



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

RAIL POLICY COMMITTEE

Monday, April 5, 2021

****2:00 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.

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 February 1, 2021.

- Montiel

The draft minutes of the February 1, 2021 Rail Policy Committee meeting are attached for review.

END OF CONSENT AGENDA

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

- Watson/Devers

Progress since the last update to this Committee in February includes working group meeting on February 19, 2021 and a Policy Committee meeting on March 19, 2021 and the drafting of the Coast Rail Service Implementation Plan.

5. RECEIVE update and **PROVIDE** input 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 January includes the sixth Network Advisory Committee and update of the project schedule.

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

- Watson/ Williamson/ Zeller

Activities on the Salinas Rail Kick Start project since the last update in February include the conclusion of the construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with Union Pacific, Caltrans,

Caltrain, and the City of Gilroy on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

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

- Jacobsen/Rheinheimer

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. The project is one of the listed regional projects in the Measure X Transportation Safety and Investment Plan approved by the voters in 2016.

- 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, May 3, 2021 at 2:00 p.m.

**If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
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 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
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: 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: April 5, 2021
Subject: **Draft February RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of February 1, 2021.

SUMMARY:

The draft minutes of the February 1, 2021 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ Draft February RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of February 1, 2021

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P(A)	P(A)	C	-	-	N	P(A)	C	P(A)	P(A)	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	-	A	P(A)	P(A)	O	P(A)	A	P(A)	P(A)	P(A)	P(A)
W. Askew, Dist. 4 (Y. Anderson)	P(A)	-	N	P(A)	P(A)		P(A)	N	P(A)	-	P(A)	E
M. Adams, Dist. 5, (S. Hardgrave, C. Courtney)	P(A)	E	C	P(A)	P(A)	M	P(A)	C	P(A)	E	E	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	P	P	E	P	P	E	P	E	P	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	P	P	L	P	P	E	-	L	-	-	-	P
E. Smith, Monterey (D. Albert, A. Renny)	P	P	L	P	P	T	E	L	P	P	P	P
K. Craig, Salinas, (C. Cromeenes)	P	P	E	P	P	I	P	E	P	P	P	E
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	P(A)	P(A)	D	P(A)	P(A)	N	P(A)	D	-	P(A)	P(A)	P(A)
I. Oglesby, Seaside (D. Pacheco)	-	P		P	P	G	P		-	-	P	P
A. Chavez, Soledad (F. Ledesma)	P	-		P	P		P		-	P	-	P
D. Potter, At Large Member, Vice Chair	P	P		P	P		P		P	P	-	E
M. Twomey, AMBAG (H. Adamson, P. Hierling)	-	P(A)		P(A)	P(A)		P(A)		P(A)	P(A)	-	P(A)
O. Monroy-Ochoa, Caltrans District 5	-	-		P	-		-		-	-		P
C. Sedoryk, MST (L. Rheinheimer)	P(A)	P(A)		-	P(A)		P(A)		P(A)	P(A)	P(A)	P(A)
STAFF												
D. Hale, Exec. Director	P	E		P	P		P		P	P	P	P
T. Muck, Deputy Exec. Director	P	P		P	P		P		P	P	P	P
C. Watson, Principal Transp. Planner	P	P		P	P		P		P	P	P	P
M. Zeller, Principal Transp. Planner	P	P		P	P		P		P	P	P	P
T. Wright, Outreach Coordinator	-	P		P	P		P		-	P	P	P
M. Montiel Admin Assistant	P	P		P	P		P		P	P	P	P
L. Williamson, Senior Engineer	E	P		E	P		P		P	-	P	P
M. Jacobsen, Transportation Planner	P	P		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

Michelle Overmeyer	MST	Grant Leonard	North County Resident
Shannon Simonds	Caltrans HQ	Michael Cornfield	Deutsche Bahn
Tarah Brady	Caltrans HQ	Barry Scott	
Alan Miller	Caltrans HQ	Lori Wesolek	
Oscar Antillon	City of Soledad	Jeffrey Mihalik	
Andrew Easterling	City of Salinas		

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Smith/Oglesby /unanimous

3.1 Approved minutes of the January 11, 2021 Rail Policy Committee meeting.

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

END OF CONSENT AGENDA

4. SURF! BUSWAY UPDATE

The Committee received an update on the SURF! Busway and Bus Rapid Transit project along the Monterey Branch Line from Marina to Sand City.

Madilyn Jacobsen, Transportation Planner, reported that Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. Ms. Jacobsen stated that the project completed 15% design and the team is now working toward 35% design. She noted that in partnership with Monterey Salinas Transit (MST), TAMC is seeking public input on the “SURF! Busway and Bus Rapid Transit Project” via an online survey, and that responses are due February 19, 2021. The survey was released in both Spanish and English.

Michelle Overmeyer, MST, reported that MST is 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 Investment Grants program.

Committee Chair LeBarre congratulated Monterey-Salinas Transit for the contactless fare system and noted a recent Bloomberg article included a good description of system and the population that MST serves.

Committee member Medina Dirksen stated that she did not receive the survey. Theresa Wright, Public Outreach Coordinator, replied that the survey was shared via TAMC Facebook. She noted that she would appreciate for everyone's help in sharing the post.

Lisa Rheinheimer, Monterey-Salinas Transit, reported that MST had received twenty-nine survey responses as of the previous week. She noted that MST posted the survey on Facebook, Instagram, Twitter, NextDoor, and on the Transit Real time application, and that MST wants to hear from anyone that might ride the SURF! bus.

5. 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 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. The Kick Start Project is proceeding with construction of Package 1, improvements at the Salinas train station.

Laurie Williamson, Senior Engineer, reported that the construction team is wrapping up construction on Package 1. She noted that TAMC celebrated with a ribbon-cutting on January 15 at noon that can be viewed on Facebook and the TAMC website. Staff is coordinating with the City of Salinas on the logistics to transfer ownership of the completed project to the City.

Mike Zeller, Principal Transportation Planner, reported that that staff and consultants continue to further negotiations on properties. He noted that negotiations are reaching settlements on four out of five parcels.

Ms. Watson reported that design meetings are going well and that negotiations with Caltrans, Caltrain and Union Pacific Railroad are moving along.

Shannon Simonds, Caltrans Division of Rail and Mass Transportation, presented an update on the strategic service deployment playbook.

6. RPC MEETING TIME

M/S/C Smith/Cruz/unanimous

The Committee voted to temporarily change the RPC meeting time to 2:00 p.m. and to reconsider the start time at the June 2021 meeting.

Christina Watson, Principal Transportation Planner, reported that a new recurring meeting has been set by Supervisor Askew for every Monday at 3:00 p.m. for all the County's Mayors. The meeting creates a conflict for five Rail Policy Committee members. To ensure a quorum for the Committee, one option is for those members to send their alternates to the RPC meeting. Mayor Craig has asked the Committee to consider a temporary rescheduling of the RPC meeting to 2:00 p.m. start meeting time.

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

None

8. **ADJOURN**

Chair LeBarre adjourned the meeting at 3:41 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 5, 2021
Subject: Coast Corridor Rail Project Update

RECOMMENDED ACTION:

RECEIVE update and **PROVIDE** input 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 February includes working group meeting on February 19, 2021 and a Policy Committee meeting on March 19, 2021 and the drafting of the Coast Rail Service Implementation Plan.

FINANCIAL IMPACT:

The draft Coast Rail Service Implementation Plan estimates the rail project capital and operation costs as follows:

Mid-term (one round trip):

- A) Capitol Corridor extension from San Jose to San Luis Obispo: \$160 million capital, \$26 million operating
- B) Pacific Surfliner extension from San Luis Obispo to Salinas: \$165 million capital, \$28 million operating
- C) Coast Daylight from Los Angeles to San Francisco: \$194 million capital, \$28 million operating

Long-term (four round trips):

- A) Capitol Corridor extension from San Jose to San Luis Obispo: \$131 million capital additional, \$64 million operating
- B) Pacific Surfliner extension from San Luis Obispo to Salinas: \$135 million capital additional, \$72 million operating
- C) Coast Daylight from Los Angeles to San Francisco: \$135 million capital additional, \$72 million operating

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 working group met on February 19 and discussed the concept of applying for operations funding in the next round of State Rail Assistance funds and received updates from Caltrans and partner agencies.

The Policy Committee met on March 19. The agenda is online as **web attachment 1**. The San Luis Obispo Council of Governments (SLOCOG) presented the draft Coast Rail Service Implementation Plan at that meeting (pages 6-46).

The Policy Committee also received an update from the City of King about the progress on their platform project (pages 47-48). Subsequently, SLOCOG made changes to the draft Plan, and the revised draft is online as **web attachment 2**.

Based on the 2018 State Rail Plan, the Coast Rail Service Implementation Plan lays out three scenarios for delivering a through train on the coast line between San Luis Obispo and Salinas (and beyond on either end), one round trip in a mid-term scenario (2027), and four round trips in a long-term scenario (2040):

- A) Capitol Corridor extension from San Jose to San Luis Obispo
- B) Pacific Surfliner extension from San Luis Obispo to Salinas, with the caveat that extending northward would be preferred but not evaluated
- C) Coast Daylight from Los Angeles to San Francisco

The study evaluates the relative capital and operating costs and other pros and cons of the three options.

Agency staff provided feedback to SLOCOG that the Pacific Surfliner extension should have San Jose as an endpoint, instead of Salinas, and on other issues. Staff acknowledges the overlap and differences between this plan and the Monterey Bay Area Network Integration Study (NIS), which envisions four round trips in 2032 and eight round trips in 2050 for this corridor. The NIS is agnostic as to what kind of service provider would accomplish that service frequency, and identifies capital investments needed to support that level of service that are somewhat different from the investments identified in the SLOCOG Plan.

SLOCOG staff and consultants will present the draft study for input. The study will go to the SLOCOG Board of Directors in June for adoption.

WEB ATTACHMENTS:

- [March 19, 2021 Coast Rail Coordinating Council Policy Committee agenda \(of which pages 6-46 are the Coast Rail Service Implementation Plan\)](#)
- [Draft Coast Rail Service Implementation Plan with Appendices](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 5, 2021
Subject: Rail Network Integration Study Update

RECOMMENDED ACTION:

RECEIVE update and **PROVIDE** input 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 January includes the sixth Network Advisory Committee and update of the project schedule.

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 Monterey Bay Area Rail Network Integration 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 study is intended to provide information for the TAMC Rail Policy Committee to consider in recommendations to the TAMC Board of Directors as to next steps on implementing rail projects in Monterey County connecting to the Central Coast and the Northern California megaregion.

Staff and consultants will present and seek feedback on the updated Caltrans ridership analysis (**web attachment 1**), project benefits, and funding and financial scenarios at the meeting (**attachment 1**). When documents are available, they are posted to the project website (**web attachment 2**).

The Network Advisory Committee met on February 22, 2021 via webinar and reviewed conceptual capital cost estimates, ridership estimates, and funding and financing strategies.

The full draft Network Integration Study will be on the May 3, 2021 agenda for Committee recommendation to the Board to circulate for public review. The final Study will come to the Committee in June for recommendation to the

Board to adopt.

ATTACHMENTS:

- Draft Funding and Financing Chart

WEB ATTACHMENTS:

- [Caltrans Rail Ridership Forecasts Memo](#)
- [Monterey Bay Area Rail Network Integration Study website](#)

Overview of High-Priority Applicable Funding and Financing Sources

	Strategy	Project Phase	Use of Funds	Potential Applicable Funding Range
Federal	Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant	All phases (rail)	Capital	\$250,000 - \$16.3 million (capital); \$500,000 (planning)
	Federal Transit Administration's (FTA) Urbanized Formula Grants - 5307	All phases (rail and bus)	Capital & Operations	\$1.75 million (Initial Phase Estimate)
	FTA Capital Investment Grants - 5309; New Starts and Small Starts	Most likely for Small Start / Initial Service Phase	Capital	\$33.8 - \$76.8 million (Initial Phase Estimate)
State	Low Carbon Transit Operations Program (Discretionary Grant)	All phases (bus)	Capital & Operations	\$13,000 - \$6 million
	SB 1 State Rail Assistance (SRA) Program	All phases (rail)	Capital & Operations	\$500,000 - \$1.2 million annually
	Solutions for Congested Corridors Program (SCCP)	All phases (rail)	Capital	\$25 - \$100 million
	State Transportation Improvement Program (STIP) - Interregional Share	All phases (rail and bus)	Operations & Maintenance	\$500,000 - \$1.25 million annually
	State Transportation Improvement Program (STIP) - Regional Share	All phases (rail and bus)	Capital & Operations	\$500,000 - \$1 million annually
	Transit and Intercity Rail Capital Program (TIRCP)	Phased and Vision Service (rail)	Capital	\$1 - \$40 million
	Transportation Development Act/ Local Transportation Fund (LTF)	All phases (bus)	Operations & Maintenance	\$2 - \$4.1 million annually
	Transportation Development Act / State Transit Assistance (STA)	All phases (rail and bus)	Capital & Operations	\$1.5 - \$3 million annually
Local	Farebox revenue	All phases (rail and bus)	Operations & Maintenance	<ul style="list-style-type: none"> • 2027: \$2.7 million annually • 2032: \$11.4 million annually • 2050: \$15.5 million annually



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 5, 2021
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 February include the conclusion of the construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with Union Pacific, Caltrans, Caltrain, and the City of Gilroy on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

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.

TAMC is bringing time extension requests to the California Transportation Commission in May for the following fund sources:

- Traffic Congestion Relief Program (TCRP) #14 for right-of-way acquisition in Salinas: current expiration date June 30, 2021 - requesting one year extension to June 30, 2022.
- TCRP #7.3 for construction of improvements at Gilroy: current expiration date May 31, 2021 - requesting an extension to August 31, 2024.
- State Transportation Improvement Program (STIP) for construction in Salinas: programming change to move funds to fiscal year 2022/23.

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. Approved change orders to date total \$772,875.74, or 68.8% 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 wrapping up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements

(Package 3) are now in final design.

Construction of 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 March 2021, the construction team worked to wrap up the "punch list" items of work to close out the Caltrans, stormwater, and Salinas permits. Once the permits have been closed, remaining work is landscaping maintenance through December 2021. Staff is coordinating with Caltrans and the City of Salinas on the logistics to transfer ownership of the completed project to the City.

Property Acquisition for 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.

Final Design for Package 2 and Package 3: Gilroy Station & Track Improvements; Operations Scenarios

The final design team held the following meetings to further the project's design:

- High Speed Rail Authority - February 12
- Caltrans and Caltrain - February 17, February 24, and March 17
- City of Salinas - February 24 and March 24
- City of Gilroy - February 26 and March 30

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



Memorandum

To: Rail Policy Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: April 5, 2021
Subject: **SURF! Busway Update**

RECOMMENDED ACTION:

RECEIVE update on the SURF! Busway and Bus 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. The project is one of the listed regional projects in the Measure X Transportation Safety and Investment Plan approved by the voters in 2016.

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 and \$69,000 in federal dollars. 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 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 public outreach, project design, environmental compliance and funding.

Public Outreach

At the February 1, 2021 Rail Policy Committee meeting, the project team shared information about the SURF! Survey that was developed for public input. The survey was open from January 25 through February 22, 2021. Survey participants were asked questions about their familiarity with MST services, current commute patterns, SURF! line onboard and bus stop amenity preferences and demographics. At the close of the survey, the project team received 162 responses.

Key findings from the survey include:

- **Accessing the SURF!:** Approximately 55% of respondents indicated they would need bicycle path access and/or sidewalk connections from the surrounding areas to access the SURF! busway. Walking (56%), biking/scooter/wheels (53%) and transit connections (46%) were the top responses for how respondents would access the SURF! busway.
- **Stop area features:** The top three bus stop area features of interest to respondents included good lighting in waiting and parking areas (79%), shaded benches to wait for the bus (65%), and security cameras and security personnel (63%).
- **Project importance:** When asked "If you don't plan to ride the SURF! line, what aspects of the project are important to you?" almost 80% of respondents indicated reducing traffic congestion along Highway 1.
- **On-board Amenities:** Approximately 78% of respondents indicated they would like to have Free Wifi onboard the buses.
- **Travel time savings:** When asked "How much travel time savings would encourage you to ride the SURF! line versus driving?", 40% indicated they would be inclined to take the SURF! if it saved them 11 to 15 minutes. Another 27% indicated a savings of 16 minutes or more would encourage them to ride the SURF! busway.
 - It's notable that the current estimated travel time savings is 16 minutes per trip.
- **Trip purposes:** The majority of survey respondents indicated they would use the SURF! busway to access recreation (72%) or shopping (68%).

Project Design

The Busway enters the Monterey Branch Line right-of-way at Del Monte Boulevard and Palm Avenue in Marina, and exits 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. As discussed during the October 5, 2020 Committee meeting, there are three proposed crossings over the rail line due to physical and geographic constraints in the corridor, and to minimize project costs. The three proposed crossings include:

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 the proposed 5th Street Transit Station.
3. After re-entering the rail right-of-way outside the 5th Street Transit Station, the busway runs the remainder of the way on the east side of the rail right-of-way until exiting the rail right-of-way at California Avenue and Fremont Street, where the buses re-enter mixed traffic.

The project team completed the 15% design milestone in December 2020 and has since been working towards the 35% design milestone. The process of reaching 35% design includes refining geometric layout, identifying locations for retaining walls, major drainage facilities and traffic signal improvements. This includes identifying the needs for cut and fill processes (moving dirt) which can significantly affect project cost.

During the Committee meeting, the project team will present on a few areas where the project's cost could be significantly reduced by removing or adjusting the existing rail tracks. The locations and actions being considered are:

- Removing track at the entry-point to the rail corridor from Marina Drive
- Removing track at the existing rail crossing of Playa Avenue
- Lowering approximately 1200' of existing rail north of 8th Street overpass about 0.5'-1' in depth

Environmental Compliance

Monterey-Salinas Transit is the Lead Agency for the project under the California Environmental Quality Act (CEQA). MST released a Notice of Intent to Adopt a Mitigated Negative Declaration on March 13, 2021. The public review period is open from March 13, 2021 through April 11, 2021. A public hearing on the project and consideration

of the environmental document is tentatively scheduled before the MST Board of Directors on May 10, 2021 at 10:00 a.m.

The environmental document is available for review during the circulation period at <https://mst.org/about-mst/planning-development/surf>.

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 and MST and TAMC have been meeting quarterly with FTA to discuss project development. Using Measure X funding approved at the January TAMC Board meeting, MST hired a consultant to lead technical analysis required to reach a grant agreement with FTA.

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

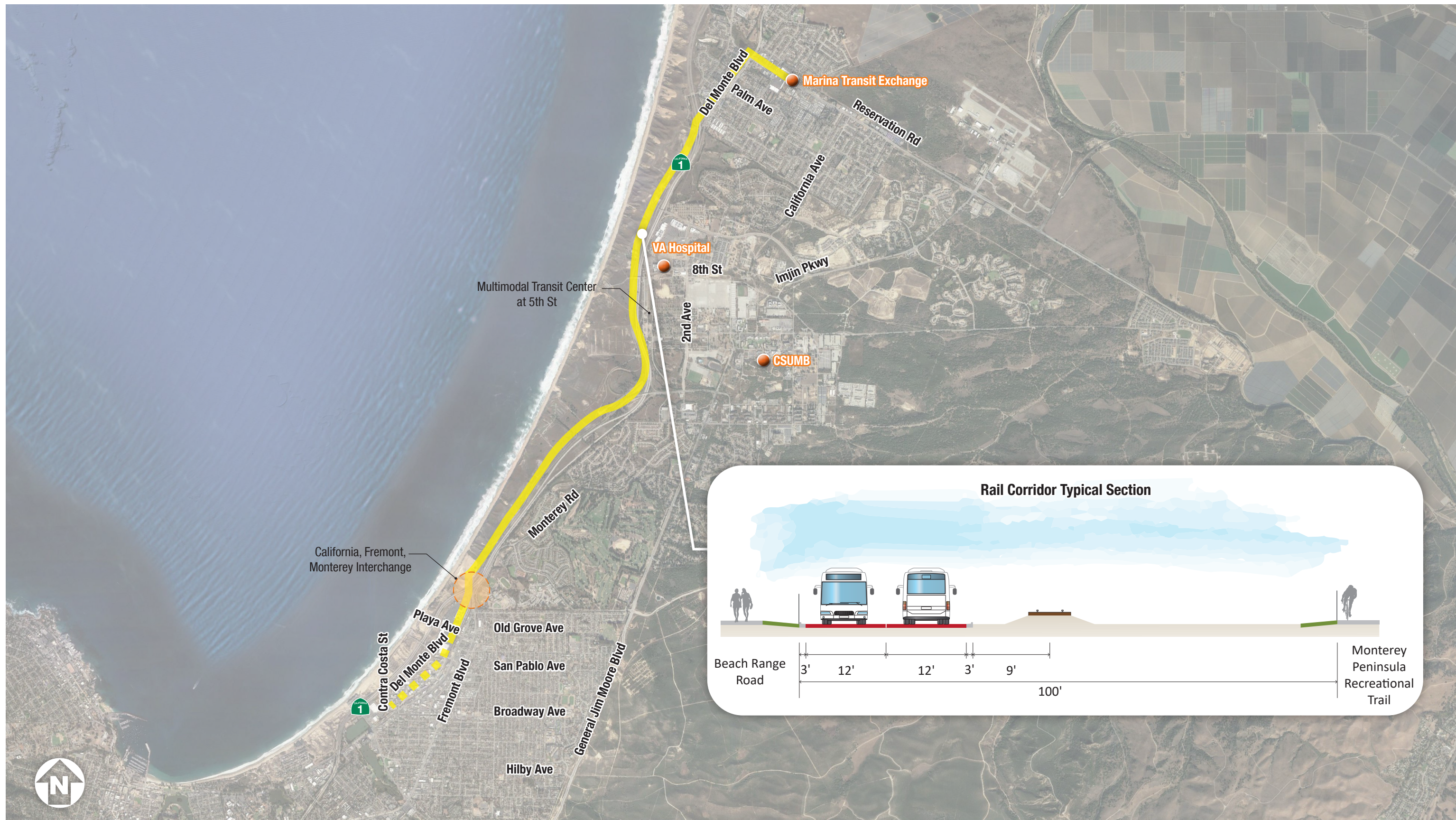
Timeline

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-Spring 2021)
- Final engineering and design (Summer 2022-Fall 2023)
- Construction (Beginning Spring 2024)
- Operation (Beginning Spring 2027)

ATTACHMENTS:

- SURF Busway - Overall Project Map





Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 5, 2021
Subject: **Reports**

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [Capitol Corridor 2020 annual report](#)
- [High Speed Rail Authority revised draft Business Plan](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 5, 2021
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [December 24, 2020 article in San Francisco Business Times, "SamTrans and Caltrain CEO Jim Hartnett is stepping down"](#)
- [February 1, 2021 article in Bloomberg News, "Contactless transit fares get a pandemic boost"](#)
- [February 11, 2021 letter to the editor in the Santa Cruz Sentinel, "Support for integrated transportation future"](#)
- [February 18, 2021 article in Mass Transit, "Google Maps will let you pay for parking or transit fares within the app"](#)
- [March 5, 2021 article in the Fresno Bee, "Fresno's Jerry Dyer joins San Jose's mayor in supporting high-speed rail project"](#)
- [March 8, 2021 op-ed in the San Mateo Daily Journal, "High-speed rail is the right investment at the right time"](#)
- [March 18, 2021 article in the San Francisco Gate, "BART, Caltrain to modify schedules Monday to accommodate ridership uptick"](#)
- [March 20, 2021 report on KSBW, "New handcar attraction coming to Marina by August"](#)