



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Rail Policy Committee

Monday, January 8, 2024

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

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum

*55B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room*

Alternate Locations with Zoom Connection Open to the Public

*2616 1st Avenue, Marina, California 93933
Supervisor Askew's Office*

*11140 Speegle St., Castroville CA, 95012
Supervisor Church's Office*

*168 West Alisal Street, 2nd Floor, Salinas, CA 93901
Supervisor Alejo's Office*

Members of the public & non-voting members may join meeting online at:

<https://us02web.zoom.us/j/654778900?pwd=L2daellZTW5NSDZMQ2RSY1hJVlpGZz09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 654 778 900

Password: 506977

Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chairperson.

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

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 an 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 is 7 of the following members: Adams, Askew, Alejo, Cabrera, Carbone, Church, LeBarre, Medina-Dirksen, Oglesby, Potter, Sandoval 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 COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. 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 Board 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 Monday before the meeting, and such comments will be distributed to the Board before the meeting.

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.

3. 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 the draft Rail Policy Committee Minutes for November 6, 2023.

- Maria Montiel

The draft minutes of the November 6, 2023 Rail Policy Committee meeting are attached for review.

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

- Christina Watson

Activities on the Salinas Rail Kick Start project since the last update in November include operations scenario discussions and design coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

3.3. **RECEIVE** update on Pajaro Multimodal Station Project.

- Alissa Guther

Activities on the Pajaro Multimodal Station project since the last report to this Committee include the approval of a Transit and Intercity Rail Capital Program (TIRCP) funding allocation of \$2.274M to TAMC by the California Transportation Commission, the release of a Request for Proposals for consultants work on the environmental review phase and TAMC approval of funding for the future design phase through the Senate Bill 125 TIRCP funded program.

3.4. **RECEIVE** media clippings attached online.

- Christina Watson

4. **RECEIVE** information and **PROVIDE** direction to staff related to a proposal for a multi-use trail and parking on the Monterey Branch Line in Sand City.

- Todd Muck

Sand City is proposing a one-mile segment of a multi-use trail and parking in two areas within TAMC-owned right-of-way. The City promises that the "proposed multi-use trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure" and would "minimize conflict with the existing property leases."

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

- Christina Watson

Progress since the last update on the coast rail project to this Committee includes new funding allocations by the Federal Railroad Administration and Regional Transportation Planning Agencies that are members of the Coast Rail Coordinating Council.

6. **ANNOUNCEMENTS and/or COMMENTS**

7. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting

Monday, February 5, 2024, at 3:00 p.m.

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation.

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

Important Meeting Information

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
55B Plaza Circle, Salinas, CA 93901
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 Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Rail Policy Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: January 8, 2024
Subject: Draft November RPC Minutes

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for November 6, 2023.

SUMMARY:

The draft minutes of the November 6, 2023 Rail Policy Committee meeting are attached for review.

FINANCIAL IMPACT:**DISCUSSION:****ATTACHMENTS:**

1. Draft_RPC_Minutes_November_2023_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of November 6, 2023

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

Alternate locations: 2616 1st Avenue, Marina, California 93933 - Supervisor Askew's Office

11140 Speegle Street, Castroville CA, 95012 Supervisor Church's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

	DEC 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23
L. Alejo, Dist. 1 (L. Gonzalez , J. Gomez)	N	P(A)	P	C	P	P	C	N	P	P	P(A) (VC)	P
G. Church, Dist. 2 (M. Vierra , L. Gray)	O	A	P	A	P(A)	P(A)	A	O	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)
W. Askew, Dist. 4 (Y. Anderson, E. Mora)		P(A)	P(A)	N	P (VC)	P(A) (VC)	N		P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)
M. Adams, Dist. 5, (C. Courtney)	M	E	A	C	P(A) (VC)	E	C	M	E	A	P(A) (VC)	P(A) (VC)
M. LeBarre, King City, Chair (C. DeLeon)	E	A	P	E	P	P	E	E	P	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	E	P	P	L	A	A	L	E	A	A	A	P (VC)
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	T	P	A	L	P	A	L	T	P	A	P	P
A. Sandoval, Salinas, (A. Rocha)	I	P	P	E	E	P	E	I	A	P	P	P
M. Carbone, Sand City (J. Blackwelder)	N	A	A	D	A	A	D	N	A	A	A	P
I. Oglesby, Seaside (D. Pacheco)	G	P	P		P	P		G	P	P	P	A
A. Chavez, Soledad (F. Cabera, D. Wilcox)		P	P		P	P			P	P	A	A
D. Potter, At Large Member, Vice Chair (J. Barron)		P	P		E	P			E	A	E	P
M. Twomey, AMBAG (H. Adamson , P. Hierling)		A	P(A)		P(A)	P(A) (VC)			P(A) (VC)	P(A) (VC)	E	P (VC)
A. Lopez, Caltrans District 5		P	P		A	P (VC)			A	A	P(A) (VC)	P (VC)
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)		E	P(A)		P(A)	P (VC)			P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)

STAFF												
T. Muck, Executive Director		P	P		E	P			E	P	P	P
C. Watson, Director of Planning		P	P		P	P			P	P	P	P
M. Zeller, Director of Programming & Project Delivery		E	P		P	P (VC)			P (VC)	E	E	P (VC)
M. Montiel Admin Assistant		P	P		P	P			P	P	P	P
L. Williamson, Senior Engineer		P	P		P	P (VC)			P (VC)	P (VC)	A	P
D. Bilse, Principal Engineer		A	P		P	P (VC)			P (VC)	A	P (VC)	P (VC)
A. Guther, Assis. Transp. Planner		P	P		P	E			P	P	P	P
T. Wright, Community Outreach Coordinator		A	P		E	A			A	A	A	A
J. Strause, Transportation Planner		A	A		A	A			P	P (VC)	P (VC)	A
A. Hernandez Transp. Planner			P		A	A			A	A	A	A
A. Sambrano Transp. Planner										P (VC)	P (VC)	P (VC)

P = Present A = Absent P(A) = Alternate Present E = Excused (VC) = Video Conference

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3: 00p.m. A quorum was established.

OTHERS PRESENT

Tarah Gatten	Caltrans	Brianna Goodman	SCCRTC
Roland Lebrun	Public	Linda Gonzales	District 1 staff
Michael Christensen	Public	Jasmine Mejia Cortez	District 1 staff

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Alejo/ Potter/ unanimous

3.1 Approved minutes of the October 2, 2023, Rail Policy Committee meeting.

3.2 Approved the 2024 schedule of Rail Policy Committee meetings.

- 3.3 Received the call for nominations for the 22nds Annual Transportation Excellence awards to honor individuals, businesses, groups, or projects for their efforts to improve the transportation system in Monterey County.
- 3.4 Received update on the Salinas Rail Kick Start Project.
- 3.5 Received media clippings attached online.

END OF CONSENT AGENDA

4. STATE TRANSIT AND ZERO EMISSION FUNDING PROJECT CANDIDATES

M/S/C Potter/ Smith/ unanimous

The Committee discussed project candidates for state transit and zero emissions funding and recommended projects to the Board of Directors.

Alissa Guther, Transportation Planner, reported that on July 10, 2023, the Governor signed Senate Bill (SB) 125 into law, which included new formula funding through the Transit and Intercity Rail Capital Program (TIRCP) and created a new Zero-Emission Transit Capital Program (ZETCP). TAMC is slated to receive \$44.5 million over two years in TIRCP formula funds and \$8 million over four years for the ZETCP.

The Committee supported the Executive Committee's recommended distribution of state transit and zero emission funding as follows:

- Administrative expenses (MST/TAMC): \$524,758
- MST: 50% of SB 125 funding for bus transit projects & operations: \$25,975,523
- TAMC: 50% of SB 125 funding for rail capital projects: \$25,975,523
- Measure X funding to cover the construction cost increases on the SURF! Busway and Bus Rapid Transit project: \$9,234,350

Lisa Rheinheimer, MST Assistant General Manager & Deputy Treasurer, noted that MST is currently the only transit operator in the region.

Committee members made the following comments and direction to staff:

- Consider how this funding can be best leveraged to set up the projects for future grant applications.
- Appreciate that staff proposal is a balance between rail and bus priorities and a regional perspective.

5. DRAFT 2024 LEGISLATION PROGRAM

The Committee reviewed and provided comments on the draft 2024 Legislative Program.

Christina Watson, Director of Planning, reported that the purpose of the legislation program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. She noted that the program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency. She reviewed and highlighted items of particular interest to the committee.

6. COAST CORRIDOR RAIL PROJECT UPDATE

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles; recommended the Board of Directors approve increased annual membership dues for the Coast Rail Coordinating Council (CRCC) from \$2,500 to \$3,000 annually; and recommended the Board of Directors appoint representatives to the CRCC Policy Committee.

Christina Watson, Director of Planning, reported that the CRCC Policy Committee met in Santa Barbara on October 20 and is scheduled to meet four times in 2024 with a possible trip to Sacramento.

M/S/C Potter/ Sandoval/ unanimous

Committee Member Potter moved to recommend the Board of Directors approve increasing annual membership dues; Committee Member Sandoval seconded the motion.

M/S/C Alejo/ Carbone/ unanimous

Committee Member Alejo moved to reappoint Committee Members Potter and LeBarre to the CRCC Policy Committee; Committee Member Carbone seconded the motion.

7. PAJARO/WATSONVILLE SITE VISIT DEBRIEF

The Committee discussed the October 13, 2023, lunch with Santa Cruz County Regional Transportation County Commissioners and visit to the Pajaro/Watsonville Multimodal Station site and next steps for inter-agency collaboration.

Alissa Guther, Transportation Planner, reported that an informal lunch / meet and greet and site visit with members of the Rail Policy Committee and the Santa Cruz County Regional Transportation Commission members was held on October 13, 2023

Ms. Guther reported the public outreach for the Pajaro station is likely to start next summer, which may be good timing for a more formal meeting of the two bodies.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS,

Christina Watson announced that the next committee meeting is scheduled for January 8, 2024.

Alissa Guther, Transportation Planner, announced that Transportation Agency is seeking public input to help define the goals, policy objectives, and performance measures of the 2026 Regional Transportation Plan. She noted that a survey is available now through the end of November and the results and updates to the plan will be brought to the TAMC board in January.

9. ADJOURN

Chair LeBarre adjourned the meeting at 3:51 p.m.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: January 8, 2024
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 November include operations scenario discussions and design coordination efforts with key stakeholders 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.

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 has wrapped up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and Gilroy track improvements (Package 3) are now in final design.

Property Acquisition

Four parcels remain that are potentially required for the layover facility and Gilroy track improvements, which are owned by Union Pacific. Property rights negotiations are on hold pending Union Pacific's review of the design plans.

Final Design

HDR Engineering prepared the 100% plans, specifications and estimates for stakeholder review on September 1, 2022, and has gathered stakeholder input on those plans. The current design schedule anticipates Union Pacific review of the designs - which includes the California Public Utilities Commission permit for changes to grade crossings in Gilroy - wrapping up in the fall of 2024. The schedule shows utility relocation concluding in spring 2024, property acquisition concluding with a Right-of-Way certification in early 2025, and going out to bid in early 2025. Construction of the two packages is expected to overlap starting early 2025, ending in fall 2026. As usual, the project

schedule is dependent on partner agencies, in particular Union Pacific as the owner of the tracks and Caltrain as the operator of the service.

Since the last report to this Committee, the design team has held design review meetings with the City of Salinas, the City of Gilroy, Caltrain, and MNS (the project's construction management team).

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Transportation Planner
Meeting Date: January 8, 2024
Subject: Pajaro Multimodal Station Project Update

RECOMMENDED ACTION:

RECEIVE update on Pajaro Multimodal Station Project.

SUMMARY:

Activities on the Pajaro Multimodal Station project since the last report to this Committee include the approval of a Transit and Intercity Rail Capital Program (TIRCP) funding allocation of \$2.274M to TAMC by the California Transportation Commission, the release of a Request for Proposals for consultants work on the environmental review phase and TAMC approval of funding for the future design phase through the Senate Bill 125 TIRCP funded program.

FINANCIAL IMPACT:

Pre-construction work will begin in 2024 with secured state funding for environmental review. In April 2023, the California State Transportation Agency (CalSTA) approved a \$2.27 million grant to cover the cost of California Environmental Quality Act and National Environmental Policy Act documentation. This documentation will allow TAMC to pursue further state and federal funding for next phases of the project. The total estimated cost of pre-construction work for the Pajaro Multimodal Station Project, including environmental review, design, and right of way, is \$19.5 million. The project will be included in the funding allocation request packet for SB 125 TIRCP formula funds.

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 2 is the Pajaro/Watsonville Multimodal Transit Hub. The proposed Pajaro/Watsonville station will be the connection point for Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area, as well as a hub for future round-the-bay service.

After a successful application to the Transit and Intercity Rail Capital Program (TIRCP), TAMC received \$2.27 million to fund environmental review documentation. The schedule for allocation of funds, a request for proposals and a contract to begin this work is as follows:

December California Transportation Commission (CTC)	Funding allocation approved
December TAMC Board	Request for Proposals approved
March TAMC Board	Approve contract

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: January 8, 2024
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

None

WEB ATTACHMENTS:

- [October 12, 2023 news release from Caltrans, "Arriving Soon in California: First Intercity Zero-Emission, Hydrogen Passenger Trains in North America"](#)
- [November 13, 2023 article in Benito Link, "Public transit restored between Monterey and Santa Clara counties: Riders can also take public transit to and from Hollister via San Benito Express"](#)
- [December 8, 2023 article in Streetsblog, "Funding for Rail Projects: An Incomplete Roundup: Various federal, state, and local funding sources are lining up."](#)

Memorandum

To: Rail Policy Committee
From: Todd Muck, Executive Director
Meeting Date: January 8, 2024
Subject: Sand City Bike Trail and Parking Proposal

RECOMMENDED ACTION:

RECEIVE information and **PROVIDE** direction to staff related to a proposal for a multi-use trail and parking on the Monterey Branch Line in Sand City.

SUMMARY:

Sand City is proposing a one-mile segment of a multi-use trail and parking in two areas within TAMC-owned right-of-way. The City promises that the "proposed multi-use trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure" and would "minimize conflict with the existing property leases."

FINANCIAL IMPACT:

The City was awarded a Monterey Bay Air Resources District AB2766 Clean Vehicle Program grant totaling \$250,000 to support planning and design, including project oversight, environmental review, engineering, and conceptual design. A small part of the Monterey Branch Line in Sand City's proposal is currently leased by TAMC to private businesses. Revenue from leases is used for trash and weed abatement along the length of the Monterey Branch Line right-of-way.

DISCUSSION:

The Monterey Branch Line was purchased with a State Proposition 116 rail bond grant. Proposition 116 funds are specifically intended for fixed corridor intercity mass transit uses. The state funding used to purchase the Monterey Branch Line requires TAMC to be compensated at fair market value for any transfer of property rights (leases, easements, etc.) for incidental uses with the additional requirement that they do not interfere with development and operation of mass transit service within the Monterey Branch Line right-of-way. All other uses shall be subordinate to that purpose.

TAMC's Executive Director has been part of discussions over the years about potential uses of Agency-owned property within Sand City with various Sand City representatives. The consistent message provided to the City is the TAMC Board of Directors would likely support a multi-use trail within the Monterey Branch Line right-of-way as long as it doesn't limit future mass transit uses and TAMC has a mandate to comply with Proposition 116 requirements; incidental uses such as parking can be allowed as long as TAMC is compensated at fair market value. TAMC staff recommends the proposed multi-use path and parking proposals be considered as separate and independent proposals. Online as a **web attachment** is TAMC's adopted Real Property Ownership Policies.

Zane Mortensen, City Planner, Sand City, will present the City's proposal (**attached**) for the Committee to discuss and consider providing direction to TAMC staff regarding a response via the

TAMC Board of Directors.

ATTACHMENTS:

1. Sand City Bike Trail RPC

WEB ATTACHMENTS:

- [Real Property Ownership Policies](#)



City of Sand City
1 Pendergrass Way
Sand City, CA 93955

City of Sand City Proposed Multiuse Trail and Bike Lane Improvements

To: TAMC, Rail Policy Committee Chair and Board Members

From: Zane Mortensen, City Planner, Sand City (planning@sandcityca.org)

Meeting Date: January 8th, 2024

Dear Committee Members,

The TAMC Railway Corridor extends for approximately 1.5-miles through the City of Sand City (the “City”), and consists of primarily open space, as well as several portions leased to businesses. In an effort to enhance regional transportation through improved connectivity of the existing trail system - -while simultaneously promoting opportunities for active transportation-- the City has been considering options to utilize the TAMC Rail Corridor. To achieve these goals the City proposes the development of an approximately one-mile new trail system that would provide an extension from the existing Monterey Bay Coastal Trail at Del Monte Boulevard and Canyon Del Rey Boulevard to the future MST SURF! Bus Rapid Transit station located at Playa Avenue and California Avenue.

The proposed project includes two primary components; 1) implementation of a new multiuse trail system and parking in the TAMC railway corridor, and 2) improved bike lane striping at California Avenue and Holly Street, as shown in [Figure 1, Proposed Multiuse Trail and Bike Lane Improvements](#). The multiuse trail system would consist of a 12-foot-wide path to accommodate both pedestrian and bike traffic providing residents with opportunities for active transportation, as well as provide a logical connection to the MST SURF!, improving regional access to transit. The proposed parking within the TAMC railway corridor would further enhance public access to the MST SURF! station, providing a safe first and last mile for transit riders while reducing vehicle trips. The proposed multiuse trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure. In addition, the improvements resulting from the multiuse trail will enhance the existing area to better accommodate future transit projects.

In an effort to minimize conflict with the existing property leases, the proposed multiuse trail system would take place within three sections of the TAMC railway corridor. These trail sections are described below:

- 0.3-mile bike trail and potential parking extending from the future MST SURF station at Playa Avenue and California Avenue along the Transportation Agency for Monterey County (TAMC) corridor to the Graniterock Construction property, [Figure 2, Multiuse Trail Section 1](#);
- 0.2-mile bike trail and potential parking extending along the TAMC corridor from the corner of Holly Street and Ortiz Avenue to Contra Costa Street, [Figure 3, Multiuse Trail Section 2](#); and
- 0.2-mile bike trail extending along the TAMC corridor within the City of Seaside to connect to the existing Monterey Bay Coastal Trail at the corner of Del Monte Boulevard and Canyon Del Rey Boulevard, [Figure 3, Multiuse Trail Section 3](#).

The bike lane improvements would extend approximately 0.3-miles along California Avenue from Tioga Avenue to Holly Street and along Holly Street to Ortiz Avenue, [Figure 4, Bike Lane Improvements](#). These improvements would include enhanced bike lane striping on California and Holly Street in an effort to maintain regional trail connectivity while bypassing existing leased property within the TAMC railway corridor and eliminating the need for extensive demolition to facilitate the project.

In pursuit of this effort, the City recently applied for the Monterey Bay Air Resources District AB2766 Clean Vehicle Program (CAMP). On December 11, 2023, the City was awarded \$250,000 to support the initial steps of the proposed multiuse trail system and bike lane improvements. Funding provided through the CAMP grant will support the necessary planning and design, including project oversight, environmental review, engineering, and conceptual design, required for the future implementation of the project. The City believes that the multiuse trail provides a logical extension to close the gap in the existing Monterey Bay Recreational Trail in a way that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County. We greatly appreciated the opportunity to present our proposal to the committee on January 8 and look forward to your consideration of the proposed project.



City Limit



Potential Parking Locations



Improved Bike Lanes



Connection to Monterey Recreational Trail



MST SURF Line Station



Proposed Bike Trail Route

Source: Monterey County GIS 2023, Google Earth 2023

Figure 1





Proposed Multiuse Trail and Bike Lane Improvements

MST SURF Station



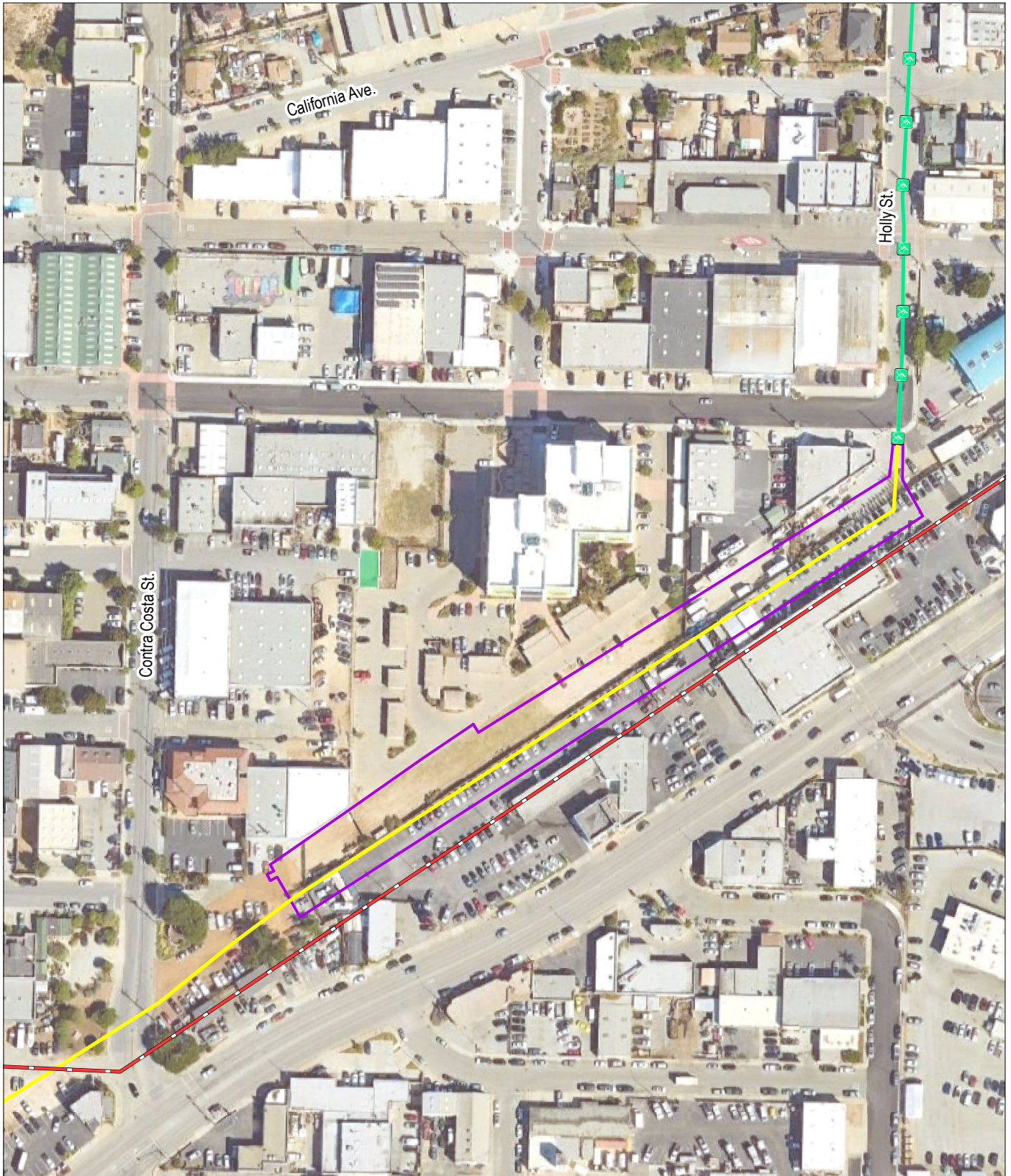
-  City Limit
-  Potential Parking Locations

-  MST SURF Line Station Proposed Location
-  Proposed Bike Trail Route

Source: Monterey County GIS 2023, Google Earth 2023



Figure 2
 Multiuse Trail Section 1
 MST SURF Station



City Limit



Proposed Bike Trail Route



Potential Parking Locations



Improved Bike Lanes

Source: Monterey County GIS 2023,
Google Earth 2023

Figure 3

Multiuse Trail Section 2

MST SURF Station





City Limit



Proposed Bike Trail Route



Connection to Monterey Recreational Trail

Source: Monterey County GIS 2023,
Google Earth 2023

Figure 4

Multiuse Trail Section 3

MST SURF Station





0 250 feet



City Limit



Improved Bike Lanes

Source: Monterey County GIS 2023,
Google Earth 2023



Potential Parking
Locations



Proposed Bike Trail Route



Figure 5

Bike Lane Improvements

MST SURF Station

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: January 8, 2024
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 on the coast rail project to this Committee includes new funding allocations by the Federal Railroad Administration and Regional Transportation Planning Agencies that are members of the Coast Rail Coordinating Council.

FINANCIAL IMPACT:

The Coast Rail project capital and operation costs are under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco Bay Area along the California Central Coast. Members of the 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 Coast Rail Coordinating Council working group met virtually on November 17 and December 15. The next Policy Committee meeting is planned for February 16, 2024, in Oakland. **Web attachment 1** is the draft 2024 meeting schedule.

Federal Funding for Service Development Plans

On December 8, 2023, the Federal Railroad Administration announced the FY22 Corridor Identification and Development Program awards (**web attachment 2**), which included the following projects:

Central Coast Corridor (Up to \$500,000)

California Department of Transportation

The proposed corridor would provide new service over a route currently only served by Amtrak’s long-distance Coast Starlight between San Jose and San Luis Obispo, CA, by adding new frequencies. The San Jose to Salinas and Santa Cruz to Watsonville segments would be assessed and phased as part of the larger corridor the applicant plans to implement. The corridor sponsor would enter Step 1

of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

Capitol Corridor (Up to \$500,000)

California Department of Transportation

The proposed corridor would enhance the existing state-supported Capitol Corridor between San José and Auburn, CA, with an extension to San Francisco, Salinas, and Novato, CA, and to Reno/Sparks, NV. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor (Up to \$500,000)

California Department of Transportation

The proposed corridor would enhance the existing Pacific Surfliner between San Luis Obispo to San Diego, CA, with an extension south to San Ysidro, CA. The proposed corridor would also include new frequencies and improvements to reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

A Service Development Plan (SDP) evaluates route, stations, service, infrastructure, operations, costs, and financing, culminating in an implementation plan for initial train service. The SDP considers how to use existing rail infrastructure and leverage railroad and community partnerships and multimodal connections to create a train service people are excited to ride. A completed SDP makes the project eligible for federal funding for the next phases of work, including environmental review (if required), right-of-way, design, and construction.

Regional Transportation Planning Agency SB 125 Allocations

Certain member agencies of the CRCC have voted to allocate some portions of their Senate Bill 125 funding to projects that support the Coast Rail project, pending approval by the California State Transportation Agency, as follows:

- San Luis Obispo Council of Governments (SLOCOG): \$9.6 million, of which \$2 million is tagged for Positive Train Control north of San Luis Obispo
- TAMC: \$26 million for rail projects, of which \$4.7 million for Positive Train Control
- Santa Barbara County Association of Governments (SBCAG): \$300,000 for a rail siding east of Santa Barbara (total budget gap \$20 million)

To close the funding gaps on these rail projects, these agencies are planning a collaborative application for Transit and Intercity Rail Capital Program funding in cycle 7 (expected to be due in April 2024, pending the guidelines, **web attachment 3**). TAMC staff will seek authorization from the Board in January to contribute \$10,000 for the grant application consultant contract, led by SLOCOG.

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

ATTACHMENTS:

None

WEB ATTACHMENTS:

1. [Coast Rail Coordinating Council meeting schedule](#)
2. [Federal Railroad Administration announced the FY22 Corridor Identification and Development Program](#)
3. [TIRCP Website](#)