



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, August 5, 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, Delgado, LeBarre, 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. All public comments are limited to three (3) minutes, unless specified otherwise by the committee chair. 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 Thursday 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 June 3, 2024.

- Maria Montiel

The draft minutes of the June 3, 2024 Rail Policy Committee meeting are attached for review.

3.2. RECEIVE media clippings attached online.

- Christina Watson

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

- Christina Watson

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

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

- Alissa Guther

Activities on the Pajaro Multimodal Station project include the selection of a consultant for the environmental review phase of the project and coordination with Santa Cruz Regional Transportation Commission on their rail projects as they pertain to the station and Monterey County.

6. **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 meetings of the Coast Rail Coordinating Council working group.

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting

Monday, September 9, 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 five (5) 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: August 5, 2024
Subject: **Draft Rail Policy Committee Minutes**

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for June 3, 2024.

SUMMARY:

The draft minutes of the June 3, 2024 Rail Policy Committee meeting are attached for review.

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

1. Draft_RPC_Minutes_June_3_2024_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of June 3, 2024

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

	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	C	N	P	P	P(A) (VC)	P	P	C	P(A) (VC)	P(A) (VC)	C	P(A) (VC)
G. Church, Dist. 2 (M. Vierra , L. Gray)	A	O	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	A	P(A) (VC)	P(A) (VC)	A	P (VC)
W. Askew, Dist. 4 (Y. Anderson, E. Mora)	N		P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	N	P(A) (VC)	P(A) (VC)	N	P(A) (VC)
M. Adams, Dist. 5, (C. Courtney)	C	M	E	A	P(A) (VC)	P(A) (VC)	P(A) (VC)	C	P(A) (VC)	E	C	A
M. LeBarre, King City, Chair (C. DeLeon)	E	E	P	P	P	P	P	E	P	P	E	P
B. Delgado, Marina (J. McAdams)	L	E	A	A	A	P (VC)	A	L	P (VC)	A	L	P (VC)
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	L	T	P	A	P	P	E	L	P	P	L	P
A. Sandoval, Salinas, (A. Rocha)	E	I	A	P	P	P	P(A)	E	P	A	E	A
M. Carbone, Sand City (J. Blackwelder)	D	N	A	A	A	P	A	D	P	P	D	P
I. Oglesby, Seaside (D. Pacheco)		G	P	P	P	A	P		A	A		E
F. Cabrera, Soledad (A. Velazquez)			P	P	A	A	P		P	E		E
D. Potter, At Large Member, Vice Chair (J. Barron)			E	A	E	P	P		P	P		P
M. Twomey, AMBAG (H. Adamson , P. Hierling)			P(A) (VC)	P(A) (VC)	E	P (VC)	P(A) (VC)		P(A) (VC)	P(A) (VC)		P(A) (VC)
A. Lopez, Caltrans District 5			A	A	P(A) (VC)	P (VC)	P (VC)		P (VC)	A		A
C. Sedoryk, MST (L. Rheinheimer/ M. Overmeyer)			P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P(A)		P(A) (VC)	P(A) (VC)		P(A)

STAFF	JUN	JUL	AUG	SEP	OCT	NOV	JAN	FEB	MAR	APR	MAY	JUN
T. Muck, Executive Director	C	N	E	P	P	P	P	C	P	P	C	P
C. Watson, Director of Planning	A	O	P	P	P	P	P	A	P	P	A	P
M. Zeller, Director of Programming & Project Delivery	N		P (VC)	E	E	P (VC)	E	N	P (VC)	E	N	E
M. Montiel Admin Assistant	C	M	P	P	P	P	P	C	P	E	C	E
L. Williamson, Senior Engineer	E	E	P (VC)	P (VC)	A	P	P	E	E	E	E	P
D. Bilse, Principal Engineer	L	E	P (VC)	A	P (VC)	P (VC)	A	L	P (VC)	A	L	P
A. Guther, Assis. Transp. Planner	L	T	P	P	P	P	P	L	P	P	L	P
A. Sambrano Transp. Planner	C	N		P (VC)	P (VC)	P (VC)	P	C	P (VC)	P (VC)	C	P

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 3:04 p.m. A quorum was established.

OTHERS PRESENT

Leonie Gray	District 2 Office	Jeff Kise	TAMC Staff
Bryan Rosen	Public	Madison Springfield	TAMC Staff
Roland LeBrun	Public	Elouise Rodriguez	TAMC Staff
Lorna Moffett	Public	Mi Ra Park	TAMC Staff
Todd Clark	Public	Brianna Goodman	SCCRTC

2. PUBLIC COMMENTS

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

Roland LeBrun, resident, commented on the potential of hydrogen power for rail service.

3. CONSENT AGENDA

M/S/C Potter/Smith/unanimous

3.1 Approved minutes of the April 1, 2024, Rail Policy Committee meeting.

3.2 Received media clippings attached online.

END OF CONSENT AGENDA

4. MONTEREY BRANCH LINE USE AGREEMENT WITH MST FOR THE SURF! PROJECT

M/S/C LeBarre/Smith/unanimous

The Committee recommended that the Board approve the Monterey Branch Line use agreement with Monterey-Salinas Transit (MST) for the SURF! Busway and Bus Rapid Transit (BRT) Project.

Doug Bipse, Principal Engineer, reported that the MST SURF! Busway and BRT project will consist of six miles of roadway surface and related improvements to provide a dedicated busway and bus rapid transit service between Marina and Sand City within the TAMC-owned Monterey Branch Line rail corridor right-of-way. He noted that MST and TAMC have collaborated and planned the SURF! Busway and Bus Rapid Transit Project with the support of the Measure X funding program, and that MST is the lead agency for the project.

Committee Member Delgado asked when rail would be allowed in the corridor pursuant to the use agreement. Executive Director Muck responded that the use agreement is required by MST's federal grant, which requires a 20-year useful life of the busway project. He noted the right-of-way can accommodate both the busway and the future rail line, and the use agreement has a condition to allow for the rail project should funding be secured within that 20-year window.

Public comment:

Lauren Moffet, resident, commented on the proposed SURF! Project.

Bryan Rosen, resident, commented on the proposed SURF! Project.

5. SALINAS RAIL KICK START PROJECT UPDATE

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

Christina Watson, Director of Planning, reported that the Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas.

Ms. Watson reported that staff has met with Caltrans and received design review and capacity model preliminary findings from Union Pacific.

Public comment:

Bryan Rosen, resident, commented on the Castroville station.

6. COAST CORRIDOR RAIL PROJECT UPDATE

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Christina Watson, Director of Planning, reported the Coast Rail Coordinating Council (CRCC) Policy Committee met on May 17 to discuss a joint funding request.

7. PAJARO MULTIMODAL STATION PROJECT UPDATE

The Committee received an update on the Pajaro/Watsonville Multimodal Station Project.

Alissa Guther, Transportation Planner, reported that the Pajaro station environmental review contract would be on the agenda for the June Board meeting.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced there is no Rail Policy meeting in July, the next meeting is August 5, 2024.

Alissa Guther, Transportation Planner, announced that the Santa Cruz Regional Transportation Commission is opening public engagement for a new phase of its Zero Emission Passenger Rail and Trail project starting June 6, 2024.

Committee Member Delgado requested the Committee discuss extending the handcar lease that will expire in October 2024.

9. ADJOURN

Chair LeBarre adjourned the meeting at 4:07 p.m.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 5, 2024
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

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

1. June 25, 2024 article in the Monterey Herald, "MST's SURF! Busway project granted permits from Sand City, granted permits from Sand City, Marina"
2. July 18, 2024 article in the Monterey Herald, "TAMC gets \$2.25M state grant for Highway 1 Elkhorn Slough corridor project"
3. July 19, 2024 Guest Commentary in the Monterey Herald, "Everyone in Monterey County should have equitable access to the coast"

WEB ATTACHMENTS:

- [June 27, 2024 article on Mass Transit, "USDOT awards \\$1.8 billion in RAISE grants"](#)
- [July 8, 2024 article in Streetsblog, "Newsom Administration Releases Previously Frozen Transit Funding"](#)
- [July 18, 2024 article in the Monterey County Weekly, "The railroad made Salinas what it is today. Its future will be shaped by it as well"](#)

LATEST HEADLINES

SUBSCRIBER ONLY

MST's SURF! Busway project granted permits from Sand City, Marina



Source: Kimley Horn, 2020

Figure 3-2: General Project Location
MST SURF! Busway and Bus Rapid Transit Project



The proposed SURF! Busway will run between Marina and Sand City with the northern terminus located at MST's Marina Transit Exchange at Reservation and De Forest roads and the southern terminus located at Contra Costa Street in Sand City. (MST/TAMC/City of Sand City)



By **JAMES HERRERA** | lherrera@montereyherald.com | Monterey Herald



SAND CITY – The Sand City City Council approved a coastal development permit, at its meeting last week, for the length of the SURF! Busway and Bus Rapid Transit Project project that runs within the city's boundaries.

The vote was almost unanimous with one council member absent from the proceedings and passed 4-0, according to Sand City City Manager Vibeke Norgaard.

The Sand City portion of the Monterey-Salinas Transit SURF! Busway and Bus Rapid Transit Project is about 0.67 miles long, beginning at Sand City's northern city limit and terminating at Playa Avenue.

The Sand City coastal development permit for this project is a combined permit that also includes a design permit and tree removal permit.

Monterey-Salinas Transit – MST – proposes to implement bus rapid transit between the cities of Marina, Sand City, Seaside, Monterey and Salinas. The project includes a six-mile dedicated busway along a former rail right-of-way parallel to Highway 1 with bicycle and pedestrian improvements, and a transit signal prioritization system along some segments. The SURF! Busway will run between Marina and Sand City with the northern terminus located at MST's Marina Transit Exchange at Reservation and De Forest roads and the southern terminus located at Contra Costa Street in Sand City.

The city of Marina City Council, at its meeting on June 4, voted 4-1 to uphold its Planning Commission's approval of the coastal development permit for its portion of the SURF! Busway and Bus Rapid Transit Project and denied appeals. On April 11, the Planning Commission unanimously approved both a coastal development permit and tree removal permit as necessary for the multi-jurisdiction project.

LATEST HEADLINES

SUBSCRIBER ONLY

TAMC gets \$2.25M state grant for Highway 1 Elkhorn Slough corridor project



Dave Feliz from Elkhorn Slough showed the community members marshlands that are affected by sea level rise (Kristel Tjandra — Herald Correspondent)



By **JAMES HERRERA** | iherrera@montereyherald.com | Monterey Herald



MOSS LANDING – The Transportation Agency for Monterey County has been awarded a \$2.25 million Climate Adaption Planning grant from the California Department of Transportation for the “Highway 1 Elkhorn Slough Corridor Climate Resiliency Project.”

The grant was awarded to evaluate climate vulnerability of the Highway 1 Elkhorn Slough corridor which is vulnerable to coastal climate change impacts such as a sea level rise and storm surges.

The “Highway 1 Elkhorn Slough Corridor Climate Resiliency Project” will focus on the resiliency of an 8-mile segment of Highway 1 through Moss Landing and the parallel rail tracks traversing the Elkhorn Slough, as well as county roads.

Nearly 40,000 vehicles cross the 8-mile stretch of the two-lane highway each day.

TAMC Executive Director Todd Muck said in a press release the railway runs along the main stem of the Elkhorn Slough for 5 miles, where the tracks are prone to being flooded during king tides, and points out that the track is critical to freight and the planned expansion of passenger rail service as an alternative option to driving Highway 101 to San Jose and beyond.

The Elkhorn Slough is an estuary where salt and freshwater meet. It contains the third-largest tidal salt marsh in California and is a place with rich biological diversity, providing a habitat for over 20,000 migratory birds. It is the largest nesting area for the snowy plover, home to more than a hundred fish species, and a resting place for threatened southern sea otters.



The \$2.25 million Caltrans grant builds upon the initial \$1 million State funding project grant secured by Assembly Member Dawn Addis and State Senator John Laird in October. That funding is for planning activities that will evaluate potential critical infrastructure updates to the sea level rise vulnerable transportation corridors along the corridor, according to the press release. This additional funding will enable TAMC to evaluate the viability of corridor alternatives, reach stakeholder consensus, establish a scope, and project design to position projects in the corridor for environmental clearance; ultimately preparing projects for future local, state, and federal grant opportunities.

In 2020, the Association of Monterey Bay Area Governments and The Nature Conservancy put together a report that evaluated options to elevate the highway while preserving the Elkhorn Slough ecosystem. The initial \$1 million in State funding was to build on this report and create actionable plans for viable construction projects that consider the ecology and economy.

Caltrans awards transportation planning grants each year through a competitive process to encourage local and regional projects. The grant for the Elkhorn Slough project is one of four grants awarded in Caltrans District 5 and one of 89 projects awarded statewide for more than \$51 million to help make the state's transportation system more resilient to the impacts of climate change.

Originally Published: July 18, 2024 at 1:55 p.m.

OPINION > COMMENTARY

SUBSCRIBER ONLY

John Laird, Dawn Addis, Guest Commentary: Everyone in Monterey County should have equitable access to the coast



By **JOHN LAIRD** and **DAWN ADDIS**

UPDATED: July 19, 2024 at 2:03 p.m.

As state lawmakers, we work to fight climate change, do it in a way that helps the local economy and provide access to our precious California coast – particularly to those living and commuting from disadvantaged communities. All those goals are met by SURF! Busway and Bus Rapid Transit Project in front of the Coastal Commission in early August.



We, along with our constituents, regularly sit in traffic on Highway 1 to Monterey. The congestion is bad, becoming a major issue for anyone trying to get to work, to school, or to access the Peninsula's abundant trails and beaches. For residents of the Salinas Valley, though, Highway 1 overcrowding isn't just a nuisance – it's becoming a true barrier to the coast, threatening access to jobs, education, medical care, and to the natural resources all of us in this region deserve to enjoy.

And with no changes it will only get worse. According to one recent study, the number of cars on Highway 1 is only going up – with congestion expected to climb between 18%-42% over the next 15 years.

We can do something about it. The Monterey-Salinas Transit SURF! project is a 5-mile busway within the historic rail corridor parallel to Highway 1 that will get traffic off the highway by integrating the existing Line 20 Salinas-Monterey service. This will offer workers and families a cheaper, faster, and less environmentally damaging route to the coast, and in so doing will take many riders out of cars on the Highway 1 corridor.

The project includes new coastal access to the Beach Range Road trail in Marina and Sand City and trail extensions to the Fort Ord Dunes State Park and the planned Fort Ord Regional Trail and Greenway (FORTAG) network.

Senate Bill 32 and Assembly Bill 197 are two recent state laws that require communities to reduce emissions and address the social costs of climate change. This project will help our local communities meet those goals. According to one recent study, SURF! will reduce greenhouse gases by 1,283 metric tons of CO₂ annually – equivalent to sequestering 1,900 acres of forest.



The project has been designed with direct input from over 4,500 county residents – through more than 150 meetings, surveys, and public events over 4.5 years. And in the communities more disadvantaged in our region, this project will help people get to jobs in a way they can afford.

And best of all, especially at a time when public budgets are strained: SURF! is already paid for. The \$92.6 million project is funded with \$27.4 million from Measure X, a retail sales tax that funds transportation improvements approved by more than 67% of Monterey County voters. The State has set aside \$27.5 million for SURF! in discretionary transportation funding, and the project has been awarded \$22.1 million of federal funds through the Bipartisan Infrastructure Law, which directs funds to projects that tackle the climate crisis, advance environmental justice and invest in communities that have too often been left behind.

Delays to this project could jeopardize this hard-won funding. Community leaders recognize SURF! is a win for transportation, for equity, and for the environment, and they have moved expeditiously to approve development permits. The final major decision is with the Coastal Commission, and we urge the Commission to do the same.

All Monterey County residents deserve access to the coast. SURF! is the most environmentally-friendly way for them to get there.

John Laird is the state Senator for District 17, Dawn Addis is the state Assemblymember for District 30.

Originally Published: July 19, 2024 at 1:25 p.m.

Around the Web

REVCONTENT



Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 5, 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 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 to total \$87 million for all phases of work. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance and is currently in the final design phase.

On July 8, 2024, the California State Transportation Agency (CalSTA) announced that the Senate Bill 125 funds had been approved; \$5 million is set aside to support completion of this project. That funding is anticipated to be used to construct the intermediate improvements along the Coast Rail corridor between Gilroy and Salinas. **Attached** is the letter from Secretary Omishakin approving the SB 125 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 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.

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. Since the last report to this Committee, the design team has continued to coordinate design review with Union Pacific, Caltrans, and the City of Salinas.

On July 17, 2024, staff met with Union Pacific and Caltrans to discuss the next steps in designing the

project's intermediate improvements between Gilroy and Salinas (see **attachment**). Some of the intermediate improvements are already included in the Caltrans-led Positive Train Control project, but the new proposed siding extension north of the Watsonville Junction yard will be TAMC's responsibility to design and construct. TAMC staff plans to use the newly announced SB 125 funding for that project and aims to keep it separate from the improvements at the Gilroy and Salinas stations in order to proceed with requesting the construction funding for those packages according to the current project schedule.

Union Pacific's capacity analysis also included a bullet point related to the intermittent flooding of the rail corridor through Elkhorn Slough during very high tides. TAMC was recently awarded funds to do a Preliminary Environmental Linkages report studying the rail and highway corridors through the Slough (see **web attachments**).

Meanwhile, the City of Salinas has allowed the Building Permit to expire, despite TAMC's project schedule showing that the project is months away from construction. TAMC staff is working with the City to reopen that permit.

Operations Scenarios

Caltrans has executed a new contract with DB Engineering & Consulting to restart the work on the Central Coast Service Deployment (CCSD) to advance technical work to bring rail service to Monterey County. In 2021, the group suspended work on the CCSD with unanswered questions regarding operations, costs, funding, governance, and host railroad coordination for the new service, starting with the Salinas extension and culminating in service to San Luis Obispo, Santa Cruz, and Monterey. One goal of this collaboration is to support TAMC and Caltrain in the development of an operations agreement.

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. TAMC staff has requested permission to begin discussions with the Union Pacific real estate division in order to secure a right-of-way certification by the end of the year.

Staff will provide a verbal update at the meeting.

ATTACHMENTS:

1. Signed TAMC_SB125 Approval Letter
2. TAMC UPRR Infrastructure Projects

WEB ATTACHMENTS:

- [July 16, 2024 TAMC news release, "TAMC receives \\$2.25 million Caltrans Planning Grant for the Highway 1 Elkhorn Slough Corridor Climate Resiliency Project"](#)
- [July 11, 2024 report on KSBW, "Over \\$4 million in grants going toward Highway 1 Monterey County projects"](#)
- [October 23, 2023 report on KSBW, "Elkhorn Slough Reserve receives state funding to combat climate damage"](#)

Gavin Newsom
Governor

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Toks Omishakin
Secretary

July 8, 2024

Mr. Todd M. Muck
Executive Director
Transportation Agency for Monterey County (TAMC)
55-B Plaza Circle
Salinas, CA 93901

Dear Mr. Muck:

In December 2023 TAMC requested an allocation of \$52,475,804 across all fiscal years to support the projects listed below. This allocation includes a request of \$524,758 (ZETCP PTA) for administrative costs, which is the maximum allowable share.

1. **Various Operational Expenses (operations expenditures):** Uses \$18,516,716 of TIRCP funds and \$7,458,807 of ZETCP funds across all fiscal years to support various operational needs. Funding will help maintain service levels, mitigate fare increases, and prevent staff layoffs.
2. **Rail Extension to Monterey County (existing TIRCP project):** Uses \$5,000,000 of TIRCP funds to support completion of this existing TIRCP project.
3. **Positive Train Control (existing TIRCP project):** Uses \$4,694,523 of TIRCP funds to support completion of this existing TIRCP project.
4. **King City Multi Modal Transit Center (existing TIRCP project):** Uses \$7,500,000 of TIRCP funds to support completion of this existing TIRCP project.
5. **Pajaro/Watsonville Multimodal Station Phase 2 (new TIRCP project):** Uses \$8,781,000 of future year TIRCP funds to support phase 2 of this project. Phase 1 was previously awarded competitive TIRCP funds, and this element expands the scope of the previously awarded project and funds this next stage.

CalSTA has analyzed the eligibility of the program of projects and reviewed for completeness the allocation request, including the required ridership, technical and data submissions. It has been determined that the submission package meets the minimum program requirements, and the ridership data has been publicly posted to TAMC's internet website. I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with TAMC and partner state agencies to validate the technical submissions prior to future disbursements.

CalSTA will disburse \$22,218,449 of TIRCP funds (100% General Fund) and \$2,975,692 of ZETCP funding (\$1,596,756.33 GGFR + \$1,378,935.67 PTA). This includes \$524,758 (ZETCP PTA) for administrative costs for a cumulative total of \$25,194,141. A total amount of

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\$22,273,790 of TIRCP and \$5,007,873 of ZETCP remains available to TAMC in future fiscal years. This funding will be disbursed in future allocation actions.

CalSTA will modify the SB 125 Program Guidelines no later than September 30, 2024, for the distribution of funds for the 2024-25 fiscal year, which may include updated fund totals available to TAMC per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

TAMC is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when TAMC submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify TAMC's proper bank account information prior to the completion of the transfer of funds.

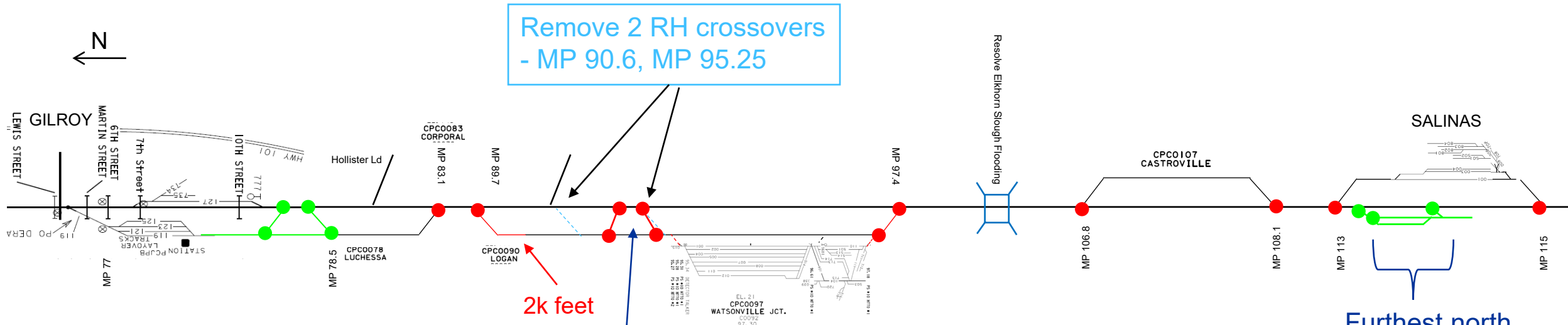
If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,



TOKS OMISHAKIN
Secretary

Infrastructure Requirements



Remove 2 RH crossovers
- MP 90.6, MP 95.25

Add universal crossovers at MP 93.75

- Gives a clear route for passenger trains, while allowing locals to work
- Enables locals to hold at Logan Rock on #2, Watsonville Yd on #1
- Keep north lead switch at yard to #1 powered (MP 95.30)

Furthest north switch can be hand-throw, south crossover should remain powered

Conclusions

Both Proposals require upgrades of the existing infrastructure to protect freight service while facilitating new passenger service between Gilroy and Salinas.

Those upgrades include;

- Station tracks, main track turnouts, platforms and layover tracks at Gilroy and Salinas.
- Track structure upgrade and replacement of switches with powered turnouts at endpoints of sidings & second main track; road crossing upgrades as determined by diagnostics
- Watsonville yard area – universal crossovers at North Watsonville, switch and track reconfiguration at South Watsonville, power derail installations at north and south ends of yard
- Track extension at Logan
- CTC & PTC systems
- Elkhorn Slough Flooding Resolution

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Transportation Planner
Meeting Date: August 5, 2024
Subject: Pajaro Multimodal Station Project Update

RECOMMENDED ACTION:

RECEIVE update on Pajaro Multimodal Station Project.

SUMMARY:

Activities on the Pajaro Multimodal Station project include the selection of a consultant for the environmental review phase of the project and coordination with Santa Cruz Regional Transportation Commission on their rail projects as they pertain to the station and Monterey County.

FINANCIAL IMPACT:

Pre-construction work will begin in 2024 with state-secured funding for environmental review. In December 2023, the California State Transportation Agency (CalSTA) approved a \$2.3 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 the design update and right of way work. The total estimated cost of pre-construction work for the Pajaro Multimodal Station Project, which includes environmental review, design, and right of way, is \$19.5 million.

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 \$2.3 million to fund environmental review documentation. In June 2024, the TAMC Board approved a contract between HDR, Inc. and TAMC for approved work. The schedule for a contract to begin this work is as follows:

- August 2024: Contract begins
- August 13, 2024: Project activities begin with a kick-off meeting and site visit.

Meetings attended that pertain to the project:

- July 11, 2024: Zero Emission Passenger Rail and Trail Project Monthly Project Development

Team Meeting

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

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 5, 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 meetings of the Coast Rail Coordinating Council working group.

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 CRCC working group met on June 21 and July 19 to discuss, among other topics, the following items:

- Transit and Intercity Rail Capital Program grant application for projects that support increased passenger rail service on the coast corridor (submitted July 23, 2024);
- California Intercity Passenger Rail Summit (October 10-11 in San Diego);
- Senate Bill 125 fund allocations approved after state budget adopted; and
- State budget included increased funds to support intercity rail operations.

The revised 2024 meeting schedule is online as a **web attachment**. The next Policy Committee meeting is planned for August 23 in San Luis Obispo, preceded by a Central Coast Layover Facility site tour/reception on August 22.

Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Coast Rail Coordinating Council meeting schedule](#)