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

## **AGENDA TAMC RAIL POLICY COMMITTEE**

Meeting of Monday  
**November 4, 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.

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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 October 7, 2019.

- Montiel

*The draft minutes of the October 7, 2019 Rail Policy Committee meeting are attached for review.*

#### **3.2. APPROVE** 2020 schedule of Rail Policy Committee meetings.

- Watson

*The proposed schedule of Rail Policy Committee meetings for 2020 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and September, when the meeting is on the second Monday due to the Labor Day holiday.*

#### **3.3. 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 October includes a workshop on Transit and Intercity Rail Capital Program grant guidelines.*

#### **3.4. 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 October 7 includes the first meeting of the Network Advisory Committee.*

#### **3.5. RECEIVE** update on the Salinas Rail Kick Start project.

- Watson

*Activities on the Salinas Rail Kick Start project since the last update on October 7, 2019 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements.*

## END OF CONSENT AGENDA

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4. **RECEIVE** update from Santa Cruz County Regional Transportation Commission on their rail corridor study.

- Watson/ Dykaar

*Ginger Dykaar, Senior Transportation Planner with the Santa Cruz County Regional Transportation Commission, will present an update on the planning efforts related to the Santa Cruz Branch Line rail corridor.*

5. **RECEIVE** update on the Elkhorn Slough Sea Level Rise Study.

- Watson/ Adamson

*The Central Coast Highway 1 Climate Resiliency study is looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough, including the Union Pacific-owned Coast Mainline tracks. AMBAG Director of Planning Heather Adamson will provide an overview of the study.*

6. **RECEIVE** and **COMMENT** on draft 2020 Legislative Program.

- Watson

*The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.*

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

8. **ADJOURN**

### **ANNOUNCEMENTS**

Next Rail Policy Committee meeting:

**Monday, January 6, 2020 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**

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.** 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:** November 4, 2019  
**Subject:** **Draft October RPC Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Rail Policy Committee meeting of October 7, 2019.

### **SUMMARY:**

The draft minutes of the October 7, 2019 Rail Policy Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▣ RPC Draft October 2019 minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
**RAIL POLICY COMMITTEE MEETING**  
*Draft Minutes of October 7, 2019*  
 Transportation Agency for Monterey County  
 55-B Plaza Circle, Salinas, CA

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

|                  |                           |             |                  |
|------------------|---------------------------|-------------|------------------|
| Madilyn Jacobsen | TAMC staff                | Brad Tarp   | Salinas Resident |
| Colleen Courtney | Office of Senator Monning | Rod Neubert | Salinas Resident |

**2. PUBLIC COMMENTS**

None

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**3. CONSENT AGENDA**

**M/S/C** Delgado/ Askew/unanimous

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

**END OF CONSENT AGENDA**

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**4. SURF BUSWAY PRESENTATION**

The Committee received an update on the MST SURF Busway project.

Debbie Hale, Executive Director, noted that the MST SURF Busway project is a Measure X project formerly known as the Highway 1 Rapid Bus Corridor.

Lisa Rheinheimer, Assistant General Manager, Monterey-Salinas Transit (MST), presented the SURF Busway project along the Monterey Branch Line. She noted that 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. 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 alternatives use for the Branch Line in 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. 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 was the best option due to a cost-benefit assessment. In conclusion, Ms. Rheinheimer noted that MST is initiating the environmental review and preliminary design phase of work.

Committee member Delgado asked whether the RPC should take an official position related to rail vs. bus within the Monterey Branch Line corridor. Chair LeBarre noted that anticipated population growth may necessitate the coordination of bus and train schedules for both to run operations within the corridor. Executive Director Debbie Hale noted that the Network Integration Study will include an evaluation of rail on the Monterey Branch Line, which will



update the 2011 ridership estimates for the corridor. She also noted that the Federal Transit Administration asked MST to look at putting buses in the corridor as a precursor to rail.

Committee member Askew noted that she hears strong support for light rail in the corridor. She also noted that the Monterey Peninsula Unified School District (MPUSD) is considering changing school start times which may help to reduce traffic congestion during the school year.

Committee alternate Stratton expressed concern that the costs associated with the busway might better be used to move the light rail project forward to environmental review. Ms. Hale noted that the light rail project is still a long way out and that the busway could have up to 15 years of operation before light rail operations could theoretically begin.

5. **RAIL NETWORK INTEGRATION STUDY**

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

Christina Watson, Principal Transportation Planner, reported that 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. She noted that 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. She noted that the study consultant, AECOM, finalized the Project Work Plan and Stakeholder Engagement Plan and scheduled the first meeting of the Network Advisory Committee for October 21. In conclusion, Ms. Watson noted that the team is currently developing an Existing Conditions Analysis and a Grant Strategy Memo. Ms. Watson has invited the Santa Cruz County Regional Transportation Commission (SCCRTC) to present on their Santa Cruz Rail Line at a future meeting date

6. **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 the activities on the Salinas Rail Kick Start project since the last update includes progress on the construction of Package 1 and continued operations discussions with Caltrain.

Laurie Williamson, Senior Engineer, reported that the City of Salinas has almost completed its storm drain 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. She noted that PG&E completed work on their joint trench along the Lincoln Avenue extension (gas and AT&T only) and MPE relocated some of the CalWater lines associated with the project. The City of Salinas approved a revised staging and traffic detour plan allowing MPE to close Station

Place to initiate the construction of the east parking lot starting September 17. City storm water construction inspection frequency has increased from monthly to weekly now that we are in the rainy season (Oct 1st – April 30th).

Mike Zeller, Principal Transportation Planner, reported that TAMC's right-of-way consultant has delivered the offer packages to the property owners of Package 2 parcels and they are negotiating for the acquisitions. He also noted that the 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 contamination cleanup cost estimate.

Brad Tarp, resident, stated that the water pollution clean-up was certified by the State Water Control Board about three years ago.

Ms. Watson reported that staff continues to participate in meetings for the Central Coast Highway 1 Climate Resiliency study, the California High-Speed Rail Authority, Caltrain and the Northern California Rail Working group. She noted that Heather Adamson of the Association of Monterey Bay Area Governments will present a resiliency study update at the November meeting.

**7. 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 next Coast Rail Coordinating Council Policy meeting is expected to be an in-person meeting in Ventura on December 13. Ms. Watson noted that both 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.

Committee member LeBarre noted that Union Pacific has safety concerns due to multiple farm crossings accidents and expressed the need to consider paying for safety enhancements on rail line as leverage. Executive Director Debbie Hale responded that the State has asked Union Pacific how much funding might suffice to implement safety improvements and/or to purchase the corridor.

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

Committee member Delgado noted that maintenance is needed near the TAMC corridor due to homelessness, trash, and fire hazardous on the corridor.

**ADJOURN**

Chair LeBarre adjourned the meeting at 4:09 p.m.



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **2020 Meeting Schedule**

### **RECOMMENDED ACTION:**

**APPROVE** 2020 schedule of Rail Policy Committee meetings.

### **SUMMARY:**

The proposed schedule of Rail Policy Committee meetings for 2020 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and September, when the meeting is on the second Monday due to the Labor Day holiday.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

Please mark your calendars for the 2020 meeting schedule as follows (\*second Monday):

- January 6
- February 3
- March 2
- April 6
- May 4
- June 1
- August 3
- September 14\*
- October 5
- November 2

Per tradition, the RPC does not meet in July due to summer holidays nor in December due to winter holidays. The September meeting will be on September 14, since the first Monday is Labor Day. Meeting time and location will remain the same: 3:00 p.m. in the TAMC conference room.

On occasion, after consultation with staff, the Chair may cancel individual RPC meetings, based on the status of rail items. In those situations, staff will notify the Committee and interested persons at least a week in advance of such cancellation.



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 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 October includes a workshop on Transit and Intercity Rail Capital Program grant guidelines.

### **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 next working group call is scheduled for November 15 and the next Policy meeting is expected to be an in-person meeting in Ventura on December 13.

San Luis Obispo Council of Governments (SLOCOG) published a request for proposals (**web attachment**) for the work funded through State Rail Assistance and Strategic Partnership funds for a Coast Rail Service Implementation Plan and an equipment study. The deadline for proposals is November 1.

On October 8, Governor Newsom signed Senate Bill (SB) 742 by Senator Allen, "Intercity passenger rail services: motor carrier transportation of passengers" 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.

On October 15, TAMC staff attended a workshop on the draft guidelines for the Transit and Intercity Rail Capital Program grant program. Staff will bring a proposal to the December 4 TAMC Board for an application for this grant

program.

**WEB ATTACHMENTS:**

- [Coast Rail Corridor Service Implementation Plan & Passenger Rail Improvement Study Request for Proposals](#)



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 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 October 7 includes the first meeting of the Network Advisory Committee.

### **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.

The Network Advisory Committee met on October 21, 2019. The team is currently finalizing the Existing Conditions Analysis and drafting a Grant Strategy Memo as well as a Future Service Vision that will come to this Committee in January. The scope of work is online as a **web attachment**.

### **WEB ATTACHMENTS:**

- [Network Integration Study Scope of Work](#)



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 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 October 7, 2019 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements.

### **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, Salinas Station access and parking improvements, has a construction contract budget of \$7,487,989. The team has approved three change orders, with a combined cost of \$33,755.48, which were paid out of the Board-approved contingency fund for this project of \$1,123,200.

### **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 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.

In October, MPE continued to make progress constructing the Lincoln Avenue Extension and associated parking improvements. MNS and TAMC approved three change orders for: 1) City of Salinas grading permit requirements not included in the bid documents, 2) updating plans to accommodate City-directed utility changes, and 3) to remove and dispose of a newly-discovered underground tank and related unsuitable material.

**Package 2: Salinas Layover Facility**

TAMC staff continues to oversee AR/WS, Meyers Nave, Geocon, and Rincon consultants to further negotiations to acquire portions of five parcels and one entire parcel for Package 2, the Salinas layover facility.

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

TAMC staff will meet with Caltrain staff following the next Megaregion meeting on November 12.





## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **Santa Cruz Rail Line Update**

### RECOMMENDED ACTION:

**RECEIVE** update from Santa Cruz County Regional Transportation Commission on their rail corridor study.

### SUMMARY:

Ginger Dykaar, Senior Transportation Planner with the Santa Cruz County Regional Transportation Commission, will present an update on the planning efforts related to the Santa Cruz Branch Line rail corridor.

### FINANCIAL IMPACT:

TAMC has no financial obligations related to the Santa Cruz County rail studies, aside from staff time to participate in coordination meetings. TAMC and the Santa Cruz County Regional Transportation Commission have a joint interest in a rail station at Pajaro/Watsonville to provide alternative transportation to residents of southern Santa Cruz County and northern Monterey County.

### DISCUSSION:

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. The rail line is designated as active and spans the county from Davenport to Watsonville, running parallel to the Highway 1 corridor and the coast, and connecting into state and other regional rail lines in Pajaro. This important transportation corridor is within one mile of more than 90 parks, 40 schools and over half of the county's population (per census blocks). Construction of the rail line from Santa Cruz to Watsonville was completed in 1876. In October 2012, the Santa Cruz County Regional Transportation Commission took ownership of the line using voter-approved rail system expansion funding (California Proposition 116), bringing this transportation resource into public ownership to increase transportation options. More information on this rail corridor is available on the the Santa Cruz County Regional Transportation Commission website (**web attachment**).

On October 3, the Santa Cruz County Regional Transportation Commission approved a contract with HDR to perform an Alternatives Analysis for high capacity public transit on the rail right of way. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way between the Pajaro/Watsonville train Station and Shaffer Road as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of equity, environment and

economy. Proposed future inter-county and inter-regional connections to the Bay Area, Monterey, Gilroy, and beyond will be considered. HDR's proposal for the alternatives analysis is available online (**web attachment**).

**WEB ATTACHMENTS:**

- [Santa Cruz County Regional Transportation Commission rail website with links to studies](#)
- [Alternatives Analysis proposal](#)



## **Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **Elkhorn Slough Sea Level Rise Study Update**

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### **RECOMMENDED ACTION:**

**RECEIVE** update on the Elkhorn Slough Sea Level Rise Study.

### **SUMMARY:**

The Central Coast Highway 1 Climate Resiliency study is looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough, including the Union Pacific-owned Coast Mainline tracks. AMBAG Director of Planning Heather Adamson will provide an overview of the study.

### **FINANCIAL IMPACT:**

TAMC has no financial obligations under this study aside from staff time to participate in the meetings. The results of the study could recommend further analysis of elevating or relocating the transportation corridors, which could have large price tags for construction.

### **DISCUSSION:**

The Association of Monterey Bay Area Governments (AMBAG), in conjunction with The Nature Conservancy and the Center for the Blue Economy of the Middlebury Institute of International Studies at Monterey, is developing a climate resiliency study for the Central Coast Highway 1 corridor from State Route 183 to Salinas Road including the rail line in this corridor. This effort will identify transportation improvements and sea level rise adaptation strategies that can improve transportation mobility, safety and efficiency, provide economic security and benefits to the local community.



## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **2020 Legislative Program**

### **RECOMMENDED ACTION:**

**RECEIVE** and **COMMENT** on draft 2020 Legislative Program.

### **SUMMARY:**

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

### **FINANCIAL IMPACT:**

The recommended action has no direct financial impact.

### **DISCUSSION:**

The draft 2020 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2020 legislative session. **Attached** is the draft legislative program.

Items of particular interest to this Committee include:

#### **State:**

- 2S: Pursue funding for passenger rail.
- 10S: Promote transit-oriented development, alternative commutes and multimodal transportation.

#### **Federal:**

- 1F: (6) Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations; (7) Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor; and (8) Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 3F: Streamline federal rail funding.
- 4F: Support funding for Amtrak.

The Executive Committee discussed this draft legislative program on October 2, 2019, and on October 23, 2019, the Board approved releasing it to Committees for input. The Bicycle and Pedestrian Facilities Advisory Committee will review it on November 6, 2019 and the Technical Advisory Committee will review the draft on November 7, 2019. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive

Committee's review of the draft program on January 8, 2020, the final program will come back to the Board on January 22, 2020 for adoption.

**ATTACHMENTS:**

- ▣ Draft 2020 Legislative Program



## DRAFT 201920 Legislative Program

### State Priorities

- 1S. Preserve funding for transportation projects, ~~support the constitutional protection of all transportation funding resources,~~ maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- ~~4S.~~ Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- ~~4S.5S.~~ Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- ~~6S.~~ Support legislation to reduce pedestrian and bicyclist fatalities by modifying speed trap laws that prioritize higher automobile speeds over safety considerations.
- ~~7S.~~ Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- ~~5S.~~ Support a consistent definition of “disadvantaged communities” among all funding programs to ensure that investments reflect economic and rural area considerations.
- ~~6S.8S.~~ Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- ~~7S.9S.~~ Coordinate with the Monterey-Salinas Transit District to update review existing metrics for the qualification and distribution of Transportation Development Act (TDA) revenues, with the possibility for legislation in 2020 to update TDA law.

**8S-10S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.

**9S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



**DRAFT 201920 Legislative Program**

**Federal Priorities**

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  1. Increase and index the gas tax to inflation.
  2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
  3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  4. Remove procedural obstacles that impede expenditure of authorized federal funding.
  5. Support the return of directed federal funding for transportation priorities.
  6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
  7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
  8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F.** Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.





## **Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **Reports**

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### **RECOMMENDED ACTION:**

**RECEIVE** reports attached online.

### **WEB ATTACHMENTS:**

- [October 15, 2019 California High Speed Rail Chief Executive Officer Report](#)



## **Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 4, 2019  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

### **WEB ATTACHMENTS:**

- [March 17, 2019 article in the San Jose Mercury News, "All aboard Mendocino's rail bikes!"](#)
- [October 14, 2019 article in Mass Transit, "Valley Link Feasibility Report approved by Tri-Valley - San Joaquin Valley Regional Rail Authority Board: the proposed project to connect San Joaquin Valley with the BART system would provide an alternative mode of travel to 87,000 commuters a day"](#)
- [October 15, 2019 article in Mass Transit, "Amtrak Pacific Surfliner introduces 13th roundtrip: the new service increases flexibility for customers traveling between Los Angeles and San Diego"](#)