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Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

**RAIL POLICY COMMITTEE**

**Monday, October 5, 2020**

**\*\*3:00 PM\*\***

**REMOTE CONFERENCING ONLY**

*There will be NO physical location of the meeting.*

*Please see all the special meeting instructions at the end of this agenda*

**Join meeting online at:**

**<https://us02web.zoom.us/j/654778900?pwd=L2daellZTW5NSDZMQ2RSY1hJVIpGZz09>**

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 654 778 900**

**Password: 506977**

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.

**1. Quorum Check, Call to Order and Introductions**

**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 Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are

encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

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### **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 3, 2020.

- Montiel

*The draft minutes of the August 3, 2020 Rail Policy Committee meeting are attached for review.*

#### **3.2. 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 several meetings on the Coast Rail Corridor Study.*

#### **3.3. RECEIVE** report on the final Central Coast Highway 1 Elkhorn Slough Resiliency Study.

- Watson

*The Central Coast Highway 1 Elkhorn Slough Resiliency Study has been finalized. The study finds that a four-lane elevated Highway 1 would best transportation needs of the corridor in a resilient manner that will withstand projected storms and sea level rise. Widening Highway 1 to four lanes would also provide the greatest relief to congestion and delay. All scenarios include elevation of a single-track railway through the slough, which would address long-term needs for a more resilient rail infrastructure to support increased passenger rail service.*

### **END OF CONSENT AGENDA**

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#### **4. RECEIVE** presentation from Caltrans Division of Rail and Mass Transportation staff and **PROVIDE** feedback to guide the development the 2022 State Rail Plan.

- Watson/Cook

*The 2022 State Rail Plan will update the near-, mid- and long-term vision for*

***passenger rail service throughout California. The plan will build upon the regional rail network integration studies that are being conducted in Monterey County and throughout the state.***

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 in August includes completion of the Future Service Vision memo and drafting of the Governance and Operations memo.***

6. **RECEIVE** update on the SURF! Busway and Rapid Transit project along the Monterey Branch Line from Marina to Sand City.

- Jacobsen

***Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. Staff will provide updated information on the status of the project's development.***

7. **RECEIVE** update on the Salinas Rail Kick Start project.

- Watson

***Activities on the Salinas Rail Kick Start project since the last update in August include progress on construction of Package 1, Salinas train station access and circulation improvements, and meetings related to future rail operations.***

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 2, 2020 at 3:00 p.m.**

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

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Thursday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County  
[www.tamcmonterey.org](http://www.tamcmonterey.org)  
Office is closed an all employees are working remotely until further notice  
TEL: 831-775-0903  
EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee 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.

Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, 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.** No correspondence this agenda.
- 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 5, 2020  
**Subject:** **Draft August RPC Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Rail Policy Committee meeting of August 3, 2020.

### **SUMMARY:**

The draft minutes of the August 3, 2020 Rail Policy Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▣ RPC Draft August 2020 minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*DRAFT Minutes of August 3, 2020*

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	SEP 19	OCT 19	NOV 19	DEC 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	JUL 20	AUG 20
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	<b>C</b>	P(A)	P(A)	<b>N</b>	-	P(A)	P(A)	<b>C</b>	-	-	<b>N</b>	P(A)
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	<b>A</b>	P(A)	P(A)	<b>O</b>	P(A)	P(A)	-	<b>A</b>	P(A)	P(A)	<b>O</b>	P(A)
J. Parker, Dist. 4 (W. Askew)	<b>N</b>	P(A)	P(A)		P(A)	P(A)	-	<b>N</b>	P(A)	P(A)		P(A)
M. Adams, Dist. 5, (Y. Anderson)	<b>C</b>	-	P(A)	<b>M</b>	P(A)	P(A)	E	<b>C</b>	P(A)	P(A)	<b>M</b>	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	<b>E</b>	P	P	<b>E</b>	P	P	P	<b>E</b>	P	P	<b>E</b>	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	<b>L</b>	P	-	<b>E</b>	P	P	P	<b>L</b>	P	P	<b>E</b>	-
E. Smith, Monterey (A. Renny)	<b>L</b>	-	-	<b>T</b>	P	P	P	<b>L</b>	P	P	<b>T</b>	E
S. Davis, Salinas, (C. Cromeenes)	<b>E</b>	P	P	<b>I</b>	P	P	P	<b>E</b>	P	P	<b>I</b>	P
G. Hawthorne, Sand City ( <del>J. Blackwelder</del> , K. Cruz)	<b>D</b>	P(A)	P(A)	<b>N</b>	P(A)	P(A)	P(A)	<b>D</b>	P(A)	P(A)	<b>N</b>	P(A)
I. Oglesby, Seaside (D. Pacheco)		-	P	<b>G</b>	P	-	P		P	P	<b>G</b>	P
A. Chavez, Soledad (F. Ledesma)		P	P		-	P	-		P	P		P
D. Potter, At Large Member		E	E		P	P	P		P	P		P
M. Twomey, AMBAG (H. Adamson, <del>P. Hierling</del> )		E	P(A)		P(A)	-	P(A)		P(A)	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5		-	-		-	-	-		P	-		-
C. Sedoryk, MST (L. Rheinheimer)		P(A)	P(A)		P(A)	P(A)	P(A)		-	P(A)		P(A)
<b>STAFF</b>												
D. Hale, Exec. Director		P	E		E	P	E		P	P		P
T. Muck, Deputy Exec. Director		P	P		P	P	P		P	P		P
C. Watson, Principal Transp. Planner		P	P		P	P	P		P	P		P
M. Zeller, Principal Transp. Planner		P	P		P	P	P		P	P		P
Theresa Wright, Outreach Coordinator		E	P		-	-	P		P	P		P
M. Montiel Admin Assistant		P	P		P	P	P		P	P		P
L. Williamson, Senior Engineer		P	E		P	E	P		E	P		P
Madilyn Jacobsen, Transportation Planner		P	P			P	P		P	P		P

**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**

Tracy Burke-Vasquez	TAMC staff	Brad Tarp	Public
Ryan Park	AECOM	Tarah Brady	Public
Justin C Fox	AECOM	Paul Powers	Public
Lukas Yanni	AECOM		

**2. PUBLIC COMMENTS**

None

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**3. CONSENT AGENDA**

**M/S/C** Potter/ Anderson/unanimous

**3.1** Approved minutes of the June 1, 2020 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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**4. SALINAS RAIL KICK START PROJECT UPDATE**

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

Laurie Williamson, Senior Engineer, reported that the construction team continues to make progress on Package 1. Stage 1 improvements (Lincoln Avenue Extension and parking lots) were completed in June, and the construction team is working to complete stage 2 (Railroad Avenue and the transit plaza) by mid-November 2020. TAMC staff will coordinate a ribbon cutting ceremony in the month of December 2020. She also noted staff will be going to the August TAMC Board for an amendment to the agreement with MNS Engineers for construction management. Staff are requesting \$106,377 in additional funds which is less than 2% of the original contract.

Mike Zeller, Principal Transportation Planner, reported that staff and consultants continue to negotiate for the acquisition of five parcels in Salinas for the train layover facility. He noted that the cases have been filled with the court and we are in contact with property owners.

Christina Watson, Principal Transportation Planner, reported that the HDR final design contract has been approved and executed, and a kick-off meeting was held on July 15. She noted that TAMC continues to coordinate with Caltrans/CalSTA on negotiations with Caltrain and UPRR, and staff will bring an RFQ to the Board in August to assist us on getting operations agreements. Ms. Watson noted that Caltrain is pivoting their business plan to respond to the COVID-19 pandemic and equity and racism issues. Controversy is now swirling over a proposed November 2020 ballot measure to support operations. Ms. Watson noted that Andy Cook would be presenting in October an update on the 2022 state rail plan.



Vice Chair Potter asked whether COVID-19 is expected to impact our extension project. Ms. Watson replied that TAMC continues to monitor the impacts on the rail and transit industry, and that TAMC is still moving forward with the fully funded project.

5. **RAIL NETWORK INTEGRATION STUDY UPDATE**

The Committee received an update on the Monterey Bay Area Rail Network Integration Study.

Christina Watson, Principal Transportation Planner, introduced Ryan Park, Justin Fox and Lukas Yanni with AECOM. Mr. Park reported that progress on the study since the last report to the Committee includes completion of a draft future service vision memo. He noted that a public survey was published on June 2, 2020 and closes on September 15, 2020.

Mr. Yanni presented the Network Integration Study survey responses. He noted that over 470 people have taken the survey, primarily Monterey Peninsula residents, indicating strong support for the rail concepts presented by the survey and a high tolerance for longer rail trip times as compared to the parallel drive.

Committee Member Davis suggested ideas for improving outreach to Spanish-speaking communities, such as reaching out to “Building Healthy Communities”.

Chair LeBarre recommended contacting Spanish-language news agencies.

Committee Member Chavez noted that news media Radio Bilingue and La Preciosa have big Spanish-speaking audiences.

Committee Alternate Askew offered to help with outreach to schools, and recommended TAMC ask Maya to circulate the survey during the weekly Monterey County Media briefing.

Committee Alternate Stratton asked how many respondents we need for grant applications. Executive Director Debbie Hale noted that grant applications are based on ridership estimates, not survey results, but that the survey helps to raise public awareness of projects.

Committee Member Davis noted that a multimodal network with rail as the focal point will help with the City of Salinas’s economic development goals.

Committee Alternate Anderson asked whether the study was accounting for decreased rail and transit ridership due to the pandemic. Mr. Park replied that the study was focused on a post-pandemic future scenario but that the survey included a free response section where many people wrote in that cleanliness was a top priority, which is likely a response to the pandemic.

Chair LeBarre asked the team to add the City of Soledad and the City of King City to maps.

**6. 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 that the Coast Rail Coordinating Council Policy group held a meeting on July 17 to discuss the status of the service implementation plan and passenger rail improvement study for the central coast corridor.

Christina Watson noted that SLOCOG also has a survey out. Ms. Watson will forward the link to the committee.

**7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None

**8. ADJOURN**

Chair LeBarre adjourned the meeting at 3:56 p.m.



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**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 several meetings on the Coast Rail Corridor Study.

**FINANCIAL IMPACT:**

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

**DISCUSSION:**

The Coast Rail Coordinating Council (CRCC) 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 San Luis Obispo Council of Governments (SLOCOG) is the lead agency on behalf of the CRCC on the "Coast Rail Corridor Study" (see **web attachments**). The Coast Rail Corridor Study will lay the groundwork for California’s 2018 State Rail Plan by developing a phased plan for establishing a network of intercity rail and bus routes between Goleta and Salinas. The study will also examine the feasibility of developing commuter rail service between San Luis Obispo, Santa Maria, and Paso Robles. The data from this study will be used to identify potential service options and assess potential costs, funding resources, infrastructure needs, and governance. TAMC staff participated in the Technical Advisory Committee meeting on July 29, 2020. SLOCOG held a public workshop online on September 30.

The CRCC working group met on August 21 and September 18 to discuss legislative issues and the status of the Coast Rail Corridor Study. The next Policy meeting is scheduled for December 11, 2020 at 8:30 am.

**WEB ATTACHMENTS:**

- [Coast Rail Corridor Study website](#)
- [Coast Rail Corridor Study flyer](#)



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** **Central Coast Highway 1 Elkhorn Slough Resiliency Study**

### **RECOMMENDED ACTION:**

**RECEIVE** report on the final Central Coast Highway 1 Elkhorn Slough Resiliency Study.

### **SUMMARY:**

The Central Coast Highway 1 Elkhorn Slough Resiliency Study has been finalized. The study finds that a four-lane elevated Highway 1 would best transportation needs of the corridor in a resilient manner that will withstand projected storms and sea level rise. Widening Highway 1 to four lanes would also provide the greatest relief to congestion and delay. All scenarios include elevation of a single-track railway through the slough, which would address long-term needs for a more resilient rail infrastructure to support increased passenger rail service.

### **FINANCIAL IMPACT:**

The study recommends further analysis of the proposal to elevate and widen Highway 1 and elevate the railway through the study area. This project is estimated to cost \$750 million for planning, environmental review, right-of-way, and construction, which will necessitate state investment in the ultimate transportation solution. That investment is strongly supported by the cost-benefit analysis in this study.

### **DISCUSSION:**

Transportation corridors (Highway 1, Coast Rail Line, Elkhorn Road) through Elkhorn Slough will face significant challenges under conditions of climate change. The eight-mile stretch of Highway 1 and the Union Pacific rail line through Elkhorn Slough are already impacted by king tides, and will be increasingly impacted by coastal storm flooding and sea level rise due to climate change.

The Central Coast Highway 1 Elkhorn Slough Resiliency Study (see **web attachment**) provides a comprehensive assessment of these threats and proposes options to address the resulting transportation, environmental and economic needs.

The study presents a detailed understanding of the risks and options for adaptation in this critical stretch of Highway 1 and the railway corridor. Included is an adaptation management strategy to ensure updated scientific information is integrated into the project planning process.

To adapt the transportation infrastructure to rising sea levels, the existing highway and railway could be elevated via two methods: 1) raised fill embankment and 2) piles. An embankment entails placing and compacting a volume of earthen material (fill) in order to raise the grade of a roadway above adjacent ground surface. Embankments typically

have steeper side slope. Where space allows, traditional engineered side slopes can be graded to a much gentler slope to allow for additional habitat area creation. Piles (pylons) refer to structures that support bridge or highway overpasses, typically elevating them over water.

The roadway and railway adaptation scenarios were evaluated using best available modeling tools to investigate systemic changes to transportation, hydrology and ecology triggered by certain adaptation actions. The results of the transportation modeling indicate that the four-lane elevated Highway 1 and rail line would best suit the needs of the corridor, allowing for increased capacity on a road that is already overburdened by demand. The benefit-cost analysis finds that a four-lane elevated Highway 1 would be economically justified, since the value of reduction in traffic delays would be greater than the costs associated with transportation and ecological improvements, particularly due to the increased resiliency of the elevated rail line.

Since its construction in the late 1800s, the railway through Elkhorn Slough has operated on tracks elevated on fill embankment. The present railway floods under king tide conditions, with disruptions to service until water levels return to normal. To avoid more frequent disruptions to this transportation function as sea levels rise, the grade of the fill embankment could be raised higher to keep pace with water levels. Alternatively, the railway could be raised on trestle, which is an open cross-braced framework used to support an elevated structure. The results of the study indicate that a new single-track railway facility could be constructed and elevated on a trestle adjacent to the existing railway fill embankment. The existing railway fill embankment could be left in place, to aid in sediment retention for the inboard marsh complexes.

The study emphasizes the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are predicted to follow the exponential part of the curve in mid- to late-21st century. The no action scenario would result in widespread loss of habitat and biodiversity through the slough and worsen an existing transportation function problem, to the detriment of the community, region, and visitors to Monterey Bay.

**WEB ATTACHMENTS:**

- [Central Coast Highway 1 Elkhorn Slough Resiliency Study](#)



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** Caltrans 2022 State Rail Plan

**RECOMMENDED ACTION:**

**RECEIVE** presentation from Caltrans Division of Rail and Mass Transportation staff and **PROVIDE** feedback to guide the development the 2022 State Rail Plan.

**SUMMARY:**

The 2022 State Rail Plan will update the near-, mid- and long-term vision for passenger rail service throughout California. The plan will build upon the regional rail network integration studies that are being conducted in Monterey County and throughout the state.

**FINANCIAL IMPACT:**

The Rail Plan will outline a vision for rail implementation that may indicate state-level support for increased passenger rail service to Monterey County that will help the Agency secure future grant funds. TAMC staff time to participate in meetings pertaining to the State Rail Plan update is included in the adopted Agency budget for the rail program.

**DISCUSSION:**

Caltrans is initiating the next update to the State Rail Plan, which it will complete by June 2022, to meet requirements for prioritizing state and federal investment in passenger and freight rail. The plan will also focus on integration of the state’s regional and intercity passenger rail systems with the high speed rail plans.

The next Rail Plan will build on the previous plan, which developed an operator-neutral design for a world class state rail network based on pulse-hub scheduling concepts for operating all trains on regular, coordinated, clockface timetables. These service concepts are tailored to the State’s understanding of market potential for rail, known constraints, and service-based infrastructure requirements that allow services to be physically connected at “hub” stations and for seamless, timed transfers between services to occur where transfers are necessary or desirable to make connections between regional destinations across California.

The Rail Plan will identify a long-term vision to guide incremental service planning to support development of a statewide network, a 10-year service and capital plan representing phased goals for advancing the network design, and a 5-year capital program supporting near term funding and programming needs. Caltrans staff intends to craft the update to serve as an accessible and effective communication tool, including a streamlined, web-oriented format that can be updated more frequently than the 4-year requirement.

Integrated scheduling concepts are a component of the network integration initiatives described in the Rail Plan,

which include development and implementation of the California Integrated Travel Program (CalITP) for integrated ticketing and modern fare collection mechanism supported by the State, as well as development of a statewide rail and bus equipment procurement program at Caltrans to strategically standardize long term equipment procurement around zero-emission technologies.

Caltrans is also partnering with High Speed Rail to develop a new and robust statewide ridership model for testing the network performance benefits of improvements on individual corridors and segments of the network, which it expects to be available for use in the Rail Plan update.

The updates to the current plan will focus on incorporating outputs of regional network studies based on the previous plan, such as TAMC's network integration study for the Monterey Bay Area, as well as additional state-level service analysis needed to further develop and clarify infrastructure improvements tied to the 10-year interim service goals.

TAMC will want to assure that the state plan reflects our regional planning goals for increased passenger rail service to Monterey County, as reflected in the upcoming Rail Network Integration Study (next item on this agenda). Near-term service goals for our region include initiation of commuter-oriented service to Pajaro and Salinas. Mid-term goals include increase in service to Salinas, addition of a station at Castroville, addition of weekend service, and initiation of coast rail service from San Jose south to Soledad, King City, Paso Robles and San Luis Obispo. Long-term service goals include further increase of the above services, as well as potential regional rail service between Santa Cruz and Monterey along the locally-owned branch lines.



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** Rail Network Integration Study Update

### **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 in August includes completion of the Future Service Vision memo and drafting of the Governance and Operations memo.

### **FINANCIAL IMPACT:**

The study has a budget of \$500,000, funded out of the state Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs. The study will be the foundation for future applications for rail capital and operations grant funding.

### **DISCUSSION:**

The study focuses on 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.

The Network Advisory Committee (NAC) met on August 31, 2020, and discussed the preliminary survey findings, the final future service vision memo, bus connections for ridership modeling, and the draft governance and operations memo.

The public survey was published on June 2, 2020 and closed on September 15, 2020. As of September 15, a total of 800 people took the survey, with results showing generally positive interest in rail service on the Central Coast.

The following deliverables are online as **web attachments**:

- Final Future Service Vision Memo
  - Outlines the vision for the initial, phased, and full buildout of the regional and intercity rail network.
  - Shows that implementation can be accomplished using the existing rail infrastructure with focused investment near or at station locations.
- Draft Governance & Operations Memo
  - Describes the administrative, jurisdictional, contracting, and funding powers needed to scale and deliver



the Monterey Bay Regional Rail Network.

- Explores existing models (Joint Powers Authorities, transit districts, and joint ventures between existing or new agencies).
- Considers how needs change over time, starting with the initial service, phased service, and finally the vision service.

Future deliverables expected for the November Committee meeting:

- Draft Fleet Strategies Memo
- Draft Cost Estimate Memo
- Draft Ridership Estimates Memo

The team will present an update on work completed to date and solicit input on the Governance and Operations memo at the meeting.

**WEB ATTACHMENTS:**

- [Future Service Vision Memo](#) (final)
- [Governance & Operations Memo](#) (draft)



**Memorandum**

**To:** Rail Policy Committee  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** **SURF! Busway Update**

**RECOMMENDED ACTION:**

**RECEIVE** update on the SURF! Busway and Rapid Transit project along the Monterey Branch Line from Marina to Sand City.

**SUMMARY:**

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. Staff will provide updated information on the status of the project's development.

**FINANCIAL IMPACT:**

The preliminary engineering and environmental analysis phase of the project is budgeted to cost \$1,550,000. Measure X is the primary funding for this phase with Monterey-Salinas Transit contributing \$100,000 of its share of Senate Bill 1 Local Partnership Program funds. Funding for all phases of the Highway 1 SURF! Busway project is available from Measure X (up to a total of \$15 million). Additional matching funds will be needed to fully fund the project, which currently has a total estimated cost of \$52 million for all phases of work.

**DISCUSSION:**

In 2018, MST completed the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line. The study analyzed seven alternatives and concluded that implementing a one-way bus rapid transit corridor on a segment of the Monterey Branch Line would provide the best cost to benefit. At the August 6, 2018 Rail Policy Committee meeting, MST staff presented an overview of the feasibility study, including next steps.

In Fall 2019, MST hired Kimley-Horn for the environmental review and preliminary design phase of work, and the project officially kicked-off on November 21, 2019. The following outlines the project's progress regarding stakeholder coordination, project design and funding.

**Stakeholder Coordination**

MST and TAMC staff continue to meet with key stakeholders. The project team has generally received good input and positive feedback from engaged stakeholders. In recent months, the project team has been focused on coordinating with the cities of Marina, Sand City and Seaside and Caltrans District 5.

The project team is planning to institute a virtual public outreach program. As part of the outreach, the project team is developing video simulations. The first of these simulations will be presented during the Committee meeting.

Additionally, the project has formally entered the environmental phase, with the release of the Notice of Preparation on August 13, 2020. TAMC submitted a comment letter in response which is available as a **web attachment** to this report.

### Project Design

The SURF! Busway and Bus Rapid Transit project is nearing 15% design. During the Committee meeting, staff will share of the latest exhibits of the project. An overview map is provided as an **attachment** to this report.

The Busway enters the Monterey Branch Line right-of-way at Del Monte Boulevard and Palm Avenue in Marina, and exists the rail right-of-way at California Avenue and Fremont Street in Sand City.

The busway parallels Highway 1 for approximately six miles. The majority of the busway runs on the east side of the rail right-of-way, with minimal crossing points over the rail tracks. There are three proposed crossings over the rail line due to physical and geographic constraints in the corridor, and to minimize project costs. The proposed crossings over the rail tracks are as follows:

1. Crossing of the rail tracks before 8th Street due to the existing bridge columns east of the rail. This will help avoid the need to impact the Caltrans bridge structure.
2. Crossing the rail tracks to reconnect with the east side of the corridor before a connection at 5th Street. The connection at 5th Street connects the buses with a newly proposed Multimodal Transit Center.
3. After re-entering the rail right-of-way outside the 5th Street Transit Center, the busway runs the remainder of the way on the east side of the rail right-of-way until existing the rail right-of-way at California Avenue and Fremont Street, where the buses re-enter mixed traffic.

The proposed alignment intends to protect and preserve the rail tracks while minimizing project costs. Crossing the rail tracks at these three locations minimizes the need for tall retaining walls which dramatically impact construction costs. Additionally the proposed rail track crossings reduce visual impacts and are further away from State Parks' proposed campground project and protected habitat.

### Funding

MST is actively coordinating with the Federal Transit Administration (FTA) to apply for a Capital Investment Grant, a discretionary grant program to support transit capital investments including busway/bus rapid transit. The project has been accepted into the Project Development phase of FTA's Capital Investments Grants program. Per the requirements of the Fixing America's Surface Transportation (FAST) Act, the following activities must be completed during project development:

- Complete the environmental review process;
- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long range transportation plan; and
- Complete the activities required to develop sufficient information for evaluation and rating under the Capital Investment Grant criteria.

The project team also anticipates applying again to the Transit and Intercity Rail Capital Program this upcoming cycle.

### Timeline

The overall project timeline for the SURF! Busway and Bus Rapid Transit Project is:

- Data collection (Fall 2019-Summer 2020)
- Preliminary engineering and design (Summer 2020-Winter 2020/21)
- Environmental compliance (Summer 2020-Winter 2020/21)

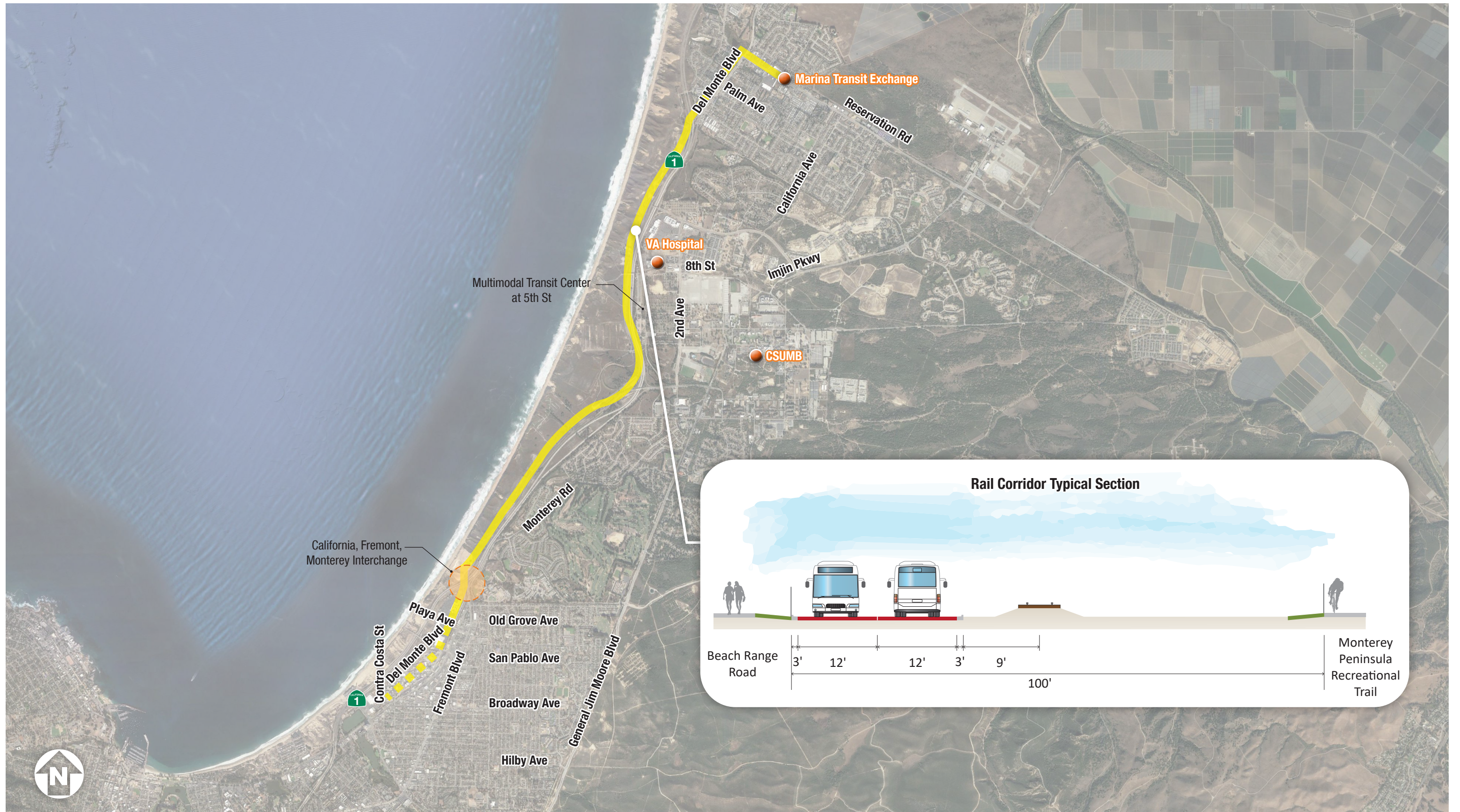
- Final engineering and design (Summer 2022-Fall 2023)
- Construction (Beginning Spring 2024)
- Operation (Beginning Spring 2027)

**ATTACHMENTS:**

- SURF Busway - Overall Project Map

**WEB ATTACHMENTS:**

[TAMC comments to SURF! Busway Notice of Preparation](#)





**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**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 in August include progress on construction of Package 1, Salinas train station access and circulation improvements, and meetings related to future rail operations.

**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.

Package 1 is under construction by MPE Engineering for an original contract amount of \$7,487,989 with a contingency fund of \$1,123,200. In August, TAMC approved four Change Orders relating to sidewalk and drainage pipe elevations, bus shelter pads, tree removal, and unsuitable material removal. Approved change orders now total \$506,991.64 or 45% of the contingency fund approved by the Board.

**DISCUSSION:**

The Monterey County Rail Extension Project will extend 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 proceeding with construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) 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. In August and September 2020, the construction team continued work on Railroad Avenue and the transit plaza. The construction work is now 69% complete per the amended budget and 88% percent complete per the schedule. The team currently anticipates completion of the project in mid-November. TAMC is organizing a ribbon-cutting photo op, with the option for virtual participation, for December 7, 2020, at 3 pm at the train station. Staff will give a verbal update at the

meeting.

### **Package 2: Salinas Layover Facility**

On December 4, 2019, the Transportation Agency Board approved Resolutions of Necessity on portions of four parcels and one full parcel needed for the Salinas layover facility. TAMC staff continues to oversee the right-of-way consulting team of AR/WS and Meyers Nave to further negotiations and finalize the acquisitions.

### **Package 3: Gilroy Station & Track Improvements, Operations Scenarios**

Caltrain provided the final feasibility study (**web attachment**) to TAMC to share with this committee. The study is focused on answering critical due diligence questions around operations, governance, and legal considerations of the near term service scenario of extending existing weekday service from Gilroy to Salinas. The four central principles of the report are:

1. Service must be cost-neutral for JPB.
2. No changes to Caltrain mainline service.
3. TAMC, working with the State, will address all risks and liabilities of the new service.
4. No changes to the Joint Powers Agreement (JPA) governance structure.

Assuming these principles are achieved, Caltrain did not find any significant operational, legal, or design roadblocks and concluded that an extension to Salinas is feasible. The study outlines steps to initiate service, including a memorandum of understanding (MOU) with the goal of developing a fee for service arrangement.

Following this initial MOU, Caltrain and TAMC staff would begin actively engaging in discussions about the parameters and conditions of service. The study includes a preliminary list of conditions to help jump-start more focused discussions. Further discussions between legal counsel, TAMC staff, and Caltrain staff in the next phase(s) of study will reveal new, detailed factors for the two agencies to resolve.

Pursuant to the recommendations in this study, staff aims to bring a contract for negotiations with Caltrain and Union Pacific to the Board of Directors in October or December.

Staff will provide a verbal update on all activities at the meeting.

### **WEB ATTACHMENTS:**

- [Final Caltrain Gilroy-Salinas Feasibility Study](#)



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** Reports

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### **RECOMMENDED ACTION:**

**RECEIVE** reports attached online.

### **WEB ATTACHMENTS:**

- [Capitol Corridor Monthly Report for July 2020](#)





## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 5, 2020  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

### **WEB ATTACHMENTS:**

- [July 23, 2020 article in the San Jose Mercury News, "Rift among several counties puts the fate of Caltrain in the balance"](#)
- [July 28, 2020 article in Mass Transit, "CA: SMART seeks support for low-income discount program in ticket price review"](#)
- [August 3, 2020 article in CapRadio, "Exclusive: California's Clean Air Programs take a hit in new funding squeeze"](#)
- [August 27, 2020 article in the Monterey County Weekly, "MST takes steps toward a designated bus lane along Highway 1"](#)
- [August 31, 2020 article in Governing.com, "Rural California Transit Agency Reinvents Itself During COVID"](#)
- [September 2, 2020 letter to the editor in the Good Times, "Major Decision"](#)
- [Article in Mass Transit Magazine, "Rethinking Public Transit's Role in Our New Normal, and Beyond; Rapid Changes Require Big Picture Perspective"](#)
- [September 9, 2020 item on CBS 8 San Diego, "All Aboard: Amtrak makes train travel safer with new COVID-19 protocols"](#)