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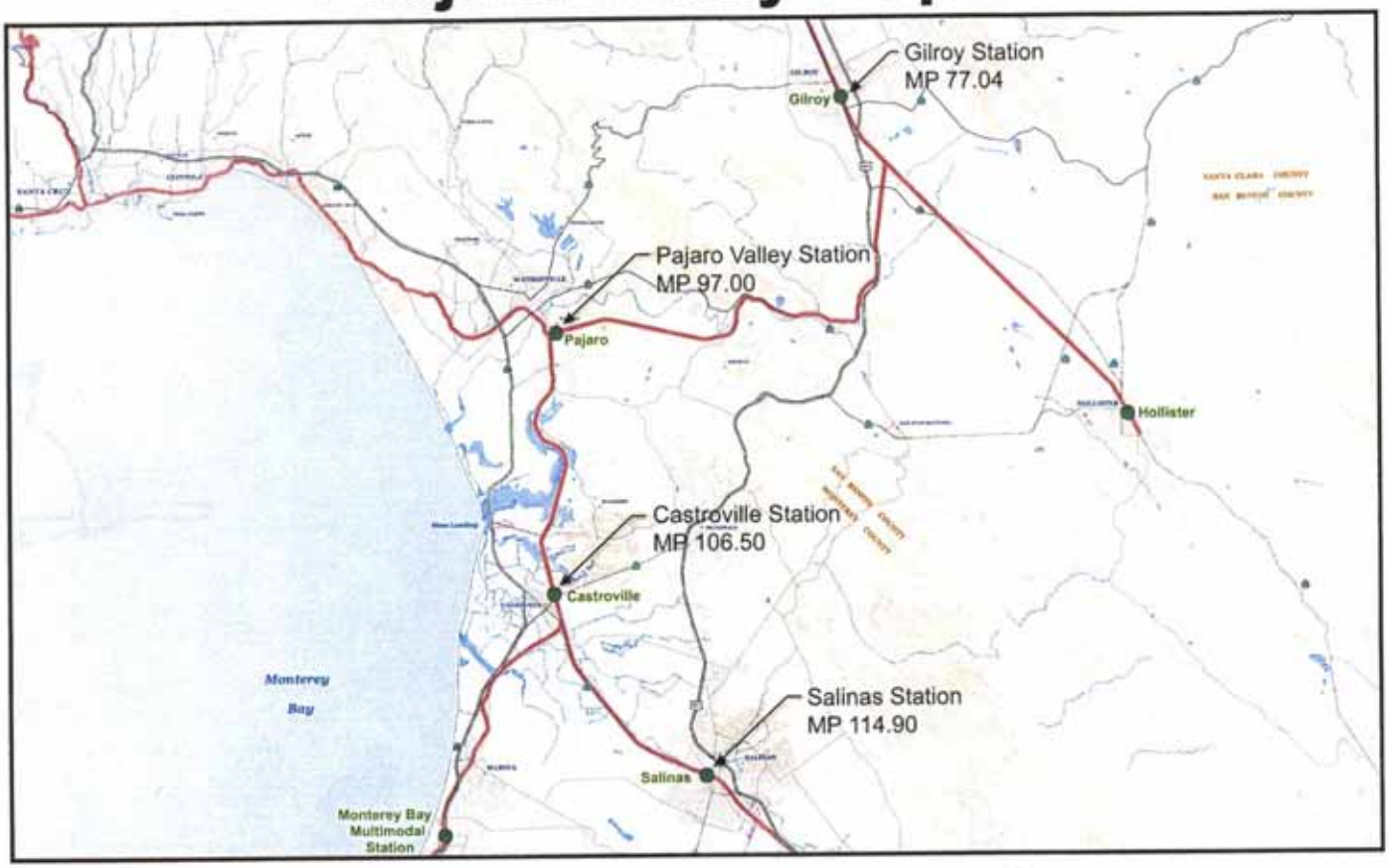
05-SBt-E-MP 89.09/91.10
05-MOt-E-MP 91.10/114.90

Project Study Report



Caltrain Extension to Monterey County

Approved:

William E. Reichmuth, P.E.
Executive Director

Date: 2/21/06

Approval Recommended By:

Christina Watson
Associate Transportation Planner

Date: 2/21/06

This Project Study Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained therein and the engineering data upon which recommendations, conclusions, and decisions are based.

Millette Litzinger — 2/27/06

Millette Litzinger
REGISTERED CIVIL ENGINEER

DATE

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I. Introduction

A. Proposal

This project proposes an extension of Caltrain service to Salinas from its existing terminus in Gilroy. This extension of service will accommodate a portion of inter-county commute oriented traffic, provide residual capacity for future travel demand increases, and improve regional air quality. Service will initially consist of two round trips per day and will be expanded to four round trips when demand warrants. The project includes the construction of a layover facility, additional commuter parking, and improvements to the existing station building in Salinas; rights to Union Pacific Coast mainline track access; right-of-way acquisition; construction of a new station in Castroville; construction of parking and rehabilitation of the Pajaro Valley station to serve northern Monterey County and southern Santa Cruz County travelers; and modification of the Gilroy station track in Santa Clara County. Relocation of the Monterey-Salinas Transit (MST) Bus Transfer Center and Greyhound Bus station to the Salinas Intermodal Transportation Center (ITC) is included in the project, but is funded separately. A range of station siting and value engineering alternatives have been considered.

B. Study Request

The Transportation Agency of Monterey County (TAMC) has requested this Project Study Report (PSR) and will be the lead agency for this project, intended to implement commuter rail service between the San Francisco Bay Area and Monterey County as part of the Peninsula Corridor Joint Powers Board (PCJPB) Caltrain Program.

C. Funding Source

A short-range capital investment plan totaling $75 million will be financed by the State of California General Fund and gasoline sales tax revenue as earmarked by the Traffic Congestion Relief Act of 2000, Proposition 116–Clean Air Transportation Improvement Act funds, State Transportation Improvement Program (STIP), federal earmark source funds, and Congestion Mitigation and Air Quality Improvement (CMAQ) funding. A proposed application for Federal Transit Administration Section 5309 New Rail Start Grants in the amount of $29.5 million fills the gap between available funding and the estimated project cost. Contributions from the Santa Clara Valley Transportation Authority (VTA) are anticipated for a portion of the Gilroy yard improvement and from the Monterey County Redevelopment Agency and the Santa Cruz County Regional Transportation Commission for a portion of the Castroville and Pajaro Valley stations, respectively.

Net annual operating costs will be funded through a sales tax measure. A general election ballot initiative will go before voters in 2006.

II. Background

A. Project Initiation

Monterey County has been committed to reestablishing passenger train service between the San Francisco Bay Area and Monterey County since 1971, when Southern Pacific's Del Monte train was discontinued. Proposition 116, which was passed by California voters in 1990, identifies Monterey County as one of the recipients of rail bond capital funds for the purpose of extending Caltrain and other rail projects within Monterey County.

In 1991, the Governor approved Assembly Bill Number 222, which appropriated $100,000 for a rail passenger feasibility study for the Gilroy–Monterey portion of the San Francisco–Monterey rail corridor. Passenger Rail Feasibility Study No. 05D423 was prepared for the California Department of Transportation (Caltrans) District 5 in 1992. It addressed the feasibility of passenger rail service between San Francisco, Monterey, Salinas, and Hollister. The study found a market for work trips using passenger rail between Salinas and Silicon Valley, and indicated that service to Salinas would be the most feasible short-term corridor due to the presence of existing rail facilities. A daily schedule of two northbound trains departing from Salinas and two southbound trains terminating in Salinas was recommended.

TAMC and numerous entities have completed several passenger rail service studies since 1997:

- *Rail Development Issues Discussion Paper*, Draft (February 1997)
- *Supplemental Salinas–San Jose Commuter Service Scenario* (August 15, 1997)
- *Pajaro Railyards Area Feasibility Study*, by Economic Planning Systems and Parsons (September 1999)
- *Extension of Caltrain Commuter Service to Monterey County Business Plan* (August 2000)

Major regional studies performed recently also have implications for the extension of commuter rail:

The Metropolitan Transportation Commission's (MTC) *Transportation Blueprint for the 21st Century* (2000) *(Blueprint)* lists the San Benito/Monterey commute along U.S. 101 to the San Francisco Bay Area as the fourth largest in-commute to the region. It projects that this group of commuters will grow 76 percent by 2020. The *Blueprint*'s Phased Implementation Plan, which addresses the nine-county Bay Area extending south to Santa Clara County, includes $1.3 million for track improvements south of Gilroy. These track improvements, along with others recommended throughout the region, are intended to "set the stage for more frequent service and higher ridership levels."

Caltrans District 5's *Transportation Concept Report for U.S. Route 101* (October 1, 2001) projects that volumes along U.S. 101 between Salinas and Santa Clara County will increase significantly by 2020, resulting in peak-hour operating conditions of LOS F at most locations in the corridor. Caltrans recommends that demand be reduced by improving alternative modes such as passenger rail, specifically through the extension of Caltrain service south from Gilroy.

The *Monterey County Regional Transportation Plan* (RTP) (2005) cites the growing traffic congestion between Monterey County and the San Francisco Bay Area as well as the demand for commuter rail services in that corridor. The RTP includes the extension of Caltrain to Salinas in its list of planned projects.

These studies confirm that the proposed rail service to Monterey County is essential to meeting the needs of county-to-county commuters. TAMC has therefore chosen to proceed with its goal of providing these passenger services.

Subsequent to the completion of the business plan (August 2000), TAMC, the Redevelopment Agency of Monterey County, the City of Salinas, Monterey–Salinas Transit, Caltrans District 5, and other stakeholders continued collective and select-party meetings to refine building program requirements as well as to resolve issues such as the funding of ongoing operations and maintenance expenses once the commuter rail service becomes operational. Notable progress has included ongoing resolution of project definition.

Pajaro Valley Station

A Project Development Team (PDT) has been meeting since September 2000 to refine station programming, transportation requirements, and to resolve station site issues. Overall land use/redevelopment objectives and a desire to reduce impacts to Union Pacific Railroad (UPRR) freight operations have caused the PDT to consider new station sites beyond those considered by the *Draft Project Study Report* (1997) and the *Pajaro Railyards Area Feasibility Study* (1999). The site preferred by all stakeholders lies adjacent to Salinas Road and the existing, unused station building.

Castroville Station

Meetings with Castroville and Monterey County stakeholders subsequent to the completion of the business plan indicated a local preference to site the Castroville station north of State Route (SR) 156, rather than to the south as indicated in the business plan. The locally preferred site would be accessed via Castroville Boulevard by commuters from the Monterey Peninsula, and Benson Road for local Castroville residents. Related to the station improvements is a desire to link Benson Road, the station, and development east of the station with a grade-separated pedestrian crossing under the UPRR Coast mainline track. Lands designated for station parking lie within the coastal zone and therefore fall under the jurisdiction of the California Coastal Commission, according to the 1976 California Coastal Act, sections 30210, 30212.5, 30213, 30232, 30233, 30236, 30240 through 30242, 30250, 30254, 30255 and Article 15. Concerns expressed by Coastal Commission staff regarding the conversion of

agricultural lands to station parking use are unresolved; hence a second, alternative station site south of SR 156 continues to be examined.

Salinas Intermodal Transportation Center

The City of Salinas has been actively working since 1996 to develop the Salinas ITC on the site of the Amtrak passenger rail station. In 1999, the city's Redevelopment Agency acquired 3.5 acres of land that houses the station from UPRR. Beginning in June 1996, the city considered various land acquisition strategies and conceptual plans for transportation center development. A site plan was finalized in June 1998. The city subsequently constructed the Phase 1 ITC improvements which exist today for an investment of more than $3.5 million including right-of-way acquisition. This PSR will describe additional (Phase 2) construction that will expand the ITC at this location.

Salinas Layover Facility

TAMC has explored multiple sites for providing a layover facility for the overnight storage of Caltrain locomotives and passenger cars at the end-of-the-line station in Salinas. While three locations were explored for this facility, the currently preferred location is immediately west of the Amtrak station. Each site is evaluated in the PSR.

Compatibility with Monterey Branch Line Proposed Passenger Rail Service

In 2003, TAMC purchased a portion of the Monterey branch line for $9,270,000. The Monterey branch line runs from Castroville to Monterey for a distance of 15.3 miles. TAMC owns the existing track, right-of-way, and structures between Castroville and Seaside for a distance of 12.5 miles. Seaside and Monterey own the remainder of the right-of-way between Contra Costa Street in Seaside and Washington Street in Monterey.

The Monterey branch line right-of-way includes a single, standard gage railroad track, which is largely intact throughout the segment purchased by TAMC. The track, bridge structures, and grade crossings would need to be restored to allow for operation of passenger rail service under a separate but coordinated work effort. TAMC is undertaking an alternatives analysis to provide decision-makers with information for selecting a locally preferred alternative (LPA). Alternatives include providing intercity rail service between the Monterey Peninsula and San Francisco, running local light rail train service between Castroville and Monterey, operating bus rapid transit (BRT) service over portions of the rail right-of-way, or some combination of the above to address a wide range of possible LPA outcomes.

The Castroville station north of SR 156 is being designed to accommodate Monterey branch line passenger rail or BRT service utilizing a variety of equipment types including both Federal Railroad Administration "compliant" and "non-compliant" rail vehicles.

UPRR Negotiations and Mainline Improvements

With funding supplied by TAMC, the Santa Clara Valley Transportation Authority (VTA) and others, UPRR has undertaken a train simulation "capacity study" of potential freight and passenger rail operations in northern California. Based on the results of this study UPRR has identified track, switch and signaling improvements that will be required to implement additional passenger rail service to Monterey County.

The following operating parameters and capacity/traffic improvement have been set forth by UPRR as conditions for UPRR's acceptance of the proposed Salinas to Gilroy passenger rail service.[1]

Operating Parameters

- Completion of train performance and fluidity of freight train movement including capacity analysis/simulation.
- All passenger trains will operate directionally during the respective "rush hour" periods.
- Selection of mutually acceptable time slots which will provide sufficient headway to allow freight train fluidity
- No deadhead passenger train movements on UPRR's tracks at Salinas or any point(s) between Salinas and Gilroy
- Layover/maintenance facility will be designed with sufficient capacity to accommodate all layover equipment and will be located along the west (north) side of UPRR's mainline in Salinas
- Station stops will be located at Salinas, Castroville and Pajaro and will be constructed along the west side of UPRR's mainline with dedicated station tracks. Actual design of each station is subject to the review and approval of UPRR.

Capacity/Track Improvements

- Construction, at the sole cost and expense of TAMC, of trackage between CP Luchessa and Gilroy to permit direct access by passenger train to Caltrain's station platform.
- Upgrade trackage and signal system, at the sole cost and expense of TAMC, between Gilroy and Salinas to improve ride quality and reliability

TAMC has budgeted approximately $8.2 million to accomplish these capacity/track improvements in addition to track and signaling improvements at the Pajaro and Castroville stations.

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[1] *Draft Term Sheet: Conditions for Salinas–Gilroy Passenger Service;* UPRR, June 26, 2003.

PCJPB and VTA Negotiations

Project development meetings with PCJPB and VTA staff indicate general support for the Caltrain extension to Salinas. PCJPB staff include the Salinas extension in the *Caltrain Strategic Plan 2004–2023*. Details of the purchase-of-service agreement are yet to be determined. Potential issues include train crew basing, rolling stock capacity, and trainset requirements.

B. Project Coordination

This project has been coordinated with UPRR, PCJPB, Caltrans, VTA, the City of Salinas, the Redevelopment Agency of Monterey County, MST, the City of Watsonville, the Santa Cruz County Regional Transportation Commission, Amtrak West, and the Santa Cruz Metropolitan Transit District. Specific ongoing efforts by these parties include the City of Salinas' plans for intensified transit-oriented development near the Salinas station site, Caltrans' plans for upgrading SR 156 east of Castroville Boulevard, the Castroville Community Plan, the Pajaro Community Plan, UPRR's short- and long-term plans for freight and yard operations, and the *California Passenger Rail System Five-Year Improvement Plan* (2001).

C. Outside Support

Extension of Caltrain service between Gilroy and Salinas enjoys wide support from local elected officials, public agencies, and local business interests. A multi-agency task force comprised of VTA, TAMC, Association of Monterey Bay Area Governments (AMBAG), MST, Caltrans, Santa Cruz County Regional Transportation Commission, San Benito County, and the cities of Salinas and Watsonville has met to discuss and plan the creation of this train service extension and all agencies have indicated their support of the project.

In 2005, the Metropolitan Transportation Commission (MTC) prepared and adopted the *Transportation 2030 Plan for San Francisco Bay Area* (MTC, February 2005). This Plan identified the Caltrain Extension from Gilroy to Salinas as one of the Commission's committed projects (MTC Project 21770), and as part of a strategic expansion program for Santa Clara County (Transportation 2030 Plan Appendix 1, page 117).

To initiate this service, a $20 million grant was earmarked by the State of California Traffic Congestion Relief Act of 2000. Additionally Proposition 116, passed by California voters in 1990, provides $17 million to Monterey County for rail projects within Monterey County.

III. Purpose and Need

The purpose of this project is to accommodate the existing and projected needs of commute-oriented traffic traveling between Monterey County and Santa Clara County, in order to provide capacity for the U.S. 101 corridor and therefore avoid the need for widening this facility beyond currently programmed projects.

A. Regional Overview

The San Francisco Bay Area and the counties surrounding it comprise a region that is rapidly growing and becoming more economically interdependent. The central metropolitan counties closest to the San Francisco Bay are home to more jobs than workers, while outlying counties such as Monterey County are subjected to rapid increases in population and mid-priced housing. As a result, the number of commuters between these regions is increasing significantly.

In 2004, the MTC published a report titled *Commuter Forecasts for the San Francisco Bay Area: 1990-2030.* This report estimates that the San Francisco Bay Area will need approximately 178,000 in-commuters from neighboring counties to fill the available jobs by 2010. This number is forecasted to reach 220,000 by 2030—an increase of 87 percent over year 2000 levels. These estimates indicate that the existing gap between the number of San Francisco Bay Area jobs and employees needed to fill them will continue to widen. This disparity will dramatically affect the region's transportation network as the projected number of in-commuters to the San Francisco Bay Area grows. As a result, interregional vehicle miles traveled (VMT) will increase, congestion will increase, and average roadway speeds will decline.

B. Monterey County Overview

The California Department of Finance's population forecasts and MTC's staff estimates of employment and employed residents confirm the fact that neighboring counties to the San Francisco Bay Area have a surplus of workers. MTC expects the Monterey Bay counties—San Benito, Monterey, and Santa Cruz—to fill approximately 35 percent of the San Francisco Bay Area worker shortfall by 2030 (approximately 77,000 workers).

Housing availability and affordability also have a direct impact on the long-distance commute market. In a 2004 document titled Projections Silicon Valley: 2005, the Silicon Valley Manufacturing Group (SVMG) notes that although the number of available jobs in Silicon Valley has declined since the year 2000, there are still more available jobs than housing in the area. This report projects that for every 100 households, this area will provide 141 jobs by 2005. This ratio is predicted to increase to 1.51 by the year 2010.

Home prices in the San Francisco Bay Area are rapidly climbing. Table 1 details the median price of houses in selected cities from 1998 to 2004, and Table 2 indicates the percentage of San Francisco Bay Area residents that could afford to purchase a median-priced home in their area in June 2004.

Table 1
Fourth-Quarter Median House Prices

County/City	2004	2002	2001	2000	1999	1998	1998–2004 % Increase
Monterey County							
Salinas	$465,000	$325,000	$295,000	$285,000	$222,750	$187,750	147.67%
Marina	NA*	$364,000	$317,500	$299,000	$246,000	$200,250	81.8%*
Seaside	$568,500	$347,500	$313,000	$258,750	$198,000	$175,000	224.86%
San Benito County							
Hollister	NA*	$360,000	$332,500	$329,000	$254,000	$222,000	62.2%*
Santa Cruz County							
Watsonville	$504,500	$347,727	$315,000	$298,000	$229,000	$187,250	169.43%
Santa Cruz	$627,500	$490,000	$471,000	$450,000	$330,500	$273,000	129.85%
Santa Clara County							
Gilroy	$559,000	$440,000	$388,500	$450,000	$327,500	$290,000	92.76%
Morgan Hill	$614,000	$517,500	$440,000	$543,750	$423,750	$334,000	83.83%
San Jose	$508,000	$444,500	$415,000	$435,000	$339,000	$282,000	80.14%
Santa Clara	$535,000	$462,500	$417,500	$460,000	$355,000	$299,750	78.48%
Mountain View	$575,500	$468,750	$496,500	$565,000	$435,000	$350,000	64.43%
Milpitas	$505,000	$429,500	$400,000	$404,500	$338,000	$269,250	87.56%
Cupertino	$753,250	$677,000	$635,000	$745,000	$559,000	$497,500	51.41%
Los Gatos	$899,000	$695,000	$695,000	$699,000	$533,000	$515,750	74.31%
San Mateo County							
Menlo Park	$750,000	$625,000	$710,000	$735,750	$620,000	$477,500	57.07%
Redwood City	$645,000	$555,000	$520,000	$598,000	$440,000	$370,000	74.32%
Alameda County							
Fremont	$525,000	$439,500	$389,000	$432,000	$325,000	$270,000	94.44%
Union City	$492,000	$442,000	$371,250	$460,000	$351,250	$320,000	53.75%
Hayward	$429,750	$355,000	$303,500	$303,000	$235,000	$186,000	131.05%
Pleasanton	$656,000	$527,500	$449,000	$501,000	$399,750	$353,500	85.57%
Livermore	$510,000	$395,000	$350,000	$375,000	$300,000	$250,000	104.00%
San Joaquin County							
Tracy	$420,000	$305,000	$290,000	$260,000	$224,477	$193,250	117.34%
Manteca	$328,000	$245,000	$239,000	$180,000	$169,000	$145,000	126.21%
Stockton	$272,500	$180,000	$155,500	$123,000	$112,500	$105,250	158.91%
Stanislaus County							
Modesto	$260,000	$185,000	$156,000	$135,228	$118,000	$105,000	147.62%

Source: California Association of Realtors
*2004 data unavailable for Marina and Hollister. Percentage change 1998–2004 shown.

Table 2
Percent of San Francisco Bay Area Residents Qualifying for Home Ownership (June 2004)

Region	Qualifying Households
Santa Clara	21%
San Francisco Bay Area	14%
San Francisco	10%
Monterey Region	11%

Source: California Association of Realtors, June 2004

These numbers indicate that Silicon Valley workers can better afford houses in neighboring Monterey Bay counties than in Santa Clara County and that these same Silicon Valley workers can better afford these houses than local Monterey County residents.

Monterey County's RTP (2005) states that "Almost half of new homes purchased in Salinas are bought by people that work in Silicon Valley, placing further demands on the transportation network. It is anticipated that in the near future, more and more workers will be willing to tolerate a one and a half to two hour commute to work in order to own a home."

Therefore, the number of commuters traveling from Monterey County and its neighbors to jobs in Santa Clara County and beyond is increasing significantly. Table 3 reflects the number of Monterey County residents commuting to Santa Clara County and elsewhere, indicating that Monterey County residents bound for Santa Clara County increased more than 140 percent between 1990 and 2000. At the same time, the number of people who lived in Monterey County and also worked there declined.

Although the historical pattern of commuter growth from Monterey County to Silicon Valley slowed during 2002 and 2003 due to the downturn in the region's technology-based economy, it is expected to resume in the near future. MTC estimates that by 2030, approximately 15,000 commuters will travel daily from Monterey County to Santa Clara, San Mateo, Alameda and San Francisco counties, an increase of 113 percent over 2000.

Table 3
Monterey County Commuting Trends (1990 and 2000)

Commuting	1990	2000
Total Population	355,660	401,762
Work in Monterey County	162,079	159,157
Live and work in Monterey County	151,520	146,444
Live elsewhere and work in Monterey County	10,559	12,713
Percent workforce commuting into Monterey County	7%	8%
Live in Monterey County and work elsewhere	12,750	18,073
Santa Cruz County	6,821	7,601
Santa Clara County	2,411	5,799
San Benito County	601	1,187
San Luis Obispo County	329	540
Alameda County	246	533
San Mateo County	173	378
Fresno County	113	254
San Francisco County	120	220
Contra Costa County	83	155
Los Angeles County	295	134
Yuma County, Arizona	222	112
Outside U.S.	262	105
San Diego County	85	101
Other locations	989	954

Source: U.S. Census

If traveling by automobile, these commuters will increase traffic volumes on U.S. 101, which is projected to operate at unstable levels of service (LOS) barring capacity improvements or a significant mode shift. As reported in the following section of this document, the *Transportation Concept Report for Route 101* (2001) projects 2020 peak-hour operating conditions will degrade to LOS E and F from south Salinas to the San Benito/Santa Clara County line. The proposed Caltrain extension provides an alternative to roadway travel in this corridor and mitigates the impact of increasing volumes of commuters on the highway network.

Moreover, it is likely that a second group of potential Caltrain commuters—unskilled workers who do not own automobiles—could also access employment opportunities in Santa Clara County if transportation was available to them. Additional rail service will also increase access to extensive Santa Clara County health care services for Monterey County residents.

The Monterey County RTP (2005) includes the extension of commuter rail to Salinas in its list of planned passenger rail service:

> "The proposed extension of Caltrain to Salinas would provide an alternative means of travel between the Monterey County and the San Francisco Bay Area counties, allowing travelers to avoid traffic congestion along Highways 156 and 101. In addition, the commuter rail extension will bring a significant increase in ridership to both the existing Caltrain and the connecting Capitol and Altamont services. Other benefits of this new service are an increase in job opportunities, more transportation alternatives for senior citizens and those with physical disabilities, access to health care in the Bay Area, and economic development around the stations."

C. U.S. 101

U.S. 101 is the primary highway that serves commuters traveling by automobile between Monterey Bay and Gilroy, Santa Clara County, and the San Francisco Bay Area. The *Transportation Concept Report for U.S. Route 101 in Caltrans District 5* (October 2001) characterizes U.S. 101:

> "US Route 101 (Route 101) is the major and historic thoroughfare through the Central Coast areas of California and the principal inter-city connection for numerous communities between Los Angeles and San Francisco. The route closely follows *El Camino Real* of the California's Spanish Colonial period."
>
> "…The multiple uses of Route 101, the mixture of interregional, regional and local traffic, and the beauty and environmental sensitivity of the areas through which it courses, in combination with projected population growth and new development all present challenges to transportation planners at every level of government…"
>
> "…The District 5 portion of the Route 101 corridor accommodates interregional, regional and urban traffic and the widest array of trip purposes. Common personal mobility purposes related to business, government,

recreation, tourism, and daily living, including the journey-to-work, account for a high percentage of trips. The corridor also accommodates goods movement related to commerce and manufacturing. Certain segments of the highway experience heavy use by trucks moving unprocessed agricultural products and livestock. Other segments accommodate national defense-related traffic, including the movement of troops, equipment, and hazardous materials. The route and corridor purposes entail accommodating this array of corridor users with a facility that operates in a safe, efficient, and (as much as practicable) environmentally benign manner…"

"…The high traffic volumes, strategic location, and environmental setting of Route 101 have resulted in numerous special designations by federal and state governments and their agencies. These designations and classifications provide information regarding the facility itself and its intended use. They also indicate the availability of special purpose funding related to the designation.

"The federal functional classification of Route 101 is Principal Arterial. This classification recognizes trip lengths and travel densities that are indicative of substantial statewide and interstate travel as Route 101 passes through rural areas and delivers trips to and from urban areas.
"Route 101 is also part of the National Highway System (NHS) identified in the federal Transportation Equity Act for the 21st Century (TEA-21). The NHS is comprised of the Interstate System and other urban and rural principal arterials that are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and trade…"

"…The federal Department of Defense in cooperation with the Department of Transportation has also identified Route 101 as a Strategic Highway Corridor Network (STRAHNET) route. STRAHNET is a network of linked highways deemed essential to national defense for facilitating the movement of troops and equipment to airports, ports, rail lines and military bases**.**

"The State of California has granted important designations to Route 101. First, the route is on the Freeway and Expressway System (F&E) whose completion has been declared essential to the future development of the State, with provision for control of access to the extent necessary to preserve the value and utility of the facilities.

"In addition, Route 101 is on the Interregional Road System (IRRS) and is a designated Focus Route in the Caltrans Interregional Transportation Strategic Plan (ITSP)…"

"…The importance of Route 101 for the movement of goods through the State and nation is indicated by additional federal and state designations. The Route is a designated route on the National Truck Network under the federal Surface Transportation Assistance Act (STAA). This network is designated for use by larger trucks. Route 101 is also a State Highway Extra Legal Load (SHELL) Route.

> "Finally, extensive portions of Route 101 in District 5 are eligible for designation as Scenic Highways under the State Scenic Highway Program….[including] from the Prunedale junction with Route 156 west in Monterey County to the junction with Route 156 east in San Benito County."

In this report, Caltrans divides U.S. 101 from Salinas to San Benito County into segments 8 through 12. Within Monterey County, the agency identifies two specific locations where interregional traffic flow is impeded: segments 8 and 10 in Salinas and Prunedale, respectively. Segment 8 suffers from a low existing peak-hour level of service (LOS E) as a result of commuter-related traffic. In segment 10, at-grade crossings, lane-crossing left turns, and the intersection with SR 156 hamper traffic operations. These locations are discussed in greater detail below, as described in Caltrans' *Transportation Concept Report for U.S. Route 101 in Caltrans District 5* (2001). Figure 1 summarizes the existing (1998) traffic conditions from the Transportation Concept Report.

Existing Conditions and Traffic Volumes

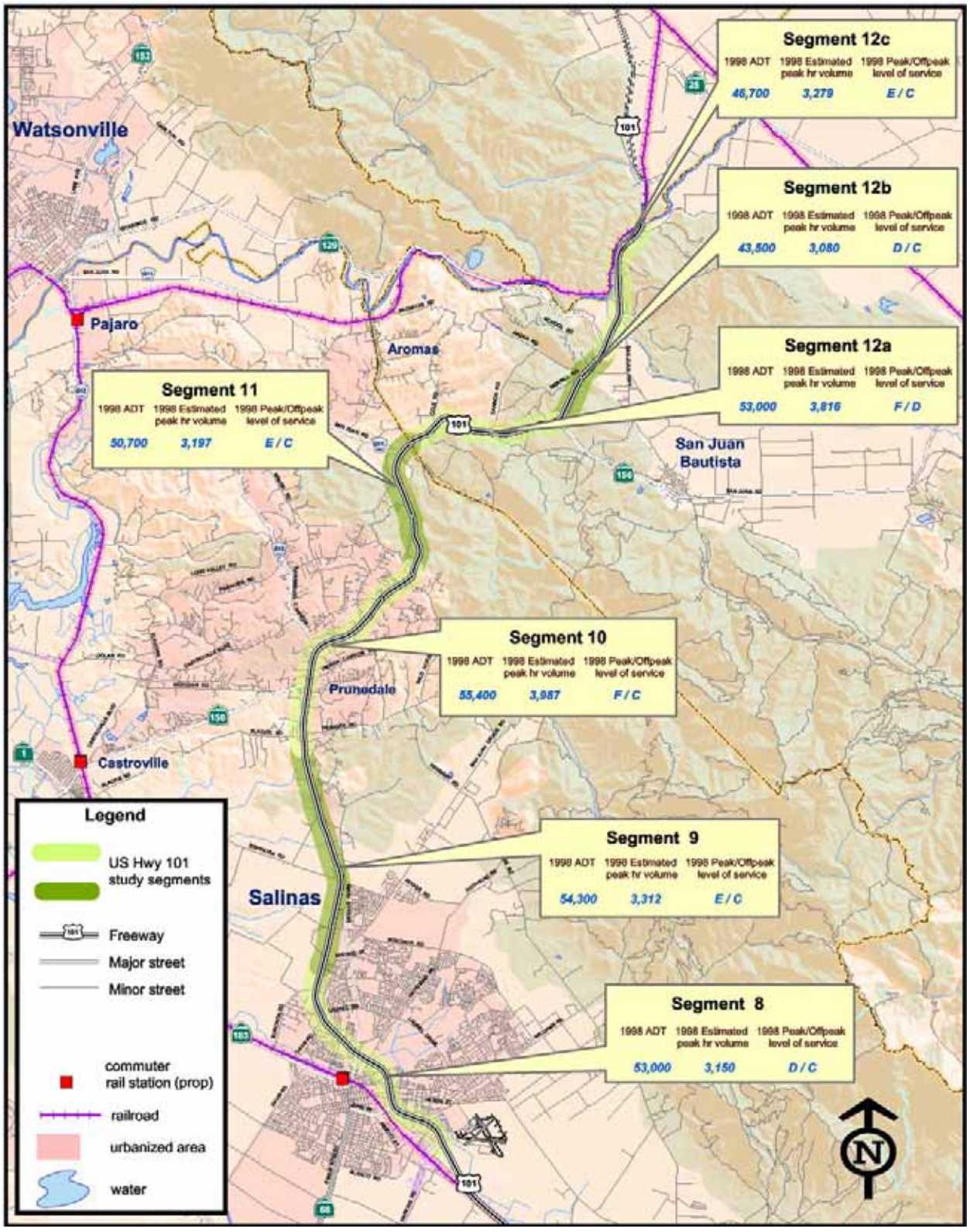
Segment 8 runs between the north and south city limits of Salinas. It is a four-lane freeway that serves local, interregional, and commuter traffic. Truck traffic comprises approximately 18 percent of this total due to Salinas' position in the Salinas Valley as the agricultural and food processing center. The 1998 average annual daily traffic count (AADT) for segment 8 was 53,000 and the estimated peak hour volume was 3,150. In 1998, segment 8 operated at an average LOS D during the peak-hour and LOS C during the non-peak-hour.

Segment 9 runs from the northern city limits of Salinas to the southern portion of Prunedale. It is a four-lane facility, with some portions designated as a freeway and other portions designated as an expressway. Truck traffic comprises approximately 18 percent of the traffic in this segment. The 1998 average AADT on segment 9 was 54,300 and the estimated peak-hour volume was 3,312. In 1998, segment 9 operated at an average LOS E during the peak-hour and LOS C during the non-peak-hour.

Segment 10 runs from the south end of Prunedale to the north end and is designated as a four-lane urban expressway along the entire length. Truck traffic comprises approximately 15 percent of traffic along this segment. The 1998 average AADT was 55,400 with an estimated peak-hour volume of 3,987. In 1998, segment 10 operated at an average LOS F during the peak-hour and LOS C during the non-peak-hour.

Segment 11 extends from the north end of Prunedale to the San Benito County line and is designated as a four-lane expressway along its entire length. Truck traffic comprises approximately 16 percent of traffic along this segment. The average 1998 AADT was 50,700 and the estimated peak-hour volume was 3,197. In 1998, segment 11 operated at an average LOS E during the peak-hour and LOS C during the non-peak-hour.

Figure 1
Existing Traffic Volumes on U.S. Route 101 (1998)



Segment 12A in San Benito County extends from the Monterey/San Benito County line to the intersection of Route 101 and Route 156. This segment is classified as a four-lane expressway for the first 1.8 miles; it then becomes a four-lane freeway. Truck traffic accounts for approximately 15 percent of the traffic volume in this segment. The 1998 AADT on segment 12A was 53,000 with an estimated peak-hour volume of 3,816. In 1998, segment 12A operated at an average LOS F during the peak-hour and LOS D during the non-peak-hour.

Segment 12B runs from the intersection of Route 156 to the intersection of Route 129. Approximately 16 percent of traffic on this segment is truck traffic. This entire segment is classified as a four-lane freeway with a 1998 AADT of 43,500. The estimated peak-hour volume is 3,080. In 1998, segment 12B operated at an average LOS D during the peak-hour and LOS C during the non-peak-hour.

Segment 12C runs from the intersection of Route 129 to the Santa Clara County line. It is classified as a four-lane freeway along its entire length. Truck traffic accounts for approximately 16 percent of traffic along this segment. The 1998 AADT was 46,700 and the estimated peak-hour volume was 3,279. In 1998, segment 12A operated at an average LOS E during the peak-hour and LOS C during the non-peak-hour.

Traffic Projections

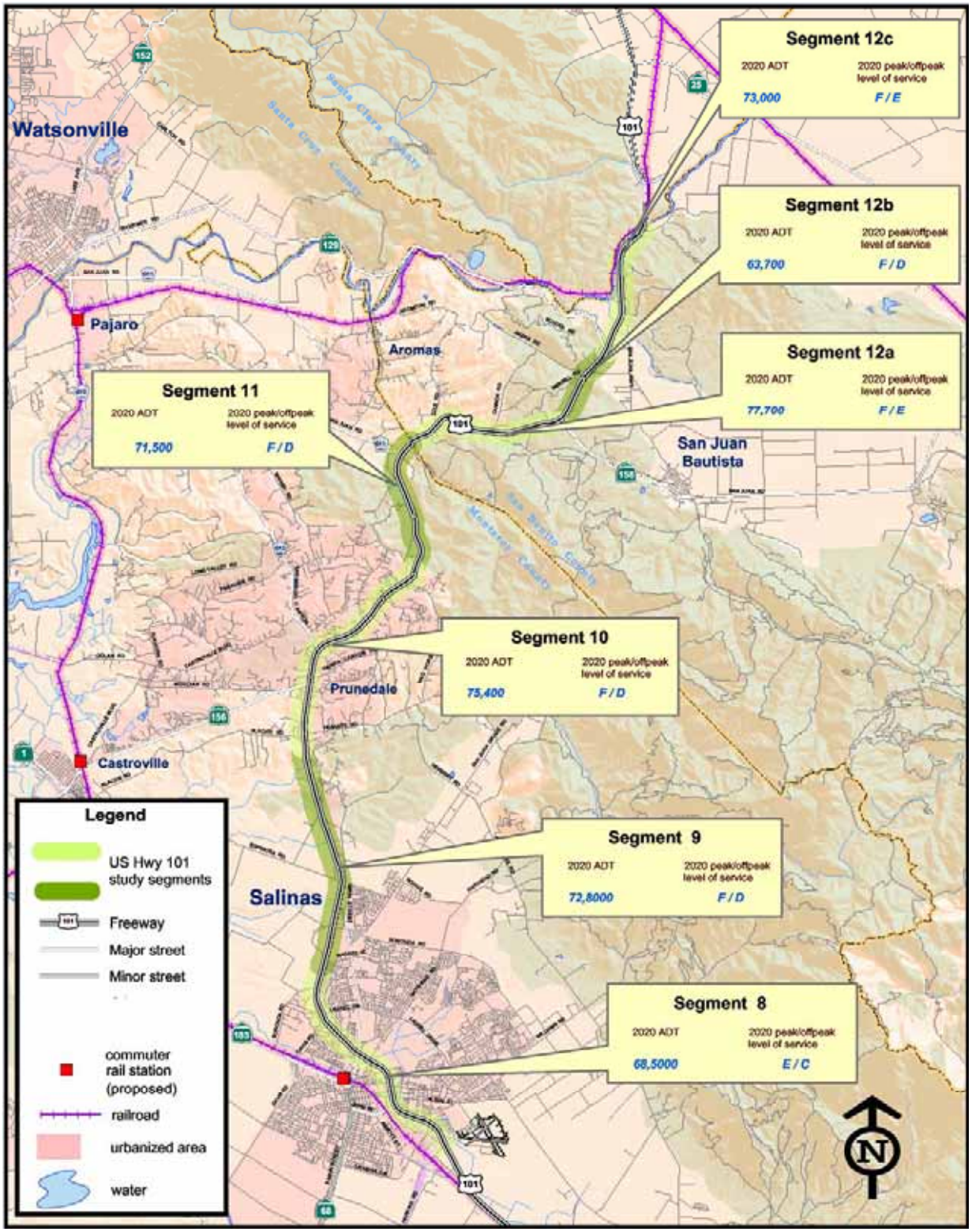
AMBAG projects that Monterey County will experience a population increase of 30 percent between 2000 and 2020 (2001 Revised Population Forecast, AMBAG). This level of growth is significantly less than forecast by the California State Department of Finance (Interim County Population Projections, June 2001). According to AMBAG's forecasts, much of this growth will take place along the U.S. 101 corridor, with traffic volumes increasing concurrently. Figure 2 displays traffic projections along U.S. 101 for the year 2020, including projected AADT, peak-hour level of service, and off-peak level of service.

Segment 8 (southern Salinas to northern Salinas) is projected to have an AADT of 68,500 in the year 2020 and to operate at LOS E during the peak-hour and LOS C during the non-peak hour.

These levels of service have been deemed by Caltrans to be inadequate for traffic operations along this segment. Caltrans projects that commuter traffic will become heavier as the population of Salinas grows and the number of jobs in Silicon Valley increases:

> "As the population of Salinas and the surrounding area grows in the next 20 years, congestion on Route 101 is expected to increase. A recently approved project will reconstruct the Airport Boulevard interchange at the south urban boundary of the City of Salinas and facilitate the flow of truck and commuter traffic entering and exiting the freeway near the packing plants in the area. To improve traffic flow through the rest of the segment, however, Caltrans expects Route 101 in this area will need to be widened to six lanes."

Figure 2
Projected Traffic Volumes on U.S. Route 101 (2020)



Segment 9 (northern Salinas to southern Prunedale) is projected to have an AADT of 72,800 by 2020, and to operate at LOS F during the peak-hour and LOS D during the non-peak hour. Caltrans anticipates that these levels of service will fail to adequately accommodate projected traffic volumes.

On Segment 10 (southern Prunedale to northern Prunedale), the AADT is projected to be 75,400, and to operate at LOS F during the peak-hour and LOS D during the non-peak hour. Future level-of-service projections for this segment take into account capacity-increasing improvements, which are currently under consideration, but are still considered inadequate to accommodate the heavy local, regional, and interregional traffic volumes projected for the area.

> "…other traffic operations issues in Prunedale include uncontrolled access to the roadway, lengthy stacking for left turns, and frequent congestion at the Routes 101/156 West interchange. A number of projects are underway to address these concerns. These projects include reconstruction of the Route 101/156 West interchange and construction of a new interchange at San Miguel Road. Furthermore, a project has been programmed and an EIR/EIS is being prepared that considers construction of a bypass and improvements to the existing alignment to improve traffic flow in the Prunedale area."

All of the abovementioned projects are in progress or have been completed:

- Reconstruction of the 101/156 interchange is underway
- San Miguel interchange was completed in early 2003
- The Prunedale Improvement and 101 Bypass projects are under environmental review

Segment 11 (northern Prunedale to the San Benito County line) is projected to have a 2020 AADT of 71,500, operating at LOS F during the peak-hour and LOS D during the non-peak-hour. Improvements planned by Caltrans, but subject to available funding, include a new interchange at San Juan Road to address congestion.

Segment 12A (San Benito County line to Route 156) is projected to have a 2020 AADT of 77,700, operating at LOS F during the peak-hour and LOS E during the non-peak hour. Caltrans does not consider these operational levels to be adequate for projected traffic.

Segment 12B (Route 156 to Route 129) is projected to have a 2020 AADT of 63,700, operating at LOS F during the peak-hour and LOS D during the non-peak-hour. Caltrans does not consider these operational levels to be adequate for projected traffic.

Segment 12C (Route 129 to the Santa Clara County line) is projected to have a 2020 AADT of 73,000, operating at LOS F during the peak-hour and LOS E during the non-peak-hour. Caltrans does not consider these operational levels to be adequate for projected traffic.

Improvements under consideration for U.S. 101 between Salinas and Santa Clara County include the expansion of the four-lane segment immediately north of Prunedale

to eight lanes of freeway/conventional highway capacity. No funding is currently programmed for improvements to U.S. 101 between post mile Monterey 98 and post mile San Benito 3 (at the junction of SR 156 East). Given existing and forecasted traffic volumes along this corridor, it is likely that congestion at this point will increase even if adjacent segments are expanded.

Caltrans recommends that demand be reduced on U.S. 101 in Monterey and San Benito counties by encouraging and improving alternative modes of travel such as passenger rail and by enhancing intermodal facilities and services to improve interconnectivity. The proposed Caltrain extension and three station facilities will address the projected deficiencies in the regional network by providing a continuous transportation link between the communities of Monterey County and the job markets of Santa Clara County and its neighbors. Such a link will also postpone the need to widen U.S. 101 by providing an alternative mode to accommodate commuter demand.

D. Regional Rail

Passenger rail service is currently being increased and expanded throughout northern California to address longer-distance commuting needs and support the region's growing economy. Figure 3 illustrates the existing and proposed regional (non-urban) passenger rail network, which includes Amtrak's Capitol service to Sacramento, the Altamont Commuter Express service to Stockton, and the Caltrain commuter rail service between San Francisco and Gilroy. The regional highway network is also illustrated for reference.

Existing Caltrain Service

Caltrain is a commuter rail system that has linked San Francisco Bay Area peninsula communities with one another for more than 130 years. Until July 1980, the Southern Pacific Transportation Company owned and operated the commuter rail service for profit. Commuter rail ridership peaked during World War II at around 32,000 passengers per day and declined thereafter to a low of 14,000 riders in 1977 as Southern Pacific petitioned the California Public Utilities Commission (PUC) to discontinue service.

After substantial negotiation, the State of California (through Caltrans) entered into a purchase-of-service agreement with Southern Pacific in July 1980. The purpose of this agreement was to continue and improve commuter rail service between San Jose and San Francisco. This agreement continued until July 1992, at which time the administration and operation of Caltrain was transferred from the State of California to the PCJPB—a three-member agency comprising the City and County of San Francisco, the San Mateo County Transit District, and VTA. By that time, ridership had recovered and stabilized at approximately 21,000 passengers per day.

Figure 3
Existing and Proposed Regional Passenger Rail Network

The PCJPB has operated the Caltrain service via a contract with the National Railroad Passenger Corporation, commonly known as Amtrak, since 1992. Service frequencies have been increased and service was extended to Gilroy. Ridership has increased to near-World War II peak levels with a count of 35,609 passengers recorded in February 2001. The PCJPB is committed to further service improvements and has developed a 20-year strategic plan to guide its initiatives. The proposed service extension to Salinas is intended to complement and support PCJPB's vision for upgrading Caltrain during the 21st century.

Caltrain rail service currently spans 77 miles and includes 32 stations in San Francisco, San Mateo, and Santa Clara counties. The Gilroy station represents both the end of the line for current rail service and the stepping-off point for further travel south utilizing connecting bus services and private vehicles. Passengers wishing to continue their travel to Monterey County currently must do so via private automobile.

The proposed Caltrain extension to Salinas would utilize a 38-mile portion of UPRR's Coast mainline track running between San Jose and Los Angeles. This track is owned and maintained by UPRR. In general the track is in good condition and is reputed to have a good ride quality.

Ridership Patterns

Table 4 lists Caltrain weekday passenger boardings by station, with year-by-year detail provided for 1992 through 2005. The table shows that boardings at the Gilroy station grew by 408 percent between 1992 and 2001, more than at any other station. Total Caltrain boardings grew 81 percent during this 10-year period.

During 2002 through 2005, boardings at almost every station declined as overall Caltrain ridership fell. (Stations served by "Baby Bullet" trains, i.e., Diridon, Mountain View, Palo Alto, Hillsdale, Millbrae, experienced increased ridership.) This diminished ridership can be attributed to the concurrent regional economic downturn and is therefore projected to be short-lived. Caltrain ridership between south Santa Clara County and Gilroy was further diminished following the 2003 completion of a project to widen U.S. 101 from four to eight lanes between Morgan Hill and San Jose. Figure 4 illustrates passenger boarding counts for south Santa Clara County stations for 1992–2005.

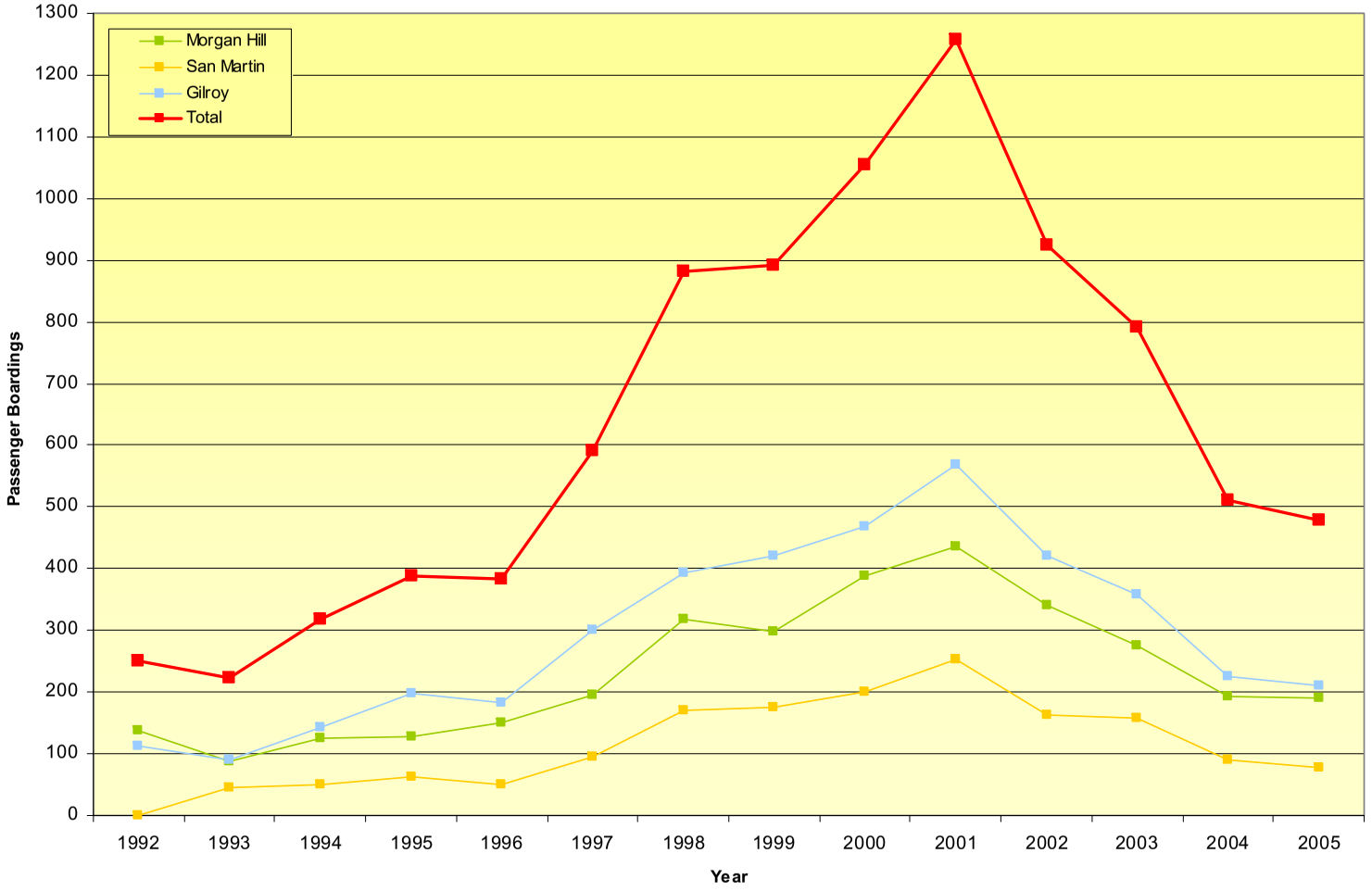
TAMC conducted a survey of Caltrain riders boarding at the Gilroy station in November 1999. The survey found that 17 percent of the riders live in Monterey County and 4 percent live in Santa Cruz County. This place-of-residence information is remarkable given the relatively short access distances that typify park-and-ride lot use. Access distances of five miles or less, the immediate market shed of Gilroy, typically account for 60 percent of park-and-ride lot uses. Corresponding capture rates for 10, 15, and 20 miles of access distance have been measured as 80, 90, and 94 percent, respectively, according to a report titled *Traveler Response to Transportation System Changes* (1981) published by Barton-Aschman Associates, Inc. The end-of-the-line nature of the Gilroy station undoubtedly contributes to its large market area.

Table 4
Caltrain Weekday Passenger Boardings

Station	Oct '92	Apr '93	Mar '94	Feb '95	Mar '96	Feb '97	Feb '98	Feb '99	Feb '00	Feb '01	Feb '02	Feb '03	Feb '04	Feb '05
San Francisco	6,280	5,680	5,795	5,303	5,536	6,126	6,302	5,898	6,602	6,807	6,180	5,846	5,065	5,910
22nd Street	208	206	242	235	297	397	517	510	574	673	524	456	382	545
Paul Avenue	52	50	35	37	37	17	20	6	11	10	25	9	6	1
Bayshore	169	215	194	170	241	316	402	403	458	513	463	403	344	247
South San Francisco	418	421	397	392	398	521	509	517	549	621	597	510	472	487
San Bruno	454	500	529	529	578	650	694	704	723	844	762	659	505	488
Millbrae	501	550	558	549	543	618	698	655	782	870	776	657	1,148	1,507
Broadway	336	377	378	392	377	430	464	423	495	567	492	433	333	205
Burlingame	546	581	566	618	638	674	686	755	842	985	884	726	645	604
San Mateo	589	623	648	633	719	845	905	957	1,105	1,389	1,302	1,084	1,004	1,062
Hayward Park	211	210	203	198	216	299	275	320	381	607	565	447	417	347
Bay Meadows	127	129	70	2	134	180	167	154	62	67	70	57	65	71
Hillsdale	920	917	918	961	1,038	1,156	1,193	1,163	1,278	1,318	1,193	1,065	1,080	1,487
Belmont	554	519	566	529	554	506	548	590	648	892	770	629	568	518
San Carlos	620	638	703	749	716	835	878	865	1,028	1,216	987	848	816	836
Redwood City	764	725	807	778	874	1,142	1,286	1,331	1,597	1,804	1,597	1,356	1,360	1,423
Atherton	299	275	243	240	230	250	206	225	266	260	246	198	182	122
Menlo Park	859	815	796	863	847	1,017	1,133	1,104	1,174	1,321	1,194	1,034	1,055	1,009
Palo Alto	1,020	991	1,075	1,162	1,242	1,610	1,706	1,693	1,960	2,249	2,016	1,880	1,849	2,425
Stanford	0	0	3	0	0	0	18	14	12	11	0	0	—	—
California Avenue	881	929	922	974	950	1,125	1,163	1,211	1,280	1,376	1,225	1,026	976	839
San Antonio	0	0	0	0	0	0	0	0	550	841	694	644	697	610
Mountain View	962	887	980	1,023	1,162	1,369	1,477	1,478	1,640	2,200	1,854	1,644	1,519	2,423
Sunnyvale	814	816	872	828	1,001	1,204	1,214	1,230	1,363	1,427	1,222	1,020	1,149	970
Lawrence	601	522	575	558	687	822	965	981	1,124	1,309	956	773	593	534
Santa Clara	558	587	570	579	554	770	809	863	1,031	1,124	991	853	798	706
College Park	161	132	169	150	154	167	197	178	206	185	180	184	192	133
San Jose Diridon	1,352	1,317	1,118	1,092	1,197	1,486	1,616	1,492	1,454	1,747	1,421	1,244	1,183	1,906
Tamien	287	332	359	382	468	492	531	526	676	821	634	520	480	343
Capitol	—	—	25	33	39	54	76	63	95	121	82	67	56	57
Blossom Hill	52	54	85	84	91	128	148	119	161	177	136	130	101	99
Morgan Hill	138	88	124	128	151	195	318	297	387	437	340	276	194	191
San Martin	—	46	51	63	51	95	170	175	200	252	164	158	91	78
Gilroy	112	90	143	198	182	300	394	420	468	569	421	357	225	210
TOTAL	***20,845***	***20,222***	***20,719***	***20,432***	***21,902***	***25,796***	***27,685***	***27,320***	***31,182***	***37,810***	***30,963***	***27,193***	***27,069***	***28,393***

Source: Caltrans and Peninsula Corridor Joint Powers Board

Figure 4
Caltrain Weekday Passenger Boardings for South Santa Clara County



Data Source: Caltrans and Peninsula Corridor Joint Powers Board

It is likely that current Caltrain use by San Benito and Monterey County residents actually understates the market for service extensions by a wide margin, as the number of commuters who choose to drive 20 to 30 miles to a Caltrain park-and-ride lot and change modes for a 30- to 40-mile train trip is limited.

Overview of Stations and Facilities

Pajaro Valley Station

The community of Pajaro is located on the edge of the City of Watsonville. Its population fluctuates between approximately 3,400 in the winter months and approximately 7,000 in the summer months. Watsonville's population numbered 44,265 at the time of the 2000 census. In 2000, the Pajaro Station Area Feasibility Analysis indicated that new passenger and freight train activity provides the opportunity to create mixed-use and industrial development to generate jobs for local residents and to achieve a balanced community. Such a development would be based around a passenger rail station and expanded freight-handling capabilities.

The existing facility is located at the UPRR Watsonville Junction just east of the intersection of Salinas Road and Railroad Avenue and just north of Lewis Road. It was constructed in 1948 and consists of a 7,600-square-foot wood and stucco building and an asphalt concrete platform. The existing platform is adjacent to the Santa Cruz branch line tracks. There is no platform adjacent to the Coast line tracks that could be used for the proposed passenger service. There is also a 40,000-square-foot asphalt concrete parking area at the station.

Freight activity at the Pajaro Valley station is currently generated by through traffic, loading and unloading of freight on the team track and spurs, storage of tank cars, maintenance of freight cars, and switching of local trains. In addition UPRR crews are based in Pajaro and the yard is used for a subregional switching yard.

Castroville Station

Castroville is an unincorporated community with a year 2000 population of 6,700. Currently no station facilities exist in Castroville. The proposed site for the Castroville facility is located immediately north of SR 156 at Castroville Boulevard on land currently used for agriculture. The site lies between downtown Castroville and a residential neighborhood about one-half mile to the east, which also houses North (Monterey) County High School. The Monterey County General Bikeways Plan (2001) includes a pedestrian/bicycle trail through the site that connects Salinas Street with Castroville Boulevard along with a grade separated pedestrian and bicycle crossing. The site is included within the community area boundaries defined in the Castroville Community Plan and has been identified as a potential location for mixed-use transit-oriented development. The site would be accessed from SR 156 which connects Monterey Bay communities with U.S. 101 and Salinas Street/Benson Road.

Salinas Station

The City of Salinas is the county seat of Monterey County with a year 2000 population of 143,920. Although agriculture is the economic base, Salinas is also home to more than 100 manufacturing firms and several government offices.

The Salinas ITC expansion will take place on the site of the current Amtrak station. The City of Salinas has been making improvements on this property since 1999. The current Amtrak station building was constructed in 1942. A new parking area and bus berths were constructed in 2000. A historical train exhibit that will serve as a focal point for the station area is also being constructed at this site.

A 2003 U.S. Transportation Authorization bill appropriated $1.2 million for additional improvements to the station building to address access requirements by the Americans with Disabilities Act (ADA) and other miscellaneous deficiencies.

The existing Amtrak station includes the equivalent of a Type 150B station building with adjacent administrative space currently used for UPRR operations; a 10-bus-berth/circulation and passenger drop-off/pickup roadway; 155 parking spaces available for overnight and commuter passenger use; two rail-side boarding platforms; pedestrian-scale and security lighting; and landscaping.

Salinas Layover Facility

The existing UPRR yard in Salinas is extensive, but is not available for supporting a Caltrain layover facility, given UPRR freight operational requirements. A new Caltrain layover facility will be constructed adjacent to the Salinas Station. This facility will have the capacity to house six trains overnight.

Figure 5 provides photographic views of the Pajaro Valley, Castroville and Salinas stations, and the Salinas layover facility site.

Caltrain Extension Ridership Forecasts

Typically, patronage forecasts are developed using regional travel forecast models. AMBAG has developed a "Four-County Model" that includes Monterey, Santa Cruz, San Benito, and Santa Clara counties. At the time of this PSR preparation (2002–2005), this model did not have a "mode split" model component that could be used to analyze the extension of Caltrain service to Monterey County. VTA maintains another recently developed model which will be used in follow-up work in support of Federal Transit Administration (FTA) Section 5309 New Starts Criteria information submittals. For the purpose of this PSR, "sketch planning" patronage forecasting methods were employed using the best available information from several sources.

U.S. Census Data

Using demographic data from the 2000 U.S. Census, accessibility buffers were plotted around each proposed Monterey County Caltrain station in order to estimate the number of residents who live within easily accessible distances of each station. Table 5 displays the results of this assessment for 2000, 2010, 2020 and 2025.

A tabulation of jobs within easy access of Caltrain stations was also created by drawing accessibility buffers around Caltrain stations in Santa Clara County. In Santa Clara County the presence of shuttle bus service provided by major employers and VTA increases the accessibility of these commuter rail stations to jobs well beyond the 0.5-mile radius typically assumed by the FTA for its "New Starts" mobility criteria.

Figure 5
Existing Condition of Pajaro Valley, Castroville, and Salinas Stations and Salinas Layover Facility

Pajaro Valley Station

Watsonville Junction Yard

Salinas Station Location

Castroville Station

Castroville Station Location, South View

Castroville Station Location, North View

Salinas Station

Salinas Amtrak Station, Ground Side

Salinas Amtrak Station, Rail Side

Figure 5
Existing Condition of Pajaro Valley, Castroville, and Salinas Stations and Salinas Layover Facility (Continued)

Salinas Layover Facility Site

Table 5
Socio-Economic Data with Buffer Information around Stations

	2000		2010		2020		2025	
Stations/Buffers	Household Population	Percent Share	Household Population	Percent Share	Household Population	Percent Share	Household Population	Percent Share
Castroville								
0.5 mile buffer	7,682		8,003		8,196		8,510	
2.5 mile buffer	4,920		5,424		5,850		6,155	
4.5 mile buffer	3,917		8,516		12,986		15,125	
Subtotal	16,519	7%	21,943	8%	27,032	9%	29,790	9%
Pajaro								
0.5 mile buffer	5,296		5,485		5,587		5,643	
2.5 mile buffer	39,407		43,405		47,081		48,988	
4.5 mile buffer	33,065		36,529		39,733		41,430	
Subtotal	77,768	33%	85,419	31%	92,401	30%	96,061	29%
Salinas								
0.5 mile buffer	13,256		14,742		16,001		16,119	
2.5 mile buffer	99,493		114,641		127,929		145,795	
4.5 mile buffer	25,970		35,050		43,566		42,969	
Subtotal	138,719	60%	164,433	60%	187,496	61%	204,883	62%
Total	***233,006***	***100%***	***271,795***	***100%***	***306,929***	***100%***	***330,734***	***100%***

Source: U.S. Census Bureau

Table 6 presents a tabulation of jobs accessible to Caltrain stations as well as the Altamont Commuter Express (ACE) station at Great America. Excluding the Great America station, Caltrain provides transit access to 572,737 jobs within Santa Clara County as of year 2000 estimates. Jobs in San Mateo and San Francisco counties are not included in this tabulation and would substantially increase the total.

Table 6
Commuter Rail Access to Employment in Santa Clara County

Stations	Range	0.5 Mile		1.0 Mile		2.0 Miles	
	Year	2000	2025	2000	2025	2000	2025
16 Palo Alto		12,967	13,693	32,341	34,194	42,528	44,296
17 California		4,292	4,741	16,156	17,515	43,678	46,769
18 San Antonio		5,007	5,714	18,118	21,588	45,441	53,882
19 Mountain View		8,276	9,813	19,705	23,532	39,483	47,232
20 Sunnyvale		6,550	7,683	22,393	27,670	51,926	66,482
21 Lawrence		8,224	10,093	35,258	41,327	72,673	84,981
22 Santa Clara		8,201	10,300	22,350	28,102	99,643	117,426
23 San Jose		7,736	10,401	38,030	52,196	75,682	104,041
24 Tamien		2,430	2,990	9,488	11,294	24,527	29,090
25 Capitol Expressway		1,422	1,725	4,155	5,108	12,018	14,581
26 Blossom Hill		6,340	8,134	17,038	21,569	34,852	44,101
27 Morgan Hill		1,029	1,713	4,251	7,438	9,132	23,675
28 San Martin		163	97	511	545	1,286	3,371
29 Gilroy		4,457	4,597	10,453	11,811	19,868	26,422
30 Great America		2,710	3,069	19,207	23,532	63,905	78,275
Station Buffer Totals		**81,804**	**96,788**	**271,454**	**329,446**	**638,642**	**786,649**
Countywide		**1,362,948**	**1,724,585**	**1,362,948**	**1,724,585**	**1,362,948**	**1,724,585**
Percent of County Totals		**6.0%**	**5.6%**	**19.9%**	**19.1%**	**46.9%**	**45.6%**
Station Buffer Totals without Great America		**77,094**	**91,694**	**250,247**	**303,889**	**572,737**	**706,349**
Percent of County Totals without Great America		**5.7%**	**5.3%**	**18.4%**	**17.6%**	**42.0%**	**41.0%**

Source: U.S. Census Bureau

Census data also show that the number of Monterey County residents living and working within Monterey County declined by more than 3 percent from 1990 to 2000, while the number of residents commuting to jobs outside the county grew by almost 42 percent. Most of this growth was directed along the U.S. 101 corridor to Santa Clara, San Benito, and other San Francisco Bay Area counties. The census data also indicate that most commuters living in Monterey County travel to work from 6:30 to 8:30 a.m.—this indicates that they travel long distances and therefore use the congested U.S. 101 corridor. This is also the time of day when Caltrain service would operate between Monterey County and the San Francisco Bay Area.

VTA Forecast

VTA staff made a preliminary estimate of ridership potential in November 1999 based on a survey of major employers conducted in 1997/1998 and an estimate of mode shares based on express bus data. They estimated a potential for about 304 passengers to board trains extending to Monterey County. Total daily ridership would be twice that number to account for return trips. This estimate was based on a commuter base of 1,683 persons residing in Monterey County and Watsonville and working in major employment centers within Santa Clara County.

Altamont Commuter Express Comparison

Parsons gathered data about the ACE commuter rail service and compared it with Caltrain service and ridership for south Santa Clara County and the proposed extension of service to Monterey County. ACE shares similar commute markets, travel impedances, and levels of service with the proposed Caltrain extension to Monterey County. Table 7 reports monthly fares, ride times, and distances for ACE trips into Santa Clara County along with Census 2000 population data, morning boarding counts for each station, and a calculation of riders per capita.

The same information is also presented for the south Santa Clara County stations served by Caltrain and the proposed extension of service to Monterey County.

An estimate of riders boarding at Monterey County stations is reported in italics based on a cross-classification technique that compares station service attributes with observed rates of boardings per capita. Based on this methodology Parsons estimates that 1,010 passengers would board trains daily from stations located in Monterey County. Total daily ridership would be twice that number to account for return trips.

Additional Estimates

Two additional forecasting efforts were undertaken by Parsons. The first, which applied VTA's mode share methodology to inter-county commuters, yields an estimate of 1,029 northbound riders boarding at Monterey County stations. The second, which calculated a ratio of riders to accessible jobs based on ACE service, yields an estimate of 1,111 transit trips to Santa Clara County from Monterey County.

These estimates are presented in greater detail in Appendix B-1, *Ridership Estimates for Caltrain Extension.* These forecasts will be updated during the alternatives analysis and FTA New Rail Starts reporting process, which will be underway until 2006.

E. Economic Growth

At the time of the 2000 census, the San Francisco Bay Area's pattern of rapid growth in employment, population, and commuting had been unmistakable and well-established for several years. The California Employment Development Department (EDD) reported annual gains of as much as 6 percent in the number of jobs in the San Jose Metropolitan Statistical Area from 1992 to 2000—almost 30 percent over the entire period (Figure 6). At the same time, MTC estimated a 22 percent increase of inbound commuters to Santa Clara County—from 856,860 in 1990 to 1,042,729 in 2000.

Table 7
Commuter Rail Corridor Assessment

ACE Corridor	Population	Primary Destination—Great America Station					Secondary Destination—San Jose					2000 Ridership	Riders per Capita
		Monthly Fare	Commuter Rail		Highways		Monthly Fare	Commuter Rail		Highways			
			Minutes	Miles	Minutes	Miles		Minutes	Miles	Minutes	Miles		
Stockton	243,800	$279	126	77	126	76.8	$279	140	80	128	79.8	100	0.0004
Lathrop/Manteca	59,700	$235	104	69	114	65.1	$235	118	72	115	68.1	242	0.004
Tracy	56,900	$191	90	58	106	54.8	$191	104	61	108	57.8	313	0.0055
Livermore (Vasco)	73,345	$147	55	32	83	28.3	$147	70	35	85	31.3	298	0.004
Pleasanton	63,654	$147	44	26	68	24.1	$147	58	29	69	27.1	341	0.005
Fremont	203,413	$103	22	13	55	16.4	$103	36	16	57	19.4	128	0.0006
											Total	***1422***	

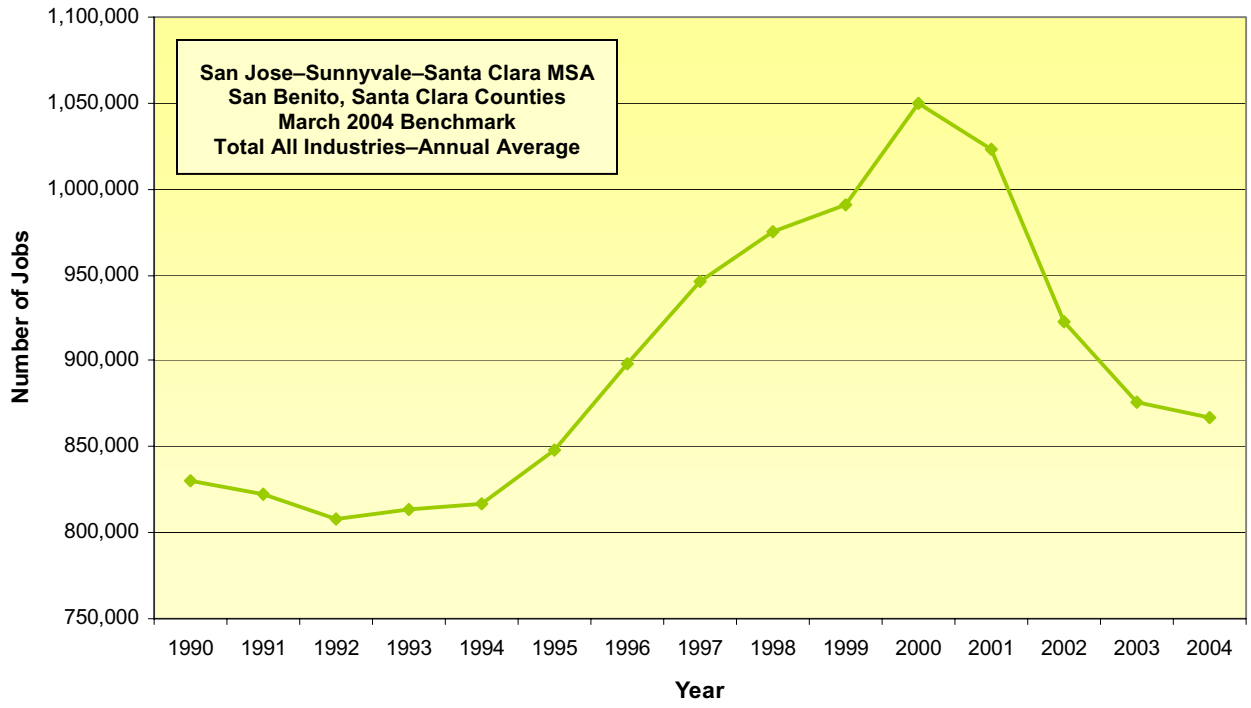
Caltrain Corridor	Population	Primary Destination—San Jose					Secondary Destination—Sunnyvale					2000 Ridership	Riders per Capita
		Monthly Fare	Commuter Rail		Highways		Monthly Fare	Commuter Rail		Highways			
			Minutes	Miles	Minutes	Miles		Minutes	Miles	Minutes	Miles		
Salinas	143,776	$142	93	68	98	60.1	$160	103	79	107	68.3	*600*	0.004
Castroville*	~25,000	$124	84	61	93	56.5	$142	94	72	101	60.8	*125*	0.005
Pajaro (Watsonville)	47,649	$106	72	50	81	47.4	$124	82	61	87	51.0	*285*	0.006
Gilroy	41,464	$ 71	47	30	55	32.4	$ 89	57	41	63	40.6	351	0.0085
San Martin	4,600	$ 71	38	24	47	26.6	$ 89	48	35	56	34.7	83	0.018
Morgan Hill	33,556	$ 71	32	20	45	23.5	$ 89	42	31	53	31.7	383	0.0115
											Total	***1827***	

Estimated

*Includes portions of Prunedale and Monterey Peninsula

Source: Parsons

Figure 6
Total Industry Employment (1990–2004)



Source: State of California Employment Development Department

Since completion of the census an economic downturn in the technology sector has affected local and regional employment and commuting. The number of jobs in Santa Clara County peaked in December 2000 at 1,070,200 and has declined since that time. In Santa Clara and San Benito counties, the (annual average) number of jobs dropped 15.3 percent between 2001 and 2004, according to EDD. This decrease in employment has resulted in a corresponding decrease in highway commute volumes. VTA reported in July 2003 that delays on U.S. 101 in Santa Clara County decreased 5 percent from 2000 to 2002.

Although the region's growth has waned over the past four years, it is widely expected that economic expansion will resume in the near future. In a news release dated February 3, 2003, ABAG stated:

> "…by the end of 2003 employment growth will show a marginal increase, with more promising growth in 2004. Taxable sales growth has moved from negative to positive in the Bay Area, with a modest four percent growth projected in 2004. Bay Area tourism is starting to rebound, attempting to erase the dramatic decline seen locally and statewide after the tragic events of September 11th."

The Silicon Valley Manufacturing Group's publication, *Projections Silicon Valley: 2005*, echoes these optimistic predictions. The report projects that by 2010, Silicon Valley employment will grow by 167,000 jobs over 2005 levels, reaching levels experienced in Year 2000. Increasing population will add 221,000 residents compared to Year 2000, and traffic in the region will increase as over 400,000 commute trips are added to the Valley's roadways, transit and bicycle/pedestrian facilities between 2006 and 2020.

VTA's Southern Gateway model forecasts that many of the area's jobs will be located within easy reach of Caltrain commuter rail, making them accessible to Monterey County employees. Figure 7a illustrates the existing and projected number of jobs near south Santa Clara County Caltrain stations in 2000 and 2025. Figure 7b shows the same information for north Santa Clara and south San Mateo counties. The *Projections Silicon Valley: 2005* report cites a 2004 study by Caltrans which found that people who live or work within walking distance of a transit station are four to five times more likely to use transit than the average resident.

In a report titled *After the Bubble: Sustaining Economic Prosperity* (January 2002), the Bay Area Economic Forum stated that issues such as an inadequate transportation system could thwart the resumption of economic growth in the Bay Area: "…if the Bay Area cannot continue to increase living standards, it risks losing high-performing companies and workers, both of which are critical to productivity growth." Improved regional connectivity, increased travel options, and reduced congestion for commuters are crucial elements of both quality of life and a recovering regional economy.

In 2001, 32 percent of the region's residents cited transportation as the principal problem facing the region and the quality of the San Francisco Bay Area's transportation system. In fact, it received a ranking of 74 out of 352 according to the Bay Area Economic Forum. These numbers make it clear that the region's existing transportation network fails to adequately accommodate the unique transportation dynamic created by housing and employment patterns—even in the absence of future growth. As regional economic growth is projected to resume in the near future, commuter facilities such as the proposed Caltrain extension will become even more essential.

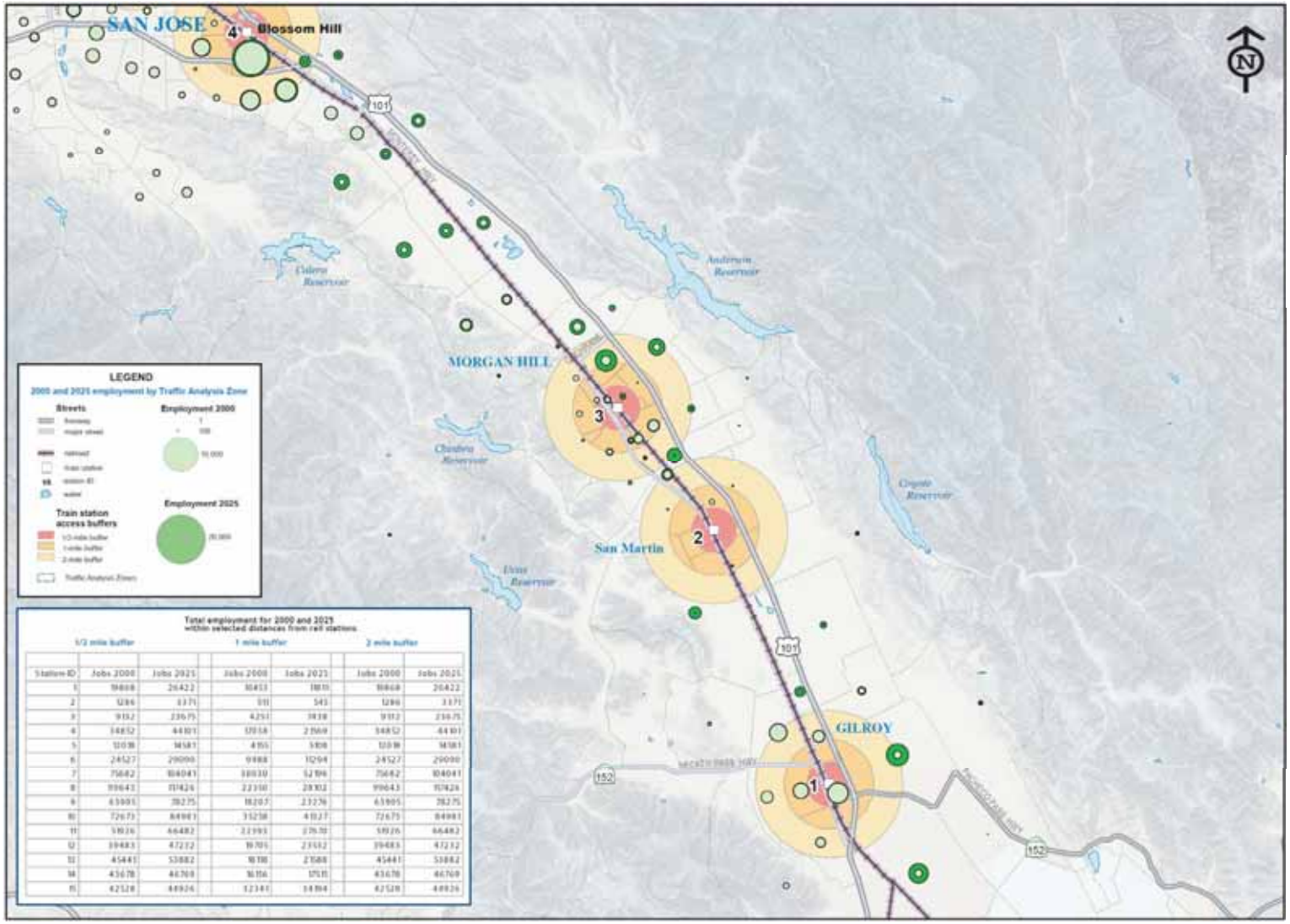


Figure 7
Existing and Projected Jobs near Caltrain Stations (2000 and 2025)

a. South Santa Clara County

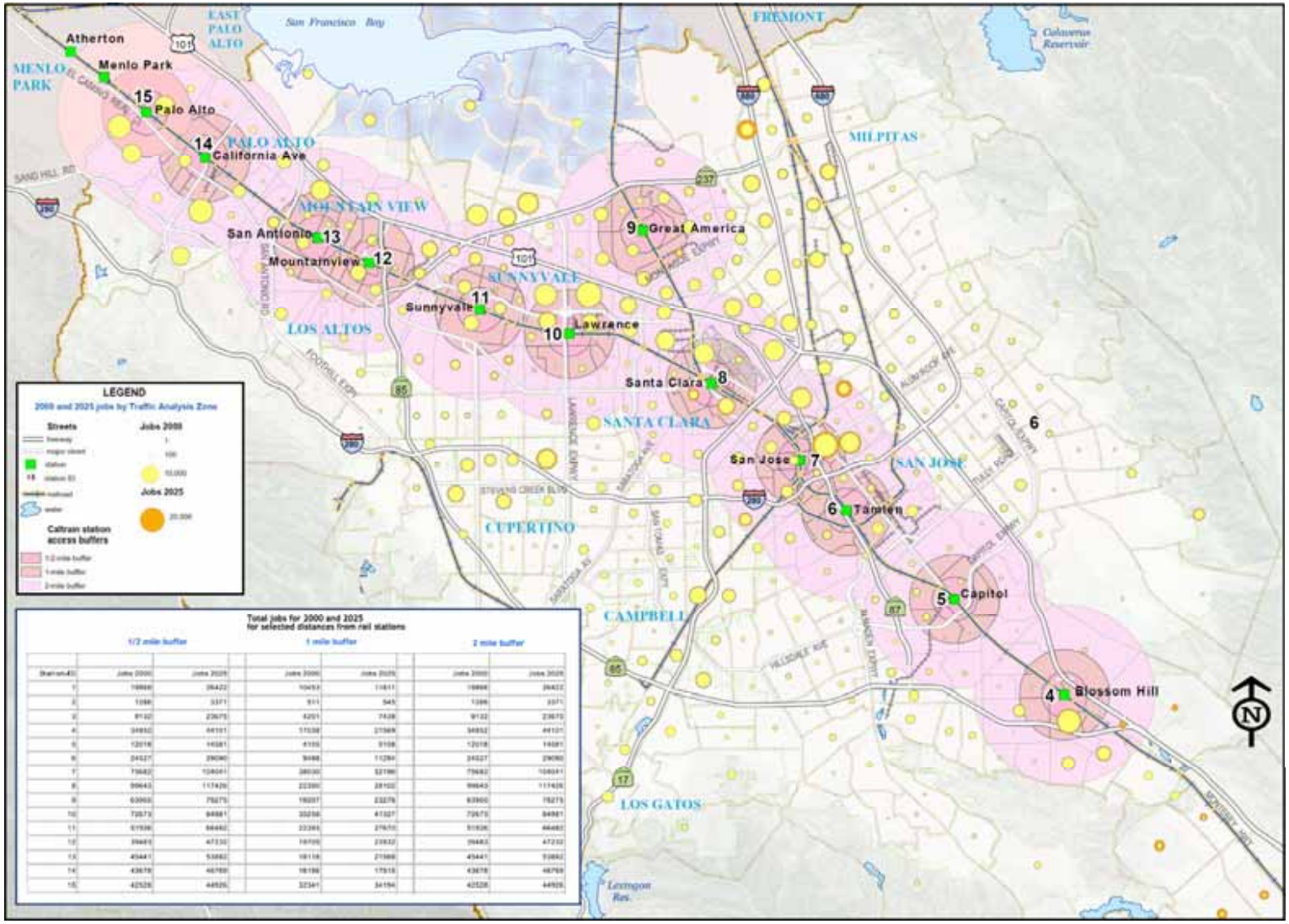


Figure 7
Existing and Projected Jobs near Caltrain Stations (2000 and 2025) (continued)

b. North Santa Clara County and South San Mateo County

IV. Alternatives

A. Locational Alternatives

This study examined several locational alternatives for the three proposed station sites. These alternatives are summarized below and are followed by a presentation of the locally preferred alternative. Appendices A through C describe the alternatives in greater detail including conceptual designs and qualitative evaluations of each site using the Station Site Evaluation Criteria developed for this project.

Pajaro Valley Station Alternatives

Two sites were identified for the Pajaro Valley station—both in close proximity to Watsonville Junction, which is owned by UPRR. Site 1 is adjacent to Salinas Road. Site 2 is adjacent to Lewis Road, which intersects with Salinas Road just south of Watsonville Junction. The locations of both sites are illustrated in Figure 8.

The initial conceptual design for site 1 featured a separate station track west of the two mainline tracks and a yard lead track. Track geometry would permit a 365-foot tangent section of track which is less than the full length of the passenger boarding platform. One key advantage of this site was its direct interface with the Santa Cruz branch line track, which has been the subject of considerable study insofar as establishing passenger rail service.

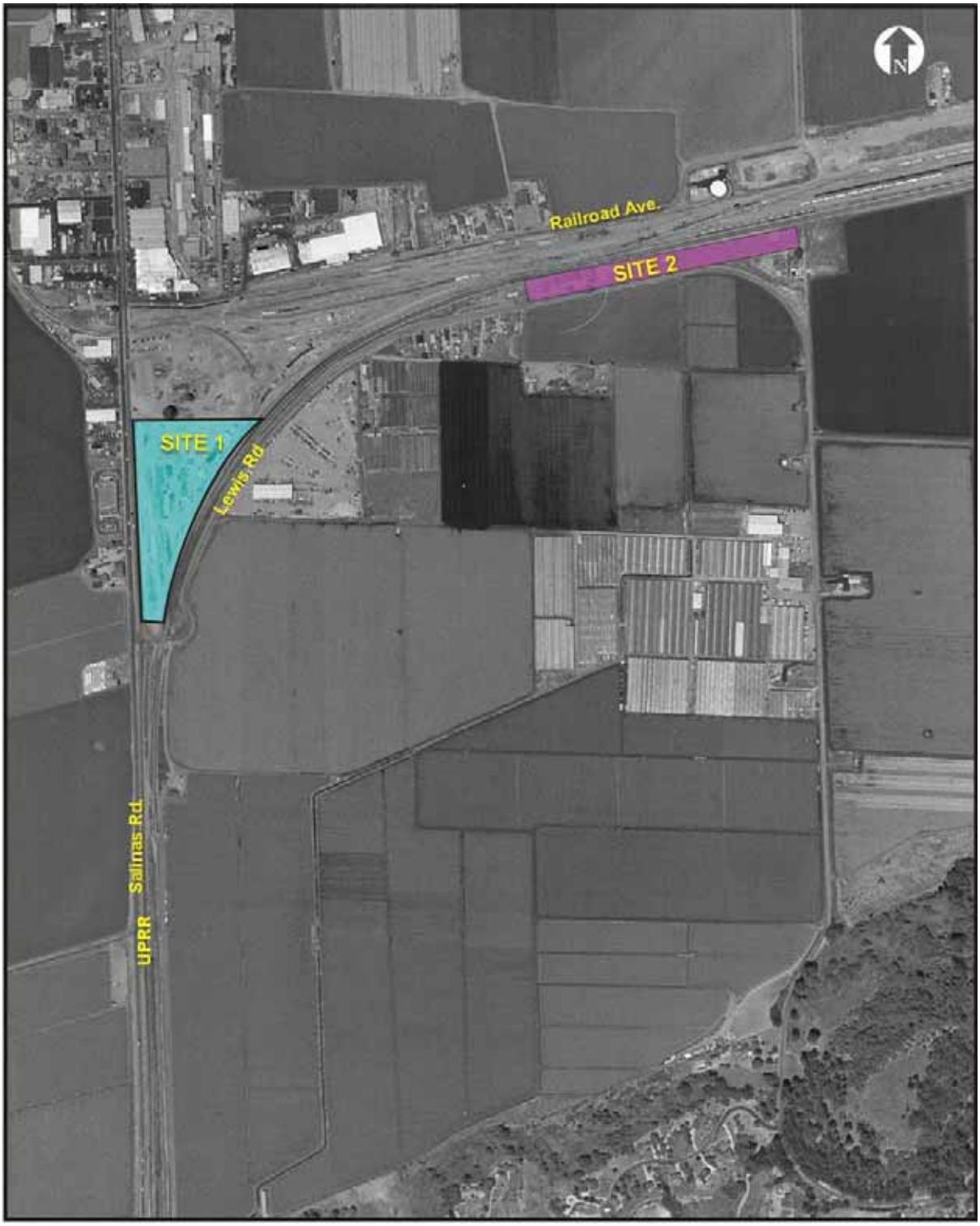
Site 2 along Lewis Road was viewed to be less complex from a station development perspective, as less track, turnout, and signaling work would be required. The initial conceptual design for this site featured a platform adjacent to one of the two mainline tracks—similar to all Caltrain stations south of Tamien between San Jose and Gilroy. Future interface with potential passenger rail service on the Santa Cruz branch line would be more complex, however, requiring several additional turnouts for a direct track connection or a pedestrian overcrossing linking two separate boarding platforms.

These initial conceptual designs were reviewed with UPRR representatives. They indicated that the railroad has implemented a policy to avoid potential conflicts with passenger rail operations wherever possible; therefore, new stations must be located off the mainline tracks on a separate station track. UPRR representatives also stated a strong preference for locating passenger rail station platforms along the Pacific Coast side of the Coast mainline track.

Other UPRR representatives stated that UPRR might be willing to furnish the Watsonville Junction yard lead track for passenger rail use as a station track. Therefore a conceptual design reflecting this opportunity (option 1B) was developed. The conceptual design for site 2 along Lewis Road (option 2B) was also updated to add a separate station track off the mainline.

Based on the lowered cost differential between sites 1 and 2, future parking expansion opportunities, UPRR's preference for developing "coast side" station platforms, site 1's direct interface with the Santa Cruz branch line, and the greater accessibility of site 1 to Salinas Road and the Pajaro community, the PDT identified site 1 as the preferred

Figure 8
Pajaro Valley Station Possible Site Locations



location for station development, barring the discovery of a fatal environmental flaw. In March 2003, UPRR indicated its acceptance for the use of this site for Caltrain station development. Favorable aspects of conceptual plans 1A and 1B were combined to produce the design chosen by PDT members, option 1C which is shown in Figure 9. Conceptual designs for both possible Pajaro Valley station locations are located in Appendix A-1.

Castroville Station Alternatives

Two sites were identified for the Castroville Station—one to the south of State Route 156 and the other to the north. The location of these sites relative to the surrounding community is illustrated in Figure 10.

Site 1 lies adjacent to Del Monte Avenue and is surrounded by industrial land uses. Historically this site was the location of the Castroville Depot, which served both the Coast mainline and the Monterey branch line. The depot was removed years ago and UPRR recently removed the Monterey branch line turnout and track connection. TAMC and the State Department of Transportation's Division of Rail are actively working to restore this track connection and upgrade the branch line for operation of fixed guideway passenger rail or bus rapid transit service to the Monterey Peninsula.

Site 2 is situated approximately one mile to the north of site 1 on lands currently used for agricultural production. Downtown Castroville and the principal concentration of residential development lie to the west of this site.

The site 1 conceptual design utilizes Del Monte Avenue for all site parking access and circulation. Adjacent industry currently uses the roadway for parking truck trailers along the easterly curb and this activity would be removed with the construction of a station at this site. Aside from the parking supply, which would be accessed from Del Monte Avenue, an adjacent parcel could be acquired to expand the parking supply for this station. The potential parking expansion parcel is currently fully utilized for "warehousing" agricultural processing supplies.

Site 2 affords a much larger space for the development of a passenger rail station. Parking supplies and site access roads could be developed on either side of the tracks. Lands on both sides of the track are currently used for agricultural production. Concerns expressed during the preparation of the Caltrain Extension Business Plan regarding farmland conversion have also been expressed by Coastal Commission staff. Development of a station on this site would allow for the provision of a larger parking supply than would be available at site 1. Construction of an access roadway and pedestrian grade separation would be required.

Prior to the selection of a station site, these conceptual site plans were reviewed with UPRR representatives. As with the Pajaro Valley station design concepts, UPRR officials stipulated that a separate station track off the mainline would be required for UPRR acceptance of the Caltrain extension service proposal and development of a passenger rail station at Castroville. UPRR also stipulated that as the proposed intercity

Figure 9
Pajaro Valley Station Site and Track Plan, Site 1, Option 1C

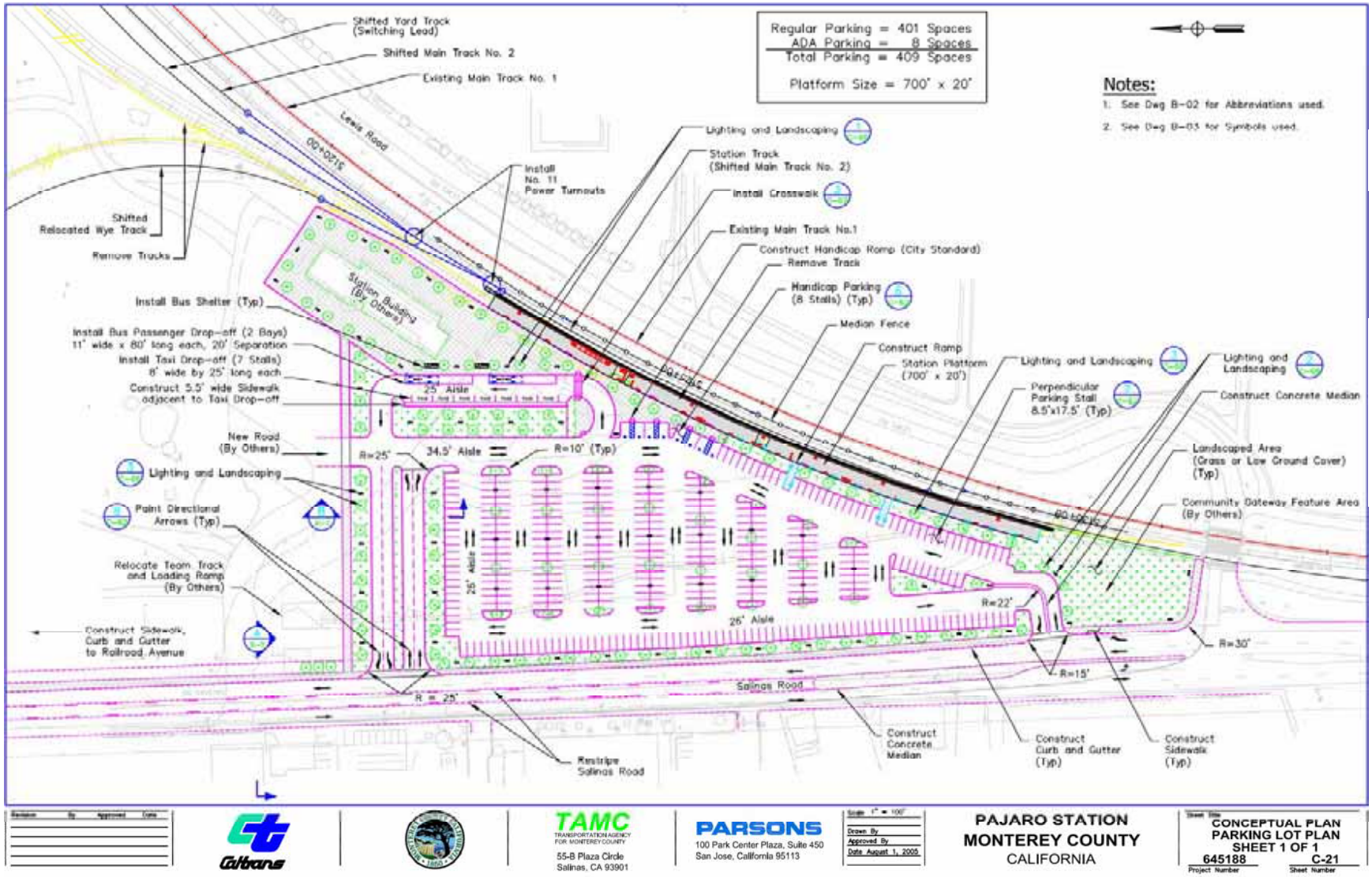


Figure 10
Castroville Station Possible Site Locations

passenger rail service between the Monterey Peninsula and San Francisco could stop at the Castroville Caltrain station, the Monterey branch line would need to be connected to the Castroville station track rather than the mainline.

Figure 11 illustrates the conceptual plan for site 1, which addresses the requirements of UPRR. This site is not the locally preferred alternative for a large number of reasons, which are detailed in Appendix A-1. It does address concerns of the Coastal Commission staff relative to farmland conversion and will therefore be carried forward to the environmental document.

UPRR stated that site 2 would be acceptable provided that a separate station track linked to the Monterey branch line was supplied and that the station platform was situated on the coast (west) side of the mainline track. Design options 2A through 2C were subsequently developed to respond to these requirements.

PDT members did not favor option 2C, which placed the entire parking supply and access roadway on the coast (west) side of the mainline track. This option would situate the platform and parking supply on the same side of the station track, an obvious and significant benefit. However this advantage was outweighed by traffic congestion currently experienced at the intersection of the SR 156 off-ramp terminals with Merrit Street (SR 183), which serves as Castroville's central artery. PDT members familiar with local traffic patterns also felt that station access for commuters arriving by car from the Monterey Peninsula would be more direct and less congested via the signalized intersection of Castroville Boulevard with SR 156.

Since options 2A and 2B occupied similar footprints, they were combined to produce option 2D, which supplies parking on the east side of the mainline track. Although this option locates the parking supply and the station platform on opposite sides of the mainline track, it proposes that a pedestrian and bicycle undercrossing be established as a connection between them. This option was preferred by PDT members because it provided the best fit with future land development plans reflected in the Castroville Community Plan. Subsequent to the development of this conceptual plan, Coastal Commission staff requested that a reduced footprint for site 2 be developed, implementing the parking supply in phases, and splitting the parking east and west of the UPRR to reduce farmland conversion impacts. Figure 12 illustrates the conceptual plan for site 2, which evolved as a result of these suggestions. All conceptual drawings as well as details regarding both station site alternatives are located in Appendix A-1.

Salinas ITC Expansion Alternatives

Eighteen site layouts were developed to explore options for accommodating MST and Greyhound bus operations along with an expanded parking supply to meet Caltrain commuter needs. The options explored by this investigation were initially intended to build upon the existing ITC investment rather than pursue a tear-down-and-start-over strategy. Ultimately space, access, and right-of-way constraints led the design team toward reconstruction of many elements of the existing facilities.

The City of Salinas furnished guidance regarding the feasibility of parcel acquisition and/or utilization based on an earlier investigation of site expansion options. This

Figure 11
Castroville Station Conceptual Plan, Site 1

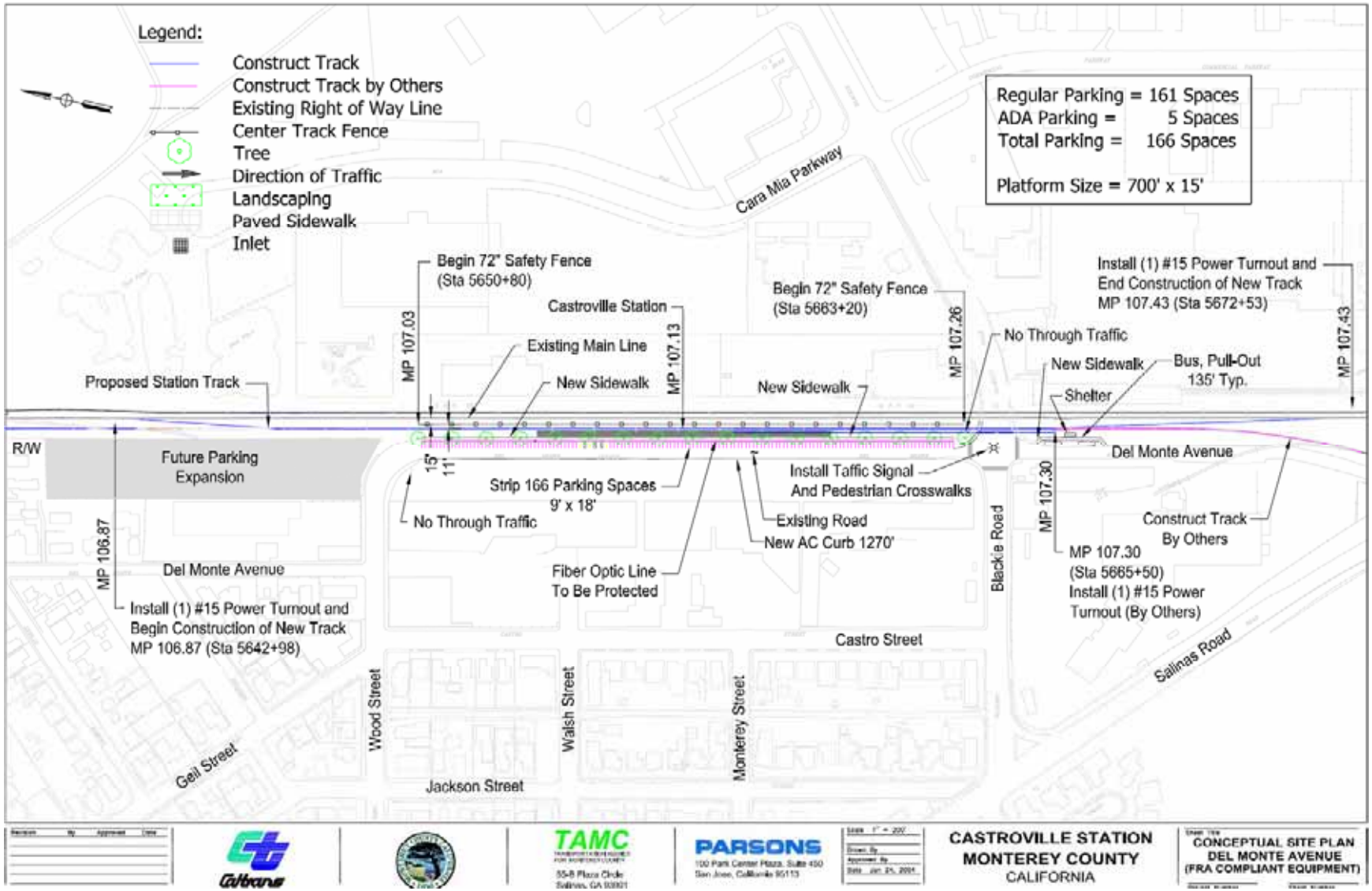
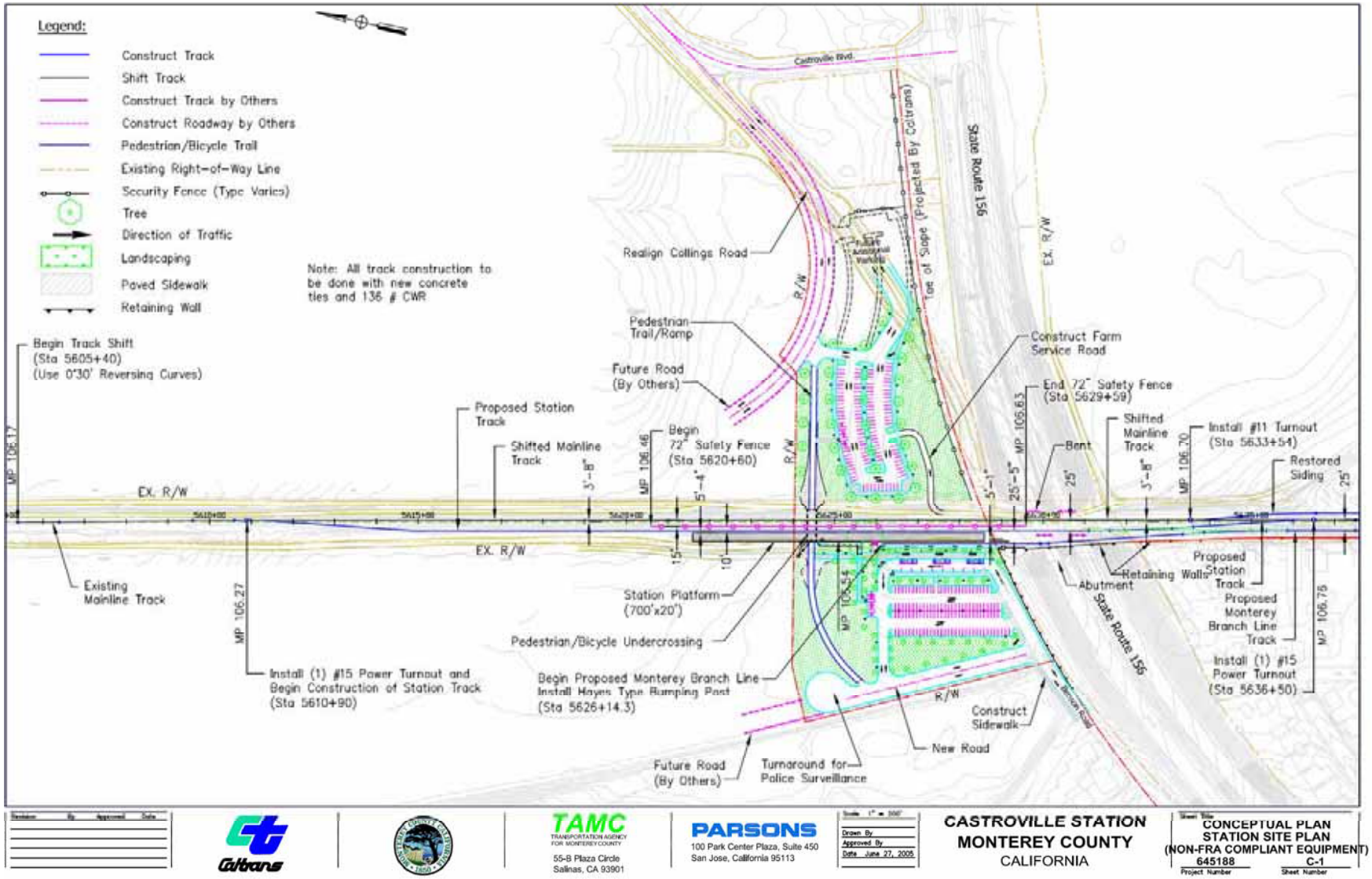


Figure 12
Castroville Station Conceptual Plan, Site 2



guidance indicated that existing businesses fronting the Salinas ITC and Market Street should be retained to the extent possible. Vacant and/or underutilized lands should be considered for acquisition or lease. Parking supplies needed for commercial tenants and their customers should be retained. Future redevelopment of lands with low levels of improvement should be considered. A view corridor between the downtown, the Steinbeck Center, and the ITC should be preserved if possible.

The City of Salinas also recognized that access to and from an expanded ITC would require signalized traffic control at one of the facility's access points. In support of this project, as well as other ongoing development initiatives, the City of Salinas contracted with Higgins Associates to examine traffic signal progression along Market Street and Monterey Street in downtown Salinas (Appendix C-2, Exhibit A.). This investigation considered the realignment of Lincoln Avenue to intersect with Station Place as well as the extension of Lincoln Avenue into the ITC on a new alignment. The intersection of Lincoln Avenue with West Market Street is currently signalized.

In a letter dated March 25, 2003, Caltrans relayed its lack of support for the realignment of Lincoln Avenue to Station Place (Appendix B-4.). Therefore, the expansion options discussed below do not include this realignment. Expansion options 4 through 18 assumed an extension of Lincoln Avenue into the ITC; expansion options 4, 5, and 7 through 17 assumed the provision of a structured parking facility that would be sized to meet the anticipated requirement for the expanded ITC; expansion options 6 and 18 explored the feasibility of meeting the parking requirement with only surface supplies. All expansion options are discussed in detail in Appendix C-2.

Expansion options 4 through 18 incorporate a significant reconfiguration of access/egress, on-site circulation and parking supplies. Station Place would be retained and used by a majority of auto access patrons originating to the north and/or east of the station under expansion options 4 through 16. The Lincoln Avenue extension would be primarily used by vehicles turning left to/from eastbound Market Street and vehicles crossing Market Street from Lincoln Avenue. MST and Greyhound buses traveling west on Market Street would also access the site using this roadway. Expansion options 17 and 18 would utilize the extension of Lincoln Avenue as the main access/egress to/from the Salinas ITC. Station Place would be eliminated.

Expansion options 4 through 18 differ from expansion options 1 through 3 primarily in their accommodation of MST, Greyhound, and Amtrak Thruway buses, as well as the footprint occupied by the expanded parking supply. Each option seeks to provide a total supply of at least 625 spaces for ITC use, providing a net gain of at least 400 spaces over existing parking supplies.

Figure 13 illustrates the conceptual site plan for ITC expansion option 17, while Figure 14 illustrates the conceptual site plan for ITC expansion option 18. Expansion option 17 includes the construction of a parking structure with approximately 700 spaces immediately in front of the station building, while expansion option 18 would develop surface parking lots in front of the station building and adjacent to the Caltrain boarding platform. Details regarding these designs are provided in Appendix C-2.

Figure 13
Salinas Intermodal Transportation Center Expansion Option 17

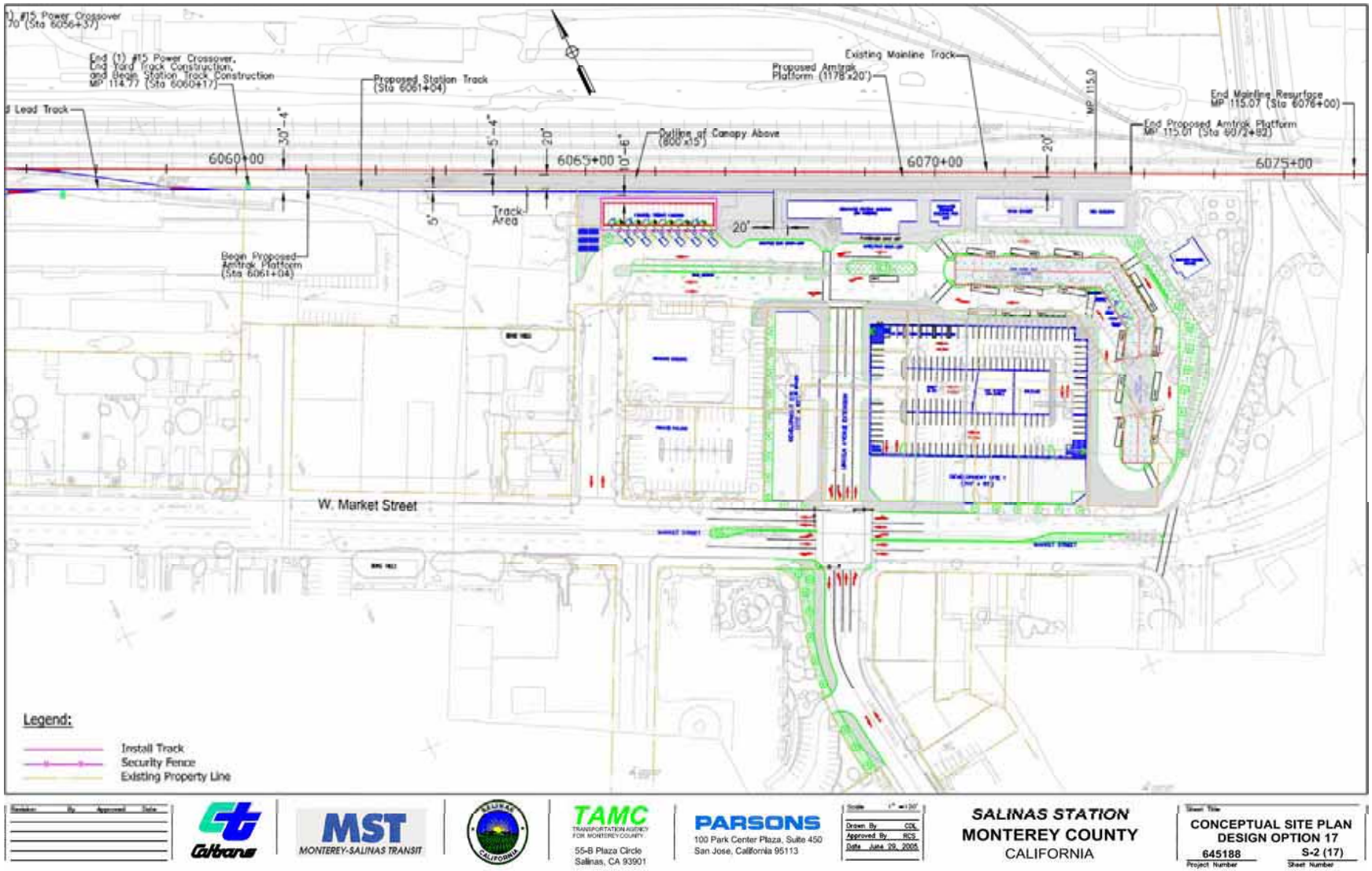
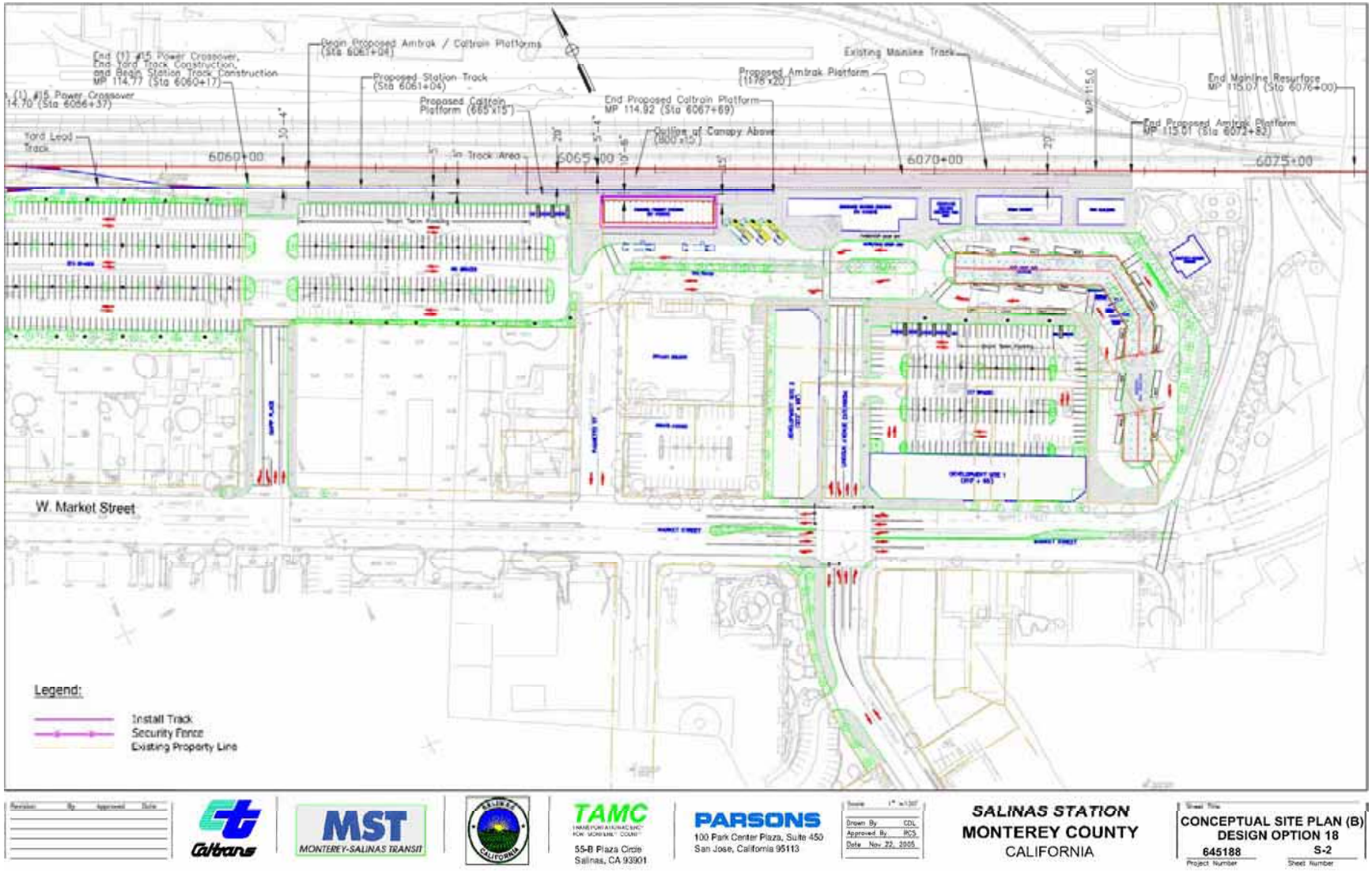


Figure 14
Salinas Intermodal Transportation Center Expansion Option 18



Salinas Station Parking Options

Ten parking supply footprints were identified for the 18 ITC expansion options. The section titled Salinas Parking Options located in Appendix C-3 illustrates the proposed locations and includes detailed concept drawings for all of these parking options. The large number of parking spaces required for the station severely restricts the potential for provision of an at-grade parking facility. In fact, only two parking options provide for surface parking lots. The remaining parking options would develop parking structures at various locations.

Access by MST Patrons

The preferred ITC Expansion Concepts (Options 17 and 18) locate the MST on the easterly side of the ITC, adjacent to both Market Street and the existing Amtrak Station building. MST patrons arriving by bus to the MST transfer facility located on the east side of the site. Patrons would disembark and travel by foot to the Caltrain station boarding platform located approximately 800 feet from the most distant MST bus berth or to connecting Greyhound/Amtrak buses, approximately 1000 feet from the most distant MST bus island.

Salinas Layover Facility Alternatives

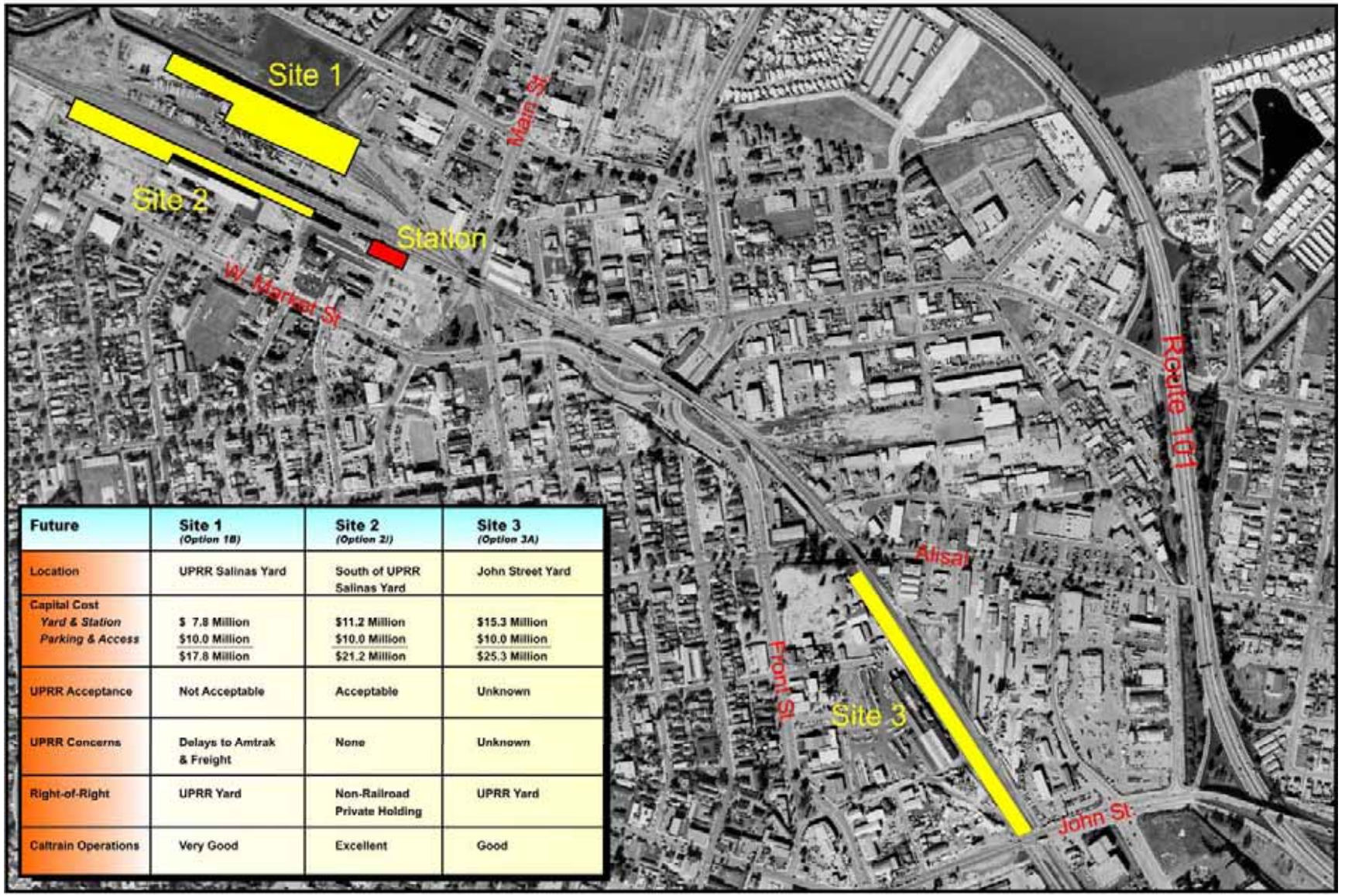
Two sites were initially identified for the location of the Salinas layover facility, both are in close proximity to the end-of-the-line passenger rail station at Salinas. Later, a third potential site was identified, approximately one mile southeast of the Amtrak station. The general locations of these sites are illustrated in Figure 15.

Initially two conceptual layouts were developed for site 1. This site is located northeast of the mainline track on property owned by UPRR and is currently used for freight rail support operations. A portion of this site (option 1A) once contained two tracks that served an agricultural produce elevator. This area is currently vacant and both the tracks and buildings have been removed. For this option, a four-train-on-two-track "tandem" layover facility was designed. A second portion of the site (option 1B) is a lightly used six-track yard, once used for trailer-on-flatcar loading. This yard and adjacent ramp are no longer used for this purpose. For this option, a four-track layover facility was designed.

Both options would occupy UPRR right-of-way; therefore, the conceptual site plans were reviewed with UPRR real estate and operating representatives. UPRR operational staff was not in favor of either option for site 1, contending that passenger train movements from station platform to layover track (and vice versa) would necessarily occupy the mainline track, posing potential freight capacity impacts. UPRR representatives suggested looking southwest of the mainline track at vacant parcels not owned by UPRR. They also suggested developing a separate station track for commuter rail and Amtrak passenger service, similar to the requirements posed for the Pajaro Valley and Castroville stations.

In response to this guidance, several conceptual site plans (options 2A through 2E) were developed for site 2, which is located southwest of the mainline track. Each of these layover facility site plans reflects use of the southwest mainline track for station platform access and switchback to the layover yard tracks. The design also reflects an

Figure 15
Salinas Layover Facility Possible Site Locations



Future	Site 1 *(Option 1B)*	Site 2 *(Option 2)*	Site 3 *(Option 3A)*
Location	UPRR Salinas Yard	South of UPRR Salinas Yard	John Street Yard
Capital Cost *Yard & Station* *Parking & Access*	$ 7.8 Million $10.0 Million $17.8 Million	$11.2 Million $10.0 Million $21.2 Million	$15.3 Million $10.0 Million $25.3 Million
UPRR Acceptance	Not Acceptable	Acceptable	Unknown
UPRR Concerns	Delays to Amtrak & Freight	None	Unknown
Right-of-Right	UPRR Yard	Non-Railroad Private Holding	UPRR Yard
Caltrain Operations	Very Good	Excellent	Good

upgrade to the adjacent passing track to mainline status and condition, construction of new turnouts, and upgraded signaling.

The site 2 layover facility site plans were also reviewed with UPRR operating representatives to collect the host railroad's input. UPRR operational staff was not in favor of using the southwest mainline track for shared Caltrain and Amtrak platform access at the Salinas station. They observed that the Amtrak Coast Starlight schedule adherence is highly variable, with trains frequently running behind schedule. UPRR staff expressed concern that a late arrival of the last evening southbound Caltrain could further delay the Coast Starlight schedule, particularly if Caltrain needed to clear the same station track that was being shared with Amtrak.

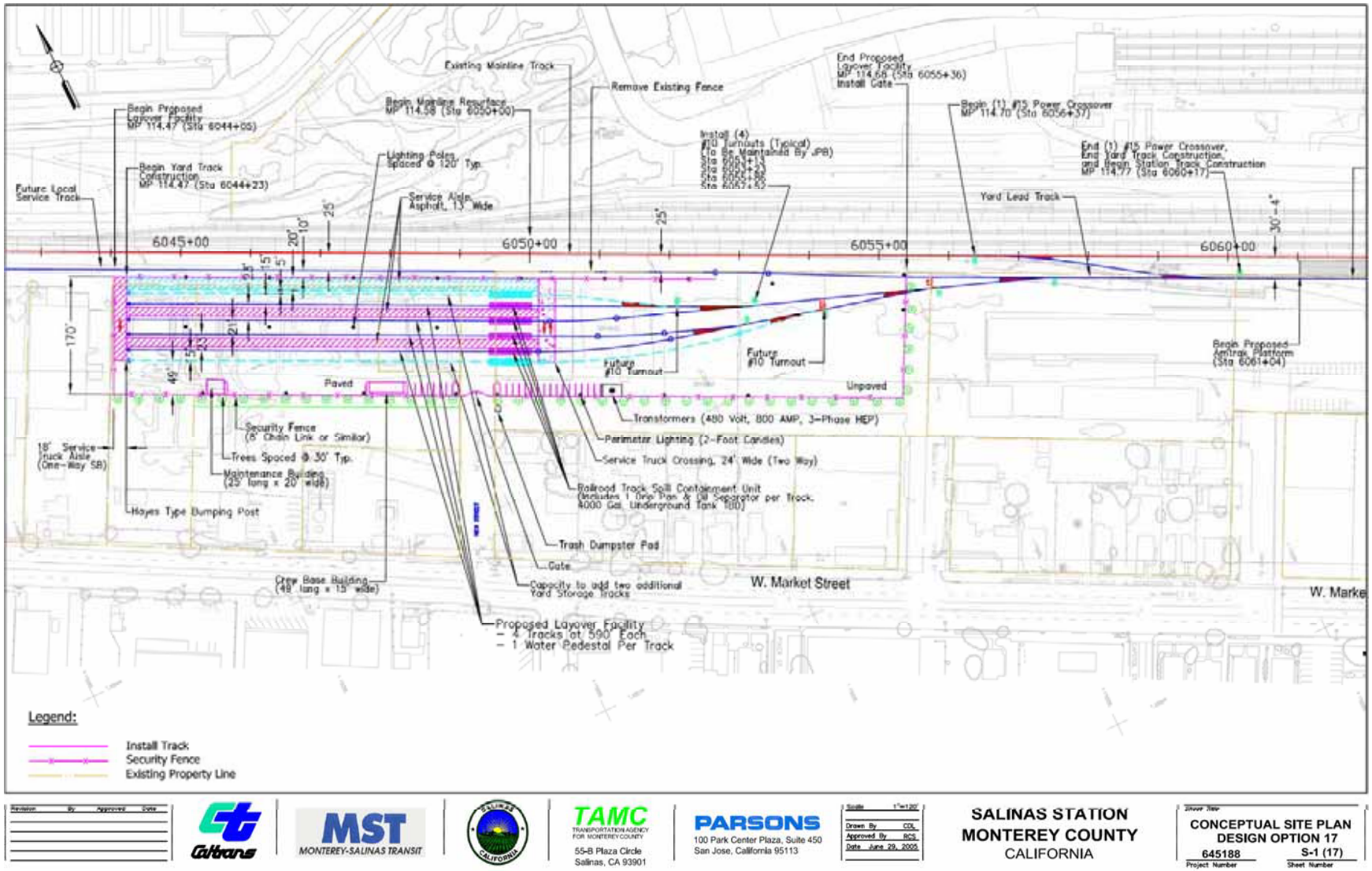
In response to this guidance, three additional site 2 options were explored to avoid the use of the south mainline track and upgrade the adjacent passing track. Options 2G through 2I would each construct four new Caltrain layover tracks to the southwest of the existing mainline track. These tracks would connect to a station platform lead track which would stub end at the Salinas station. A new platform would be constructed for Caltrain passenger loading (ITC Option 18) and the existing Amtrak platform would be extended in a westerly direction to serve both Caltrain and Amtrak passengers (ITC Options 17 and 18). Caltrain passengers would board from the south side of the platform while Amtrak passengers from the north side of the platform.

In the event that right-of-way could not be acquired to construct the layover facility on site 2, site 3 was investigated for feasibility. At this site the UPRR right-of-way is wider and could accommodate a four-train-on-two-track tandem layover facility. Location of the layover facility at site 3 would entail the use of the southwest mainline track for access to the station platform and layover yard tracks. The adjacent passing track would need to be upgraded to mainline status and condition for a distance of approximately 5,500 feet. New turnouts and upgraded signaling would also be required.

UPRR freight operations would be impacted by the selection of site 3 for the Caltrain layover facility. UPRR operations staff has not commented on the feasibility of this site from a freight railroad operations perspective. UPRR staff has, however, expressed concern that Caltrain operations would interfere with Amtrak scheduling, as mentioned above. Due to this potential conflict, Parsons is of the opinion that site 3 would be less acceptable than site 2, option G through option I. The option finally chosen by PDT members was an additional option for site 2 called option 2J. Similar to option 2G through option 2I, this option would construct a four-track layover facility located south of the mainline track.

As the precise footprint of a layover facility on site 2 will not be identified until right-of-way negotiations have advanced and a corresponding design option is refined, site 2 was investigated in its entirety for potential environmental impacts. The conceptual plan for site 2 is illustrated in Figure 16. All site 2 conceptual designs are located in Appendix A-2.

Figure 16
Salinas Layover Facility Conceptual Plan, Site 2



Revision	By	Approved	Date

Caltrans | MST MONTEREY-SALINAS TRANSIT | TAMC TRANSPORTATION AGENCY FOR MONTEREY COUNTY, 55-B Plaza Circle, Salinas, CA 93901 | PARSONS, 100 Park Center Plaza, Suite 450, San Jose, California 95113

Scale 1"=120'
Drawn By CDL
Approved By RCS
Date June 29, 2005

SALINAS STATION
MONTEREY COUNTY
CALIFORNIA

Drawing Title
CONCEPTUAL SITE PLAN
DESIGN OPTION 17
645188 (Project Number) S-1 (17) (Sheet Number)

B. Value Analysis

In order to accurately gauge the potential parking supply yields, track and signaling requirements, and costs associated with each of the sites, conceptual site layouts were prepared and used to estimate quantities for order-of-magnitude cost estimates for each of the facility sites and most of the design options. The cost ranges reported below reflect various stages of design refinement, but are roughly comparable insofar as providing information for site selection.

Pajaro Valley Station Alternatives

Cost estimates performed early in the site selection process ranged from $5.0–8.25 million. These numbers included order-of-magnitude capital costs for station and track improvements only, and do not include right-of-way costs. The current working estimate for site 1, option 1C, which is the preferred alternative, is $15.1 million, including right-of-way acquisition costs (Figure 9). Cost detail for all conceptual designs is provided in Appendix A-1.

Castroville Station Alternatives

A comparison of the Castroville sites found that due to the larger supply of parking, access roadway construction and a grade-separated pedestrian crossing (assumed), development of a station on site 2 would cost $9.7 million, compared to $6.1 million for site 1. Development of a separate station track, turnouts, and signaling amounts to approximately $4.0 million of the overall construction cost. The current working estimate for site 2, the preferred location, is $14.3 million (Figure 12). A cost summary for all conceptual designs is provided in Appendix A-1.

Salinas ITC Parking Options

Cost estimates for the various parking expansion options ranged from $25,900 per net new parking space to $34,000 per net new parking space. The cost of addressing the parking requirement was primarily driven by the layout and location of the MST and Greyhound bus facilities. Overall, the cost of addressing the parking requirement at Salinas ranged from $8.4 million to approximately $17.9 million. The current working estimate for the total cost of parking is approximately $17.9 million for Option 17 and $12.0 million for Option 18, including right-of-way. A portion of this cost would be offset by contributions from MST for parking displaced by their operations. Cost detail for most of the conceptual designs is provided in Appendix C-3.

Salinas ITC Expansion Alternatives

Eighteen expansion options were developed for the Salinas station. Current working estimates for the two favored expansion options (17 and 18) are $38.6 million for expansion option 17 (figure 13) and $37.1 million for expansion option 18 (Figure 14). These numbers include all capital improvement and right-of-way acquisition costs as well as the parking costs noted above. Cost detail for Options 17 and 18 as well as the Salinas layover facility is provided in Appendix G.

Salinas Layover Facility Alternatives and Station Track and Signal Improvements

Capital costs were estimated for each of the layover facility alternatives. These estimates included the cost for the layover facility as well as station track and signal improvements due to the interrelated nature of these facility improvements. Capital development costs ranged from $5.4 million for option 1B at site 1 to $8.7 million for option 2I at site 2 to $12.8 million for option 3A at site 3. The current working estimate for site 2, the preferred location, is $9.5 million (Figure 16). Cost summaries for several conceptual designs for the Salinas layover facility are provided in Appendix A-2.

C. Structural and Ground Plane Elements

Preliminary site plans have been developed to respond to the identified station program requirements and the opportunities and constraints imposed by the dimensions of each site. Detailed site dimensions and utility survey drawings are furnished in Appendix D.

An initial set of program requirements is included as Appendix B-2 of this report. These program requirements reflect guidelines issued for Caltrain station facilities, track, and right-of-way by the PCJPB, as well as programmatic input from local agency staff.

Pajaro Valley Station

In general, the Pajaro Valley station will include the following elements:

- A rail passenger loading platform 700 feet long by 20 feet wide
- Intertrack fencing separating the main line from the Pajaro Valley station track
- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays, and landscaping
- Station building (provided by others), furniture and fixtures, information displays
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Parking, bicycle facilities, sidewalks, and circulation roadways
- Roadway, signing and striping, and roadway median construction
- Relocation of track, turnouts, track removals, and railroad signaling
- Modification of railroad grade crossing warning devices at Lewis Road
- Site drainage, lighting, and landscaping
- Access to the station platform via the Santa Cruz branch rail line

Surface parking for approximately 410 vehicles will be provided on the west side of the tracks, roughly parallel with Salinas Road. The northwest corner of the site will remain vacant and provide an opportunity for expansion of parking or other future development. A bus loading and turn-around area will be located on the northeast corner of the parking lot.

Vehicular traffic will access the station via two driveways on Salinas Road between its intersections with Lewis Road and Railroad Avenue.

Architectural details for materials, lighting, and landscaping will be developed during the design phase of the project.

The overall site and track plan for the station is illustrated as Figure 17. An enlarged view of the platform and parking area was previously illustrated as Figure 9. Additional station drawings are provided in Appendix D-1.

Castroville Station

In general, the Castroville Station will include the following elements:

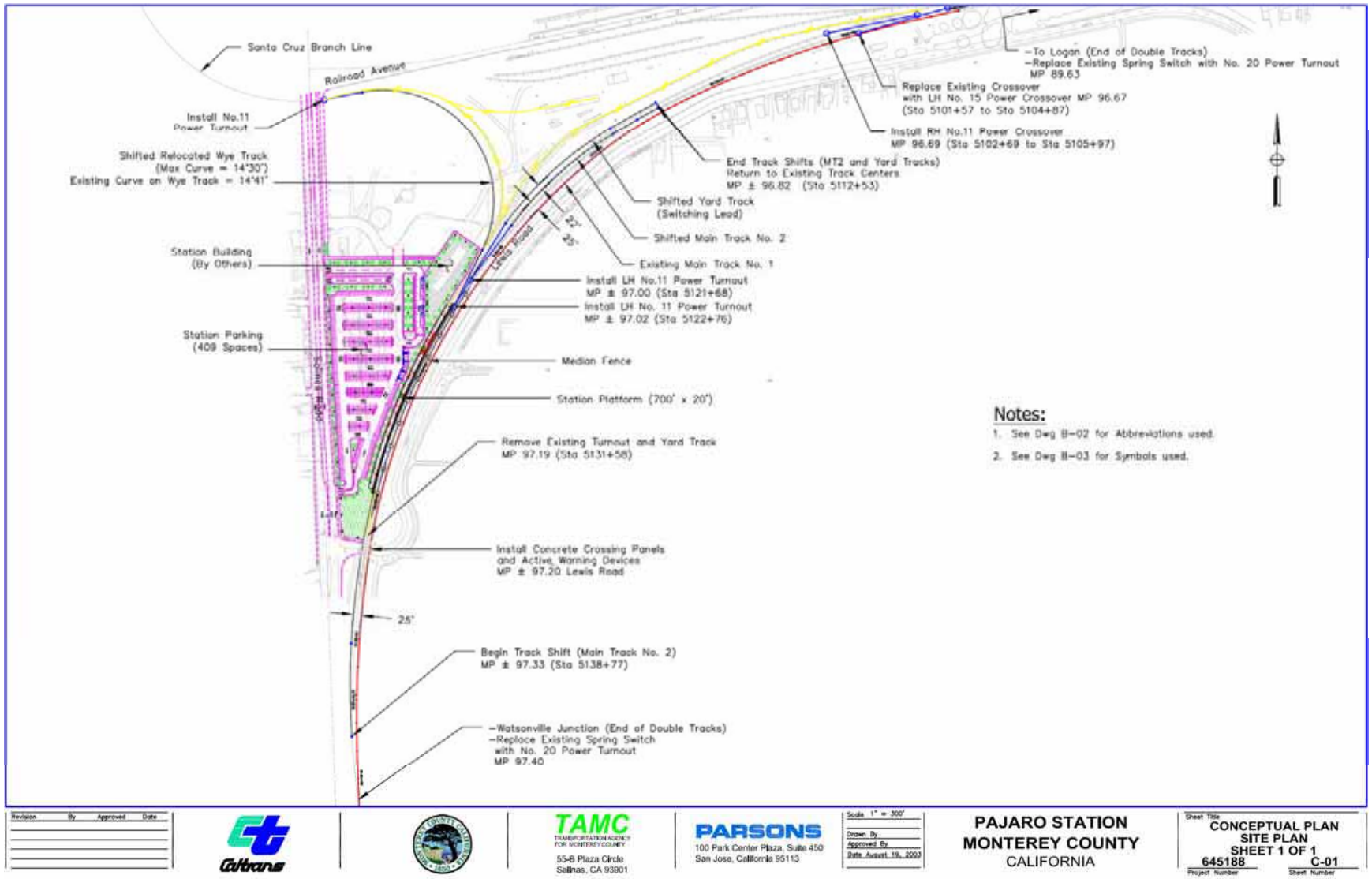
- A rail passenger loading platform 700 feet long by 20 feet wide
- Intertrack fencing separating the main line from the Castroville station track
- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays, and landscaping
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Parking, bicycle facilities, sidewalks, and circulation roadways
- Access roadway construction, signing, and striping
- Relocation of track, new track construction, turnouts, and railroad signaling, as may be required
- Site drainage, lighting, and landscaping
- Pedestrian grade separation crossing of the main line and Castroville station tracks
- Access to the station location via the Monterey branch rail line

Surface parking for approximately 250 vehicles will be provided to the east and west of the station platform. The parking supplies will be accessible to Monterey Peninsula commuters via Collins Road, which will be resurfaced or reconstructed and extended. Local Castroville residents will access the station via Benson Road which will be connected to Salinas Road. The east side parking lots will be connected to the station platform via a pathway that leads from the western edge of the parking lot through a bicycle and pedestrian undercrossing to the station platform located on the west side of the track.

Auto passenger drop-off and taxi loading will take place on the west side of the station, adjacent to the platform.

Architectural details for materials, lighting, and landscaping will be developed during the design phase of the project. The conceptual plan for the station was previously illustrated as Figure 12. Additional station drawings are provided in Appendix D-2.

Figure 17
Pajaro Valley Station Overall Site and Track Plan



Salinas ITC Expansion

The Salinas station and parking renovations include:

- Increased parking supply adjacent to the station with approximately 500 net new parking spaces
- Bicycle lockers and bicycle racks
- Reconstruction of the passenger loading platform for joint Amtrak and Caltrain use
- Resurfacing track, new track construction, turnouts, and railroad signaling
- Installation of a public address system, benches, trash receptacles, ticket vending machines, and shelters
- Installation of an electronic message sign consistent with Caltrain and Amtrak improvement plans
- Addition of new site access and circulation roadways
- Traffic signalization, signing, and striping
- Relocation of the Monterey-Salinas Transit Center in downtown Salinas and the Greyhound bus depot to the site of the ITC
- Site lighting and landscaping
- Modifications to adjacent structures

Structured or surface parking for approximately 650–700 vehicles will be provided adjacent to the existing Amtrak station building. The parking supply and the expanded ITC will be accessed by a new roadway extension of Lincoln Avenue. Palmetto Street, Happ Place, and Vale Street will also be available for site access/egress depending on the ultimate alternative selection, either surface and structured parking (alternative 17) or only surface parking (alternative 18).

The reconstructed station platform will allow for Amtrak patron loading along its northern edge and Caltrain patron loading along its southern edge. A new station track will be constructed for Caltrain use, stub ending at the Salinas station. A canopy will cover the Caltrain/Amtrak station platform and connect these passenger loading areas with the parking supplies.

Architectural details for structures, materials, fixtures, lighting, and landscaping will be developed during the design phase of the project.

Figure 13 previously illustrated the conceptual plan for expansion option 17 and Figure 14 illustrated the conceptual plan for expansion option 18. Additional station drawings are provided in Appendix D-3.

Salinas Layover Facility

In general, the Salinas layover facility will include the following elements:

- Construction of yard track and turnouts to initially accommodate up to four Caltrain consists
- Construction of maintenance roads

- Perimeter fencing and security lighting
- Drip pans for the fueling positions and spill containment
- Standby power and potable water pedestals
- A small building for housing brake shoes, tools, and supplies
- A crew base building

Storage for up to four train sets is envisioned, similar to the existing layover facility at Gilroy. The conceptual plan previously illustrated as Figure 16 would allow for the expansion of this facility to accommodate up to six Caltrain consists. Additional conceptual design drawings for this facility are provided in Appendix D-4.

Gilroy Yard Improvements

Extension of service south of Gilroy will require a new track connection at the south end of the station track to permit passenger train flow-through while maintaining passenger boarding from the existing station platform. The track extension would include demolition, track, ties, ballast, one new turnout, modifying railroad signal interlocking, and modifying motorist warning devices at 10th Street, immediately adjacent to the Gilroy station and at Luchessa Street. Figure 18 provides a conceptual plan that shows the improvements needed at Gilroy.

UPRR Coast Main Line Improvements

The project will include railway improvements to the existing UPRR Coast Main Line, passing tracks, yard tracks, and branch line connections to allow Caltrain to extend service from Gilroy in Santa Clara County, through San Benito County to Salinas in Monterey County. All railway improvements noted below will occur within the Union Pacific Railroad right-of-way. Milepost (MP) locations are approximate.

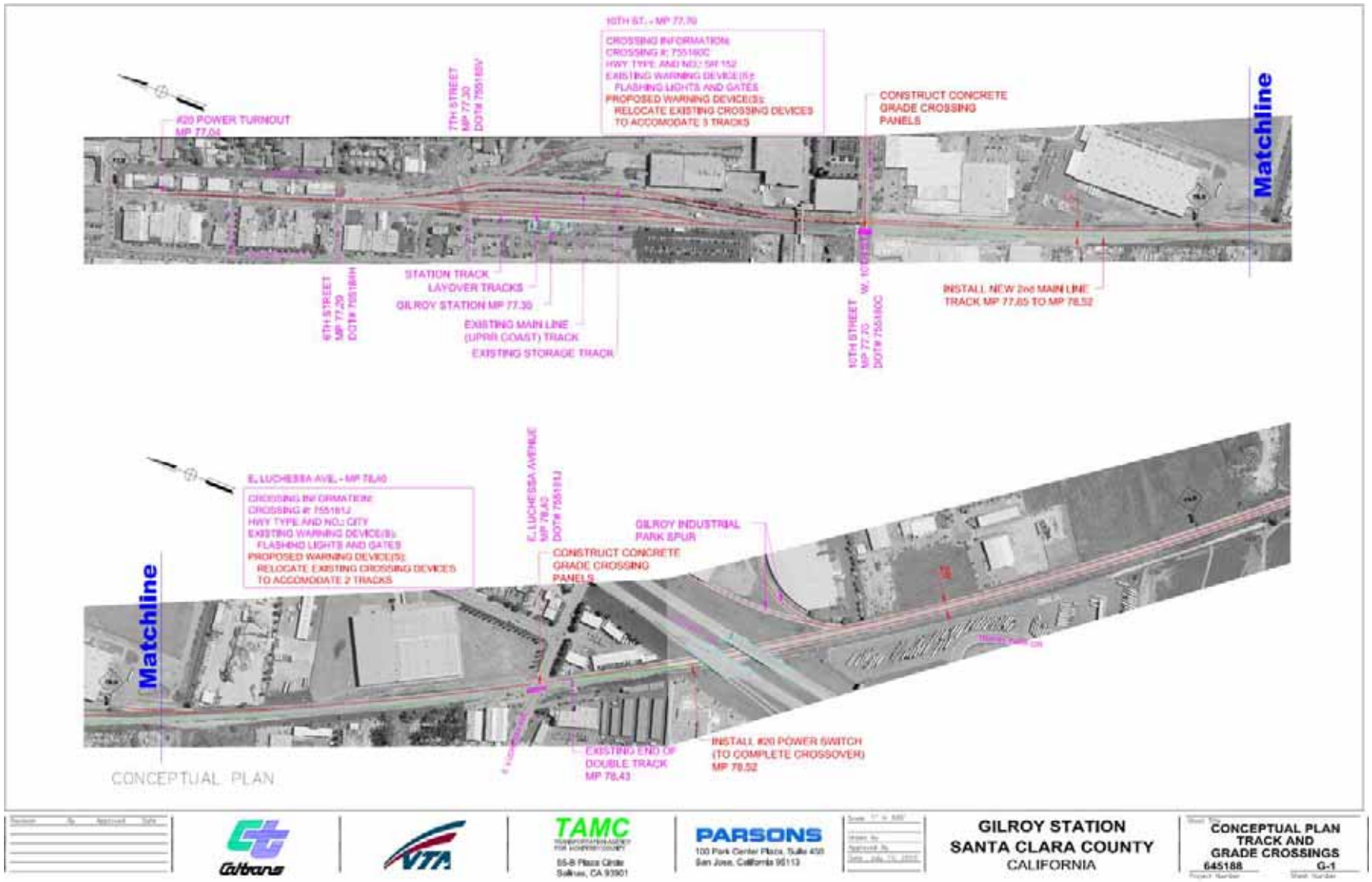
Gilroy

- Install new second main track from 10th Street to East Luchessa Avenue (MP 77.65 to MP 78.52).
- 10th Street (MP 77.70). Relocate existing or install new warning devices at crossing No. 755180C to accommodate three tracks. Install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing for new track.
- East Luchessa Avenue (MP 78.40). Relocate existing or install new warning devices at crossing No. 755181J to accommodate two tracks. Install concrete grade crossing panels, rebuild track, replace ballast and repave crossing for new track.
- South (east) of East Luchessa Avenue (MP 78.52). Install #20 power turnout.

Pajaro

- Logan (west end of double track at MP 89.63). Replace existing spring switch with #20 power turnout.
- Watsonville Yard (MP 96.67). Replace existing track crossover with left hand #15 power crossover.

Figure 18
Gilroy Yard Necessary Improvements



- Watsonville Yard (MP 96.69). Install right hand #11 power crossover.
- Watsonville Yard (MP 96.82 to MP 97.33). Shift main track No. 2.
- Watsonville Yard (MP 96.82 to MP 97.00). Shift yard lead track.
- Watsonville Yard (east of Salinas Road). Install #11 power turnout on Santa Cruz Branch line.
- Watsonville Yard (Lewis Road MP 97.19 to vicinity MP 96). Remove yard track.
- Watsonville Yard (MP 97.00 and MP 97.02). Install left hand #11 turnouts.
- Watsonville Yard (MP 97.19). Remove existing turnout.
- Lewis Road (MP 97.20). Relocate existing or install new warning devices at crossing #752354V. Install concrete grade crossing panels, rebuild track, replace ballast and repave crossing for shifted main track No. 2.
- South (east) of Lewis Road (MP 97.40). Replace existing spring switch with #20 power turnout.

Castroville

- North of SR 156 (MP 106.27). Install #15 power turnout.
- Construct station track from MP 106.27 to MP 106.76.
- South of SR 156 (MP 106.70). Install #11 turnout.
- South of SR 156 (MP 106.70 to MP 106.85). Restore existing siding track.
- South of SR 156 (MP 106.76). Install #15 power turnout.
- North of SR 156 to south of SR 156 (MP 106.27 to MP 106.87). Shift main line track easterly 3 feet 8 inches or less.

Salinas

- At Vale Street (MP 114.70). Install #15 power crossover.
- New Street to Main Street (MP 114.58 to MP 115.07). Resurface or rebuild main line track, replace ballast.

Coast Main Line—Gilroy to Salinas

- Resurface and/or rebuild track, replace ballast, replace ties, repair or upgrade drainage structures, upgrade or install train signals and controllers at locations to be determined.

D. Design Standard Exceptions

Quantities of station access features and amenities, where listed in this document, shall apply.

Finishes shall meet or exceed Caltrain standards consistent with Caltrans' context-sensitive design guidelines.

Station platforms that accommodate Caltrain passenger boarding shall be a minimum of 15 feet wide and 608 feet long with allowances for an extension of 400 feet. Station platforms that accommodate Amtrak's Coast Starlight passenger boarding shall be 20 feet wide and 1,000 feet long. Station platforms that accommodate Amtrak's Coast Daylight boarding passengers shall be 20 feet wide and 800 feet long. The unobstructed width of lanes for baggage carts shall be eight feet.

The Pajaro Valley and Castroville station platforms are conceptually designed to measure 20 feet wide by 700 feet long. The Salinas joint Amtrak/Caltrain station platform is 20 feet wide by 1,135 feet long. The Salinas station Caltrain platform (Option 18) is 15 feet feet wide by 665 feet long

The distance between the centerline of the track and the edge of all platforms shall be five feet four inches, consistent with Caltrain standards. The Amtrak standard is five feet one inch and shall not apply.

The Salinas station Caltrain track is centered five feet zero inches between the edge(s) of the adjacent platform(s).

The Number 11 turnout has replaced the Number 10 turnout as a UPRR standard. The Salinas layover facility shall have number 10 turnouts and will be maintained by PCJPB.

Minimum curvature for UPRR tracks shall be 12 degrees-30 minutes. The existing Pajaro (Watsonville Junction) wye track connection to the Santa Cruz branch line is 14 degrees-41 minutes and shall be replaced with a 14 degree-30 minute curve.

Space shall be reserved at the Pajaro Valley station for construction of a "Type 25D" Amtrak station building.

Structured parking stall dimensions shall be "unistall," 8½ feet wide with 62-foot bays at 90 degrees. The preferred stall width for 90 degree parking in surface lots is 9 feet-0 inch. The stall dimensions at the Pajaro Valley, Castroville and Salinas stations are unistall, 8½ feet wide with 62-foot bays.

For urban arterial streets with high truck volumes, Caltrans standard lane width for center lanes adjacent to a raised median is 14 feet. West Market Street adjacent to the Salinas ITC will be reconfigured to provide 13-foot wide center lanes.

E. Utilities, Streets and Alley Abandonments

In Salinas, a portion of New Street would be abandoned to allow for construction of the Caltrain layover facility.

In Salinas, Station Place and the alley parallel to West Market Street, east of Station Place, would be abandoned. Access to adjacent properties served by the alley would be consolidated but maintained. Private lands accessed by Station Place and the alley would be acquired for station expansion.

F. Right-of-Way Impacts

Right-of-way requirements for proposed Caltrain service include space for platforms, a station building, and parking at the Pajaro Valley station; a platform and park-and-ride lot at the Castroville station; and expanded parking supplies and a Caltrain layover yard at Salinas.

In Salinas, parcels occupied by the El Aguila Bakery and Deli and El Aguila Foods, Frank's Fish Market, Lou's Laundry Basket, the Monterey County Employees Credit Union, and the Waldorf Resident Hotel would be acquired for ITC expansion alternative 17. These parcels together with American Supply Company's warehousing and distribution center would be acquired for ITC expansion alternative 18. Additionally, a portion of Powers Equipment, equipment display yard would be acquired for the Caltrain layover yard.

Maps showing the locations and quantities of right-of-way to be acquired are furnished as Figures 19 through 22. Table 8 lists the individual parcels and their characteristics. Please note that Figure 20 illustrates a reduced right-of-way take for the Castroville Station (Parcel 133-081-006) compared to the conceptual design illustrated in Figure 12 and reported in Table 8. The final station foot print will be negotiated with the owners of the right-of-way. Appendix E-1 provides a "Preliminary Property Acquisition and Relocation Plan." Due to the complexity of real estate requirements for the Salinas ITC and layover facility, Appendix E-2 presents a "Property Acquisition and Disposition Plan for these facilities. Real estate acquisition cost study information is included as Appendix E-3.

Figure 19
Property to be Acquired for the Pajaro Valley Station

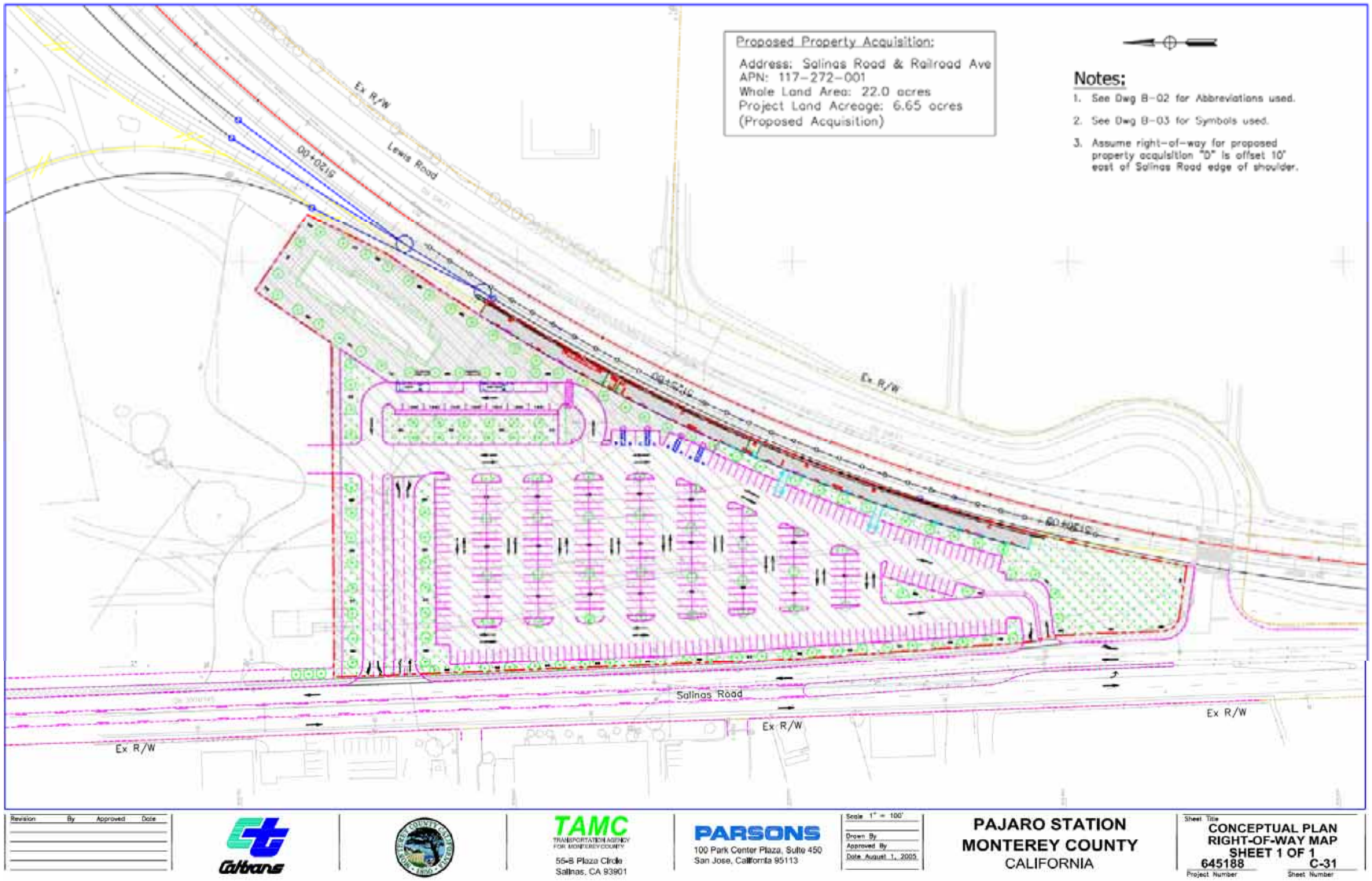


Figure 20
Property to be Acquired for the Castroville Station

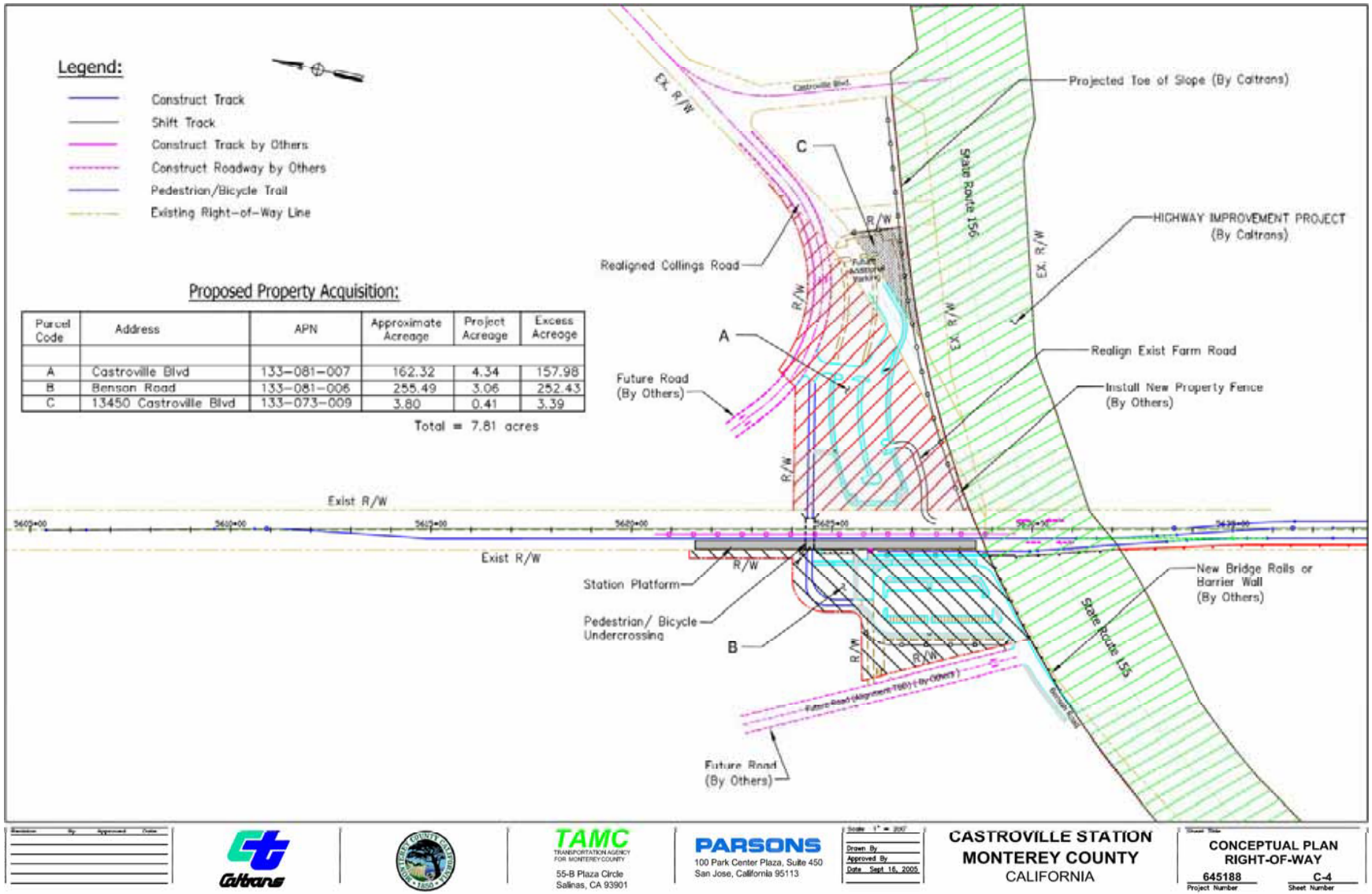
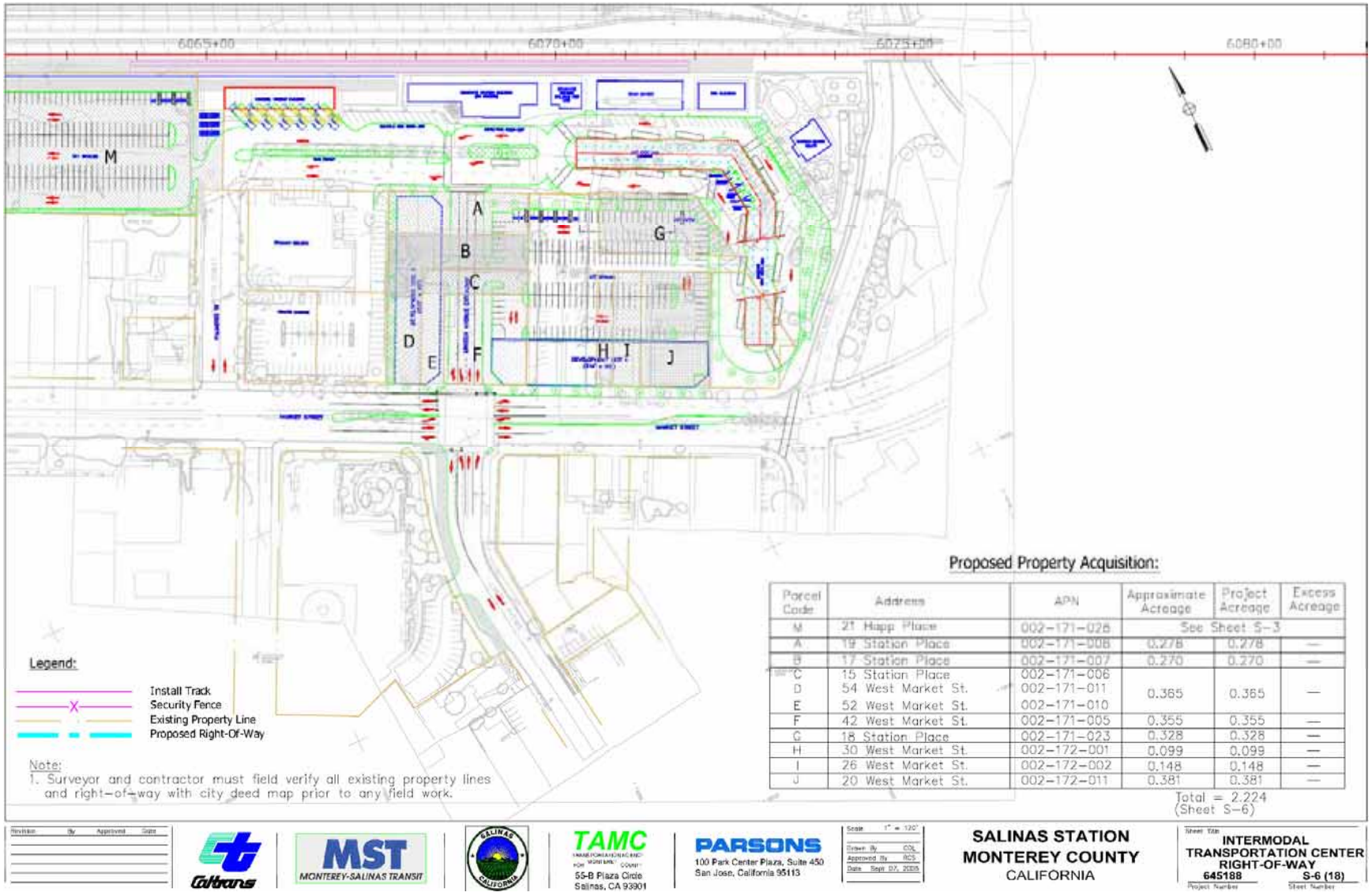
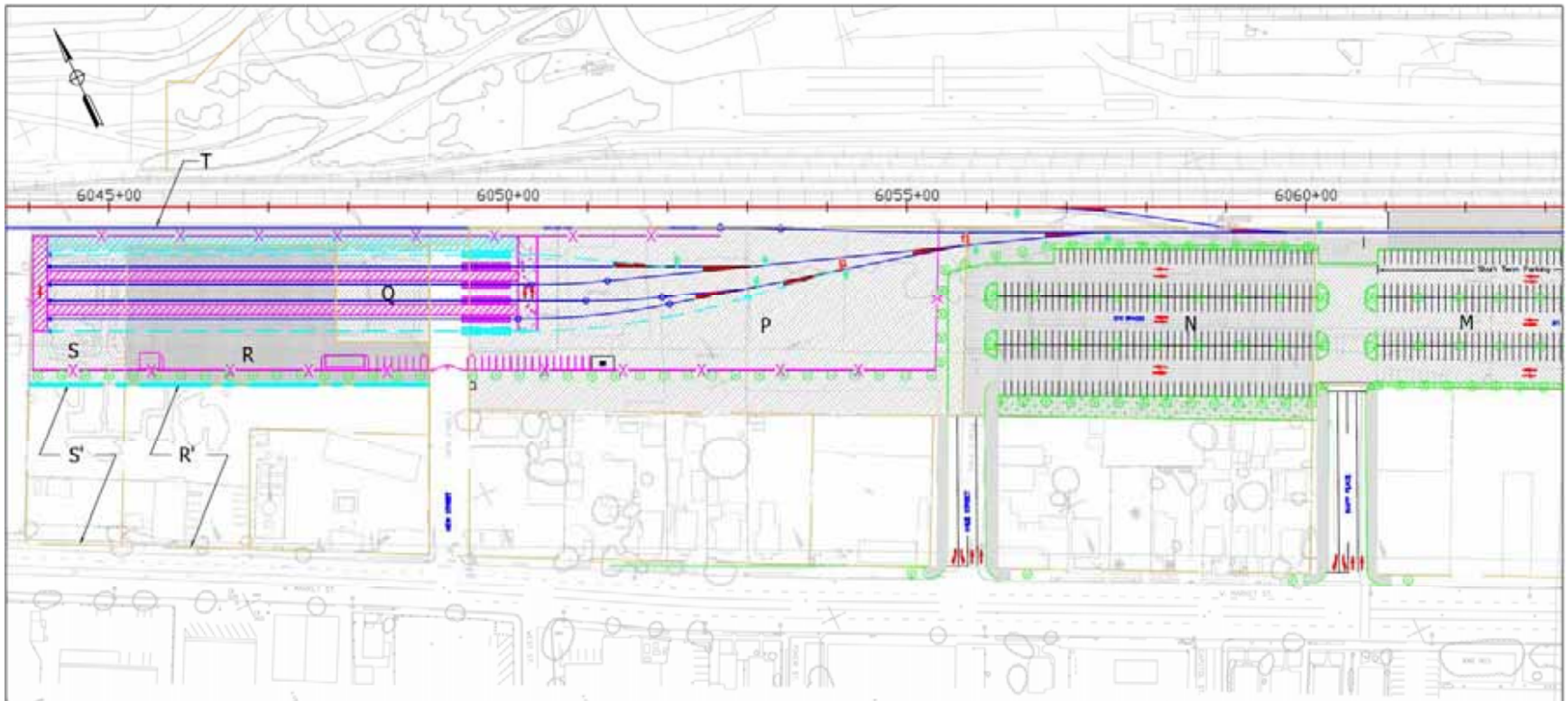


Figure 21
Property to be Acquired for the Salinas ITC Expansion, Option 18



Parcel Code	Address	APN	Approximate Acreage	Project Acreage	Excess Acreage
M	21 Happ Place	002-171-026	See Sheet S-3		
A	19 Station Place	002-171-008	0.278	0.278	—
B	17 Station Place	002-171-007	0.270	0.270	—
C	15 Station Place	002-171-006			
D	54 West Market St.	002-171-011	0.365	0.365	—
E	52 West Market St.	002-171-010			
F	42 West Market St.	002-171-005	0.355	0.355	—
G	18 Station Place	002-171-023	0.328	0.328	—
H	30 West Market St.	002-172-001	0.099	0.099	—
I	26 West Market St.	002-172-002	0.148	0.148	—
J	20 West Market St.	002-172-011	0.381	0.381	—

Figure 22
Property to be Acquired for the Salinas Layover Facility and Westerly End of ITC Expansion, Option 18



Parcel Code	Address	APN	Approximate Acreage	Project Acreage	Excess Acreage
S	330 West Market St.	002-021-007	1.010	0.482	0.528 (S')
R	320 West Market St.	002-021-008	2.204	1.183	1.021 (R')
Q	21 New St.	002-021-009	0.323	0.323	–
P	20 New St.	002-031-033	3.347	3.347	–
N	21 Happ Place	002-031-030	2.160	2.160	–
M	21 Happ Place	002-171-028	2.536	2.536	–
T	Union Pacific Railroad	002-021-014	TBD	0.271	TBD

Table 8
Parcel Detail of Acquisition Areas

Area	Map Ref	APN	Address	Primary Business	Parcel Acreage	Building, square feet					Number of Residential Units	Farmland Acreage	Target Relocation Area
						Light Ind.	Office	Warehouse	Retail	Residential			
PV	C-31	117-272-001	Salinas Road	Parking; equip storage	6.65*		7,600						Adjacent UPRR lands
C	C-4 (A)	133-081-007	Castroville Boulevard	Farming	4.34*							4.34	None
	C-4 (B)	133-081-006	Benson Road	Farming	4.61*							4.61	None
	C-4 (C)	133-073-009	Benson Road	Vacant	0.41*								None
S-ITC	S-6 (A)	002-171-008	19 Station Place	Vacant	0.278								None
	S-6 (B)	002-171-007	17 Station Place	Residential hotel	0.270					3,600	16		Salinas Metro
	S-6 (C)	002-171-006	15 Station Place	Vacant	0.12								None
	S-6 (D)	002-171-011	54 W. Market Street	Vacant	0.14								None
	S-6 (E)	002-171-010	52 W. Market Street	Warehouse	0.10			3,960					320–330 W. Market
	S-6 (F)	002-171-005	42 W. Market Street	Bakery	0.34	9,035							320–330 W. Market/ Airport Industrial Park
	S-6 (G)	002-171-023	18 Station Place	Parking	0.328								320–330 W. Market/ Airport Industrial Park
	S-6 (H)	002-172-001	30 W. Market Street	Restaurant/ Fish Market	0.099				1,708				Downtown/S. Main
	S-6 (I)	002-172-002	26 W. Market Street	Laundry	0.147				2,016				Downtown/S. Main
	S-6 (J)	002-172-011	20 W. Market Street	Credit Union	0.381				5,039				Downtown/S. Main
S-L	S-5 (M)	002-171-028	21 Happ Place	Warehousing	2.536			27,544					Salinas unknown
	S-5 (N)	002-031-030	21 Happ Place	Warehousing	2.160			20,000					Salinas unknown
	S-5 (P)	002-031-033	20 New Street	Vacant/ trailer sales	3.347								TAMC Lease Same location
	S-5 (Q)	002-021-009	21 New Street	Vacant	0.323								None
	S-5 (R)	002-021-008	320 W. Market Street	Vacant	2.204		2,700						TAMC Lease Same location
	S-5 (S)	002-021-007	330 W. Market Street	Vacant	1.010								None

Source: Parsons

V. System Planning

A. Transportation Concept

This project proposes to extend existing Caltrain service from Gilroy to Salinas to relieve congestion and add transportation capacity during commute hours to the U.S. 101 corridor between Monterey County and the San Francisco Bay Area. This service would initially consist of two round trips per day and would later be expanded to four round trips per day. This project would require rights to greater track access; right-of-way acquisition; construction of parking, station tracks, platforms, access improvements, mainline track and signaling improvements and a Caltrain layover facility.

There is strong local support for the proposed service extension due to the projected population growth in the Monterey Bay Area and the increasing numbers of San Francisco Bay Area workers who are making their homes in San Benito, Santa Cruz, and Monterey counties. A multi-agency task force comprised of: VTA, TAMC, AMBAG, MST, Caltrans, Santa Cruz County Regional Transportation Commission, San Benito County, and the cities of Salinas and Watsonville has been meeting to discuss and plan the initial steps to creating this train service extension. This project is an outgrowth of their multi-agency coordination.

B. Local Project Planning

As detailed in Chapter 2, local and regional agencies representing the study area or portions thereof have conducted studies that serve as precursors or complements to this PSR. The project has been coordinated with UPRR, PCPJB, Caltrans, VTA, the City of Salinas, the Redevelopment Agency of Monterey County, MST, the City of Watsonville, the Santa Cruz County Regional Transportation Commission, and the Santa Cruz Metropolitan Transit District.

In 1992, Passenger Rail Feasibility Study No. 05D423 was prepared for Caltrans to address the feasibility of passenger rail service between San Francisco, Monterey, Salinas, and Hollister. The study indicated that commuter rail could feasibly serve the existing market for work trips between Salinas and the Silicon Valley.

A locally preferred alternative was adopted in the 1994 Monterey County Regional Transportation Plan (RTP). This included the extension of one Caltrain commute train. The 2002 and 2005 RTPs cite growing traffic congestion between Monterey County and the San Francisco Bay Area and the demand for commuter rail services in the Highway 101 corridor. The 2005 RTP includes the extension of Caltrain to Salinas in its list of planned projects.

In 1997, the City of Watsonville prepared a Draft Pajaro Valley Station PSR, in cooperation with Monterey County, TAMC and the Santa Cruz County Regional Transportation Commission. While not finalized, this draft PSR identified a potential site location and set of program requirements for this station.

Between 1998 and 2000, these program requirements and opportunities for adjacent site development were further refined and explored by the Monterey County sponsored Pajaro Railyards Area Feasibility Study. This study, as well as the draft PSR, sited the Pajaro Valley station adjacent to the former Southern Pacific Passenger Depot which is accessed from Salinas Road.

In 2000, TAMC sponsored the preparation of the Extension of Caltrain Commuter Service to Monterey County Business Plan. The business plan considered, but did not thoroughly evaluate, alternative sites for stations at Pajaro and Castroville and a layover yard in Salinas.

Caltrans' Transportation Concept Report for U.S. Route 101 in Caltrans District 5 (2001) recommends that demand be reduced on U.S. 101 in Monterey and San Benito counties by encouraging and improving alternative modes such as passenger rail, including the extension of Caltrain service from Gilroy to Salinas.

With funding supplied by TAMC, VTA, and others, UPRR has undertaken a train simulation "capacity study" of potential freight and passenger rail operations in northern California. Based on the results of this study, UPRR has identified track, switch, and signaling improvements that may be required to implement additional passenger rail service to Monterey County. These have been documented by a "Term Sheet," dated June 26, 2003. Additional track and signaling improvements have been identified in the California Passenger Rail System Five-Year Improvement Plan.

The PCJPB includes the Caltrain extension to Salinas in the Caltrain 2004–2023 Strategic Plan along with route extensions to downtown San Francisco and across the Dumbarton Bridge to the East Bay. Each of these extensions are currently undergoing design and/or environmental study. Additionally, a project development team of Monterey and Santa Cruz County local government representatives has been meeting since September 2000 to refine station program and transportation requirements and resolve station site issues.

The *Monterey County General Bikeways Plan* (2001) includes a proposed Class I Bikeway along Castroville Boulevard and underneath the UPRR rail line in the vicinity of the proposed station. This trail will provide connectivity between the Castroville central business district, the high school to the east, and the station area.

The City of Salinas has been actively working since 1996 to develop the ITC on the site of the Amtrak passenger station. In 1999, the city's Redevelopment Agency acquired 3.5 acres of land housing the station from UPRR. Beginning in June 1996, the city considered various land acquisition strategies and conceptual plans for transportation center development. In June 1998, a site plan was finalized. The city subsequently constructed the Amtrak facility that exists today.

Specific ongoing efforts include the City of Salinas' plans for intensified transit-oriented development near the Salinas station site, Caltrans' plans for upgrading SR 156 east of Castroville Boulevard, the Castroville Community Plan, the Pajaro

Community Plan, UPRR's short- and long-term plans for freight and yard operations, and the California Passenger Rail System Five-Year Improvement Plan.

C. Cooperative Agreements

Formal cooperation agreements were established between TAMC, the Monterey County Redevelopment Agency and the City of Salinas (Rail Planning Funds Cooperation Agreement, dated February 7, 2002, amended September 13, 2002) and between TAMC and MST (Agreement for Funding Study of the Relocation of the Salinas Transit Center to the Salinas Intermodal Center as a Part of the Caltrain Extension Project, dated December 12, 2002).

Negotiations are ongoing between TAMC and the PCPJB regarding revenue and cost sharing. In addition, a purchase-of-service agreement will stipulate TAMC/PCJPB rights and powers, financial commitments, service parameters, and details of administrative procedures.

Discussions between TAMC and UPRR are also ongoing regarding site selection, station design and placement, and track improvements including the construction of a pedestrian and bicycle undercrossing at the Castroville site. TAMC has also met with UPRR to develop a trackage rights agreement for the extension of Caltrain from Gilroy to Salinas. On June 26, 2003 UPRR presented TAMC with a draft "Term Sheet Conditions for Salinas-Gilroy Passenger Service." This term sheet outlines operating parameters, capacity/track improvements, compensation, liability/insurance, and other terms subject to further discussions and negotiations during project delivery.

VI. Hazardous Material/Waste

A. Summary of Findings

In October and November 2002, Parikh Consultants, Inc. performed Phase I Environmental Site Assessments for the study areas in Pajaro Valley, Castroville, and Salinas. The Salinas Layover Facility at Site 2 and the ITC Expansion was resurveyed by Parikh in September 2005. Although no concrete evidence of hazardous materials or hazardous waste was found on the project site, the initial assessment was based solely on a visual inspection of surface features, structures, and land uses, and on a review of historical records. The investigation did not include subsurface investigation, borings, or excavations of potential hazardous materials sites and is therefore incomplete at this time. The assessments indicated the possibility that some contaminants were present and recommended additional investigation, as detailed below.

B. Assessment Procedure

The Phase I Environmental Site Assessments performed by Parikh Consultants included the following scope of work:

- A site visit and visual inspection of the exterior of the subject area
- A review of previous environmental reports on the subject area
- A review of the site's background including recent aerial photographs and Sanborn Maps
- A review of a computer database of government records of hazardous waste sites within a one-mile radius
- A review of area hydrogeology
- A review of available agency records for the subject area

C. Investigation Results

Pajaro Valley Station (Site #1—Watsonville Junction)

The proposed Pajaro Valley Station would be located north of the intersection of Lewis and Salinas Roads, on lands occupied by a railroad equipment storage yard, a building, a parking area, and a railroad "team track." Because of the building's age and condition, the site assessment indicated that there is some potential for asbestos containing material (ACM) and lead-based paint to be present in the building. The site assessment also noted that, due to the site's proximity to Salinas and Lewis Roads, there is some potential for aerially deposited lead from vehicle exhaust emissions to be present in the site soils at hazardous levels. Surface staining of the soil was noted in aerial photographs.

The site assessment report indicates that the proposed station site is identified as the "Watsonville Yard, Watsonville Train Depot at 499 Salinas Road" on several federal and state lists of hazardous waste sites—specifically lists that indicate leaking underground storage tanks (USTs) were present, including the Cortese List. Files at the

Central Coast Regional Water Quality Control board (RWQCB) and the Monterey County public Health Department indicated that the USTs had been removed from the site and that at least one of the case files had been closed by the RWQCB. The hazardous waste sites are located at the northern portion of the overall Watsonville Yard, Watsonville Train Depot property, north of the lands to be occupied by the proposed Caltrain station platform and surface parking lot.

The site assessment recommends that soil samples be collected and analyzed for petroleum hydrocarbons found in diesel fuel and/or bunker oil, metals, polychlorinated biphenyls (PCBs) and polynuclear aromatic hydrocarbons (PAHs) and that groundwater samples be collected and analyzed for petroleum hydrocarbons found in diesel and "heavy petroleum hydrocarbons."

Castroville Passenger Station Sites (Locally Preferred Alternative—Site #2 and Alternate—Site #1)

The LPA would be located north of State Route 156 and both east and west of the UPRR right of way, on railroad land or on land that is used for agriculture (i.e., artichoke production). The site assessment noted that due to the site's proximity to State Route 156, there is some potential for aerially deposited lead from vehicle exhaust emissions to be present in site soils at hazardous levels. Site #2 was not on any lists of known hazardous waste release sites compiled by federal and state regulatory agencies. The site assessment recommends that surface soil samples be collected and analyzed for petroleum hydrocarbons found in diesel fuel, metals, pesticides, and herbicides.

The alternate site lies approximately one mile south of the LPA Castroville Passenger Station site and is adjacent to Del Monte Avenue south of State Route 156. This area is surrounded by industrial land uses and was in the historical location of the Castroville Depot that serviced the Coast main line and the Monterey branch line. The station track and platform at Site #1 would be constructed on lands previously used for these same purposes. Parking would be constructed on lands currently paved for light industry equipment and vehicle storage. Although a site assessment is not available for this property, it may have surface soil contamination from petroleum hydrocarbons of PHAs found in diesel fuel, PCBs or metals because of its historic use as railroad yard, light industrial use and vehicle storage.

Salinas Intermodal Transportation Center Expansion and Layover Yard Facility

The proposed Salinas ITC and Layover Yard Facility would be located west of the intersection of Main and Market Streets, on land occupied by the current Salinas Amtrak station and on nearby commercial properties southeast of the station. Several buildings are present in the area (southeast of the Amtrak station) that is proposed for parking. The site assessments indicated that there is some potential for ACM and lead-based paint to be present in the buildings in this area. The site assessments also noted that there is some potential for aerially deposited lead from vehicle exhaust emissions

to be present in site soils at hazardous levels. Staining of surface soil was observed during the site visit.

The 2002 site assessment report indicates that the proposed station site is identified as the "Southern Pacific Railroad Site" on several federal and state lists of hazardous waste sites—specifically lists that indicate leaking USTs were present, including the Cortese List. Files at the Central Coast RWQCB indicated that the leaks were discovered during UST removal and that the RWQCB had issued a closure letter for the site. The site assessment notes that there are several hazardous waste release sites near the Project site with soil or groundwater contamination.

The 2005 site assessment states that observations made during a site visit and a review of historical maps and plans indicated the presence of fuel oil tanks, dry wells and industrial activities on a parcel north of New Street. Fuel oil tanks and industrial activities could be sources of historical leaks or spills. Groundwater monitoring wells and a soil vapor extraction system were also observed in the general area of New Street during the site visit. Historical maps indicated the presence of a gasoline and fuel oil tank on a parcel containing a warehouse near Vale Street. Hazardous materials may have been drained or spilled into dry wells.

The site assessments recommend that soil samples be collected and analyzed for petroleum hydrocarbons found in diesel fuel and/or bunker oil, metals, solvents, PCBs, and PAHs and that groundwater samples be collected and analyzed for petroleum hydrocarbons found in diesel and/or bunker oil. In addition, a visual site inspection for PCBs was performed by ATC Associates in 1998 of the Passenger Depot and Freight Depot (ATC Associates, 1998). No labels signifying "no PCBs" were found on the ballasts inspected. Therefore, it should be assumed that all light fixture ballasts in the Passenger and Freight Depot contain PCBs. The current status of any site investigations or remedial activities should be determined by contacting property owners or regulatory agencies. The site assessments also recommend that any buildings that would be demolished be inspected for ACM.

Appendix F-2 presents the complete narrative findings of the Phase I Environmental Site Assessments for the three passenger rail stations and the Salinas Caltrain layover facility.

VII. Transportation Management Plan

A. Existing Station and Service Operations

At the Gilroy yard and the Pajaro Valley location, track and turnout construction and signal upgrades are not expected to disrupt service or station operations.

At the Castroville location, construction of a pedestrian and bicycle undercrossing could require a cut-and-cover type of tunnel construction. In order to avoid suspending rail service during construction, a shoo-fly track can be constructed adjacent to the existing mainline track. The shoo-fly track can be converted to use as the Castroville station track upon resumption of service on the mainline track.

In Salinas the existing station would remain as the point of station operations during project construction. No disruptions to service, station operations, or patrons are anticipated.

The station building will be refurbished and restrooms made ADA accessible as part of another project. The passenger waiting area and ticket counter will remain open and operational during this renovation. The station track used for Amtrak service will be reballasted and leveled. The adjacent outboard track may be used temporarily along with an existing, auxiliary station platform. The station platform will also be reconstructed to raise and lengthen the platform surface to eight inches above top of rail. Temporary walkways and boarding points will be utilized during this construction process.

MST currently operates the downtown Salinas Transit Center, which is located approximately one and a half blocks from the ITC. This existing site will continue to be utilized during the construction of the expanded MST facility at the ITC. Similarly, Greyhound operates a depot three blocks from the ITC. This depot will continue to be utilized until the station building is renovated and bus berths are constructed at the ITC. Amtrak Thruway buses will be able to utilize an existing bus island at the ITC for their operations and will continue to access the ITC via Station Place until the Lincoln Avenue extension is complete.

B. Cross Street Operations

No significant delay of automobile traffic in Gilroy, Pajaro or Castroville is anticipated to occur during construction of this project. Therefore, no traffic management plan is necessary at those locations.

In Salinas the construction of the parking supply adjacent to the Salinas station should affect on-site traffic only and cause no disruption to street traffic. Station and track upgrades and the construction of the layover yard should also have no effect on street traffic. The extension of Lincoln Avenue will be accomplished within ITC lands and should not affect traffic operations on either West Market Street or the existing leg of Lincoln Avenue.

VIII. Environmental Documents

In May 2003, Parsons prepared the Initial Study for the Caltrain Extension to Monterey County project to determine if significant adverse impacts (either short-term or long-term) would result from project construction or operation. The Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) to provide preliminary environmental investigation of the proposed project.

The Initial Study determined that the proposed project may have a significant effect on the environment and that an Environmental Impact Report (EIR) would be required. Circulation of the Initial Study and Notice of Preparation (NOP) identified the following issues of concern, raised by regional and local agencies and the public via written responses received regarding the NOP.

- Purpose and need, policies, funding, alternatives
  - — Associated operating costs and capital costs, and project timeline
  - — Determination of need for the project and discussion of all alternatives considered
  - — Coastal development permit required
- Public outreach
  - — Public outreach/environmental justice outreach to minority, migrant and agricultural community
- Visual
  - — Aesthetics qualities or impacts at each station
- Air quality
  - — Control and mitigation of construction emissions
  - — Direct and indirect source emissions from operational activities
  - — Project operational and construction particulate matter (PM10) emissions should be quantified
  - — Exposure of air quality impacts to sensitive receptors
- Hazards/hazardous materials
  - — Discussion and analysis of any onsite potential hazardous materials
- Hydrology/water quality
  - — Potential drainage impacts to Route 183
  - — Discussion of drainage issues and identification of measures that will avoid erosion and the discharge of polluted runoff both during and after construction
  - — Compliance with Section 404 permits

- Land use
  - Station design in compliance with ADA, safety, and legal requirements
  - Discussion of transit-oriented development near stations
  - Evaluations of the impact of the proposed project on existing Gilroy station and maintenance yard

- Noise
  - Control and mitigation of construction noise emissions

- Traffic
  - Show project is identified by and consistent with the Monterey County Regional Transportation Plan
  - Consult with Caltrans District 5 staff on the scope of the traffic study area
  - Show level of services (LOS) methodologies and calculations
  - Discussion and analysis of existing and cumulative traffic volumes within study area, trip reduction measures, operational/queuing analysis to determine the impact of the proposed project on traffic operations on Route 183, and recommendations for any new grade crossings and the need for grade separations or crossings over or under rail lines.
  - Provide information on proposed service schedule and frequency
  - Exclusive use of park-and-ride lots at all three stations for train riders
  - The potential interface between the proposed project and the proposed intercity rail service between San Francisco and Monterey at the Salinas, Pajaro Valley, and Castroville stations.

An Administrative Draft Environmental Assessment/Environmental Impact Report was subsequently prepared in November 2005 and circulated for public agency review. The summary of this ADEA/EIR is included as Appendix F-1 to this PSR.

Table 9, extracted from Appendix F-1, summarizes the environmental impacts and mitigation measures proposed for the project. With implementation of the proposed mitigations, the Caltrain Extension to Monterey County would pose no significant environmental impact.

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
3.1. Visual Resources			
VR-1: Will the Project have a substantial effect on a scenic vista?	Less than significant	No mitigation necessary.	Less than significant
VR-2. Will the Project substantially damage scenic resources along a designated scenic highway?	No impact-Alternate Castroville Site; Potentially significant - LPA	No mitigation necessary. VR-2: Conduct a visual impact analysis on Highway 156 at Castroville Site No. 2.	No impact Less than significant
VR-3: Will the Project substantially degrade the existing visual character or quality of the site and its surroundings?	Significant	VR-3a: Incorporation of design standards to preserve historic visual character of the area. VR-3b: Design parking to be compatible with surrounding character and setting.	Less than significant
VR-4: Will the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially significant	VR-4: Prepare an Exterior Lighting Design, in accordance with Monterey County General Plan Policy ER-9.8, along with implementation of Mitigation Measure VR-2, conduct a visual impact analysis of affected residential properties.	Less than significant
VR-C1: Will the project have significant cumulative aesthetic impacts?	Potentially significant	Implement Mitigation Measures VR-3a and VR-3b, as shown above.	Less than significant.
3.2. Air Quality			
AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than significant	No mitigation necessary.	Less than significant
AQ-2: Would the project violate any air quality standard or contribute substantially to an existing or project air quality violation?	Less than significant	No mitigation necessary.	Less than significant
AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant	No mitigation necessary.	Less than significant
AQ-4: Would the project create or expose a substantial number of people to objectional odors	No impact	No mitigation necessary.	No impact
AQ-C1: Would the project result in a cumulatively considerable net	Less than significant	No mitigation necessary.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			
3.3. Biological Resources			
BIO-1: Will the project cause loss of individuals or occupied habitat of endangered, threatened, or rare fish, wildlife or plant species?	Potentially significant	BIO-1: Conduct floristically-based special-status plant surveys for Congdon's tarplant at Castroville sites and if found, redesign the project to avoid the plants or provide compensation and habitat restoration.	Less than significant
BIO-2: Will the project cause loss of individuals of CNPS List 2, 3, or 4 plant species?	Less than significant	No mitigation necessary.	Less than significant
BIO-3: Will the project cause loss of active raptor nest or other breeding sites?	Less than significant	No mitigation necessary.	Less than significant
BIO-4: Will the project cause a permanent loss of sensitive wildlife habitats?	Less than significant	No mitigation necessary.	Less than significant
BIO-5: Will the project cause a permanent loss of sensitive native plant communities?	No impact	No mitigation necessary.	No impact
BIO-6: Will the project substantially block or disrupt major fish or wildlife migration or travel corridors?	No impact	No mitigation necessary.	No impact
BIO-7: Will the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	No impact	No mitigation necessary.	No impact
BIO-8: Will the Project destroy wetlands or waters of the U.S. or waters of the State?	No impact – Alternate Castroville Site Potentially significant - LPA	No mitigation necessary. BIO-8: Avoid wetlands to the extent feasible and compensate for any wetlands that cannot be avoided.	No impact Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
BIO-C1: Will the project have significant cumulative impacts to biological resources?	Less than significant	No mitigation necessary.	Less than significant
3.4. Cultural Resources			
CR-1: Will the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?	Significant.	CR-1: Adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).	Less than significant
CR-2: Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Significant	CR-2: Protect archaeological resources.	Less than significant
CR-3: Will the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	No impact	No mitigation necessary.	No impact
CR-4: Will the project disturb any human remains, including those interred outside of formal cemeteries?	Significant	CR-4: Protect human remains.	Less than significant
CR-C1: Will the project have the potential to have a cumulative impact on cultural resources?	No impact	No mitigation necessary.	No impact
3.5. Geology, Soils, and Seismicity			
GEO-1: Will the Project be located within an area of unstable slope conditions?	No impact	No mitigation necessary.	No impact
GEO-2: Will the Project be located within an area of unstable slope conditions?	No impact	No mitigation necessary.	No impact
GEO-3: Will the Project be located in areas with soils and groundwater conditions that are susceptible to liquefaction during an earthquake?	Potentially significant	GEO-3: Minimize risk of liquefaction damage by applying standard design and construction practices.	Less than significant
GEO-4: Will earthquake-induced strong ground shaking damage Project facilities?	Potentially significant	GEO-4: Minimize damage due to ground shaking by applying standard structural engineering design and construction practices.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
GEO-5: Will construction of the Project cause off-site water-related soil erosion?	No impact	No mitigation necessary.	No impact
GEO-6: Will the Project be exposed to damage due to expansive soils?	Less than significant	No mitigation necessary.	Less than significant
GEO-C1: Will the Project have the potential to have a cumulative geologic hazard impact?	Less than significant	No mitigation necessary.	Less than significant
3.6. Hazards and Hazardous Materials			
HM-1: Will the Project create a hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	Less than significant	No mitigation necessary.	Less than significant
HM-2: Will the Project create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?	Less than significant	No mitigation necessary.	Less than significant
HM-3: Will the Project release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant	No mitigation necessary.	Less than significant
HM-4: Will the Project expose workers or the public to hazards from a known hazardous waste site as identified pursuant to Government Code Section 65962.5 (Cortese List)?	Significant	HM-1a: Update Phase I Site Assessment summarizing reported releases of hazardous materials within the project area prior to construction. HM-1b: Monitor soil and groundwater during construction for evidence of hazardous waste. HM-1c: Containerize and test suspect soil and groundwater prior to disposal. HM-1d: Inspect and Test for ACM and lead-based paint.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
HM-C1: Will the project have the potential to have a cumulative impact on hazardous materials or hazardous waste management?	Less than significant	No mitigation necessary.	Less than significant
3.7. Hydrology and Water Quality			
HYDRO-1: Will the Project violate any surface water or groundwater quality standards or waste discharge requirements or cause a substantial degradation of surface runoff quality?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-2: Will the Project cause water-related erosion or siltation on- or off-site?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-3: Will the Project cause increased runoff or flooding?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-4: Will the Project create or contribute stormwater that would exceed the capacity of existing or planned stormwater drainage systems?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-5: Will the Project deplete groundwater supplies or interfere with groundwater recharge?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-6: Will the Project imperil people or structures by causing flooding, including inundation due to levee or dam failure?	Less than significant	No mitigation necessary.	Less than significant
HYDRO-7: Will the Project place structures or housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Less than significant	No mitigation necessary.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
HYDRO-C1: Will the project have significant cumulative impacts to hydrology and water quality?	Less than significant	No mitigation necessary.	Less than significant
3.8. Land Use and Planning			
LU-1 Will the Project be inconsistent with County or City zoning ordinances?	Less than significant-Alternative Castroville Site Potentially significant-LPA	No mitigation necessary. LU-1: Rezone properties	Less than significant Less than significant
LU-2: Will the Project increase potential for conflict as a result of incompatible land uses?	Less than significant-Alternative Castroville Site Potentially significant-LPA	No mitigation necessary. LU-2: Design project to be compatible with surrounding land use.	Less than significant Less than significant
LU-C1: Will the Project result in cumulative impacts on land uses?	Less than significant	No mitigation necessary.	Less than significant
3.9. Agriculture			
AG-1: Will the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	No impact – Alternate Castroville Site Less than significant-LPA	No mitigation necessary. AG-1: Purchase of development rights, conservation easements or transfer of development rights.	No impact Less than significant
AG-2: Will the Project conflict with existing zoning for agricultural use or a Williamson Act?	No impact – Alternate Castroville Site Significant-LPA	No mitigation necessary. AG-2: Rezoning of Castroville Passenger Station Site.	No impact Less than significant
AG-3: Will the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?	Less than significant	No mitigation necessary.	Less than significant
AG-C1: Will the project have the potential to have a cumulative impact on agriculture?	Less than significant	No mitigation necessary.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
3.10. Noise			
NO-1: Would the Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of lead or responsible agencies?	Significant	NO-1: Utilize special horn designs or establish quiet zones.	Less than significant
NO-2: Would the Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?	No impact	No mitigation necessary.	No impact.
NO-3: Would the Project cause a substantial permanent increase in ambient noise levels in the project vicinity?	Less than significant	NO-1: Utilize special horn designs or establish quiet zones.	Less than significant
NO-4: Would the Project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity?	Significant	NO-4: Implement Best Management Practices during construction of the project.	Less than significant
NO-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	No impact	No mitigation necessary.	No impact
NO-6: For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels?	No impact	No mitigation necessary.	No impact
NO-1c: Will the Project have the potential to generate cumulative noise impacts in excess of standards or cause a substantial increase in noise levels above existing levels in the project vicinity?	Potentially significant	Regionally, noise impacts from increased service on the rail lines could be minimized by implementation of additional noise abatement methods such as limited use of train horns, as described above in Mitigation Measure NO-1.	Less than significant.

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
3.11. Socioeconomics			
PH-1: Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Significant	PH-1: Implement Growth Management Policies	Less than significant
PH-2: Would the Project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	Potentially significant	PH-2: Implement procedures for residential acquisition and relocation consistent with City of Salinas Redevelopment Agency requirements and the federal Uniform Act (49 CFR 24C Section 24.205).	Less than significant
PH-3: Would the Project displace substantial numbers of existing businesses or jobs, requiring relocation of businesses or employees elsewhere?	Potentially significant	PH-3: Implement procedures for business property acquisition and relocation consistent with City and County requirements and the federal Uniform Act (49 CFR 24C Section 24.205).	Less than significant
PH-1c: Would the Project have the potential to have a cumulative impact on population, housing, or socio-economics?	Less than significant	No mitigation is necessary.	Less than significant
3.12. Public Services, Utilities, and Service Systems			
PSU-1: Will the Project increase demand for police, fire, water, wastewater treatment and disposal, or solid waste removal to such a degree that accepted service standards are not maintained?	Less than significant	No mitigation is necessary.	Less than significant
PSU-2: Will project construction disrupt police, fire, water, wastewater treatment and disposal, or solid waste removal to such a degree that accepted service standards are not maintained?	Less than significant	No mitigation is necessary.	Less than significant
PSU-3: Will the project construction and/or permanent operation result in greater demand for school, library, and park facilities and services?	Less than significant	No mitigation is necessary.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
PSU-C1: Will the project have significant cumulative impacts to public services and utility resources?	Less than significant	No mitigation is necessary.	Less than significant
3.13. Parks and Recreation			
PR-1: Would the project increase the use of existing recreational facilities, including neighborhood and regional parks, such that substantial physical deterioration of the existing facilities would occur or be accelerated?	Less than significant	No mitigation is necessary.	Less than significant
PR-2. Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	No impact	No mitigation is necessary.	No impact
PR-3: Would the project preclude or substantially limit the use of existing park and recreational facilities by the general public?	Potentially significant	PR-3: Prepare a Traffic Management Plan.	Less than significant
PR-C-1. Would the proposed project result in cumulative impacts to parkland and recreation?	Less than significant	No mitigation is necessary.	Less than significant
3.14. Traffic			
TC-1: Will Project cause the 5-year or 10-year (cumulative) no project LOS at an analysis location—to worsen from LOS C or better to LOS D or worse?	Significant	TC-1: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro.	Less than significant
TC-2: Will the Project cause the existing or cumulative no project LOS at an analysis location within the City of Salinas or unincorporated Monterey County to worsen from LOS D or better to LOS E or worse?	Significant	TC-1: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro.	Less than significant
TC-3: Will the Project worsen already (or projected) unacceptable operations at an analysis location?	Significant	TC-3 Install traffic signal at Salinas Road and Railroad Avenue in Pajaro; reroute MST bus routes as needed to avoid congestion at Salinas Road and West Market Street.	Less than significant

Table 9
Summary of Impacts and Mitigation Measures

Impact	Pre-mitigation Significance	Mitigation Measure	Significance after Mitigation
TC-4: Will the Project create an inconsistency with policies concerning roadway systems set forth in the General Plans for the City of Salinas and Monterey County?	No impact	No mitigation necessary.	No impact
TC-5: Will the Project create the demand for public transit service above that which is provided, or planned to be provided?	Less than significant	No mitigation necessary.	Less than significant
TC-6: Will the Project disrupt or interfere with existing or planned public transit services or facilities?	No impact	No mitigation necessary.	No impact
TC-7: Will the Project create an inconsistency with policies concerning transit systems set forth in the General Plans for the City of Salinas and Monterey County?	No impact	No mitigation necessary.	No impact
TC-8: Will the Project disrupt or interfere with existing or planned bicycle or pedestrian facilities?	No impact	No mitigation necessary.	No impact
TC-9: Will the Project create an unmet need for bicycle or pedestrian facilities?	Less than significant	No mitigation necessary.	Less than significant
TC-10: Will the Project create an inconsistency with policies related to bicycle or pedestrian systems in the General Plans of the City of Salinas and Monterey County?	No impact	No mitigation necessary.	No impact
TC-C1: Will the Project have the potential to have a cumulative impact on traffic and circulation?	Less than significant	No mitigation necessary.	Less than significant

IX. Funding and Scheduling

A. Estimated Project Cost

The estimated project cost in FY 05 dollars is $75 million. This estimate does not include escalation and unallocated contingencies, and is subject to change. Unresolved issues which may affect project costs include the disposition of the historic freight building at the Salinas ITC, the disposition of the Pajaro Valley passenger station building, and the costs of upgrading trackage and signal systems on the UPRR mainline between Gilroy and Salinas. Table 10 lists the estimated project costs by component (location) and work type. The cost indicated for the UPRR mainline is an allowance, and is subject to change.

The estimated project cost, escalated to midpoint of right-of-way acquisition, design and construction phase indirect (soft) costs, and construction is $88.6 million. This escalated cost assumes a five percent per year increase in construction and other costs. It does not include an allowance for unallocated contingencies.

Detailed cost estimates are provided in Appendix G.

Table 10
Order-of-Magnitude Cost Estimate ($1,000 FY 05)

Work Description	UPRR Mainline	Gilroy Yard	Pajaro Station	Castroville Station	Salinas Station	Salinas Bus	Salinas Yard	Totals
Parking and Access	—	—	1,856	1,900	2,017	1,198	—	6,971
Pedestrian Structures	—	—	—	900		—	—	900
Platform and Station Amenities	—	—	1,530	1,868	2,416	1,404	—	7,218
Track and Signal Improvements	5,000	1,565	2,999	2,452	603	—	2,595	15,214
Specialty Items	—	—	179	—	227	—	202	608
Mobilization	—	157	657	622	526	260	280	2,502
Contingencies	—	603	2,528	2,710	2,026	1,002	1,077	9,946
Construction Total	$5,000	$2,325	$9,749	$10,452	$7,815	$3,864	$4,154	$43,359
Soft Cost	—	767	3,218	3,449	2,579	1,275	1,371	12,659
Right-of-Way	—	—	2,170	430	7,750	4,250	4,000	18,600
Total	**$5,000**	**$3,092**	**$15,137**	**$14,331**	**$18,144**	**$9,389**	**$9,525**	**$74,618**

B. Funding

TAMC is the local agency that distributes state and federal money for local and regional transportation projects in Monterey County. TAMC is responsible for administering specific funding programs created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These funding programs have been continued under the Transportation Equity Act of the 21st Century and the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA of 2003: A Legacy for Users). TAMC is responsible for distributing money for public transit, rail, local and street and road maintenance, highway, bicycle and pedestrian facilities.

The proposed budget for the Caltrain Extension from Gilroy to Salinas project is $75 million (2005 dollars), divided as $9 million for the Salinas bus facility and $66 million for the rail project, including a layover facility and commuter parking in Salinas, a platform and parking in Castroville, and a platform and parking in Pajaro, in addition to track upgrades in Gilroy and between Gilroy and Salinas.

Funding for the project is drawn from a variety of sources, principally the State Traffic Congestion Relief Program, the State Proposition 116 – Clean Air Transportation Improvement Act funds rail bonds, State Transportation Improvement Program (STIP), federal earmark source funds, and Congestion Mitigation and Air Quality Improvement (CMAQ) funding. A proposed application for Federal Transit Administration Section 5309 New Rail Start Grants in the amount of $29.5 million fills the gap between the available funding and the estimated total project cost.

Net annual operating costs will be funded through a sales tax measure and/or local transit operating funds. A general election ballot initiative will go before voters in 2006.

The Final 2005 Monterey County Regional Transportation Plan (RTP) identifies the Caltrain-commuter rail extension to Salinas as part of its planned new passenger rail services. The RTP states, "TAMC plans to extend the existing Caltrain commuter rail service (between San Francisco and Gilroy) south to Salinas. The extension will include three new station stops: Pajaro, Castroville, and Salinas. At its inception, the service would consist of two round trips per day running from Salinas to San Francisco and will be increased to four or more round trips as demand warrants, probably within 10 years from start of service."

The RTP includes elements of the project in its overall Constrained Project List (Appendix D of the 2005 Final RTP). Elements applicable to the proposed project are shown in Table 11.

C. Scheduling

Table 12 reports the current schedule for delivering this project. This schedule is dependent on funding availability.

Table 11
Regional Transportation Program Constrained Projects List

RTP ID	Agency	Title/Description	Constrained Funding[1]
MYC018	County	Castroville Boulevard Bike Path Connection under Railroad	$ 750,000
MST042	MST	Salinas Intermodal Center—Construct New ITC	$ 8,138,000
TAM006	TAMC	Castroville Rail Station	$11,150,000[2]
TAM007	TAMC	Commuter Rail Operations (operating costs to run two round trips per day, to increase to four trips within 10 years	$64,900,000[3]
TAM009	TAMC	Commuter Rail Track Access/Track Improvements between Gilroy and Salinas	$ 5,000,000
TAM012	TAMC	Gilroy Yard Improvements	$ 3,170,000
TAM016	TAMC	Pajaro Rail Station	$ 6,565,000
TAM024	TAMC	Salinas Station	$31,577,000

Source: Appendix D of the Monterey County Regional Transportation Plan, 2005b (Final)

[1]Funding occurs in present–2010 unless otherwise noted
[2]$5,250,000 in present–2010; $5,900,000 in 2011–2020
[3]$5,900,000 in present–2010; $29,500,000 in 2011–2020; $29,500,000 in 2021–2030

Table 12
Overall Project Schedule

Phase	Activity	Begin Work	Completion
Phase I	State Environmental Document and Clearance	March 2002	March 2006
	Federal Alternatives Analysis/Initial Study	September 2004	March 2006
	Preliminary Engineering	March 2006	March 2007
	Final Design	March 2007	March 2008
	Acquisition of right-of-way or other access rights	June 2003	March 2008
Phase II	Construction/rehabilitation	April 2008	October 2009
	Date service will begin operation	November 2009	–

Source: Transportation Agency for Monterey County

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XI. Other Considerations

A. Recommendations

TAMC recommends that the Caltrain Extension to Salinas in Monterey County proceed with Phase II of project delivery. Phase II includes the preparation of detailed engineering plans and specifications for the Caltrain Extension stations, train equipment layover yard, and track improvements required to extend commuter rail operations to Salinas.

The State of California 2000 Traffic Congestion Relief Act[2] designated $20,000,000 for this project. Thus far, $1,000,000 of this funding has been expended on this project. TAMC intends to submit an application for the remaining $19,000,000 to the California Transportation Commission in April 2006 along with an allocation request for $3,842,000.

B. Minimum Project Alternative

TAMC is exploring the feasibility and financial requirements of implementing a demonstration project of one Caltrain round trip per day extension to Salinas.

Initial consultation with Union Pacific Railroad, Peninsula Corridor Joint Powers Board, and Federal Transit Administration (FTA) staffs has occurred. Additional meetings and project definition are required to adequately scope this minimum project alternative.

Minimum components include:

- Gilroy yard improvements
- UPRR mainline improvements (TBD)
- Commuter rail rolling stock requirements (TBD).

The minimum project alternative would operate one roundtrip train per day between Salinas and Santa Clara County (Gilroy and/or points north). An interim station platform may be constructed in Castroville at Site 1, adjacent to Del Monte Avenue (see Figure 11). The existing Amtrak Station platform in Salinas has been proposed for use pending UPRR concurrence. Provisions for train layover in Salinas are under discussion.

The feasibility of this minimum project alternative is unresolved as of the date of this Project Study Report.

C. Stageable Alternatives

The Caltrain Extension to Salinas may be implemented in stages. Stand alone components are listed in Table 11.

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[2] Government code section 14556.40(a) (AB 2928—Chapter 91 of the Statutes of 2000)