



AGENDA TAMC RAIL POLICY COMMITTEE

Meeting of Monday
October 7, 2019

**Transportation Agency for Monterey County
Transportation Agency Conference Room
55-B Plaza Circle, Salinas**

3:00 PM

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. Quorum Check, Call to Order and Introductions

A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: A quorum is 7 of the following members: Adams, Alejo, Chavez, Davis, Delgado, Hawthorne, LeBarre, Oglesby, Parker, Phillips, Potter and Smith..

If you are unable to attend, please make sure that one of your alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the CONSENT AGENDA for discussion and action.

3.1. APPROVE minutes of the Rail Policy Committee meeting of August 5, 2019.

- Montiel

The draft minutes of the August 5, 2019 Rail Policy Committee meeting are attached for review.

END OF CONSENT AGENDA

4. RECEIVE update on the SURF! busway project along the Monterey Branch Line.

- Hale/ Rheinheimer

Lisa Rheinheimer, Assistant General Manager, Monterey-Salinas Transit (MST), will present an update on the the SURF! busway project along the Monterey Branch Line.

5. RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

- Watson

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee on August 5 includes completion of a Project Work Plan and Stakeholder Engagement Plan.

6. RECEIVE update on the Salinas Rail Kick Start project.

- Watson

Activities on the Salinas Rail Kick Start project since the last update on August 5, 2019 include progress on the construction of Package 1 and continued operations discussions with Caltrain.

7. RECEIVE update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

- Watson

Progress since the last update to this Committee in August includes a meeting of the

Policy Committee and publication of the draft Transit and Intercity Rail Capital Program grant guidelines for 2020.

- 8. ANNOUNCEMENTS and/or COMMENTS from Rail Policy Committee members on matters that they wish to put on future Committee agendas.**
- 9. ADJOURN**

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, November 4, 2019 at 3:00 p.m.

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

**If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
Christina@tamcmonterey.org**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or

accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

- C 1. RECEIVE** correspondence attached online.
- C 2. RECEIVE** reports attached online.
- C 3. RECEIVE** media clippings attached online.



Memorandum

To: Rail Policy Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: October 7, 2019
Subject: **Draft August RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of August 5, 2019.

SUMMARY:

The draft minutes of the August 5, 2019 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ RPC Draft August 2019 minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of August 5, 2019
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

	SEP 18	OCT 18	NOV 18	DEC 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUNE 19	JUL 19	AUG 19
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P(A)	C	P	N	P(A)	C	P(A)	C	P(A)	P(A)	N	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	A	P(A)	O	P(A)	A	P(A)	A	P(A)	E	O	P(A)
J. Parker, Dist. 4 (W. Askew)	P(A)	N	P(A)		P(A)	N	E	N	P(A)	E		E
M. Adams, Dist. 5, (Y. Anderson)	E	C	P(A)	M	P(A)	C	P(A)	C	P	E	M	P(A) TC
M. LeBarre, King City, Chair (C. DeLeon)	P	E	P	E	P	E	P	E	P	P	E	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	-	L	P	E	P	L	P	L	P	P	E	P
E. Smith, Monterey (A. Renny)	-	L	E	T	P	L	P	L	P	P(A)	T	P
S. Davis, Salinas, (C. Cromeenes)	P	E	P	I	P	E	P	E	-	-	I	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	P	D	-	N	-	D	-	D	-	-	N	P(A)
I. Oglesby, Seaside (D. Pacheco)	P		P(A)	G	-		P		P	P	G	P
A. Chavez, Soledad (F. Ledesma)	-		P		-		P		-	P		-
D. Potter, At Large Member							-		P	P		P
M. Twomey, AMBAG (H. Adamson , P. Hierling)	-		-		P(A)		-		P(A)	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5	-		P		-		-		-	-		-
C. Sedoryk, MST (H. Harvath, L. Rheinheimer)	P(A)		P(A)		P(A)		P(A)		P(A)	P(A)		P(A)
STAFF												
D. Hale, Exec. Director	E		P		P		E		E	E		P
T. Muck, Deputy Exec. Director	E		P		P		P		P	P		P
C. Watson, Principal Transp. Planner	P		P		P		P		P	P		P
M. Zeller, Principal Transp. Planner	E		P		P		P		P	P		P
Theresa Wright, Outreach Coordinator	P		P		P		P		E	E		-
M. Montiel Admin Assistant	P		P		P		P		P	P		P
L. Williamson, Senior Engineer			P		P		E		P	P		E

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3:00 p.m. A quorum was established, and self-introductions were made.

OTHERS PRESENT

Jennifer Russell	MNS Engineers	Brad Tarp	Salinas Resident
Diane Tarp	Salinas Resident	Todd Clark	Museum of Handcar Technology LLC
Cheryl Ku	Monterey County	Mason Clark	Museum of Handcar Technology LLC

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Potter/Oglesby/unanimous

3.1 Approved minutes of the June 3, 2019 Rail Policy Committee meeting.

3.2 Received update on the Monterey Bay Area Network Integration Study.

END OF CONSENT AGENDA

4. SALINAS RAIL KICK START PROJECT UPDATE

The Committee received an update on the Salinas Rail Kick Start project.

Christina Watson, Principal Transportation Planner, reported that activities on the Salinas Rail Kick Start project since the last update include: progress on the construction of the City of Salinas' storm drain project, right-of way activities related to package 2 and continued operations discussions with Caltrain. She noted that utility relocation work is now underway at the Salinas train station in advance of initiation of construction of the TAMC project. MPE has nearly completed the City of Salinas' Storm Drain work to connect the new onsite 48" storm drain to the existing manhole on West Market Street. She noted that the City Sanitary Sewer relocation project was modified per conflicts with CalWater and existing and planned fire hydrant service lines. PG&E cancelled the joint trench in Lincoln Avenue, due to the City of Salinas' inability to agree to pay \$93,000, which has implications for keeping the gas lines in place in the parking lot. She noted that in prior documentation, the City of Salinas has agreed to pay for delays and redesign efforts if utility relocation schedules were to change.

Mike Zeller, Principal Transportation Planner, reported that six properties' appraisals were reviewed and finalized. He noted that the draft offer packages are being finalized. He also noted that the Geocon will do additional soils testing for arsenic on one property to refine the estimate of contamination.

Brad Tarp, resident, stated that there should be no arsenic on his property, due to the water pollution clean-up that was certified by the State Water Control Board. He noted that the drainage ditch might be responsible for any arsenic that may have been found by Geocon.

Ms. Watson reported that staff continues to participate in meetings for Central Coast Highway 1 Climate Resiliency study, looking at the impacts of climate change and sea level

rise to transportation corridors through the Elkhorn Slough. The steering committee met on July 18 and the group is holding a public outreach meeting in Moss Landing on August 29. Caltrain continues developing their business plan with a 2040 time horizon, pursuing a “moderate” growth scenario with 8 trains per hour per direction between San Jose and San Francisco.

5. **COAST CORRIDOR RAIL PROJECT UPDATE**

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles

Christina Watson, Principal Transportation Planner, reported on recent progress on the coast route. She noted that the San Luis Obispo Council of Governments (SLOCOG) is working with Caltrans on the funding agreements for the State Rail Assistance and Strategic Partnership grant funding they received for a Service Implementation Plan and a study of Diesel Multiple Unit trains for the corridor. She noted that the City of King is also working with SLOCOG on the state rail funding agreement for planning work related to a station in King City.

Ms. Watson noted that the City of King is not applying for Transit and Intercity Rail Capital Program funding this round and that Agency staff will coordinate comments on draft guidelines for the next funding cycle. Ms. Watson noted that the next round of applications are due January 9, 2020 and Caltrans is expected to release the draft guidelines on August 19.

6. **MONTEREY BRANCH LINE RECREATIONAL USE PROPOSAL**

The Committee received information and provided direction to staff as to the proposed interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

Christina Watson, Principal Transportation Planner, reported that staff has received multiple proposals over the years to use the Monterey Branch Line right-of-way for recreational purposes. In July 2019, Transportation Agency staff received an unsolicited proposal from the Museum of Handcar Technology LLC to use three miles of the Monterey Branch Line rail corridor for a one-month demo of tourist handcar operations in the summer of 2020.

Ms. Watson noted that while this is not the first proposal TAMC has received for a recreational use of the Branch Line tracks, it is the most developed. Since the Museum of Handcar Technology does not propose a unique service, if the Board directs staff to proceed along this path, staff would need to prepare, publish and administer a Request for Proposals. She stated that staff believes that while this is an interesting proposal, running a recreational service on the Monterey Branch Line does not support the Agency’s core transportation goals. She noted that there would be a cost in terms of staff time to conduct a request for proposals, select an operator and oversee the operations contract and there would be a risk of liability in the event of an accident. If extended beyond the trial period, the project could generate opposition to the planned Measure X Highway 1 Rapid Bus Corridor project (slated for construction within five years) or the long-term plans for light rail service on the Monterey Branch Line.

Mason Clark, Museum of Handcar Technology LLC, noted that the Monterey Branch Line has great potential for creating a successful recreational enterprise. The line has pleasant

scenery, lacks highway or road crossings that could create hazards, and the area has mild weather that could allow for year-round operations. Mr. Clark noted that they are proposing to operate a 30-day demonstration to allow the community to decide if the recreational enterprise is a good match for the community. If they were to have favorable reception, they envision establishing a longer route and a handcar museum on TAMC property.

Hunter Harvath, Monterey-Salinas Transit, expressed safety, liability, and public perception concerns about having an MST commuter bus in the same corridor in a few years.

Committee member Potter expressed interest in getting more information on the handcar proposal and other hypothetical recreational uses of the branch line.

Vice Chair Delgado asked whether the proposers could pay for TAMC staff time that may be required to assist with the proposal development.

Committee member Oglesby asked if MST should be the lead on this discussion.

Committee member Smith suggested that the proposal should come by way of the underlying jurisdiction (in this case, the Cities of Marina and Seaside), as is done for encroachment permits for other uses of the property.

Chair LeBarre asked staff to explore whether staff time reimbursement would be possible; to coordinate with MST on an agreement to ensure any recreational efforts would not conflict with the future busway; and to stipulate that any mitigation needed for safety or liability concerns would be the responsibility of the recreational business.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson announced that the September 9, 2019 meeting will be cancelled and noted that the next meeting will be on October 7, 2019.

8. ADJOURN

Chair LeBarre adjourned the meeting at 4:08 p.m.



Memorandum

To: Rail Policy Committee
From: Debra L. Hale, Executive Director
Meeting Date: October 7, 2019
Subject: **SURF! Busway Presentation**

RECOMMENDED ACTION:

RECEIVE update on the SURF! busway project along the Monterey Branch Line.

SUMMARY:

Lisa Rheinheimer, Assistant General Manager, Monterey-Salinas Transit (MST), will present an update on the the SURF! busway project along the Monterey Branch Line.

FINANCIAL IMPACT:

Preliminary engineering and environmental document phase of work of the busway project will be paid for with Measure X funding and MST's share of SB 1 gas tax funding under the Local Partnership Program for FY 2018/19. Funding for all phases of the project is identified in TAMC's Measure X sales tax (\$15 million) and as a part of the Highway 1-Del Monte-Fremont-Monterey Branch Line Project identified in the Fort Ord Reuse Authority's Capital Improvement Program (\$14.56 million). This project is also eligible for SB 1 gas tax funding through multiple grant programs.

DISCUSSION:

TAMC purchased the Monterey Branch Line in 2003 to preserve the right-of-way for future transit needs.

In 2009, the TAMC Board adopted light rail as the preferred use for the Branch Line. As of 2011, the cost of Phase 1 (light rail service with 15 min headways between Monterey and Marina) was estimated to cost \$165 million. Phase 2 (extended light rail service with 15 minute headways from Marina to Castroville) was estimated to cost an additional \$40-50 million. The project was put on hold due to federal and local funding constraints.

Per TAMC Board action, light rail remains the long-term plan for the use of the Monterey Branch Line. Bus rapid transit was identified in TAMC's service alternatives analysis as another viable alternative use for the Branch Line in the near term, as it would improve regional transit service along the Monterey Peninsula and provide ridership data along the corridor that can help make the case for future light rail service. **Attached** is a short summary of the key TAMC milestones over the past several years that have led to the Board position in support of both a short-term busway and a long-term plan for light rail along the Monterey Branch Line.

In 2018, MST completed the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line (**web attachment**). The study analyzed seven alternatives and concluded that implementing

a one-way bus rapid transit corridor on a segment of the Monterey Branch Line was the best option due to a cost-benefit assessment. It estimated the cost of implementing this service at \$33.4 million. At the August 6, 2018 RPC meeting, MST staff presented an overview of the feasibility study, including next steps.

Currently, MST is initiating the environmental review and preliminary design phase of work. **Attached** is a memo from Ms. Rheinheimer, who will attend the meeting to present an update.

ATTACHMENTS:

- ▢ TAMC Milestones for the Monterey Branch Line
- ▢ MST Memo re SURF!

WEB ATTACHMENTS:

- [Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line](#)

TAMC'S MILESTONES FOR THE MONTEREY BRANCH LINE

- **Sept 2003:** TAMC purchases Monterey Branch Line using \$9.82 M in State Proposition 116 Rail Bond funding
- Feb-Mar 2009: Rail Policy Committee (or Committee) discusses Draft Alternatives Analysis submittal to Federal Transit Administration (FTA), prerequisite for Federal funds
- **Sept-Oct 2009:** Committee recommends TAMC Board select Light Rail as the Locally Preferred Alternative: Cost estimate for Phase 1 (Monterey-Marina): \$128.5 M capital; \$4.5 M/yr operating
- 2010/11: Branch Line environmental studies and public outreach phase: Committee approves Light Rail simulation on branch line showing it will not block Window on the Bay; many Monterey residents still oppose
- March 2010: Committee recommends TAMC Board request CTC allocate remaining Proposition 116 funds to the Salinas Rail Extension project to avoid losing the funds (of the total \$17 M authorized, \$9.82 M used to buy MBL)
- July 2010: TAMC Chair urges Monterey Mayor not to hold a referendum on Light Rail
- **April 2011:** TAMC submits the Alternatives Analysis to FTA for review
- May 2011: Committee receives updated cost info for Light Rail Phase 1: \$165 M capital; \$3.7 M/yr operations.
- 2011/12: Committee receives information on draft Small Starts application, preliminary draft EIR
- April 2012: FTA requests more information on ridership
- Oct 2012: Committee receives updated LRT ridership estimates that confirm prior est. at 2,100 – 2,950 boardings/day
- **Aug 2013:** FTA still has not accepted the light rail Alternatives Analysis; suggests MST initiate low-cost Bus Rapid Transit on Branch Line; cost est.: \$30 M
- Sept 2013: Committee considers MST request to support low cost busway. Staff report:
“The 2010 Monterey Branch Line Alternatives Analysis identified light rail operation between Monterey and Castroville as the preferred alternative for the corridor. However, this project has been put on hold due to federal and local funding constraints. Until funding is identified staff proposes that the Transportation Agency consider short-term uses that will build transit ridership along the corridor in preparation for light rail service.”
- March 2014: TAMC Board votes to authorize the Committee to send a letter to FTA supporting interim Bus Rapid Transit on the Monterey Branch Line
Staff report notes: *“TAMC Board selected light rail service as the preferred alternative for the use of the branch line in 2009 and the Monterey Peninsula*

Fixed Guideway Study was completed in 2011. TAMC staff supports the express busway for further study but have not had extensive discussions with MST on this proposal. Before a transit easement could occur, staff would need to explore several issues, including the implications of the proposed use of the Monterey Branch Line as match and how that would affect future light rail grant applications. Staff expects to be coordinated with throughout the grant application and study process. If the express busway service is successful, it would help build the case for light rail service in the future."

- May 2014: MST submits draft application for Very Small Starts Funding to FTA
- March 2015: MST updates Committee on status of Very Small Starts application, seeking state Cap & Trade monies for 50% match
- Dec 2015: TAMC Board Places Highway 1 Busway in Early Draft Transportation Safety and Investment Plan for Public Review
- **June 2016: TAMC Board adopts Transportation Safety and Investment Plan with \$15 million for Highway 1 Rapid Bus Corridor; places on Nov 2016 ballot**
- Nov 2016 Measure X approved by 67.71% of voters
- **2017/18: FTA administration ends Very Small Starts program**
- August 2017 In presentation to Committee on Sonoma-Marin Area Rail Transit field trip, Director Hale notes, *"SMART is a good model for the Monterey Branch Line project."*
- August 2018: MST gives Committee presentation on Bus on Shoulder/Branch Line study; committee minutes note that: *"Director Hale said that this project is a precursor for light rail service."*
- 2018: RPC learns that California State Rail Plan includes near-term money for Santa Cruz to Monterey bus and rail study; long-term for rail service.
- Nov 2018: SB 1 upheld by voters; includes Transit Intercity Rail Capital Improvement Program which could pay for remaining Busway cost, future light rail
- Dec 2018: TAMC approves Rail Network Integration Study scope of work, which will analyze:

"... Development of improved connections to the proposed extension of passenger rail from the San Francisco Bay Area to the Monterey Bay Area with other rail and transit services, specifically: Extension of Caltrain, Capitol Corridor, and/or Altamont Corridor Express service to Monterey County, Development of a new independent service in the Monterey Bay Area similar to the Sonoma-Marin Area Rail Transit (SMART) system, and New rail service along the Central Coast connecting to Gilroy and San Luis Obispo."
- **April 2019: TAMC Board approves Rail Network Integration Study consultant contract.**
- **October 2019: MST initiates environmental review of busway on Monterey Branch Line, from Marina thru Sand City**



Memorandum

Date: September 17, 2019

To: Transportation Agency for Monterey County, Rail Policy Committee

From: Lisa Rheinheimer, Assistant General Manager, Monterey-Salinas Transit

Subject: Status Update on Bus Rapid Transit Phase II – SURF!

MST concluded a study in 2018 which reviewed potential options to operate buses along the congested Highway 1 corridor between Marina and Monterey. The study considered alternatives of operating buses on the highway shoulder or along the parallel Monterey Branch Rail Line. The study was entitled: Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and Monterey Branch Line and can be viewed in its entirety on the MST website at: <https://mst.org/wp-content/media/Final-Bus-on-Shoulder-Branch-Line-Feasibility-Report-062718.pdf>

Some of the key findings of the Feasibility Study are described here:

1. There is significant Highway 1 traffic congestion in the morning and afternoon
 - a. Between 7:15 a.m. and 9:15 a.m. from Del Monte/Reservation in Marina to Del Monte in Monterey
 - b. Between 3:30 p.m. and 6:30 p.m. from Carpenter in Carmel to Fremont/California in Seaside/Sand City
2. Traffic congestion delays MST bus travel time and degrades reliability
 - a. Without traffic congestion, bus travel time between Marina and Seaside/Sand City should only take 9 minutes
 - b. Actual bus travel time ranges from 11-30 minutes in the morning and from 12-27 minutes in the evening
3. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord and surrounding areas.
4. Highway 1 shoulders lack the width and structural section to support bus-on-shoulder operations without significant construction.
5. A busway on the Monterey Branch Line shows promise in terms of transit performance.

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

- a. Segment I – Option I-B could be a good initial busway project – yielding the greatest time savings benefits as well as acceptable cost-to-benefit evaluations.

Using this study as a stepping stone, MST identified \$100,000 in State Local Partnership Program funding combined with TAMC’s Measure X funding to move forward and issue a Request for Proposals (RFP) for environmental and preliminary design services. The RFP defined the project limits as generally between Palm Avenue in Marina and Contra Costa in Seaside/Sand City along the TAMC-owned rail line right-of-way. Working with TAMC staff, the project also considers environmental review of the intersection at Fremont-Del Monte-California-Monterey Road.

The below visualization was prepared as a part of the Feasibility Study:



MST received one proposal from a qualified consulting team. MST staff is checking references and conducting an independent cost estimate to verify that the cost proposal is in line with current market conditions. The proposal has also been reviewed by several MST staff as well as TAMC staff. The State funds come with a timely-use-of-funds condition and MST will be required to award a contract by December 2019.

During the environmental and preliminary engineering phase, MST and TAMC will conduct extensive outreach to the community and local jurisdictions so that everyone has an opportunity to have their voice heard about this important project.

Additionally, MST and TAMC will work together to ensure that the project is designed in a way which limits damage of rail infrastructure, enhances bicycle infrastructure connectivity, and delivers a key project in the Measure X program.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: Rail Network Integration Study

RECOMMENDED ACTION:

RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

SUMMARY:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee on August 5 includes completion of a Project Work Plan and Stakeholder Engagement Plan.

FINANCIAL IMPACT:

The study has a budget of \$500,000, funded out of the Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs.

DISCUSSION:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City.

In September, the study consultant, AECOM, finalized the Project Work Plan, which presents the project management and quality management process AECOM will use to complete the study and describes the organizational structure they will utilize.

AECOM has also submitted a final draft of the Stakeholder Engagement Plan (**attached**), which will help guide outreach activities.

The team is currently developing an Existing Conditions Analysis and a Grant Strategy Memo and working to schedule the first meeting of the Network Advisory Committee.

The anticipated schedule for future Committee briefings or action on the study is as follows:

Committee Meeting	Topic
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November 2019	Stakeholder Engagement Plan (final) Existing Conditions Analysis (draft) Grant Strategy Memo (draft)
January 2020	Existing Conditions Analysis (final) Future Service Vision (draft)
March 2020	Governance and Operations Models Memo (draft) Cost Estimate Memo (draft)
June 2020	Governance and Operations Models Memo (final) Cost Estimate Memo (final) Ridership Memo (draft)
August 2020	Future Service Vision (final) Ridership Memo (final) Fleet Strategy Memo (draft) Funding Strategy Memo (draft) Benefits Assessment Memo (draft)
September 2020	Fleet Strategy Memo (final) Funding Strategy Memo (final) Grant Strategy Memo (final)
October 2020	Benefits Assessment Memo (final)
January 2021	Network Integration Study (draft)
May 2021	Network Integration Study (final)

ATTACHMENTS:

- Final Draft Stakeholder Engagement Plan

TAMC Monterey Bay Area Rail Network Integration Study

Draft Stakeholder Engagement Plan

September 4, 2019

Introduction

Project Overview

The Monterey Bay Area Rail Network Integration Study (NIS) will lay the groundwork for implementing the California State Rail Plan (CSRP) in the Monterey Bay Area by determining the optimal options for rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor.

This study will also assist the Transportation Agency for Monterey County (TAMC) by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City.

Stakeholder Engagement Plan

The purpose of the Stakeholder Engagement Plan (SEP) is to describe the stakeholder and public involvement strategies planned to obtain input throughout the Network Integration Study development process; identify key stakeholders; and outline specific procedures for capturing input, including developing a Network Advisory Committee (NAC) and holding outreach meetings with key stakeholders.

Outreach Goals:

- Promote the long-term benefits of the project for interregional mobility.
- Tell the story of the benefits that will occur as a result of the project to benefit the region's overall economic health and revitalization.
- Ensure that the Monterey Bay Area transit community and interest groups understand TAMC's role in regional rail planning and feel engaged in NIS development.
- Conduct a transparent, inclusive and inviting outreach campaign that leads to the development of a comprehensive NIS.
- Ensure messaging is consistent with other local, regional, and statewide planning documents, including the CSRP and relevant transportation planning documents from Monterey-Salinas Transit (MST), Santa Cruz County Regional Transportation Commission (SCCRTC), Association of Monterey Bay Area Governments (AMBAG), San Benito Council of Governments (SBCOG), San Luis Obispo Council of Governments (SLOCOG), and Santa Barbara County Association of Governments (SBCAG).

Outreach Objectives:

- Provide opportunities for coordination with key stakeholders to obtain valuable input that improves the plan’s potential for successful future implementation.
- Increase public awareness of the NIS through collaborative efforts which capitalize on existing communication programs.
- Ensure relevant community organizations, environmental justice groups, Native American tribes, and communities identified as disadvantaged by SB 535 and AB 1550 are engaged for input throughout the NIS planning process.
- Provide easily understood and concise project information that fosters project education and garners public interest and input. Project information will be provided in languages other than English as applicable.
- Apply recognizable project branding and foster relations with media venues that will serve as long-term public portals for obtaining state-wide rail information.

Tasks

Task 2.1: Stakeholder Engagement Plan

Develop the SEP to describe the stakeholder and public involvement strategies; identify stakeholders; and outline specific procedures for capturing input.

Task 2.2: Network Advisory Committee

Establish a NAC consisting of the key stakeholder entities for this project to provide critical input from agency peers and major rail stakeholders into the NIS development process and to cross-pollinate regional activities, findings, and recommendations.

- TAMC will invite the relevant entities and host the meetings.
- AECOM will prepare the meeting agendas, presentation materials, sign-in sheets, and minutes.
- AECOM will seek NAC input on project goals and findings throughout the Network Integration Study.
- The NAC will be comprised of representatives of key rail stakeholders and partners including:

Association of Monterey Bay Area Governments (AMBAG)
California Department of Transportation (Caltrans)
California State Transportation Agency (CalSTA)
Caltrain Joint Powers Board
Capitol Corridor Joint Powers Authority (CCJPA)
City of Gilroy
City of King City
City of Marina
City of Monterey
City of Salinas

City of Sand City
City of Seaside
City of Soledad
City of Watsonville
County of Monterey
County of Santa Cruz
Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN)
Monterey Airbus
Monterey County
Monterey-Salinas Transit District (MST)
Progressive Rail Inc.
San Benito Council of Governments (SBCOG)
San Luis Obispo Council of Governments (SLOCOG)
San Luis Obispo Regional Transit Authority
Santa Barbara County Association of Governments (SBCAG)
Santa Clara Valley Transportation Authority (VTA)
Santa Cruz County
Santa Cruz Metro
Santa Cruz County Regional Transportation Commission (SCCRTC)
Santa Maria Valley Railroad
Union Pacific Railroad

Task 2.3: Briefings and Outreach Meetings

- Provide targeted briefings & outreach meetings with the following groups of organizations:
 - Community leaders
 - Elected Officials – City Councilmembers, County Supervisors
 - Local Chambers of Commerce / Business Organizations
 - Community Organizations
 - Mobility advocates (e.g. bike advocacy committees, rail advocacy groups)
 - Environmental advocates
 - Rotary clubs
 - Military base leaders
 - Disadvantaged Communities
 - Hollister LULAC
 - Salinas LULAC
 - Freight Rail Operators
 - Union Pacific Railroad
 - Santa Cruz Monterey Bay Railway (Progressive Rail)
 - Santa Maria Valley Railroad
- AECOM will hold up to four briefings and presentations to share study goals and key findings with interested parties identified by TAMC.
- TAMC will arrange for the briefings and AECOM will make the presentation and gather input for the study.

- AECOM will produce a recorded version of a briefing presentation for distribution at TAMC's discretion.

Schedule & Strategy

NIS initiation

- On May 16, 2019, an internal team kickoff meeting was held with TAMC, Caltrans, AECOM, Deutsche Bahn (DB), and Pennino Management Group (PMG) staff. The focus of the internal kickoff meeting was to understand the background of the NIS, how it is related to the 2018 California State Rail Plan, and to identify a general timeline and approach for the project.
- An external kickoff meeting was also held on May 16, 2019, with representatives from AMBAG, CalSTA, MST, SBCOG, SLOCOG, SBCAG, and SCCRTC. The focus of the external kickoff meeting was to lay the groundwork for future dialogue, collaboration and strategy between agencies.

Network Advisory Committee (NAC)

AECOM will conduct up to eight quarterly NAC meetings. Project technical work and deliverables will be performed with NAC meeting schedule in mind. Ideally, NAC meetings will be held in time to provide input on approach to and early drafts of deliverables, prior to their finalization. Deliverables are listed below:

- Existing and Future Conditions memo
- Future Monterey Bay Area Network Service Vision memo (nine scenarios)
- Modeling assumptions and preliminary list of improvements
- Identification of capacity needs for future service levels
- Governance and Operations Models memo
- Cost Estimate memo
- Ridership Results memo
- Fleet Strategies memo
- Funding and Finance Strategies memo
- Benefits Assessment memo
- Technical Analysis documentation
- Grants Strategy memo
- Network Integration Study

Meeting schedule and location

AECOM will reach out to NAC members to identify the best date for the first meeting. At the end of each NAC meeting, a proposal will be made for the following NAC meeting date and time.

The initial NAC meetings will be held at TAMC offices in Salinas. Thereafter, other locations can be evaluated if necessary.

Agendas

AECOM will work with TAMC to identify the topics to cover in NAC meetings, prepare a presentation and allow time for group discussion with attendees. AECOM will take notes at NAC meetings and record group decisions made as well as tabled items and action items.

Meetings with Key Stakeholders

Up to four briefings or presentations to share study goals and key findings with interested parties not included in the NAC.

TAMC will arrange for the briefings and AECOM will make the presentations and gather input for the study.

Meetings would be held following the completion of the initial draft NIS, and prior to the release of the final draft NIS, allowing for the team to inform stakeholders what is anticipated to be presented in the report; allow for any input to be gathered for the release of the final draft NIS; and gain support in the publicizing of the final draft NIS to stakeholders' constituents and contact lists.

AECOM will support TAMC by preparing talking points, presentation materials, and other materials as needed to present updates and obtain input from the TAMC Rail Policy Committee at their monthly meetings.

Stakeholder Database

Identify stakeholder contacts and maintain a stakeholder database document representing the following categories:

- Project partners and consultant team
- Transportation agency staff
- County and city staff
- County and city elected officials
- Federal and state agencies
- Tribal governments and Native American organizations
- Regional planning agencies
- Passenger rail operators
- Freight rail contacts
- Transit agencies
- Institutions (i.e. academic, health, military, etc.)
- Environmental justice groups
- Community-based organizations
- Business and civic organizations (i.e. chambers, rotary clubs, etc.)
- Interested stakeholders / members of the public

The stakeholder database will be continuously updated.

Communications Materials Development

Develop a brand to convey the core benefits of the NIS project and unite project communications under a clear visual system. This includes key colors, fonts, and templates for PowerPoints, meeting agendas, flyers, and other associated communications materials related to the project.

Produce supportive collateral materials that educate, inform, and solicit input from the public and key stakeholders for the NIS. This includes the following:

- Meeting Notices and Agendas
- Presentation Materials
- Meeting Handouts
- Email Blasts
- Social Media Communications

Social Media Strategy

AECOM will supplement TAMC's current "voice" for social media presence, identify goals and outline the updates that will be shared on social media. AECOM will draft Facebook and Twitter posts to announce key project milestones.

The project will use the current TAMC Facebook page to provide specific information related to the NIS. The branding developed for the project will be extended into images. AECOM will coordinate with TAMC's Public Information Officer (PIO) to manage the Facebook page to increase the audience. The posts may include:

- Important project updates;
- Newly created project resources, such as updated website pages, meeting presentations, and handouts; and
- Reinforcement of positive media attention by sharing selected articles.

As with Facebook, AECOM will provide content to extend and reinforce the project's branding with TAMC's Twitter profile name (@TAMC_News).

Media Outreach

TAMC maintains a list of key media outlets and reporters to target for outreach. TAMC's PIO will continue to serve as spokesperson when these interviews are scheduled. AECOM will develop talking points for media opportunities (with input from TAMC staff).



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: Salinas Rail Kick Start project update

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Kick Start project.

SUMMARY:

Activities on the Salinas Rail Kick Start project since the last update on August 5, 2019 include progress on the construction of Package 1 and continued operations discussions with Caltrain.

FINANCIAL IMPACT:

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and improvements in Santa Clara County), is estimated at \$81 million. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance.

DISCUSSION:

The Monterey County Rail Extension Project extends passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project is fully funded with \$81 million in state funding, and is proceeding with construction of Package 1, improvements at the Salinas train station. The layover facility and track improvements are ready for final design, pending comments from Union Pacific Railroad.

Package 1: Salinas Station Improvements

TAMC hired Monterey Peninsula Engineering (MPE) for construction of Package 1, MNS Engineers as Construction Managers on the project, and HDR Engineering to provide design support during construction.

The City has almost completed its stormdrain and sanitary sewer relocations in the station area, pending a separation variance waiver from the State Water Resources Control Board's Division of Drinking Water for the sanitary sewer line separation distance from the CalWater line. In September, PG&E began work on their new joint trench relocation along the new Lincoln Ave extension and MPE relocated the CalWater lines associated with the project. The City of Salinas approved a revised staging and traffic detour plan (**web attachment**) allowing MPE to close Station Place to initiate the construction of the east parking lot starting September 17. Project updates are now emailed out weekly and posted online, along with occasional photos of the progress.

Package 2: Salinas Layover Facility

TAMC's right-of-way consultant AR/WS has delivered offer packages to the property owners of Package 2 parcels and is in communication with the property owners of the Package 2 parcels to facilitate good faith negotiations. On September 13, Geocon conducted additional soil sample testing on properties previously determined to be contaminated in order to determine the extent of the arsenic that was found in the prior environmental assessment. After those results are available, Rincon will modify their cleanup cost estimate for use in negotiating the purchase price.

Package 3: Gilroy Station & Track Improvements, Operations Scenarios

Staff continues to participate in meetings for the Central Coast Highway 1 Climate Resiliency study, looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough. The public outreach meeting in Moss Landing on August 29 resulted in a robust discussion about the future of the region. The team took input from the public and will be developing a draft study in the next few months. TAMC staff will present that information to this Committee when it is available.

On September 17, 2019, the California High-Speed Rail Authority Board approved the staff recommended preferred alternative route for Northern California, which includes the downtown Gilroy station, which would enable cross-platform transfers between the High Speed Rail train and other passenger trains, and a blended configuration in the Union Pacific railroad corridor, which would provide the option for Caltrain to continue its electrified service on the High Speed Rail tracks in that corridor. The next step is a Draft Environmental Impact Report/Statement that is anticipated to be out late 2019 for public review, with an expected final environmental document in November 2020.

Caltrain continues development of their business plan with a 2040 time horizon. The staff recommended alternative is the "moderate growth" alternative for consideration at the October 3 Joint Powers Board meeting. TAMC and other partner entities sent letters to the Board asking that the extension of Caltrain service to Salinas be reflected in the Business Plan.

TAMC staff had a call with Caltrain operations staff on September 12 to discuss next steps on an operations agreement. Caltrain planning staff is currently drafting a "feasibility study" and expect it to be a "fee for service" agreement. Caltrain engineering staff also provided comments on the 75% plans for Packages 2 and 3. TAMC will bring a request for proposals to the TAMC Board in October for final design on those packages.

The Northern California Rail Working Group met on August 29. Highlights from that meeting:

- Caltrans announced they are already kicking off the next Statewide Rail Plan (due 2022), that they hope will incorporate the findings of all the Network Integration Studies that are in development around the state.
- Caltrans is doing an intercity bus study to help prioritize federal and state bus funds to increase service in rural and underserved communities and reduce duplication of services.
- The Sonoma-Marín Area Rail Transit (SMART) is hoping to open their Larkspur extension in December, once approved by the Federal Railroad Administration.
- Caltrans is developing a statewide rail ridership model (expected to be available in 2021) that could help with future grant applications.
- Caltrans has not yet heard back from Union Pacific related to the implementation of Positive Train Control on the Central Coast, which was expected to be initiated this summer.

Staff will provide verbal updates on all activities at the meeting.

WEB ATTACHMENTS:

- [Package 1 Staging Plan](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: **Coast Corridor Rail Project Update**

RECOMMENDED ACTION:

RECEIVE update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

SUMMARY:

Progress since the last update to this Committee in August includes a meeting of the Policy Committee and publication of the draft Transit and Intercity Rail Capital Program grant guidelines for 2020.

FINANCIAL IMPACT:

The Coast Rail service project construction and operation costs are still under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco bay area along the California Central Coast. Members of Council include all regional transportation planning agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast’s portion of the California Coast Passenger Rail Corridor.

The working group held calls on August 9 and September 26. The Policy group held a phone meeting on August 16. The next working group call is scheduled for November 15 and the next Policy meeting is expected to be a phone meeting on November 8, followed by an in-person meeting in Ventura on December 13.

Both the San Luis Obispo Council of Governments (SLOCOG) and the City of King are preparing to publish requests for proposals for the work funded through State Rail Assistance and Strategic Partnership funds. SLOCOG is heading up a Coast Rail Service Implementation Plan and an equipment study. The City of King is doing planning and environmental work related to a station in King City.

Senate Bill (SB) 742 by Senator Allen, "Intercity passenger rail services: motor carrier transportation of passengers" was passed by the Assembly on September 10 and the Senate on September 11 and enrolled to the Governor on September 19. If signed into law, this measure will allow passengers to buy a ticket to ride the Amtrak Thruway bus network without a rail ticket. This will help rural communities that have limited bus service by opening up a new mode of transportation.

Caltrans published the draft Transit and Intercity Rail Capital Program grant guidelines (**web attachment**) on September 13. Comments are due October 15. The final guidelines/call for projects are scheduled to be published by October 18 with an application deadline of January 16, 2020.

Staff will provide a verbal update at the meeting.

WEB ATTACHMENTS:

- [Draft Transit Intercity Rail Capital Program grant guidelines](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [August 1, 2019 letter from Denise Estrada, First Mayor's House Board Liaison, to the City of Salinas, re: Security Concerns](#)
- [August 19, 2019 letter from TAMC Executive Director Debra L. Hale to Dennis Lowery, Lowery Capital Partners, re: Request for Information - Unsolicited Proposal for Monterey County Rail Service](#)
- [August 22, 2019 letter from TAMC Executive Director Debra L. Hale to California Transportation Commission Executive Director Susan Bransen, re: Rail Extension to Monterey County - Time Extension/ Amendment Request: Traffic Congestion Relief Program \(TCRP\) # 14](#)
- [August 26, 2019 letter from TAMC Executive Director Debra L. Hale to California High-Speed Rail Authority CEO Brian Kelly, re: Support of San Jose to Merced Preferred Alternative and Downtown Gilroy Station](#)
- [September 3, 2019 letter from TAMC Executive Director Debra L. Hale to Caltrain Chair Gillian Gillett, re: Caltrain Business Plan Comments](#)
- [September 3, 2019 letter from Salinas Valley Chamber of Commerce President & CEO Paul Farmer to Caltrain Chair Gillian Gillett, re: Caltrain Business Plan Comments](#)
- [September 6, 2019 letter from Salinas Mayor Joe Gunter to Caltrain Chair Gillian Gillett, re: Caltrain Business Plan Comments](#)
- [September 9, 2019 letter from Monterey County Board of Supervisors Chair John M. Phillips to Caltrain Chair Gillian Gillett, re: Caltrain Business Plan Comments](#)
- [September 18, 2019 letter from Dave Potter, Chair, Coast Rail Coordinating Council, to Governor Gavin Newsom, re: SB 742 \(Allen\) Intercity Bus Thruway Service Enhancements - REQUEST FOR SIGNATURE](#)
- [September 18, 2019 letter from Fred Strong, President, San Luis Obispo Council of Governments, to Governor Gavin Newsom, re: SB 742 \(Allen\) Intercity Bus Thruway Service Enhancements - REQUEST FOR SIGNATURE](#)
- [September 19, 2019 letter from TAMC Executive Director Debra L. Hale to Governor Gavin Newsom, re: SB 742 \(Allen\) Intercity Bus Thruway Service Enhancements - REQUEST FOR SIGNATURE](#)
- [September 19, 2019 letter from TAMC Executive Director Debra L. Hale to Adrian Guerrero, Network Planning and Operations, Union Pacific Railroad](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: Reports

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [August 22, 2019 California High-Speed Rail Authority CEO Brian Kelly report to the Board of Directors](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 7, 2019
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [July 24, 2019 article in Mass Transit, "Caltrain's long-range vision comes into view with new business plan"](#)
- [July 25, 2019 news release, "California High-Speed Rail Authority Receives Important Federal Approval"](#)
- [July 31, 2019 blog post on T4America, "In the Wall Street Journal: Our chairman advocates for long-distance rail"](#)
- [August 10, 2019 article in the Monterey Herald, "Company proposes handcar business for tracks in Monterey area: Company would use old railroad tracks in area"](#)
- [August 2019 article in Progressive Railroading, "Rising Stars 2019: Shirley Qian"](#)
- [September 18, 2019 news release, "California High-Speed Rail Authority Board Adopts Preferred Alternatives in Northern California"](#)
- [September 18, 2019 article in Forbes, "Global Transit Body Ramps Up Fight Against Car Use In Cities"](#)