	\$1500
Railroad Lanterns and Batteries	\$1500
Total	\$320,950

Curriculum Information:

The Railroad Operations program will take approximately seven months; students will graduate in two cohorts twice a year.

Cohort One starts in the Spring (January) and Graduates in the Summer (August)

Required Program – 16 Units

RAILR102 Railroad Technical Careers
RAILR120 Railroad Operations
RAILR122 Railroad Safety, Quality, and Environment
RAILR140 Railroad General Code of Operating Rules
RAILR142 Railroad Field Operations (24 Hours Lab @ ACE Rail Maintenance Facility)

Cohort Two starts in the Summer (May) and Graduates in the Fall (December)

RAILR102 Railroad Technical Careers
RAILR120 Railroad Operations
RAILR122 Railroad Safety, Quality, and Environment
RAILR140 Railroad General Code of Operating Rules
RAILR142 Railroad Field Operations (24 Hours Lab @ ACE Rail Maintenance Facility)

Fiscal Impact:

This action will reallocate capital funding authority of expenditures to operations.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Reallocation of Funds to the First Year TRACC Operating Expenses.

SJRRC RESOLUTION 23/24 -

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING THE REALLOCATION OF FUNDS TO THE FIRST YEAR TRACC OPERATING EXPENSES

WHEREAS, the goal of The Rail Academy of Central California (TRACC) is twofold – first, to address the challenges of renewing an aging, highly skilled workforce, and second, to create opportunities for life-changing salaries and professional jobs for historically disadvantaged populations and communities; and

WHEREAS, to fund multiple operating years for TRACC, Rail Commission staff applied for the 2023 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program; and

WHEREAS, as part of the CRISI grant application requirements, the Rail Commission identified \$322,600 from internally generated revenue as the required 25% match for the \$1,300,000.00 grant application; and

WHEREAS, the intended purpose for the funds (matching the CRISI Program grant) was not realized due to the unsuccessful grant application; and

WHEREAS, Staff is now requesting Board approval to re-allocate \$321,000 of the match money to the first year TRACC operating expenses; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Authorizes the Reallocation of Funds to the First Year TRACC Operating Expenses.

PASSED AND ADOPTED, by the SJRRC on this 1st day of December 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

LEO ZUBER, Chair

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of December 1, 2023

STAFF REPORT

Item 8

INFORMATION

Near-Zero Emission Locomotive Program Update

Background:

In March of 2022, President Biden signed into law, the Federal Fiscal Year 2022 Omnibus Funding Package. Congressman McNerney secured funding within this package to allow the San Joaquin Regional Rail Commission (Rail Commission) to study and initiate the conversion of two (2) ACE F40 locomotives to Near Zero Locomotives. This project will identify and recommend a proven technology, or combination of technologies, to allow the existing locomotives to be converted to near zero emission units while still providing the necessary power and range to provide at least ACE one roundtrip between Stockton, CA and San Jose, CA, and one roundtrip on the planned Valley Rail Corridor. Consultants will work with Rail Commission staff, and other key stakeholders to identify near-zero emission technologies that will support the current ACE service as well as the Valley Rail Service.

On February 3, 2023, the Rail Commission approved an agreement for the Near-Zero Locomotive Study with Mott MacDonald Group, Inc., with the first deliverable to identify technologies and recommend a technology, or combination of technologies, that can be used on a single locomotive to make the one daily roundtrip.

As part of the Technical Assessment and Report, a total of 16 technologies were identified and went through an initial screening. Of the 16 technologies identified and screened, 8 were identified as viable technologies and went through a detailed analysis. (See below and on the next page)



Low Emissions Technologies

Technologies range from cleaner -burning alternative fuels to additional hardware on the locomotive to replacement of the current diesel power plant

- Cost-effective emission reduction tools
- Can be implemented in the near term
- Serve as a steppingstone towards a full zero emissions transition

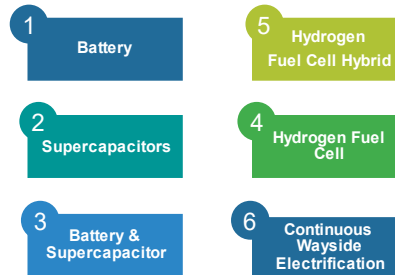




Zero-Emissions Technologies

Technologies include battery electric, hydrogen fuel and hybrid alternatives

- Higher capital investment
- Longer-term implementation
- Likely compatible with future procurement alternatives for new locomotives
- Zero Emissions technology alternatives eliminate
 - Criteria pollutants
 - Toxic pollutant
 - Greenhouse gas



The viable technologies were ranked, taking into consideration a number of factors as seen in the list below. The weighted factors assisted in narrowing down the options moving forward. The weighted factors included consideration of near-term implementation ability, cost to retrofit the current Rail Maintenance Facility, operational range, and risk, to name a few. The eight (8) technologies moved forward are:

Near-Zero Low Emissions

1. Bio-Diesel
2. Retrofit Diesel After Treatment System
3. Engine Replacement to Tier IV
4. Diesel-Battery Non-Plug-in Hybrid*
5. Diesel Battery Plug in Hybrid

Zero Emissions

6. Battery
7. Hydrogen Fuel Cell & Battery Non Plug-In*
8. Hydrogen Fuel Cell & Battery Plug-In

Note: *The Batteries are only charged by the Hydrogen Fuel cells without the ability to be plugged into power while laying over or during maintenance.

The results of the detailed analysis identified four (4) technologies (two in each of the Near-Zero and Zero Emission categories) to move forward for Pilot Program consideration. The technologies are listed below:

Near-Zero Low Emissions

Diesel Battery Hybrid Locomotive:

Two retrofitted F40 Diesel-battery hybrid operations

Or

Battery Electric Locomotive:

Two retrofitted F40 Battery-electric operations (consist with diesel Chargers **no** charging infrastructure in San Jose)

Zero Emissions

Battery Electric Locomotive:

Two retrofitted F40 Battery-electric operations w/ charging in San Jose

Or

Hydrogen Fuel Cell Locomotive:

Two retrofitted F40 Hydrogen-hybrid plug in operations on ACE using shared fueling with future ZEMU operations out of Stockton.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 9

INFORMATION

ACE On-Time Performance (OTP) Update

Background:

Staff will provide an update on ACE on-time performance (OTP) at the December 1, 2023 Board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 10

INFORMATION

Marketing Program Update

Background:

FY22/23 closed with the ACE service seeing a 47% increase in ridership as compared to FY21/22. Research and a market analysis conducted in FY22/23 revealed some key findings that have been driving the marketing program direction for FY23/24: 1) the need for additional brand awareness in the market and 2) the positive metric that 52% of current riders are new to the service (started riding in the last 3 years). Understanding that brand awareness is a need for the service illustrates that there is latent demand in the market. The ability for latent demand to be accessed and turned into positive ridership growth is illustrated in the 'new rider performance metric.

To continue to drive current positive ridership performance, the Passenger Experience and Marketing team is focused on expanding awareness of the service through a diverse set of strategies. Utilizing a diverse set of strategies improves ACE's ability to reach a broader proportion of the market and the likelihood of an individual seeing a message multiple times. These strategies can be categorized under the following headings:

<i>Owned Channel Communication</i>	<i>Paid Advertising</i>	<i>Business Relationships</i>	<i>Event Tabling</i>
<i>Special Trains</i>	<i>Realtor/Developer Targeting</i>	<i>Partner Engagement</i>	<i>Group Travel</i>

Staff will provide an update on the Marketing Program and Q1 results at the December 1, 2023 Board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of December 1, 2023

STAFF REPORT

Item 11

INFORMATION

SJRRC/ACE Operating Budget Update

Background:

Staff will provide an update on the Rail Commission and ACE Operating Budget Expenses (July 1, 2023 – September 30, 2023) compared to forecast at the December 1, 2023 Board meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.