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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  
**August 6, 2018**

**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: Adams, Alejo, Bodem, Chavez, Craig, Delgado, LeBarre, Parker, Phillips, Rubio, and Smith.

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

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

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

### 3. BEGINNING OF CONSENT AGENDA

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

#### 3.1. APPROVE minutes of the Rail Policy Committee meeting of May 7, 2018.

- Murillo

*The draft minutes of the May 7, 2018 Rail Policy Committee meeting are attached for review.*

### END OF CONSENT AGENDA

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#### 4. RECEIVE presentation on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line.

- Murillo

*Mobility between Salinas and the Monterey Peninsula is a regional transportation priority. MST staff will present an update on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way. Currently, there is no preferred alternative. However, the Study's analysis showed that bus operations in the Monterey-Branch Line would yield the greatest travel time savings and has an acceptable cost-benefit ratio.*

#### 5. RECEIVE update on the Salinas Rail Extension project.

- Watson

*Activities on the Salinas Rail Extension project since the last update on May 7, 2018 include execution of a contract for demolition of structures in preparation for construction of the Lincoln Avenue extension, execution of a contract for the acquisition of properties in preparation for the Salinas train layover facility, and meetings regarding operations and outreach.*

#### 6. RECEIVE update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles, and RECOMMEND that the Board approve the revised Memorandum of Understanding for the Coast Rail Coordinating Council.

- Watson

*Progress since the last update on the coast rail project to this Committee on May 7, 2018 includes a Policy Committee meeting on July 16, 2018.*

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, September 10, 2018 at 3:00 p.m.**

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

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**

**Christina Watson, Rail Program Coordinator**

**[Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org)**

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

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

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

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*

## **CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS**

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



***Memorandum***

**To:** Rail Policy Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** **May 2018 RPC Minutes**

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**RECOMMENDED ACTION:**

**APPROVE** minutes of the Rail Policy Committee meeting of May 7, 2018.

**SUMMARY:**

The draft minutes of the May 7, 2018 Rail Policy Committee meeting are attached for review.

**ATTACHMENTS:**

- ▢ Draft Rail Policy Committee minutes May 7, 2018

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of May 7, 2018*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

	JUN 17	JUL 17	AUG 17	SEPT 17	OCT 17	NOV 17	DEC 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18
L. Alejo, Dist. 1 (L. Gonzalez)	<b>C</b>	<b>N</b>	E	P(A)	<b>C</b>	P(A)	<b>N</b>	P	P(A)	<b>C</b>	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, <a href="#">C-Link</a> )	<b>A</b>	<b>O</b>	P(A)	P(A)	<b>A</b>	P(A)	<b>O</b>	P(A)	P(A)	<b>A</b>	E	P(A)
J. Parker, Dist. 4 (W. Askew)	<b>N</b>		P(A)	P(A)	<b>N</b>	E		P(A)	P(A)	<b>N</b>	P(A)	P(A)
M. Adams, Dist. 5, (Y. Anderson)	<b>C</b>	<b>M</b>	P(A)	P(A)	<b>C</b>	P(A)	<b>M</b>	P(A)	P(A)	<b>C</b>	P(A)	P(A)
B. Delgado, Marina, Vice Chair (F. O'Connell)	<b>E</b>	<b>E</b>	P	P	<b>E</b>	P	<b>E</b>	-	P	<b>E</b>	P(A)	E
E. Smith, Monterey (R. Deal)	<b>L</b>	<b>E</b>	E	P	<b>L</b>	E	<b>E</b>	P	P	<b>L</b>	P	P
K. Craig, Salinas, Chair (J. Gunter)	<b>L</b>	<b>T</b>	P	P	<b>L</b>	E	<b>T</b>	P	P	<b>L</b>	P	P
T. Bodem, Sand City (L. Gomez)	<b>E</b>	<b>I</b>	P	E	<b>E</b>	P	<b>I</b>	P	E	<b>E</b>	E	P(A)
R. Rubio, Seaside (D. Pacheco)	<b>D</b>	<b>N</b>	P	P	<b>D</b>	P	<b>N</b>	-	P	<b>D</b>	P	P
A. Chavez, Soledad (F. Ledesma)		<b>G</b>	P	P		P	<b>G</b>	-	P		-	-
M. LeBarre, King City (C. Victoria)			P	P		P		P	P		P	P
M. Twomey, AMBAG (H. Adamson)			E	-		-		-	-		-	-
O. Monroy-Ochoa, Caltrans District 5			-	-		-		-	-		-	E
C. Sedoryk, MST ( <del>H. Harvath</del> , L. Rheinheimer)			P(A)	E		P(A)		P(A)	P(A)		P(A)	P(A)
B. Sabo, Airport (R. Searle)			-	-		-		-	-		-	-
<b>STAFF</b>												
D. Hale, Exec. Director			P	P		P		P	E		P	P
T. Muck, Deputy Exec. Director			P	P		P		E	P		P	P
C. Watson, Principal Transp. Planner			P	P		P		P	P		P	P
M. Zeller, Principal Transp. Planner			P	P		P		P	P		P	P
V. Murillo, Transp. Planner			P	E		P		-	P		P	P

1. **QUORUM CHECK AND CALL TO ORDER**

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

**OTHERS PRESENT**

Brad Tarp	Property owner	Paul Hierling	AMBAG
Cheryl Ku	Monterey County RMA-Planning		

2. **PUBLIC COMMENTS**

None

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3. **CONSENT AGENDA**

M/S/C Rubio/Smith/unanimous

3.1 Approved minutes of the April 2, 2018 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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4. **SALINAS RAIL EXTENSION PROJECT UPDATE**

M/S/C The Committee received an update on the Salinas Rail Extension project.

Christina Watson, Principal Transportation Planner, reported that activities on the Salinas Rail Extension project since the last update on April 2, 2018 include preparation and publication of the demolition bid documents for structures at the Salinas station, a meeting with Gilroy staff, and attendance at the Rail Summit and an integrated ticketing conference. She noted that TAMC published the bid documents for demolition of structures at the Salinas station and held a pre-bid site meeting on May 4. Ms. Watson noted that bids are due June 5.

Ms. Watson also reported that on April 26 the California State Transportation Agency (CalSTA) awarded TAMC \$10,148,000 in Transit and Intercity Rail Capital Program competitive funding. The funding will cover the remaining costs of the Kick Start project, including the six-train Salinas layover facility and Positive Train Control improvements between Salinas and Gilroy. The funding award includes \$500,000 for network integration. Ms. Watson reported that next steps are working with Caltrain to develop an operations agreement, and negotiating a track access agreement with Union Pacific Railroad.

Committee Member Smith asked about the timeline for establishing a track access agreement with Union Pacific. Ms. Watson said that an operations agreement with Caltrain is needed first.

Chair Craig asked if there's a timeline for Caltrain to develop the operations schedule. Ms. Watson said there is currently no timeline with Caltrain, but noted that Caltrain is prioritizing operations to Salinas now that their electrification project is fully funded.

5. **COAST CORRIDOR 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 progress since the last update on the coast rail project to this Committee on April 2, 2018 includes a Policy Committee meeting. The CRCC Policy Committee met via phone call on April 27, 2018. She reported that the Policy Committee adopted a support position for Proposition 69 on the June ballot, and an oppose position for the upcoming SB 1 repeal measure likely to be on the November ballot.

Committee member LeBarre commented that he was disappointed to hear that the King City station was not awarded Transit and Intercity Rail Capital Program funds. He said he looks forward to other funding opportunities, and a debrief from Caltrans.

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

None

7. **ADJOURN**

Chair Craig adjourned the meeting at 3:27 p.m.





## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** **MST Bus on Shoulder/Monterey Branch Line Study**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line.

### **SUMMARY:**

Mobility between Salinas and the Monterey Peninsula is a regional transportation priority. MST staff will present an update on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way. Currently, there is no preferred alternative. However, the Study's analysis showed that bus operations in the Monterey-Branch Line would yield the greatest travel time savings and has an acceptable cost-benefit ratio.

### **FINANCIAL IMPACT:**

MST led this regional study, which had a consultant cost of \$220,957. TAMC supported the study with \$65,000 from Monterey Branch Line lease revenues. MST has programmed its share of SB-1 gas tax funding under the Local Partnership Program for FY 2018/19 to pay for the preliminary engineering and environmental documentation phase of work.

Transit improvements in the State Route 1 corridor are included in the Measure X list of regional projects with \$15 million of funding. Additionally, this is a project that could compete for SB-1 gas tax grant funds.

### **DISCUSSION:**

The Transportation Agency purchased the Monterey Branch Line in 2003 for \$9.3 million to preserve the right-of-way for future transit needs. In 2009, the Transportation Agency Board adopted light rail as the preferred use for the Branch Line. The cost of Phase 1 (light rail service with 15 min headways between Monterey and Marina) was estimated to cost \$165 million. Phase 2 (extended service with 15

minute headways from Marina to Castroville) was estimated to cost an additional \$40-50 million. The project was put on hold due to federal and local funding constraints. Per TAMC Board action, light rail remains the long-term plan for the use of the Monterey Branch Line.

Bus rapid transit was identified in TAMC's service alternatives analysis as another viable alternative use for the Branch Line, 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. MST studied the feasibility of operating buses along the State Route 1 Shoulders and/or along the Monterey Branch Line right-of-way. The study furthers the efforts of AB 946 (Stone) that authorized MST to operate public transit buses on road shoulders in Monterey and Santa Cruz Counties.

In January 2016, TAMC and the Association of Monterey Bay Area Governments awarded the majority of the funding necessary to initiate the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line. In October 2016, MST hired CDM Smith to conduct the Feasibility Study to evaluate the possibility of operating buses on highway shoulders in Monterey and Santa Cruz Counties. The Study also evaluated the option of operating buses along the Monterey Branch Line. The Study analyzed the following alternatives:

1. Southbound Bus-On-Shoulder of Highway 1 between Del Monte Blvd in Marina and Del Monte Ave in Monterey.
2. Southbound Bus-on-Shoulder in the morning between Del Monte Blvd in Marina and Fremont Blvd in Sand City, plus a single Monterey Branch Line busway from the Monterey Rd, California Ave, Fremont Blvd to Contra Costa St in Sand City. This alternative includes an underpass to avoid conflicts at Monterey Rd, California Ave, and Fremont Blvd.
3. Single lane bi-directional busway that would operate southbound in the morning, and northbound in the evening on the Monterey Branch Line right-of-way from Reservation Rd in Marina to Contra Costa St in Sand City, and then use Del Monte Blvd in Seaside and Monterey.
4. Bike/Pedestrian Trail Plus Monterey Branch Line would use the current Caltrans trail between Marina and Sand City, and then underpass the Monterey Rd, California Ave, Fremont Blvd intersection.
5. Northbound Bus-on-Shoulder between Casa Verde Ave in Monterey and Fremont Blvd in Sand City.
6. No-Build Alternative that represents current conditions.
7. Bus/Carpool Lanes between Marina and Monterey. This is a hypothetical alternative that is not currently included in any plans.

The Study included data collection, literature review, traffic analysis, transit route performance, concept feasibility and a cost-benefit assessment of the alternative operational scenarios. The Study also included an analysis of the next phase steps for implementation. Key findings of the Study include:

1. There is significant Highway 1 traffic congestion between 7:15 a.m. and 9:15 a.m. in the morning from Del Monte/Reservation in Marina to Del Monte in Monterey and between 3:30 p.m. and 6:30 p.m. in the afternoon from Carpenter in Carmel to Fremont/California in

Seaside/Sand City.

2. Traffic congestion delays MST bus travel time and degrades reliability. Without traffic congestion, bus travel time between Marina and Seaside/Sand City should only take 9 minutes. Actual bus travel time ranges from 11-30 minutes in the morning and from 12-27 minutes in the evening.
3. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord.
4. Highway 1 shoulders lack the width and structural support for needed bus-on-shoulder operations without significant reconstruction.
5. A busway on the Monterey Branch Line shows promise in terms of transit performance, yielding the greatest time savings benefits as well as an acceptable cost-to-benefit evaluation.

Project cost estimates were developed for the different options along the project corridor. A summary evaluation for Monterey County bus-on-shoulder or branch line alternatives was prepared showing a range of costs, the most promising along the Monterey Branch Line at \$33.4 million. Funding for this project is identified in TAMC's Measure X sales tax (\$15 million) and as a part of the Highway 1 – Del Monte-Fremont-Monterey Branch Line Project identified in the Fort Ord Reuse Authority's Capital Improvement Program (\$14.56 million).

MST staff will present an overview of the Study, including next steps. MST has programmed its share of SB 1 gas tax funding under the Local Partnership Program for FY 2018/19 to pay for the preliminary engineering and environmental document phase of work.

#### ATTACHMENTS:

- Map and Summary of Rapid Bus Corridor Alternatives

#### **WEB ATTACHMENTS:**

**[Monterey Bay Area: Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line - Final Report](#)**

Figure 3-2: Bus-on-Shoulder Concept Focus Area – Monterey County



## Summary

A summary of the alternatives considered, and the results of the analysis and evaluation of the alternatives is presented here with additional detail provided in Chapters 4 and 5.

### Monterey County Alternatives

Seven different alternatives were studied for the SR 1 Corridor in Monterey County including a No-Build Alternative and an HOV Lane Alternative.

1. **Southbound Bus-on-Shoulder** – This alternative would provide bus-on-shoulder operations on SR 1 between Del Monte Boulevard in Marina and Del Monte Avenue in Monterey. Currently, congestion on this section of SR 1 occurs southbound in the morning peak period, so the bus-on-shoulder operation would be southbound only. The current shoulders in this segment are not the minimum 10 feet width needed for bus-on-shoulder operations, they are typically in the 6-to-8-foot range. Thus, this project would require shoulder widening. There are also four bridges that would either have to be widened or the buses would need to leave the shoulder to bypass them. The estimates of costs and time savings assume that there would not be any widening of structures, as this type of construction would dramatically increase the costs of the project, with only small improvements in travel time. There is also no connection to the planned Intermodal Center at 8<sup>th</sup> Street in Fort Ord. The Intermodal Center would be the western terminus of the planned Marina-Salinas Multimodal Corridor to Salinas.

**Figure 1-6 - Depiction of Bus-on-Shoulder on SR-1 Southbound**



2. **Southbound Bus-on-Shoulder Plus Branch Line** – This alternative involves southbound AM peak period bus-on-shoulder operations between Del Monte Boulevard in Marina and the Monterey Road, California Avenue, Fremont Boulevard intersection in Sand City. From the Monterey Road, California Avenue, Fremont Boulevard intersection

to Contra Costa Street in Sand City, a single lane, bi-directional busway (southbound in the morning and northbound in the afternoon) would be developed in the Monterey Branch Line right-of-way. Beyond Contra Costa Street the buses would operate on Del Monte Boulevard all the way to Monterey. The busway would underpass the Monterey Road, California Avenue, Fremont Boulevard intersection to avoid conflicts with traffic at this complex set of intersections. The City of Seaside is currently studying alternative solutions to this intersection, which could be a less costly approach as compared with the cut-an-cover underpass, which would cost about \$2.1 million. There would be traffic signals or roundabouts at the three other street crossings in this area. There is also no connection to the planned Intermodal Center at Fort Ord with this alternative.

3. **Branch Line** – The Branch Line Alternative uses the rail right-of-way from Reservation Avenue in Marina all the way to Contra Costa Street in Sand City, and then uses Del Monte Boulevard to Monterey. The busway would be a single lane, bi-directional facility which would operate southbound in the morning and northbound in the afternoon, consistent with peak traffic flow directions. This alternative also provides an underpass of the Monterey Road, California Avenue, Fremont Boulevard intersection and it provides a connection to the Intermodal Center in Fort Ord via an existing underpass of SR 1 that was a rail spur. This would allow a direct connection to the future Marina-Salinas Multimodal Corridor.

**Figure 1-7 – Depiction of Bus on the Monterey Branch Line**





4. **Pedestrian/Bike Trail Plus Branch Line** – This alternative is very similar to Alternative 3 except that instead of using the rail right-of-way between Marina and Sand City it uses the alignment of the Monterey Peninsula Recreational Trail. This is the trail closest to SR 1 and there is another existing parallel recreational trail immediately adjacent to the west. This alternative also provides an underpass of the Monterey Road, California Avenue, Fremont Boulevard intersection and it provides a connection to the Intermodal Center in Fort Ord.

**Figure 1-8 - Depiction of Bus on the Caltrans Pedestrian/Bike Trail**



5. **Northbound Bus-on-Shoulder** – This alternative serves a different purpose from the others in that it is focused strictly on bus-on-shoulder operations on SR 1 in the northbound direction between Casa Verde Avenue in Monterey and Fremont Boulevard in the northern part of Sand City. The shoulder would need to be widened in several areas and there are three structures that the buses would need to bypass by leaving the shoulder and using the right traffic lanes.
6. **No-Build** – This alternative represents current conditions as a baseline for comparison with the build alternatives. It is assumed that there will be some increases in bus service in the corridor by year 2025 and that the Intermodal Center and Marina-Salinas Multimodal Corridor would be in operation.
7. **HOV Lanes** – This alternative is hypothetical, as it is not included in any regional or local plans. It was included for the purposes of providing a comparison of costs and impacts. It would involve adding a new lane to SR 1 in each direction between Marina and Monterey. The new lanes would accommodate buses, carpools, and other exempt vehicles per the California motor vehicle code. It would involve extensive new

construction in the freeway corridor including widening or lengthening of eight structures at costs averaging from \$25-\$35 million for each bridge. There would not be a connection to the Intermodal Center.

**Table 1-1** presents a summary of the alternatives and their evaluation results. Some of the key findings are:

- In general, the alternatives involving bus-on-shoulder (Alternatives 1, 2, and 5) do not perform well compared to the others. Because the shoulders are not wide enough and would have to be widened in most areas to accommodate the buses, the construction costs are relatively high. The fact that buses would need to leave the shoulder to bypass structures along the route somewhat defeats the purpose of trying to use the shoulder to bypass traffic. Also, traffic conditions today are often not congested to the point where speeds drop below 35 miles per hour, so bus-on-shoulder operations would not occur every weekday. By year 2025, however, congestion is expected to be more severe and would support bus-on-shoulder operations.
- The HOV Lane alternative also does not perform well primarily due to its high cost and significant environmental impacts. A major concern would be the ability of buses to safely and efficiently make the weaving movement to and from the freeway ramps, across the general purpose traffic lanes and into the HOV lane.
- Compared to other alternatives, the Branch Line Alternative would be a strong performer. Its cost is similar to the Bus-on-Shoulder Alternative, but it provides service in both directions and has connections to the Intermodal Center and Marina-Salinas Multimodal Corridor. It would have environmental impacts which would need to be addressed, particularly in the areas of habitat preservation and biological resources. It also displaces the parking and storage facilities for some existing businesses in Sand City, although they are only leasing the use of the land on a temporary basis.
- Alternative 4, which displaces the Monterey Peninsula Recreational Trail, performs well and is very similar to Alternative 3, the Branch Line Alternative. Displacing the trail may prove to be a very difficult task even though there is an alternative parallel trail that appears to be more heavily used.



Table 1-1: Evaluation Summary – Monterey County

Alternatives		Evaluation Results											
		Constructability Issues	Average 2025 Transit Time Savings (minutes)*	Annual Transit Operating Cost Savings (percent of existing service costs)	2025 Annual Operating Costs Compared to No-Build (millions)*	Buses Required (increase over No-Build)*	2025 Annual Rider-ship*	Connection to Intermodal Center?	Vehicle Miles of Travel Reduction*	Environmental Issues**	Total Capital Costs*	Benefit/Cost Ratio	Overall Assessment
1	Southbound Bus-on-Shoulder	Medium	7.1	3.1%	\$5.8	8	112,400	No	613,100	2	\$35.0	0.18	+
2	Southbound Bus-on-Shoulder Plus Branch Line	Medium	10.1	4.3%	\$5.5	8	304,900	No	1,663,100	7	\$32.1	0.25	++
3	Branch Line	Medium	15.9	6.8%	\$5.0	8	449,400	Yes	2,451,200	9	\$33.4	0.66	+++
4	Pedestrian/Bike Trail Plus Branch Line	Medium	15.9	6.8%	\$5.0	8	449,400	Yes	2,451,200	10	\$32.6	0.67	++
5	Northbound Bus-on-Shoulder	Low	4.8	2.1%	\$5.2	8	240,800	N/A	1,313,400	3	\$10.5	0.26	+
6	No-Build	NA	0.0	0.0%	\$0.0	0	0	No	0	4	\$0.0	N/A	N/A
7	HOV Lanes	High	14.2	6.1%	\$25.7	8	465,400	No	2,538,500	11	\$449.7	0.07	+

Notes: \* - Results are incremental to the No-Build Alternative, all costs are in 2017 dollars.

\*\* - Score calculated the sum for all impact categories, using for each category: 2 points for significant, 1 point for possibly significant and 0 points for not significant (see Table 5-11).



***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** Salinas Rail Extension project update

**RECOMMENDED ACTION:**

**RECEIVE** update on the Salinas Rail Extension project.

**SUMMARY:**

Activities on the Salinas Rail Extension project since the last update on May 7, 2018 include execution of a contract for demolition of structures in preparation for construction of the Lincoln Avenue extension, execution of a contract for the acquisition of properties in preparation for the Salinas train layover facility, and meetings regarding operations and outreach.

**FINANCIAL IMPACT:**

The capital cost of the Rail Extension to Monterey County project, Phase 1, Salinas Kick-Start project (the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien), is estimated at \$81 million. The Kick-Start project is proceeding with final design and right-of-way acquisition under the adopted state environmental clearance.

**DISCUSSION:**

**Salinas Station: Package 1: Structure Demolition & Groundbreaking**

Package 1 of the Salinas Station project is an extension of Lincoln Avenue to provide safe, signalized access to the train station and improved circulation, parking, and landscaping at the station. This package is at 100% design, cleared environmentally, and nearing readiness for construction. TAMC has several consulting firms working on this package, including HDR Engineering for design, MNS Engineers for construction management, Geocon for hazardous materials abatement, and Bowen Engineering and Environmental for demolition.

The structure demolition team came on board after the TAMC Board approved the contract on June 27, 2018. Their work will start with hazardous materials abatement prior to demolition, followed by

soils backfill and compaction, grading and soil binding. The contractor expects to complete all work on the site by the late September/ early October.

The project schedule shows utility relocation, including the City of Salinas' relocation of the storm drain and sanitary sewer lines, from approximately October 2018 through March 2019. TAMC staff anticipates bringing the construction bid documents to this Committee and the TAMC Board in October, pending approval of the Caltrans encroachment permit, the right-of-way certification, and the funding allocation of State Transportation Improvement Program funding for construction.

### **Outreach**

TAMC is holding a groundbreaking ceremony on August 9, 2018 at 11 am near the Salinas train station. The following date, August 10, is the day of the Salinas Valley Chamber rail tour event. If you have not yet signed up, there are still a few spots left as of July 25: please sign up via the Chamber website here: <https://bit.ly/2IOAE2E>.

The outreach team is developing a project logo and updating the website and other materials. Staff has attended meetings of the Historic Harvey House and the Salinas City Center Improvement Association, and MNS has done door-to-door outreach about the project and the groundbreaking ceremony.

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

Package 2 of the Salinas rail extension project is the train layover facility and associated track and platform improvements at the Salinas train station. This package is at 75% design and cleared environmentally. HDR Engineering is under contract to finalize the design for this package, pending comments from Union Pacific Railroad. Acquisition and legal consultants are under contract to acquire the properties for this package, pending completion of plat maps and legal descriptions of the partial acquisitions and an environmental site assessment.

### **Track Improvements: Package 3: Planning**

The recent state grant of \$10.148 million in Transit and Intercity Rail Capital Program funding included \$1.615 million for Positive Train Control (PTC) on the Salinas-Gilroy corridor. To supplement that funding, Caltrans led an application for federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) funds to implement PTC on the entire Oakland-San Luis Obispo coast rail corridor. CRISI funds available nationally in the first two rounds total \$250 million. The first Caltrans application included a siding project near Santa Clara for \$3 million and the PTC project for \$11 million. The second application was only the PTC project.

### **Operations Scenarios**

Staff attended the Northern California Megaregional Rail Group meeting on June 14 and has had subsequent meetings with the California State Transportation Agency (CalSTA) and Caltrain staff. The near-term scenario of operations is an extension of two of the three Caltrain trains currently serving Gilroy, weekdays only and in peak travel direction only. The current Gilroy train schedule is as follows, with an extrapolated arrival/ departure time at Salinas (assuming travel time of about fifty-five minutes between Salinas and Gilroy):

**Morning northbound trains**

<i>Salinas</i>	<i>5:11 AM</i>	<i>5:33 AM</i>	<i>6:11 AM</i>
Gilroy	6:06 AM	6:28 AM	7:06 AM
San Jose	6:59 AM	7:23 AM	7:59 AM
San Francisco	8:24 AM	8:58 AM	9:29 AM

**Evening southbound trains**

San Francisco	3:00 PM	4:58 PM	5:32 PM
San Jose	4:40 PM	6:24 PM	7:06 PM
Gilroy	5:30 PM	7:14 PM	7:56 PM
<i>Salinas</i>	<i>6:25 PM</i>	<i>8:09 PM</i>	<i>8:51 PM</i>

This is just a conceptual train schedule based on the current Gilroy service, which is likely to change. The project would extend two of these three trains. The schedule of trains is subject to change, pending negotiations with Caltrain and Union Pacific Railroad.



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** **Coast Corridor Project Update**

### **RECOMMENDED ACTION:**

**RECEIVE** update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles, and **RECOMMEND** that the Board approve the revised Memorandum of Understanding for the Coast Rail Coordinating Council.

### **SUMMARY:**

Progress since the last update on the coast rail project to this Committee on May 7, 2018 includes a Policy Committee meeting on July 16, 2018.

### **FINANCIAL IMPACT:**

The Coast Rail service project costs are still under evaluation.

### **DISCUSSION:**

The CRCC Policy Committee met on July 16, 2018 and approved a revised Memorandum of Understanding (**attached**). They also received updates on Santa Barbara rail capital projects, a Central Coast rail layover yard expansion project in San Luis Obispo, and the Salinas Rail Extension project. TAMC representatives Dave Potter and alternate Mike LeBarre attended.

The next Policy Committee meeting is scheduled for September 28 in Monterey and the next Technical Committee meeting will be on August 16 via phone.

Subsequent to TAMC adoption of the MOU on February 28, 2018, legal staff from other agencies requested changes. The changes are somewhat minor. Most notably, the monthly telephone conference calls are not referred to as “Technical Committee” meetings in the document. In fact, the Technical Committee is not referred to in the MOU at all. It is now clearly noted in the MOU that the CRCC Policy Committee meetings will comply with the Brown Act. Staff recommends the Rail Policy

Committee recommend Board approval of the revised MOU.

ATTACHMENTS:

- ▣ Coast Rail Coordinating Council - Memorandum of Understanding



**MEMORANDUM OF UNDERSTANDING  
AMONG**

**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS  
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
VENTURA COUNTY TRANSPORTATION COMMISSION**

TO WORK TOGETHER AS THE **COAST RAIL COORDINATING COUNCIL (CRCC)**  
TO IMPROVE THE RAIL CORRIDOR BETWEEN LOS ANGELES AND THE SAN  
FRANCISCO BAY AREA ALONG THE CENTRAL COAST

This Memorandum of Understanding (MOU) is entered into by and between the San Luis Obispo Council of Governments (SLOCOG), the Santa Barbara County Association of Governments (SBCAG), the Santa Cruz County Regional Transportation Commission (SCCRTC), the Transportation Agency for Monterey County (TAMC), and the Ventura County Transportation Commission (VCTC), referred to herein as “AGENCY” or collectively, as “AGENCIES”.

**R E C I T A L S**

**WHEREAS**, each of the AGENCIES is either a regional transportation district or a public corporation established under the laws of the State of California;

**WHEREAS**, California Government Code Section 14036.9 defines the California Coast Passenger Rail Corridor as consisting of the Counties of Los Angeles, Monterey, San Benito, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz and Ventura;

**WHEREAS**, the California Coast Passenger Rail Corridor functions as an essential north/south corridor connecting California’s Central Coast and the greater Los Angeles and San Diego Metropolitan Areas to the south, and the greater San Jose and San Francisco Metropolitan Areas to the north, serving as: a critical goods movement corridor; the primary alternative north/south route when Interstate 5 is periodically closed due to storms or accidents or when the rail line over the Tehachapi Mountains is closed; and an emergency escape route upon any natural or manmade accident or disaster occurring

along the coast including wildfire, earthquake, tsunami, or critical man-made incident, including those at energy-related facilities;

**WHEREAS**, the AGENCIES wish to work together to raise awareness of the California Coast Passenger Rail Corridor as a major passenger and freight rail asset to the state and nation, encourage investment in the corridor, and otherwise facilitate the improvement of the California Coast Passenger Rail corridor from Los Angeles/San Diego to the San Francisco Bay Area;

**WHEREAS**, in August 1992, California Senate Resolution No. 44 and California House Resolution No. 39 requested regional transportation planning agencies (RTPAs) comprising the California Coast Passenger Rail Corridor work with the California Department of Transportation (Caltrans) to prepare a rail corridor upgrade study for the California Coast Passenger Rail Corridor to enhance the speed and reliability of the rail system;

**WHEREAS**, the California Coast Rail Passenger Corridor is designated as an eligible route for State-supported rail services, although none exist between San Luis Obispo and San Jose;

**WHEREAS**, AGENCIES recognize other regional transportation districts and public corporations within the California Coast Rail Passenger Corridor, including, but not necessarily limited to: Los Angeles Metropolitan Transportation Authority (LA METRO), Caltrans, National Railroad Passenger Corporation (Amtrak), Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), Capitol Corridor Joint Powers Authority (CCJPA), Caltrain Peninsula Joint Powers Board (JPB), Santa Clara Valley Transportation Authority (VTA), San Francisco County Transportation Authority (SFCTA), San Mateo County Transit District (SamTrans), Association of Monterey Bay Area Governments (AMBAG), and San Benito COG (collectively, ASSOCIATED AGENCIES); and,

**WHEREAS**, ASSOCIATED AGENCIES are welcome to attend and fully participate, except in voting matters; and, such ASSOCIATED AGENCIES may opt to join CRCC through a duly executed amendment to this MOU, as set forth below.

**NOW, THEREFORE**, the AGENCIES hereby set forth their mutual understanding and actions required for the agreed upon scope of work:

## **I. ROLES AND RESPONSIBILITIES**

A. Under this MOU, the AGENCIES agree to work together to:

- (1) Raise the awareness of the importance of the California Coast Rail Passenger Corridor (the "Corridor") as an important north-south link, supporting mobility at statewide and national levels;



- (2) Cooperate in developing and distributing information about the Corridor including but not limited to improvement needs, funding options and strategies, economic impacts and benefits;
  - (3) Identify funding that AGENCIES may pursue or obtain for improvements along the Corridor;
  - (4) Coordinate with Caltrans and the California State Transportation Agency (CalSTA) to develop projects to support the Corridor;
  - (5) Seek support from other public and private partners to raise awareness about the importance of the Corridor and encourage investments in Corridor improvements; and
  - (6) Highlight the importance of the Corridor on the California Central Coast with the California Transportation Commission and state legislative and congressional representatives.
- B. The name for the working body under this mutual understanding will be known as the “Coast Rail Coordinating Council” or “CRCC”.
- C. AGENCIES agree CRCC is a multi-jurisdictional recommending agency that is not a separate legal entity and does not have powers of a decision making body. CRCC cannot enter contracts, employ staff, apply for grants or other funding, incur debts, sue or be sued.
- D. The CRCC shall initially consist of one standing committee known as the Policy Committee. Other committees and subcommittees may be created as the CRCC deems appropriate. The Policy Committee shall select an AGENCY to serve a three-year term as the “Facilitating Agency” to facilitate the work of the CRCC, as set forth below.

## **II. POLICY COMMITTEE: AGENCY REPRESENTATION & LEADERSHIP**

- A. Each AGENCY shall appoint one (1) Policy Committee member and, if they chose, an alternate. The committee members may be selected from the member AGENCY’s sitting or former board or council members without regard to the number of years since they have become former members.
- B. The Policy Committee shall adopt bylaws for CRCC. The Policy Committee shall conduct meetings in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.).

- C. A quorum of the Policy Committee must be present to conduct business. A quorum shall consist of a simple majority of the total Policy Committee. Only appointed members shall be counted as part of the quorum.
- D. Chair and Vice Chair of the Policy Committee shall be elected at the first meeting of each calendar year.
- E. Only recommendations or support letters approved by the Policy Committee shall be made to another agency or entity under the CRCC name.

### **III. FACILITATING AGENCY**

- A. The Facilitating Agency, as selected by the Policy Committee, shall facilitate meetings, prepare agendas, prepare notices, set the calendar, and conduct Policy Committee meetings in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.).
- B. The Facilitating Agency may convene meetings of member agency staff as needed. The Facilitating Agency shall be responsible for record keeping.

### **IV. MEETINGS & SCHEDULE**

- A. The staff of the AGENCIES may meet periodically on an adhoc basis, and the Policy Committee will endeavor to meet quarterly.
- B. The meeting schedule will be maintained by the Facilitating Agency by setting meetings one year in advance.
- C. Policy Committee meetings shall be conducted in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.) and other applicable statutes.

### **V. AGENCY CONTRIBUTIONS**

- A. Each AGENCY agrees to consider an annual financial contribution to offset CRCC costs (i.e., meeting rooms, communication costs, support materials, outside agency support, and other incidental expenses).

## **VI. LIABILITY AND INDEMNIFICATION**

- A. Each AGENCY agrees to defend, indemnify and hold harmless other AGENCIES, its officers and employees from all claims, demands, damages, costs, expenses, judgments, attorney fees, or other losses that may be asserted by any person or entity, including the CRCC that arise out of, or are related any act or omission of the CRCC relating to this MOU. The obligation to indemnify shall be effective and shall extend to all such claims or losses in their entirety.

## **VII. EFFECTIVENESS AND AMENDMENT**

- A. This MOU may be executed in counterparts, and becomes effective when fully executed by all parties.
- B. The terms and conditions of this MOU remain in effect until the goals of the MOU have been achieved or until one of the parties notifies the others, in writing with 30 days' notice that it wishes to withdraw from the MOU.
- C. This MOU can be modified or amended by mutual written consent of all parties.
- D. This MOU does not replace or modify any other preexisting MOUs or Agreements between any or all parties. Likewise, future MOUs or Agreements may be entered into between the parties notwithstanding this MOU.
- E. Each AGENCY shall comply with the Civil Rights Act of 1964, as amended, and shall not discriminate on the basis of race, color, national origin, or sex in the performance of this MOU.
- F. AGENCIES shall not assign, transfer or subcontract this MOU or any of its rights or obligations without the prior written consent of each AGENCY and any attempt to so assign, transfer, or subcontract without such consent shall be void and without legal effect.
- G. The headings of the several sections shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof.
- H. If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision

hereof, and this MOU shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

- I. Each AGENCY shall, at its sole cost and expense, comply with all State and federal ordinances and statutes, including regulations now in force or which may hereafter be in force with regard to this MOU. The judgment of any court of competent jurisdiction, or the admission of any AGENCY in any action or proceeding against an AGENCY, whether any other AGENCY is a party thereto or not, that an AGENCY has violated any such ordinance statute, or regulation, shall be conclusive of that fact.
  
- J. This Agreement shall be governed by the laws of the State of California. Any litigation regarding this Agreement or its contents shall be filed in the County of Santa Barbara, if in State court, or in the federal district court nearest to San Luis Obispo County, if in federal court.

**IN WITNESS WHEREOF**, the parties hereto have executed this MOU as set forth below:

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Ronald L. DeCarli, Executive Director  
SAN LUIS OBISPO COUNCIL OF GOVERNMENT

DATE

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Marjie Kirn, Executive Director  
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

DATE

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George Dondero, Executive Director  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

DATE

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Debbie Hale, Executive Director  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE

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Darren Kettle, Executive Director  
VENTURA COUNTY TRANSPORTATION COMMISSION

DATE



## *Memorandum*

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** Correspondence

### **RECOMMENDED ACTION:**

**RECEIVE** correspondence attached online.

### **WEB ATTACHMENTS:**

- [May 7, 2018 letter from Jim Hartnett, Caltrain General Manager/ Chief Executive Officer, to Debra Hale, TAMC Executive Director, re: Thank you for supporting Caltrain TIRCP application](#)
- [May 8, 2018 letter from Debra L. Hale, TAMC Executive Director, to California Transportation Secretary Brian Annis, re: Rail Extension to Monterey County TIRCP Grant](#)
- [June 1, 2018 letter from Robert F Mac Donald to the Rail Policy Committee, "Train Rides for History"](#)
- [June 18, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for California Department of Transportation Grant Application Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Coast Subdivision Positive Train Control and Siding Enhancement Project](#)
- [June 22, 2018 letter from Robert F Mac Donald to the Rail Policy Committee, "Make a left turn at Oakland"](#)
- [June 26, 2018 letter from Congressman Jimmy Panetta to Secretary Elaine L. Chao, re: support for Caltrans CRISI grant application](#)
- [June 26, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for Caltrans CRISI Grant Application Coast Subdivision Positive Train Control Project](#)
- [June 28, 2018 letter from SLOCOG Executive Director Ron De Carli to Secretary Elaine L. Chao, re: support for Caltrans grant application: Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Coast Subdivision Positive Train Control Project](#)
- [July 9, 2018 letter from TAMC Executive Director Debra L. Hale to Edward A. Boling, Associate Director for the National Environmental Policy Act, re: Implementation of Procedural](#)

Provisions of the National Environmental Policy Act (NEPA)

- July 9, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for Salinas Valley Perishable Freight Rail Terminal Project BUILD Grant
- July 12, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for State of California's BUILD Application: Transit Rural-Urban Monterey Project
- July 16, 2018 filing re: St. Paul & Pacific Railroad Company, LLC Exemption - Santa Cruz and Monterey Bay Railway Company



***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** Reports

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**RECOMMENDED ACTION:**

RECEIVE reports attached online.

**WEB ATTACHMENTS:**

- [April 2018 Capitol Corridor Joint Powers Authority Monthly Report](#)
- [May 2018 Capitol Corridor Joint Powers Authority Monthly Report](#)
- [June 2018 Capitol Corridor Joint Powers Authority Monthly Report](#)





## *Memorandum*

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 6, 2018  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

### **WEB ATTACHMENTS:**

- [April 17, 2018 article in the Santa Cruz Good Times, "How the Rail Trail Became the County's Most Divisive Issue; When it comes to the rail corridor's future, can either side be trusted?"](#)
- [April 25, 2018 article in the Santa Cruz Good Times, "RTC on Verge of Approving Next Freight Operator; As the RTC finalizes a contract with Progressive Rail, the commission looks to the future and asks about control"](#)
- [May 3, 2018 article in Streetsblog Cal, "A Pilot Project Will Explore How to Make Transit Easier for Riders in California: Conference in Davis begins process of exploring what it will take to make transit "seamless" for riders"](#)
- [May 8, 2018 article in the Santa Cruz Good Times, "What Rail Trail's Segment 7 Means for the Rest of the Project; With construction on the path ready to go out to bid, critics see signs of trouble"](#)
- [May 10, 2018 article in the Monterey Herald, "Salinas commuter project gets \\$10 million: State awards SB 1 gas tax funding for train service extension" \(or \[here\]\(#\)\)](#)
- [May 29, 2018 article in the Santa Cruz Good Times, "Rail Opponents: RTC Is Moving Too Fast With Progressive Rail; Commission says state and federal rules require to pick new freight operator quickly"](#)