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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](mailto:info@tamcmonterey.org)

## **RAIL POLICY COMMITTEE**

**Monday, June 1, 2020**

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

### **REMOTE CONFERENCING ONLY**

*There will be NO physical location of the meeting.*

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

Join Zoom Meeting online at: <https://zoom.us/j/654778900>

**OR**

**Via Zoom app: Meeting ID: 654 778 900**

**OR**

**By teleconference at: +1 669 900 6833, Code: 654 778 900**

Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda.

### **1. Quorum Check, Call to Order and Introductions**

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

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

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00 pm the Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

### **3. BEGINNING OF CONSENT AGENDA**

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

- 3.1. APPROVE** minutes of the Rail Policy Committee meeting of May 4, 2020.

- Montiel

*The draft minutes of the May 4, 2020 Rail Policy Committee meeting are attached for review.*

- 3.2. 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 May includes stakeholder outreach.*

### **END OF CONSENT AGENDA**

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- 4. RECEIVE** presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

- Adamson

*Heather Adamson, Director of Planning, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.*

- 5. RECEIVE** update on Agency activities related to property management and development opportunities for its 12.1 acres of property on the former Fort Ord.

- Hale/Cook

*Transportation Agency staff have implemented a variety of actions to enhance management of Agency property on the former Fort Ord and explore future development potential.*

- 6. RECEIVE** update on the SURF! Busway and Bus Rapid Transit 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 and Bus Rapid Transit project in November 2019. Staff will provide updated information on the status of the project's development.***

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

- Watson

***Activities on the Salinas Rail Kick Start project since the last update in May include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and meetings related to future rail operations.***

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, August 3, 2020 at 3:00 p.m.**

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

**Christina Watson, Rail Program Coordinator**

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

### **Important Meeting Information**

**Remote Meetings:** On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

**Remote Meeting Public Comment:** Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Thursday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and

receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County  
www.tamcmonterey.org  
Office is closed an all employees are working remotely until further notice  
TEL: 831-775-0903  
EMAIL: info@tamcmonterey.org

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

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

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

- C 1.** No correspondence this month.
- C 2.** **RECEIVE** reports attached online.
- C 3.** **RECEIVE** media clippings attached online.





## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** June 1, 2020  
**Subject:** **Draft May RPC Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Rail Policy Committee meeting of May 4, 2020.

### **SUMMARY:**

The draft minutes of the May 4, 2020 Rail Policy Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▣ Draft May RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
**RAIL POLICY COMMITTEE MEETING**  
**DRAFT Minutes of May 4, 2020**  
 Transportation Agency for Monterey County  
 55-B Plaza Circle, Salinas, CA

	JUNE 19	JUL 19	AUG 19	SEP 19	OCT 19	NOV 19	DEC 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	P(A)	<b>N</b>	P(A)	<b>C</b>	P(A)	P(A)	<b>N</b>	-	P(A)	P(A)	<b>C</b>	-
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	E	<b>O</b>	P(A)	<b>A</b>	P(A)	P(A)	<b>O</b>	P(A)	P(A)	-	<b>A</b>	P(A)
J. Parker, Dist. 4 (W. Askew)	E		E	<b>N</b>	P(A)	P(A)		P(A)	P(A)	-	<b>N</b>	P(A)
M. Adams, Dist. 5, (Y. Anderson)	E	<b>M</b>	P(A) TC	<b>C</b>	-	P(A)	<b>M</b>	P(A)	P(A)	E	<b>C</b>	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	P	<b>E</b>	P	<b>E</b>	P	P	<b>E</b>	P	P	P	<b>E</b>	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	P	<b>E</b>	P	<b>L</b>	P	-	<b>E</b>	P	P	P	<b>L</b>	P
E. Smith, Monterey (A. Renny)	P(A)	<b>T</b>	P	<b>L</b>	-	-	<b>T</b>	P	P	P	<b>L</b>	P
S. Davis, Salinas, (C. Cromeenes)	-	<b>I</b>	P	<b>E</b>	P	P	<b>I</b>	P	P	P	<b>E</b>	P
G. Hawthorne, Sand City ( <del>J. Blackwelder</del> , K. Cruz)	-	<b>N</b>	P(A)	<b>D</b>	P(A)	P(A)	<b>N</b>	P(A)	P(A)	P(A)	<b>D</b>	P(A)
I. Oglesby, Seaside (D. Pacheco)	P	<b>G</b>	P		-	P	<b>G</b>	P	-	P		P
A. Chavez, Soledad (F. Ledesma)	P		-		P	P		-	P	-		P
D. Potter, At Large Member	P		P		E	E		P	P	P		P
M. Twomey, AMBAG ( <del>H. Adamson</del> , P. Hierling)	P(A)		P(A)		E	P(A)		P(A)	-	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5	-		-		-	-		-	-	-		P
C. Sedoryk, MST (L. Rheinheimer)	P(A)		P(A)		P(A)	P(A)		P(A)	P(A)	P(A)		-
<b>STAFF</b>												
D. Hale, Exec. Director	E		P		P	E		E	P	E		P
T. Muck, Deputy Exec. Director	P		P		P	P		P	P	P		P
C. Watson, Principal Transp. Planner	P		P		P	P		P	P	P		P
M. Zeller, Principal Transp. Planner	P		P		P	P		P	P	P		P
Theresa Wright, Outreach Coordinator	E		-		E	P		-	-	P		P
M. Montiel Admin Assistant	P		P		P	P		P	P	P		P
L. Williamson, Senior Engineer	P		E		P	E		P	E	P		E
Madilyn Jacobsen, Transportation Planner					P	P			P	P		P

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

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

**OTHERS PRESENT**

Ryan Park	AECOM	Melissa Gjerde	AECOM
Lisa Brinton	City of Salinas	Barry Scott	Coastal Rail Santa Cruz
Karla Corres	Public	Suzi Merriam	Public
Virginia Wright	Public	Gina Cole	Public
Joseph Haenlein	Public	Mark Mesti-Miller	Public
Catherine Crockett	Public	Dennis Lowery	

**2. PUBLIC COMMENTS**

Dennis Lowery spoke regarding a privately funded passenger train using the Monterey Branch Line. His emailed comment was forwarded to Committee members.

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**3. CONSENT AGENDA**

**M/S/C** Davis/ Smith/unanimous

**3.1** Approved minutes of the March 2, 2020 Rail Policy Committee meeting.

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

**END OF CONSENT AGENDA**

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**4. RAIL NETWORK INTEGRATION STUDY UPDATE**

The Committee received an update and provided feedback on the Monterey Bay Area Rail Network Integration Study.

Christina Watson, Principal Transportation Planner, introduced Ryan Park and Melissa Gjerde, AECOM, who presented on the Monterey Bay Area Network Integration Study. Ryan Park reported that they completed the Existing and Future Conditions memo and are now working on the Future Network Vision memo and the Governance and Operations models memo. He noted that the study focuses on determining the optimal options for rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. He reviewed the outline of the forthcoming Governance and Operations Models memo, which will evaluate options for governance and operations of future multi-county rail service on the Central Coast.

Committee Member Delgado suggested the study consider including the Seattle “Sounder” as a comparable transit district.

Committee Member Smith noted that every Joint Powers Authority (JPA) is different, so the team should evaluate their comparability to the Monterey Bay Area before picking which ones to study.

Chair LeBarre asked the team to check if the San Diego COASTER/SPRINTER system evolved out of an existing transit district or was created only for rail service. He suggested one of each should be included in the study.

Committee Member Davis requested that the study consider the implications of creating a brand-new JPA or Transit District, such as retirement liability for member agencies.

Committee Alternate Stratton asked whether the team would explore evolving Monterey-Salinas Transit into a rail operator for the region. Ms. Watson noted that those discussions have not yet begun.

Melissa Gjerde reported on a draft public survey. She went over the draft 19 questions with the Committee and received feedback on the question framing and wording.

Committee Member Davis asked if it will be available in Spanish. Ms. Gjerde noted that yes, they plan to translate once the final survey is ready. Mr. Davis also noted not to make the survey extensive.

Committee Member Delgado expressed excitement on the progress shown in this project and asked about timing for the survey, requesting that the framing reflect the current pandemic shelter-in-place situation. Ms. Gjerde noted a preliminary note would be added about the timing for the project and that the questions relate to pre-pandemic travel trends.

**5. SALINAS RAIL KICK START PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that the Monterey County Rail Extension Project extends passenger rail service from Santa Clara County south to Salinas. In March and April 2020, the construction team continued to make progress constructing the Lincoln Avenue Extension and associated parking improvements at the Salinas train station. Ms. Watson reported that TAMC staff held multiple meetings related to operations planning and anticipate bringing a Caltrain-authored feasibility study to a future Committee meeting.

**6. COVID-19 IMPACTS ON RAIL PROJECTS**

The Committee discussed COVID-19 impacts on rail projects.

Christina Watson, Principal Transportation Planner, reported that COVID-19-related construction delays and delays caused by remote work may have financial implications to the rail program. Monterey-Salinas Transit (MST) declared a fiscal emergency to enable implementation of emergency service reductions and other strategies to respond to the COVID-19 crisis, including seeking state or federal assistance. Ms. Watson noted that Todd Clark from the Museum of Handcar Technology contacted TAMC to suspend the lease agreement for a demonstration handcar project on the Monterey Branch Line this summer, due to the impacts of sheltering in place requirements and the anticipated continuing limitations on gathering and travel. As the lease agreement expires on August 31, 2020,

TAMC will reach out to Mr. Clark to determine next steps in advance of that expiration date and will update the Committee in August.

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

None this month.

**8. ADJOURN**

Chair LeBarre adjourned the meeting at 4:27 p.m.



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 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 May includes stakeholder outreach.

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

In May, staff held several stakeholder videoconference meetings to answer questions and solicit feedback on the study from entities not participating in the Network Advisory Committee quarterly meetings. Stakeholders consulted to date include:

- Alliance on Aging
- Fort Hunter Liggett
- LandWatch Monterey County
- Monterey Peninsula College
- Vintners & Growers Association

The public survey is scheduled to go live on June 1, 2020. You can access the survey here: <https://www.surveymonkey.com/r/tamcraill>.



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 2020  
**Subject:** **Central Coast Highway 1 Elkhorn Slough Resiliency Study**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

### **SUMMARY:**

Heather Adamson, Director of Planning, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.

### **FINANCIAL IMPACT:**

TAMC has no financial obligations under this study aside from staff time to participate in the meetings. The study findings recommend further analysis of elevating and widening Highway 1 and elevating the railway through the study area, which is likely to have large price tags for planning, environmental review, right-of-way and construction.

### **DISCUSSION:**

Transportation corridors through Elkhorn Slough will face significant challenges under conditions of climate change and sea level rise. The draft Central Coast Highway 1 Elkhorn Slough Resiliency Study (see **web attachment**) provides a comprehensive assessment of the threats and options available to respond to those threats including the transportation, environmental and economic dimensions.

The study presents a detailed understanding of the risks and options for adaptation in this critical stretch of Highway 1 and the railway corridor, as well as an adaptation management strategy to ensure updated scientific information is integrated into the project planning process. The eight-mile stretch of Highway 1 near Elkhorn Slough is already constrained and will be increasingly impacted by coastal storm flooding and sea level rise.

To adapt the transportation infrastructure to rising sea levels, the existing highway and railway could be elevated via two methods: 1) raised fill embankment and 2) piles. An embankment entails placing and compacting a volume of earthen material (fill) in order to raise the grade of a roadway above adjacent ground surface. Embankments typically have steeper side slope. Where space allows, traditional engineered side slopes can be graded to a much gentler slope to allow for additional habitat area creation. Piles (pylons) refer to structures that support bridge or highway overpasses, typically elevating them over water.

The roadway and railway adaptation scenarios were evaluated using best available modeling tools to investigate systemic changes to transportation, hydrology and ecology triggered by certain adaptation actions. The results of the

transportation modeling indicate that the four-lane elevated Highway 1 would best suit the needs of the corridor, allowing for increased capacity on a road that is already overburdened by demand. The benefit-cost analysis finds that a four-lane elevated Highway 1 would be economically justified, since the value of reduction in traffic delays would be greater than the costs associated with transportation and ecological improvements.

Since its construction in the late 1800s, the railway through Elkhorn Slough has operated on tracks elevated on fill embankment. The present railway floods under king tide conditions, with disruptions to service until water levels return to normal. To avoid more frequent disruptions to this transportation function as sea levels rise, the grade of the fill embankment could be raised higher to keep pace with water levels. Alternatively, the railway could be raised on trestle, which is an open cross-braced framework used to support an elevated structure. The results of the study indicate that a new single-track railway facility could be constructed and elevated on a trestle adjacent to the existing railway fill embankment. The existing railway fill embankment could be left in place, to aid in sediment retention for the inboard marsh complexes.

The study emphasizes the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are predicted to follow the exponential part of the curve in mid- to late-21st century. The no action scenario would result in widespread loss of habitat and biodiversity through the slough and worsen an existing transportation function problem, to the detriment of the community, region, and visitors to Monterey Bay.

The draft study was released for review on May 12, 2020. The close of the public review period is June 11, 2020. Heather Adamson, AMBAG Director of Planning, will present an update on the study and seek feedback from the Committee. Ms. Adamson presented the project to this Committee at its November 4, 2019 meeting.

**WEB ATTACHMENTS:**

- [Central Coast Highway 1 Elkhorn Slough Resiliency Study](#)





**Memorandum**

**To:** Rail Policy Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** June 1, 2020  
**Subject:** Fort Ord Property Management and Development

**RECOMMENDED ACTION:**

**RECEIVE** update on Agency activities related to property management and development opportunities for its 12.1 acres of property on the former Fort Ord.

**SUMMARY:**

Transportation Agency staff have implemented a variety of actions to enhance management of Agency property on the former Fort Ord and explore future development potential.

**FINANCIAL IMPACT:**

The total contractor cost for this work was approximately \$110,000. Funding for this effort was provided by Monterey Branch line lease revenues.

**DISCUSSION:**

TAMC currently owns 12.1 acres located on the former Fort Ord within the City of Marina (see location map, attached). The property is east of Highway 1 adjacent to the Monterey Branch Line. Seven buildings totaling 100,000 square feet are currently located on the site (see building map, attached). The Army used the buildings, constructed between 1941 to 1953, as warehouses to support the military mission at the former Fort Ord. Approximately half of the building square footage is wood construction and the balance are of concrete construction. About half of the buildings have been used by local non-profit or governmental organizations since 2005 for storage purposes.

In March 2019, the TAMC Board authorized the use of Monterey rail line lease revenue to cover property management and related expenses. Since that time, staff has completed a number of actions designed to secure the property and explore future development opportunity as summarized below. A comprehensive electronic file system was also set up on the TAMC server to enhance organizational continuity with the property.

Property Management

Vista Environmental Consulting completed a pre-demolition survey of the warehouses. The survey information indicates that all of the wooden structures are unsafe for occupancy due to the presence of friable asbestos and lead. Further, building No. 2064 is a safety hazard and should be demolished as soon as possible due to extensive vandalism. The concrete buildings are safe for low level occupancy.

All tenants have been moved into safe structures. In addition, while in prior years there were no tenant leases, a standard lease was developed and distributed to all tenants. All leases have been or are in the process of being executed. The leases contain the necessary disclosures, best management practices, and use restrictions.

TAMC staff arranged a tour of the property with its current insurance carrier. The insurance agency has indicated that the existing policy sufficiently covers the Agency's liability.

In cooperation with the City of Marina, the entire site and adjacent City property, 4.1 acres, is in the process of being fenced to limit unauthorized access and future vandalism.

The Fort Ord Reuse Authority is in the process of securing bond funding to demolish specified buildings in former Fort Ord. Under the FORA bond agreement, 7% of the bond removal proceeds will accrue to TAMC for demolition of these buildings. Staff has notified FORA and the City of Marina of the high priority for removal of the wooden buildings on the TAMC property.

A local structural engineering firm, Uyeda and Associates, conducted a preliminary analysis of the existing concrete buildings. The consultant report indicates the buildings were originally constructed over a landfill and they do not meet current code requirements. While the concrete buildings do not pose an immediate hazard, extensive structural reinforcement would be required before future active or high level occupancy. The conclusions of the analysis would recommend against adaptive reuse of the structures.

#### Development Potential

The TAMC property is located at a transportation crossroads within former Fort Ord. The adopted FORA reuse plan currently designates the site Mixed Use with a multi-modal transportation facility, while the Marina University Villages Specific Plan designates the site for use as a Public Facility. As future development in the surrounding area matures, the site has the potential to provide critical linkage between the greater Monterey Bay region and residents of The Dunes development as well as students of Cal State Monterey Bay. The site is well positioned to support transportation improvements necessary to serve as a gateway for bringing visitors to the City of Marina's planned "Arts District" on the adjacent property. In addition, the property can promote achievement of circulation improvements embodied in local plans and approved projects.

TAMC staff has recently completed a number of actions to explore how future development could build off the locational and transportation assets the site offers while complimenting the development projects planned for the former Fort Ord and the adjacent area. As part of this effort, Wald Ruhnke Dost (WRD) Architects and Whitson Engineers were retained to work with the TAMC team. Pertinent findings of the development opportunities and constraints analysis completed to-date are as follows:

- The site will have significant development potential based on high visibility from Highway 1, potential future transportation improvements running through and immediately adjacent to the site, proximity of the Fort Ord Dunes State Park and the high level of future residential units to be provided as part of the Dunes at Monterey Bay project within the City of Marina.
- Site development could include a mix of higher density market rate/affordable housing and commercial uses that would help offset the costs of transportation facilities targeted for the area. The value of the site would be enhanced if it were developed in combination with the City of Marina planned "Arts District" and the Dunes project.
- The timing of future development within Fort Ord is uncertain, particularly in light of economic conditions related to

the current health crisis. TAMC should retain ownership of the property in order to capitalize on future transportation opportunities while working to minimize holding costs. Staff should also continue its efforts to work with Monterey Salinas Transit in pursuing the potential bus rapid transit system which could capitalize on the property.

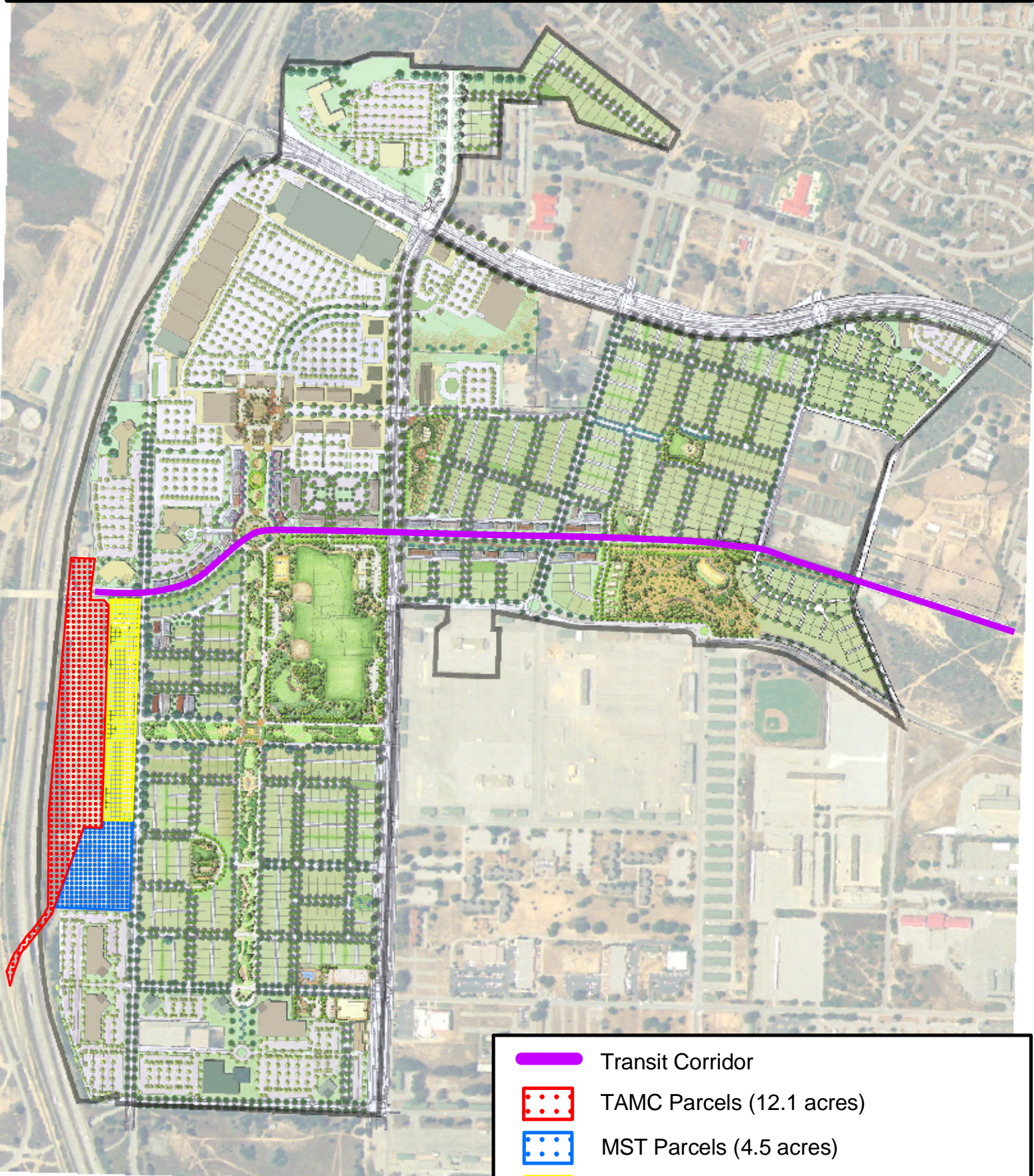
- Based on information compiled by Whitson Engineers, major new infrastructure will be extended into the area as part of the Dunes Phase Two project. TAMC staff should coordinate with the Dunes developers and the Marina Coast Water District to ensure that facility sizing and location supports future development of the TAMC property.
- TAMC should plan and develop the property under an agreement with the City of Marina and/or the developers of the Dunes project. The Dunes project virtually surrounds the TAMC site and the existing development team has extensive experience with the area as well as successfully bringing projects to fruition.

#### ATTACHMENTS:

- ▢ Location Map for TAMC Property on Former Fort Ord
- ▢ Aerial Map of TAMC Buildings







# Transportation Agency for Monterey County



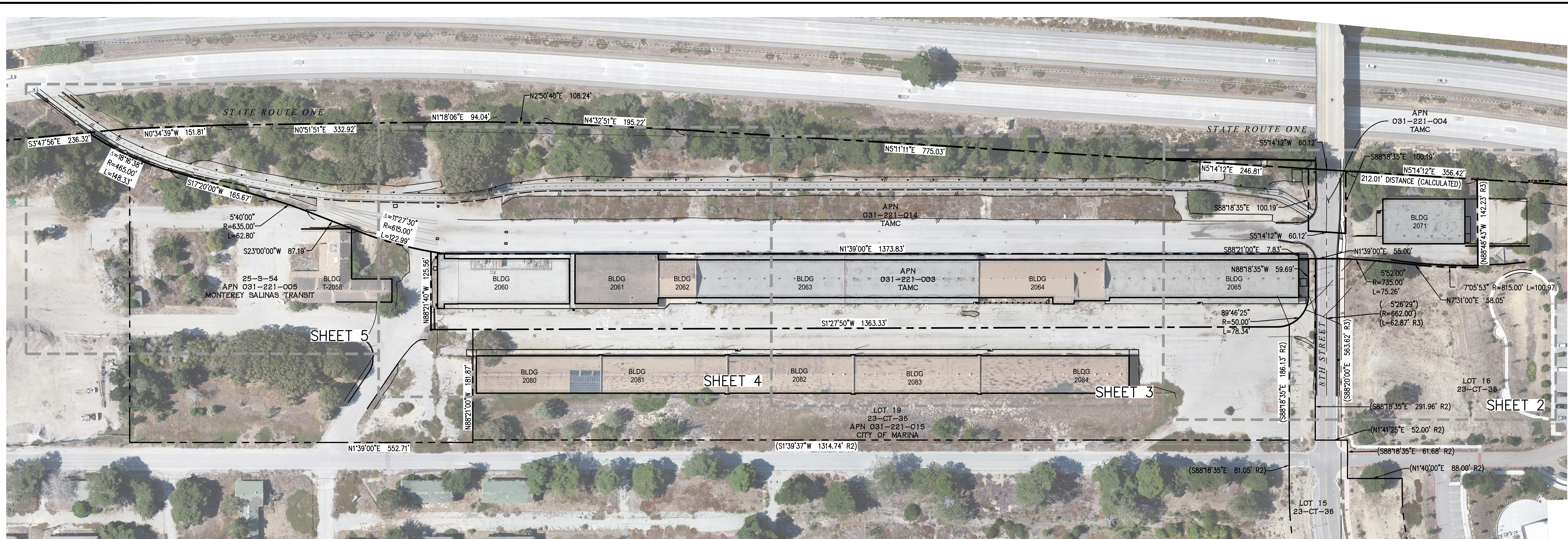
0 400 800 1,600 Feet



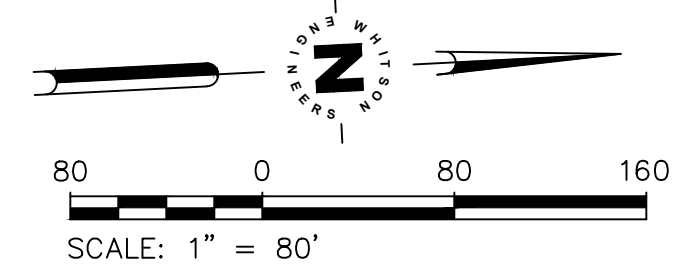
-  Transit Corridor
-  TAMC Parcels (12.1 acres)
-  MST Parcels (4.5 acres)
-  Arts & Cultural District Parcels (5.6 acres)

Note: all acreage approximate





**KEY MAP**



**NOTES**

1. THIS MAP REPRESENTS A TOPOGRAPHIC SURVEY PERFORMED BY WHITSON ENGINEERS ON SEPTEMBER 24 THROUGH OCTOBER 3, 2019.
2. THIS MAP PORTRAYS THE SITE AT THE TIME OF THE SURVEY AND DOES NOT SHOW SOILS OR GEOLOGIC INFORMATION, UNDERGROUND CONDITIONS, EASEMENTS, ZONING OR REGULATORY INFORMATION OR ANY OTHER ITEMS NOT SPECIFICALLY REQUESTED BY THE CLIENT.
3. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA PER THE MAP FILED IN VOLUME 20 OF SURVEYS, AT PAGE 90 (R1), IN THE OFFICE OF THE MONTEREY COUNTY RECORDER UNLESS SPECIFIED OTHERWISE. ALL BOUNDARY SHOWN IS FROM RECORD DATA. THIS TOPOGRAPHY DOES NOT CONSTITUTE A BOUNDARY SURVEY. AS A TITLE REPORT WAS NOT PROVIDED, THERE MAY BE EASEMENTS OR OTHER RIGHTS, RECORDED OR UNRECORDED, AFFECTING THE SUBJECT PROPERTY WHICH ARE NOT SHOWN HEREON.
4. DISTANCES AND DIMENSIONS SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
5. BENCHMARK: A BRASS DISC IN A CONCRETE CATCH BASIN STRUCTURE DESIGNATED STATION "G 1320" (PID: GU3210), AS PUBLISHED BY THE NATIONAL GEODETIC SURVEY. ELEVATION: 71.08' (NAVD88)
6. UNDERGROUND UTILITIES, IF SHOWN, ARE BASED ON FIELD LOCATION OF VISIBLE SURFACE FEATURES IN CONJUNCTION WITH SCHEMATICS OF UNDERGROUND UTILITIES PROVIDED BY THE UTILITY OWNER. UTILITIES RESEARCHED ARE LIMITED TO MARINA COAST WATER DISTRICT WATER AND SEWER ONLY. UTILITY MAPS WERE REQUESTED FROM CITY OF MARINA BUT NOT DELIVERED. EXACT LOCATIONS AND DEPTHS SHOULD BE CONFIRMED PRIOR TO CONSTRUCTION.
7. THE EXISTENCE, LOCATION AND DEPTH OF ALL UTILITIES MUST BE VERIFIED BY POSITIVE LOCATION (POTHOLING) BY THE CONSTRUCTION CONTRACTOR PRIOR TO EXCAVATION OR ANY CONSTRUCTION WHICH MAY BE AFFECTED BY THE LOCATION OR ELEVATION OF THE UTILITY.
8. DIAMETERS OF TREES ARE SHOWN IN INCHES MEASURED AT BREAST HEIGHT. TREES SMALLER THAN 6" WERE NOT NECESSARILY LOCATED AS PART OF THIS SURVEY.
9. BACKGROUND ORTHORECTIFIED AERIAL IMAGERY IS BASED ON AERIAL PHOTOGRAPHY TAKEN ON OCTOBER 10, 2019.

**ABBREVIATIONS**

AC	ASPHALT CONCRETE
AD	AREA DRAIN
APPROX	APPROXIMATE
CO	CLEANOUT
CONC	CONCRETE
DI	DRAIN INLET
DS	DOWNSPOUT
ELEC	ELECTRIC
ELEV	ELEVATION
FC	FACE OF CURB
GV	GAS VALVE/VAULT
GRT	GRATE
MH	MANHOLE
RR	RAILROAD
SD	STORM DRAIN
SS	SANITY SEWER
THRES	THRESHOLD
TYP	TYPICAL
VL	VAULT
WM	WATER METER
WV	WATER VALVE
XFMR	TRANSFORMER

**REFERENCES**

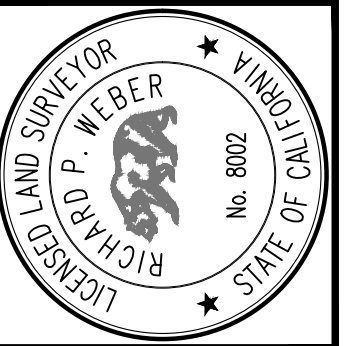
- R1 = VOLUME 20 SURVEYS PAGE 90
- R2 = BOOK 23 CITIES & TOWNS PAGE 36
- R3 = VOLUME 23 PARCEL MAPS PAGE 27

**LEGEND**

	GROUND CONTOUR
	SUBJECT PROPERTY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE
	EDGE OF ASPHALT PAVEMENT
	BENCHMARK
	SPOT GRADE
	WATER LINE
	COMMUNICATIONS LINE
	SANITARY SEWER LINE
	STORM DRAIN
	GAS LINE
	12" OAK TREE
	STUMP OR SNAG (DEAD)
	GAS VALVE
	STORM DRAIN MANHOLE
	STORM DRAIN INLET
	DOWNSPOUT
	SANITARY SEWER MANHOLE
	CLEANOUT
	WATER VALVE
	UTILITY VAULT
	LIGHT POST W/ CONC BASE
	UTILITY POLE SHOWING ARMS AND GUY WIRES



0 1 2 3 INCHES








## Memorandum

**To:** Rail Policy Committee  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** June 1, 2020  
**Subject:** **SURF! Busway Update**

### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. Staff will provide updated information on the status of the project's development.

### **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 SURF! Busway project is available from Measure X (up to a total of \$15 million). Additional matching funds will be needed to fully fund the project, which currently has a total estimated cost of \$52 million for all phases of work.

### **DISCUSSION:**

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

In Fall 2019, MST hired Kimley-Horn for the environmental review and preliminary design phase of work, and the project officially kicked-off on November 21, 2019. The following outlines the project's progress regarding stakeholder coordination, data collection and funding.

#### **Stakeholder Coordination**

MST and TAMC staff continue to meet with key stakeholders. The project team has generally received good input and positive feedback from engaged stakeholders.

The project team has received some questions and concerns from State Parks regarding the proposed stop at 8th Street. The team is actively working to better educate and engage State Parks to address their concerns, and work

with them on their future infrastructure plans for the area. The team is also investigating alternatives to an 8th Street stop.

The project team is planning to institute a virtual public outreach program. As part of the outreach, the project team is developing video simulations. The first of these simulations will be ready within the next two months.

### Data Collection

Included below are brief updates regarding data collection for the SURF! Busway and Bus Rapid Transit project:

- Environmental: Plant surveys are complete and environmental analysis is forthcoming.
- Engineering: The aerial topography and surveying data collection is complete, as is utility investigation. The project team is working to modify the proposed alignment to reflect these results. The project's traffic analysis is currently underway.
- Project Design: Major infrastructure alignment and intersection designs are in progress. Some areas, particularly at the 8th Street overpass, have encountered mixed reactions from stakeholders. Other areas, including Del Monte Boulevard at Palm Avenue and Fremont Street and Highway 1 interchange are progressing with no known issues.

### Funding

MST is actively coordinating with the Federal Transit Administration (FTA) to apply for a Capital Investment Grant, a discretionary grant program to support transit capital investments including busway/bus rapid transit. The project has been accepted into the Project Development phase of FTA's Capital Investments Grants program. Per the requirements of the Fixing America's Surface Transportation (FAST) Act, the following activities must be completed during project development:

- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long range transportation plan;
- Complete the environmental review process; and
- Complete the activities required to develop sufficient information for evaluation and rating under the Capital Investment Grant criteria.

MST and TAMC jointly submitted a grant application for \$25 million to the Transit and Intercity Rail Capital Program on January 15, 2020. The application scored competitively but was ultimately not awarded funding this cycle due to the project being in early stages of development. The project team anticipates reapplying next cycle.



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 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 in May include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and meetings related to future rail operations.

**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.

Package 1 is under construction by MPE Engineering for an original contract amount of \$7,487,989 with a contingency fund of \$1,123,200. On April 24, TAMC approved the ninth construction change order to update the quantities of hot mix asphalt for \$168,250. Approved change orders now total \$447,542.98, or 40% of the contingency fund approved by the Board. TAMC staff and MNS are working on additional change orders and will update the Committee when they have been approved.

**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 May 2020, the construction team continued to make progress constructing the Lincoln Avenue Extension and associated parking improvements. The construction work is now 53% complete per the amended budget and 65% percent complete per the schedule.



The May 1 revised County Health Department Order related to COVID-19 designated all construction as "essential", so stage 2 of this project will not be delayed. MPE paved stage 1 areas (Lincoln Avenue Extension and parking lots) in May. Once the signal at Lincoln and West Market is activated by Caltrans, MPE will be able to re-route traffic to the station via Lincoln Avenue and Palmetto Avenue, and initiate stage 2 construction (Railroad Avenue and associated improvements). The team currently anticipates completion of the project in October.

**Package 2: Salinas Layover Facility**

On December 4, 2019, the Transportation Agency Board approved Resolutions of Necessity on portions of four parcels and one full parcel needed for the Salinas layover facility. TAMC staff continues to oversee the right-of-way consulting team of AR/WS and Meyers Nave to further negotiations and finalize the acquisitions.

**Package 3: Gilroy Station & Track Improvements, Operations Scenarios**

Staff held meetings with City of Gilroy staff to discuss the project and the High-Speed Rail Environmental Impact Report/ Study on April 24 and May 1. Staff attended the virtual town hall meeting held by the High-Speed Rail Authority on May 11 and discussed the interplay between the planned track improvements as part of the Salinas Rail project at the Gilroy station and the proposed downtown High-Speed Rail station track alignments. Comments on the EIR/S are due on June 8.

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



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 2020  
**Subject:** **Reports**

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### **RECOMMENDED ACTION:**

**RECEIVE** reports attached online.

### **WEB ATTACHMENTS:**

- [California High-Speed Rail San Jose to Merced Project Section Draft Environmental Impact Report/ Study \(EIR/EIS\)](#)
- [Capitol Corridor announces plan to increase service for essential travel starting in June](#)



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 2020  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

### **WEB ATTACHMENTS:**

- [May 3, 2020 article in the San Jose Mercury News, "Got \\$13 billion? Planning for high speed rail's Bay Area link continues, without money to make it happen; Plans call for a potentially risky tunnel through Pacheco Pass"](#)