



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

RAIL POLICY COMMITTEE

Monday, January 6, 2020
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 is 7 of the following members: Adams, Alejo, Chavez, Davis, Delgado, Hawthorne, LeBarre, Oglesby, Parker, Phillips, Potter and Smith.

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

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

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

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 November 4, 2019.

- Montiel

The draft minutes of the November 4, 2019 Rail Policy Committee meeting are attached for review.

END OF CONSENT AGENDA

4. RECEIVE update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and RECOMMEND the TAMC Board appoint representatives to the Coast Rail Coordinating Council Policy Committee.

- Watson

Progress since the last update to this Committee in November includes a Policy Committee meeting in Ventura.

5. RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

- Watson

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in November includes development of the draft Grant Strategy Memo and the draft Existing and Future Conditions Memo.

6. RECEIVE update on the SURF! Busway project along the Monterey Branch Line from Marina to Sand City.

- Jacobsen

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway in late November. Staff will provide updated information on the goals of the project, its three segments, and an overall timeline.

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

Activities on the Salinas Rail Kick Start project since the last update on November 4, 2019 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and publication of the request for proposals for final design of Packages 2 and 3.

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

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, February 3, 2020 at 3:00 p.m.

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

Light refreshments will be provided

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

Christina Watson, Rail Program Coordinator

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



Memorandum

To: Rail Policy Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: January 6, 2020
Subject: **Draft November RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of November 4, 2019.

SUMMARY:

The draft minutes of the November 4, 2019 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ BPC Draft November 2019 Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of November 4, 2019
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

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

1. QUORUM CHECK AND CALL TO ORDER

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

OTHERS PRESENT

Brad Tarp Salinas Resident Ginger Daakar Santa Cruz County RTC

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Anderson/Davis/unanimous

3.1 Approved minutes of the October 7, 2019 Rail Policy Committee meeting.

Mr. Tarp, member of the public, noted that he spoke at length during that meeting about arsenic cleanup on his property.

3.2 Approved 2020 schedule of Rail Policy Committee meetings.

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

3.4 Received update on the Monterey Bay Area Rail Network Integration Study.

3.5 Received update on the Salinas Rail Kick Start project.

END OF CONSENT AGENDA

4. SANTA CRUZ RAIL LINE UPDATE

The Committee received an update from Santa Cruz County Regional Transportation Commission (RTC) on their rail corridor study.

Christina Watson, Principal Transportation Planner, introduced Ginger Dykaar, Senior Transportation Planner, who presented an update on the planning efforts related to the Santa Cruz Branch Line rail corridor. Ms. Watson noted that Transportation Agency staff and SCCRTC staff have a joint interest in a rail station at Pajaro/ Watsonville to provide alternative transportation to residents of southern Santa Cruz County and northern Monterey County.

Ms. Dykaar presented the Santa Cruz Branch Line rail corridor. She noted that the 32-mile Santa Cruz Branch Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. The rail line is designated as active and spans the county from Davenport to Watsonville, running parallel to the Highway 1 corridor and the coast, and connecting into state and other regional rail lines in Pajaro. She noted that on October 3, 2019, the RTC approved a contract with HDR to perform an Alternatives Analysis for high capacity public transit on the rail right of way. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all of part of the length of the rail right-of-way between the Pajaro/Watsonville train Station and Shaffer Road as a dedicated transit facility,

adjacent to the proposed Monterey Bay Sanctuary Scenic Trail. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, business and visitors in terms of equity, environment and economy. In conclusion, Ms. Dykaar noted that proposed future inter-county and inter-regional connections to the Bay Area, Monterey, Gilroy and beyond will be considered. She noted that HDR's proposal for the Alternatives Analysis is available online. They are aiming to finalize the Alternatives Analysis on January 2021.

Committee alternate Askew expressed the need to look at all funding options.

5. ELKHORN SLOUGH SEA LEVEL RISE STUDY UPDATE

The Committee received an update on the Elkhorn Slough Sea Level Rise Study.

Christina Watson, Principal Transportation Planner, introduced Heather Adamson, Director of Planning, Association of Monterey Bay Area Governments (AMBAG), and noted that the results of the study could recommend further analysis of elevating or relocating the Highway 1 and rail corridors, which could have large price tags for construction.

Ms. Adamson reported that AMBAG received a grant awards for a study combining transportation and environmental elements. She noted that the Central Coast Highway 1 Climate Resiliency study is looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough, including the Union Pacific-owned Coast Mainline tracks. She noted that this multi-agency effort will identify transportation improvements and sea level rise adaptation strategies that can improve transportation mobility, safety and efficiency, protect the environment, and provide economic security and benefits to the local community. In conclusion, Ms. Adams noted that five segments on Highway 1 in the study area are expected to be flooded by 2040. She noted that they are working on outreach and community engagement now, and that the document will go to the AMBAG Board for adoption with the recommended adaptation strategies in June 2020.

Committee member Davis asked if Union Pacific will be providing funding to improve the rail line. Ms. Adamson noted that the study will include analysis of funding sources, and that AMBAG has invited Union Pacific to participate in the study.

Committee alternate Anderson asked how the Transportation Agency will be involved. Ms. Adamson noted that some projects identified might end up in TAMC's regional project list.

Committee alternate Stratton noted that there are multiple sea level rise studies completed or underway and asked if AMBAG can make sure this study incorporates and/or overrides the old studies.

Committee member LeBarre asked if anyone has reached out to the power plant. Ms. Adamson noted that they have been invited.

6. **2020 LEGISLATIVE PROGRAM**

The Committee received and commented on draft 2020 Legislative Program.

Christina Watson, Principal Transportation Planner, reported that the purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. She noted that the draft 2020 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2020 legislative session. In conclusion, Ms. Watson highlighted the issues on the draft program of key interest to the committee.

Committee member LeBarre asked whether federal priority 1F (2) might be amended to add consideration of an wholesale energy tax.

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

Committee member Davis mentioned that tomorrow at the City of Salinas City Council meeting Monterey-Salinas-Transit (MST) is scheduled to present on the proposed relocation of the transit center to the train station. Lisa Rheinheimer, MST, noted that MST is applying for Transit-Oriented Development (TOD) planning grant.

Madilyn Jacobsen, Transportation Planner, announced that TAMC is seeking public input to help define the goals, policy objectives, and performance measures of the 2022 Regional Transportation Plan. The deadline for public input is November 29, 2019.

ADJOURN

Chair LeBarre adjourned the meeting at 4:13 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
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 and **RECOMMEND** the TAMC Board appoint representatives to the Coast Rail Coordinating Council Policy Committee.

SUMMARY:

Progress since the last update to this Committee in November includes a Policy Committee meeting in Ventura.

FINANCIAL IMPACT:

The Coast Rail service project construction and operation costs are still under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco bay area along the California Central Coast. Members of Council include all regional transportation planning agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast’s portion of the California Coast Passenger Rail Corridor.

The working group met on November 15 and the Policy Committee met in Ventura on December 13. The 2020 Policy Committee meeting schedule is tentatively as follows: March 20, June 19, September 18, and December 11. One of those meetings is expected to be held in Monterey.

The group is anticipating that one or two of those meeting dates will feature a tour of one of these services (see **web attachments**):

- The East Contra Costa County BART extension ("eBART"), Diesel Multiple Unit trains in the median of State Route 4 that connect with the existing BART system at a Transfer Platform just east of the Pittsburg Bay Point Station and carry passengers ten miles via Pittsburg Center to Antioch. eBART opened for service on May 26, 2018.
- Sonoma-Marin Area Rail Transit Larkspur extension, 2.2 miles of new tracks connecting San Rafael to the Larkspur Landing ferry terminal, which opened for service on December 13, 2019.

In January 2019, the TAMC Board approved the Rail Policy Committee recommended appointment of Dave Potter as

the TAMC representative and Mike LeBarre as the TAMC alternate for a one-year term, and the CRCC Policy Committee selected Mr. Potter as the Chair. The Rail Policy Committee is now asked to recommend appointments to the CRCC Policy Committee for the period ending January 2021. The appointment involves attending up to four meetings of the Committee and potentially representing the group at a legislative day in Sacramento with the Intercity Passenger Rail group and the California Passenger Rail Summit (April 21-22, 2020 in Los Angeles).

WEB ATTACHMENTS:

- [BART to Antioch: East Contra Costa BART Extension](#)
- [Sonoma Marin Area Rail Transit Larkspur Extension Project](#)
- [California Passenger Rail Summit](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
Subject: **Rail Network Integration Study Update**

RECOMMENDED ACTION:

RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

SUMMARY:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in November includes development of the draft Grant Strategy Memo and the draft Existing and Future Conditions Memo.

FINANCIAL IMPACT:

The study has a budget of \$500,000, funded out of the state Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs.

DISCUSSION:

The study focus on determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City.

The team is currently looking for comments on three draft memos (see **web attachments**) that will form the foundation of the Network Integration Study:

Existing and Future Conditions memo

The draft Existing and Future Conditions memo provides a basis for understanding the existing conditions in the study area, which is crucial for informing the demands, opportunities, and challenges for implementing additional passenger rail service and complementing transit service in the study area. Understanding existing travel patterns and mapping the demographic and socioeconomic distribution of residents in the study area informs where the most useful station locations could be, where riders are coming from and where they are going, and what barriers for using rail might exist and how they can be mitigated. A comprehensive catalog of existing transit operations and bike networks is critical to planning for future rail service, so that transit service and bike networks can be integrated. Also, key to planning for future passenger rail service is understanding the potential for sea level rise for affecting the rail corridors to design a service that is resilient to climate changes over the coming decades. Another key piece of groundwork is

the understanding of rail operations, shared use-agreements, and the roles of governments and rail operators in the study area.

Future Service Vision

The Monterey Bay Regional Rail Network Integration Study requires a service concept for a robust passenger rail service connecting Monterey Bay communities and the Central Coast to San Jose. Through the service planning and network integration process, the project team is designing an implementable, technically sound vision for a future Monterey Bay Area regional rail network that accomplishes TAMC's service goals and provides technical inputs for implementation planning.

Grant Strategy memo

As grants will be key to closing funding gaps to implement projects identified by the Monterey Bay Area Rail Network Integration Study, this memo provides a basis for strategizing and recommendations for TAMC in its efforts to apply for federal and state grants. Federal, state and local funding sources have been identified, as well as their eligibility requirements. In general, benefit-cost analysis and environmental review will be required for most grant applications and applicable documentation should be prepared as projects are developed. Coordination with the Metropolitan Planning Organization and the State is often required as well, so the projects should be included in their respective planning documents. This memo has been designed and is intended to form part of the funding strategy section of the final Network Integration Study document. Technical analysis documentation will be prepared for the final document appendices and subsequent use in grant applications.

The next Network Advisory Committee meeting is scheduled for January 27, 2020, at 1 pm in TAMC's conference room.

WEB ATTACHMENTS:

- [Existing and Future Conditions memo](#)
- [Future Service Vision memo](#)
- [Draft Grants Strategy memo](#)



Memorandum

To: Rail Policy Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: January 6, 2020
Subject: **SURF! Busway Update**

RECOMMENDED ACTION:

RECEIVE update on the SURF! Busway project along the Monterey Branch Line from Marina to Sand City.

SUMMARY:

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway in late November. Staff will provide updated information on the goals of the project, its three segments, and an overall timeline.

FINANCIAL IMPACT:

The preliminary engineering and environmental analysis phase of the project is budgeted to cost \$1,550,000. Monterey-Salinas Transit is contributing \$100,000 of its share of Senate Bill 1 Local Partnership Program funds for this phase. Funding for all phases of the Highway 1 Busway project is available from Measure X (up to a total of \$15 million). Additional matching funds will be needed to fully fund the project, which currently has an estimated cost of over \$33.4 million.

DISCUSSION:

In 2018, MST completed the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line. The study analyzed seven alternatives and concluded that implementing a one-way bus rapid transit corridor on a segment of the Monterey Branch Line was the preferred option. At the August 6, 2018 Rail Policy Committee meeting, MST staff presented an overview of the feasibility study, including next steps.

MST hired Kimley-Horn for the environmental review and preliminary design phase of work (**web attachment 1**). On November 21, 2019, MST, TAMC and Kimley Horn met for a kick-off meeting for the SURF! project. During the kick-off the team discussed the history of the Monterey-Branch Line and former studies, funding of the SURF! project through Measure X, and the team began drafting overall project goals, which include:

- Provide a reliable alternative service for commuters and users to Highway 1
- Improve air quality and reduce greenhouse gas emissions
- Increase transit ridership
- Reduce tire wear waste along the coastline
- Ensure minimized construction impacts to local recreational trails
- Minimize visual impacts through design
- Reduce vehicle miles traveled

- Provide a design that does not conflict and is consistent with future rail service, as well as other planned projects that may be further out
- Increase regional transit, walking and biking mode share

The kick-off meeting included discussion of the project segments. There are essentially three segments to the busway:

Segment 1 - Alignment prior to entrance to rail corridor (Marina Transit Exchange to Del Monte / Palm intersection in Marina)

Segment 2 - Alignment within existing rail corridor (Marina through Sand City)

Segment 3 - Final leg of alignment from California Avenue interchange to Contra Costa Ave

At the kick-off, MST, TAMC and the consultant began brainstorming on the scope of the environmental document, ideas for public outreach, and the SURF! project schedule (**web attachment 2**).

Data collection is underway along the rail corridor, and MST and TAMC are working to coordinate meetings with key stakeholders, such as the California Coastal Commission and State Parks.

TAMC and MST are also collaborating on a grant application for Transit and Intercity Rail Capital Program state funding to support future construction of the SURF! Busway. In December, TAMC's Board of Directors approved participation as a co-applicant for this grant. This application will be submitted in mid-January 2020.

WEB ATTACHMENTS:

1. [Scope of Work - Preliminary Engineering and Environmental Analysis](#)
2. [SURF! Kick-off - Project Schedule](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
Subject: **Salinas Rail Kick Start project update**

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Kick Start project.

SUMMARY:

Activities on the Salinas Rail Kick Start project since the last update on November 4, 2019 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and publication of the request for proposals for final design of Packages 2 and 3.

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 extends passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project is proceeding with construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) are ready for final design, pending comments from Union Pacific Railroad.

Package 1: Salinas Station Improvements

TAMC hired Monterey Peninsula Engineering (MPE) for construction of Package 1, MNS Engineers as Construction Managers on the project, and HDR Engineering to provide design support during construction. In November, MNS brought on Laura Harris to assist with public outreach for the project.

In November and December 2019, the construction team continued to make progress constructing the Lincoln Avenue Extension and associated parking improvements. In November, the State Water Resources Control Board Division of Drinking Water approved a waiver from the water main separation requirements with proposed alternative construction as mitigation for a water main replacement project on Railroad Avenue. As we entered storm season, the construction team continues to get positive reviews by the City of Salinas on their stormwater

management. Staff and MNS Engineers are working on two change orders and will verbally present an update at the meeting.

Package 2: Salinas Layover Facility

TAMC staff continues to oversee AR/WS, Meyers Nave, Geocon, and Rincon consultants to further negotiations to acquire portions of four parcels and one entire parcel for Package 2, the Salinas layover facility. Pursuant to direction by the TAMC Board, staff provided Package 2 property owners with the full appraisal documents.

Package 3: Gilroy Station & Track Improvements, Operations Scenarios

TAMC staff met with Caltrain planning staff on November 12 to discuss their internal draft feasibility study to extend Caltrain service to Salinas and will meet to review a revised draft on January 14. TAMC staff met with Caltrain engineering staff on November 18 to discuss their comments on the 75% design plans for Packages 2 and 3. Staff is optimistic that the feasibility study stated an extension of service to Salinas is possible given certain attainable requirements. Staff also attended the Caltrain governance workshop on November 21.

TAMC staff have held phone briefings with our partners at the City of Gilroy and the Santa Clara Valley Transportation Authority. Staff has reached out to the State Transportation Agency and Union Pacific to clarify next steps on negotiating for track rights for the service extension.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
Subject: **Reports**

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [November 4, 2019 report from Carl Sedoryk, General Manager/ CEO to the MST Board of Directors, re: Receive update on status of Monterey Branch line proposals](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [October 3, 2019 Caltrain news release, "Caltrain Board signs off on Business Plan Service Vision"](#)
- [November 17, 2019 article in the San Jose Mercury News, "Vision unveiled for new Diridon Station"](#)
- [December 3, 2019 article in the Monterey Herald, "Highway 1 busway project work gets under way"](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2020
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [October 16, 2019 letter from Bois Lipkin, Northern California Regional Director, to Debra Hale, TAMC Executive Director, re: Preferred Alternative for the San Jose to Central Valley Wye Project Extent of the San Jose to Merced Project Section](#)
- [December 12, 2019 letter from Carl Sedoryk, MST General Manager/CEO, to Debra Hale, TAMC Executive Director, re: Proposed Recreational Use of Monterey Branch Line for Handcars](#)