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

## **RAIL POLICY COMMITTEE**

**Monday, May 1, 2023**

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

### **MEETING LOCATIONS**

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

*55B Plaza Circle, Salinas, California 93901*

*Transportation Agency Conference Room*

### **Alternate Locations with Zoom Connection Open to the Public**

*2616 1st Avenue, Marina, California 93933*

*Supervisor Askew's Office*

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

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

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 654 778 900**

**Password: 506977**

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

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

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

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

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

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

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## 3. BEGINNING OF CONSENT AGENDA

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

### 3.1. APPROVE minutes of the Rail Policy Committee meeting of April 3, 2023.

- Montiel

***The draft minutes of the April 3, 2023 Rail Policy Committee meeting are attached for review.***

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

- Watson/Zeller

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

## END OF CONSENT AGENDA

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4. **RECEIVE** presentation from Caltrans Division of Rail and Mass Transportation staff and **PROVIDE** feedback on the 2023 State Rail Plan.

- Watson/Pulverman

*The 2023 State Rail Plan is now out for public review. Comments are due May 10. Josh Pulverman, Caltrans Division of Rail and Mass Transportation, will present an update on the State Rail Plan.*

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

6. **ADJOURN**

### ANNOUNCEMENTS

Next Rail Policy Committee meeting:  
**Monday, June 5, 2023, at 3:00 p.m.**

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

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

There will be a zoom link for hybrid participation.

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

Christina Watson, Rail Program Coordinator

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

[Important Meeting Information](#)

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to

address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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

Transportation Agency for Monterey County  
www.tamcmonterey.org  
55B Plaza Circle, Salinas, CA 93901  
TEL: 831-775-0903  
EMAIL: info@tamcmonterey.org

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

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

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



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 1, 2023  
**Subject:** **Draft RPC Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Rail Policy Committee meeting of April 3, 2023.

### **SUMMARY:**

The draft minutes of the April 3, 2023 Rail Policy Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▣ RPC draft minutes of April 3, 2023

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of April 3, 2023*

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

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

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

M. Montiel Admin Assistant	P	P		P	P		P		P	P		P
L. Williamson, Senior Engineer	P	P		P	P		P		P	P		P
D. Bilse, Principal Engineer	P	A		P	P		P		A	P		P
A. Guthrie, Assis. Transp. Planner	P	E		P	P		P		P	P		P
T. Wright, Community Outreach Coordinator	A	A		P	A		P		A	P		E
J. Strause, Transportation Planner	-	-		P	A		A		A	A		A
A. Hernandez Assis. Transp. Planner										P		A
Emily Belding Transportation Intern										P		P

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

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

Chair LeBarre called the meeting to order at 3:04 p.m. A quorum was established.

**OTHERS PRESENT**

Brianna Goodman	SCCRTC	Linda Gonzales	Supervisor District 1 Office
Alex Lopez	Caltrans D5	Barry Scott	Coastal Rail Santa Cruz
Sam Sargent	Caltrain	Michael Gomez	Public
Andrew Easterling	City of Salinas		

**2. PUBLIC COMMENTS**

Barry Scott, Costal Rail Santa Cruz, expressed that he hopes that Santa Cruz can have a rail committee and is happy to hear about the coordination between the SCCRTC and TAMC on rail projects. He is looking forward to the SMART tour and hope it can be rescheduled.

**3. CONSENT AGENDA**

**M/S/C** Alejo / Oglesby/unanimous

Abstained: Ed Smith

**3.1** Approved minutes of the February 6, 2023, Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

**4. COAST CORRIDOR RAIL PROJECT UPDATE**

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and discussed the timing for the tour of the Sonoma-Marín Area Rail Transit system.

Christina Watson, Director of Planning, reported that the next Coast Rail Coordinating Council Policy Committee meeting is scheduled to be in person in San Luis Obispo at the Council Governments Building on May 19. Ms. Watson noted that the revised CRCC Policy meeting schedule of meetings is attached to the agenda report.

Alissa Guther, Assistant Transportation Planner, reported that staff cancelled the SMART tour that was scheduled for last month. Ms. Guther asked if there is any interest in trying to get a date for the SMART tour again. She asked for the best potential timeframe. Ms. Guther asked the committee members if they would be interested in a Caltrain field trip to see their electric trains within the next year or two.

Committee Member Alejo noted that he is interested in attending the SMART tour and expressed that September or October would work best for him.

Committee Member Oglesby requested a clear explanation of the logistics and schedule. Mr. Oglesby asked to avoid September 18-22 due to the League of Cities meeting that week.

Chair LeBarre suggested leaving on a Friday for a tour, staying overnight and travelling home Saturday and considering renting a van.

Sam Sargent, Caltrain, mentioned that they may be able to set up a behind-the-scenes tour of Caltrain's new electric trainsets as soon as May.



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

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

Mike Zeller, Director of Programming and Project Delivery, reported on negotiations for the acquisition of properties needed for the Salinas layover facility (Package 2). He noted that the Regional Water Quality Control Board issued their determination letter for the arsenic contamination in the properties. Mr. Zeller noted that the Transportation Agency has issued a payment for compensation to the Tarp family and the final step is for the Court to issue the Final Order of Condemnation. Mr. Zeller mentioned that other acquisitions are pending Union Pacific's review of the design plans.

Christina Watson, Director of Planning, reported that the design is underway, the 100% plans were published in September, and that meetings continue. She noted that resolving a potential conflict with High-Speed Rail at the Gilroy station is the current focus. Ms. Watson noted that Caltrain's Joint Powers Board approved the Memorandum of Understanding related to the extension of Caltrain service to Salinas on March 2.

Committee Member Smith asked staff to bring new Board members up to speed on the big picture of the project via an overview presentation in advance of any future closed session on right-of-way acquisition.

Committee Member Chavez asked how many Caltrain trains currently go to Gilroy and when a fourth train could be implemented. Sam Sargent, Caltrain, replied that they currently run three trains to Gilroy and are working and identifying funding to implement the fourth train as early as 2025.

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

Christina Watson, Director of Planning, announced the State Rail Plan was published on March 10 and noted that the deadline for comments is May 10. She noted that Caltrans would make a presentation to the Committee in May.

Ms. Watson announced the SURF! Project will go to the Board in April.

Committee Member Alejo expressed gratitude for all the support for the grant applications included in correspondence.

**7. ADJOURN**

Chair LeBarre adjourned the meeting at 3:31 p.m.



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 1, 2023  
**Subject:** Salinas Rail Kick Start Project Update

**RECOMMENDED ACTION:**

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

**SUMMARY:**

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

**FINANCIAL IMPACT:**

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and improvements in Santa Clara County), is estimated at \$81 million. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance.

**DISCUSSION:**

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project has wrapped up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) are now in final design.

**Property Acquisition for Package 2: Salinas Layover Facility**

On December 4, 2019, the Transportation Agency Board approved Resolutions of Necessity on portions of four parcels and one full parcel needed for the Salinas layover facility. Two of the acquisitions have been completed and the remaining three are paid and settled, and just awaiting the Superior Court to issue the Final Order of Condemnation. TAMC staff continues to oversee the right-of-way special counsel from Burke, Williams, & Sorensen to finalize the remaining acquisitions in Salinas, and the team of Bender Rosenthal and Nossaman for Union Pacific property rights negotiations.

**Final Design for Package 2 and Package 3: Gilroy Station & Track Improvements**

HDR Engineering prepared the 100% plans, specifications and estimates for stakeholder review on September 1,

2022, and has gathered stakeholder input on those plans. The current design schedule anticipates Union Pacific review of the designs - which includes the California Public Utilities Commission permit for changes to grade crossings in Gilroy - wrapping up in the summer of 2024. The schedule shows utility relocation concluding in late 2023, property acquisition concluding with a Right-of-Way certification in late 2024, and going out to bid in late 2024/early 2025. Construction of the two packages is expected to overlap starting early 2025, ending in spring 2026.



**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 1, 2023  
**Subject:** Caltrans 2023 State Rail Plan

**RECOMMENDED ACTION:**

**RECEIVE** presentation from Caltrans Division of Rail and Mass Transportation staff and **PROVIDE** feedback on the 2023 State Rail Plan.

**SUMMARY:**

The 2023 State Rail Plan is now out for public review. Comments are due May 10. Josh Pulverman, Caltrans Division of Rail and Mass Transportation, will present an update on the State Rail Plan.

**FINANCIAL IMPACT:**

The Rail Plan outlines a vision for rail implementation that indicates state-level support for increased passenger rail service to Monterey County that will help the Agency secure future grant funds.

**DISCUSSION:**

The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) released the draft 2023 California State Rail Plan on March 10, with a deadline for comments of May 10.

The State Rail Plan affirms the State’s vision for an integrated rail and transit network that delivers on California’s ambitious economic, environmental, and equity goals. In line with the California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI), an integrated rail network, built on the backbone of future high speed rail corridors, supports economic growth, improves environmental outcomes, and increased equity by providing the seamless mobility Californians need and shifts travel demand to zero-emission, high-capacity transport that supports efficient, sustainable land use.

The Rail Plan outlines a long-term vision to guide incremental service planning to support development of a statewide network, a 10-year service and capital plan representing phased goals for advancing the network design, and a 5-year capital program supporting near term funding and programming needs. Regional implementation planning and project delivery build on the Rail Plan, as communities realize improved service, develop regional networks, and set land use recommendations that leverage enhanced connectivity.

Integrated scheduling concepts are a component of the network integration initiatives described in the Rail Plan, which include development and implementation of the California Integrated Travel Program (CalITP) for integrated ticketing and modern fare collection mechanism supported by the State, as well as development of a statewide rail and bus equipment procurement program at Caltrans to strategically standardize long term equipment procurement

around zero-emission technologies.

Near-term (2027) service goals for the Monterey Bay Area include initiation of commuter-oriented service between San Jose and Salinas and integration of the state rail and intercity bus systems to run on a consistent pulse schedule. Project development goals include the development of new stations at Pajaro/Watsonville and King City and planning for preservation of the Coast Subdivision of the Union Pacific Mainline tracks through Elkhorn Slough.

Mid-term (2032) service goals include hourly rail service to Salinas, regional rail service on the Santa Cruz Branch Line, and initiation of coast rail service from San Jose south to Soledad, King City, Paso Robles and San Luis Obispo.

Long-term (2050) service goals include further increased frequencies on the above services, as well as regional rail service between Santa Cruz and Monterey along the locally-owned branch lines with timed connections to intercity service at the Pajaro/Watsonville and Castroville stations.

**WEB ATTACHMENTS:**

- [2023 California Rail Plan website](#)



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 1, 2023  
**Subject:** **Correspondence**

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### **RECOMMENDED ACTION:**

**RECEIVE** correspondence attached online.

### **ATTACHMENTS:**

- April 7, 2023 correspondence from Roland Lebrun

## Christina Watson

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, April 7, 2023 12:16 PM  
**To:** Christina Watson  
**Cc:** Michael Zeller; Alissa Guther  
**Subject:** Fw: SFCTA March 14 Board agenda item #10 Elimination of Caltrain diesel locomotives  
**Attachments:** California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation.pdf

Hello again Christina,

Please forward the following communication to the Rail Committee and the TAMC board.

Thank you

Roland

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**From:** Roland Lebrun  
**Sent:** Monday, March 13, 2023 4:32 PM  
**To:** Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board <board@caltrain.com>; Transbay Info <info@tjpa.org>; SFCTA CAC <cac@sfcta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; CHSRA Board <boardmembers@hsr.ca.gov>; TJPA CAC <CAC@TJPA.org>  
**Subject:** SFCTA March 14 Board agenda item #10 Elimination of Caltrain diesel locomotives

Dear Chair Mandelman and Directors,

Thank you for the opportunity to:

1. Bring to your attention multiple issues with Caltrain's current plans for a transition to Zero-Emission Vehicles (ZEVs) as outlined in a November 7 2022 letter to the California Air Resources Board (<https://www.arb.ca.gov/lists/com-attach/27-locomotive22-UzAHYAFsV3BSJgVk.pdf> attached for your convenience).
2. Introduce a solution to **eliminate all diesels in San Francisco by 2025 followed by a complete vacation of the 4<sup>th</sup> & King railyard as soon as the PAX and the DTX are fully operational.**

### 1) Caltrain comments on Proposed In-Use Locomotive Regulation followed by my responses:

**Caltrain:** *"In order to continue to serve communities between Tamien and Gilroy, Caltrain must continue to operate diesel service until such time that funding, manufacture and federal safety certification can be achieved for ZE equipment that can be placed into service. **At 2025 service levels, this would require five new trainsets.**"*

**Response:** It is unclear why five new \$60M trainsets (total cost \$300M) would be required when the remaining diesel locomotives could be replaced with six \$5M Battery-Electric Locomotives (total cost \$30M).

**Caltrain:** *"Caltrain is pursuing a request to the California State Transportation Agency for funding of a pilot project for one battery-equipped electric multiple unit (BEMU), which could charge along Caltrain's electrified territory and then run battery-powered service to Gilroy." "There is no ZE equipment yet approved for use in*



*the United States for railroads regulated by FRA and the first customer of each type will bear the burden of a procurement process of up to ten years.”*

**Response:** It is unclear why anyone would ever consider “bearing the burden of a procurement process of up to ten years” to **cripple Stadler EMUs acceleration/deceleration characteristics and energy consumption by lumbering them with over 100 tons of batteries.**

**Caltrain:** *“Zero-emission locomotive technologies discussed in Appendix F of the proposed regulation are also not yet commercially available and may not comply with federal Buy America requirements”*

**Response:**

- **BNSF tested these locomotives between Stockton and Barstow (350 miles) over a 3-month period in 2021** for a total of 13,500 miles without any significant failures.  
<https://www.wabteccorp.com/locomotive/alternative-fuel-locomotives/flxdrive>
- Union Pacific ordered 10 locomotives in January 2022 for delivery in fall 2023. **Unlike Stadler EMUs, these locomotives are designed and manufactured in the United States:**  
<https://www.wabteccorp.com/newsroom/press-releases/union-pacific-railroad-makes-largest-investment-in-wabtec-s-flxdrive-battery-electric-locomotive>
- *“Wabtec has developed a range of battery and electric dual-mode locomotives for customers in regions that have overhead electric catenary systems, which can **provide zero emission high traction efficiency in electrified and non-electrified networks**”.*

**Caltrain:** “There is no funding attached to this regulation and thus, passenger rail agencies will have no assistance or recourse to comply.”

**Response:**

- “Wabtec’s FLXdrive battery electric locomotive pilot is part of a grant project with the California Air Resource Board (CARB), BNSF and the San Joaquin Valley Air Pollution Control District.”
- “**BEL is part of California Climate Investments, a statewide program that puts billions of cap-and-trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment— particularly in disadvantaged communities.**” <https://www.wabteccorp.com/locomotive/alternative-fuel-locomotives/flxdrive>

**Market Analysis and Assessment of Commercial Availability:**

**Caltrain:** “The proposed regulation relies on the existence of freight test programs, and in particular, the availability of low horsepower switcher locomotives as the basis for presuming passenger rail equipment needs can be met.”

**Response:** “Wabtec’s FLXdrive battery electric locomotives currently have a maximum output of 4,400 HP (**800 HP more than Caltrain’s most powerful diesel locomotives:** <https://www.caltrain.com/about-caltrain/statistics-reports/commute-fleets>)

**Conclusion:** Caltrain have failed to consider a solution that would use Battery-Electric Locomotives (BELs) to extend electrified Caltrain service into non-electrified territory as follows:

1. Existing Bombardier bi-level cars would operate between San Francisco and Gilroy as at present with a BEL recharging while under the wire and capable of operating in battery mode between Tamien and Gilroy (and eventually Salinas).
2. Stadler EMUs would operate autonomously between San Francisco and Tamien but would couple to a fully-charged BEL at Tamien prior to continuing the trip to Gilroy (and eventually Salinas). Northbound BELs would decouple from EMU trainsets at Tamien and recharge while awaiting the next southbound train headed for Gilroy.

- Coupling video: <https://youtu.be/y1dAFbvrfGY?t=25>

- Coupling/Decoupling videos: <https://youtu.be/LMvgCPmqYT0?t=181>

**Recommendations:**

- 1) Terminate “Pursuing a request to the California State Transportation Agency for funding of a pilot project for one battery-equipped electric multiple unit (BEMU), which could charge along Caltrain’s electrified territory and then run battery-powered service to Gilroy. If funded, this option would take three to five years to come into service due to the need for design review and test approval by the

*Federal Railroad Administration (FRA) in addition to normal manufacturing timelines and special consideration for procuring ZE parts that do not currently have a supply chain.* **effective immediately.**

- 2) Reach out to the FRA and the Pueblo testing facility (<https://www.ttcitech.gov/government-research-partnerships>) to **expedite the certification of BELs for passenger rail.**
- 3) Issue an RFP to US BEL manufacturers (currently Wabtec and Progress Rail) for BELs with a 60-mile off-wire range.

Respectfully presented for your consideration.

Roland Lebrun

cc: The Honorable Liane Randolph Chair, California Air Resources Board  
Members, California Air Resources Board  
Dr. Steven Cliff, Executive Officer, California Air Resources Board  
Heather Arias, Chief, Transportation and Toxics Division, California Air Resources Board  
Jamie Callahan, Chief of Staff, Office of Chair Liane Randolph, California Air Resources Board  
San Francisco County Transportation Authority Board of Directors  
Transbay Joint Powers Authority Board of Directors  
Peninsula Corridor Joint Powers Board of Directors  
California High Speed Rail Authority Board of Directors  
Transportation Agency for Monterey County  
San Francisco County Transportation Authority Citizens Advisory Committee  
Transbay Joint Powers Authority Citizens Advisory Committee  
Caltrain Citizens Advisory Committee  
Caltrain Bicycle and Active Transportation Advisory Committee

### **Bills with Action Taken**

Below are bills that Caltrain took a position on this that were signed by the Governor at the end of the 2022 Legislative Session:

**SB 922 (Wiener) – CEQA Exemptions for Transit.** This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. *Support.*

The Governor signed this bill on September 30.

**SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.**

This bill would exempt transit agencies using program funding for the continuation of a free or reduced fare transit program from the requirement to demonstrate that reductions in GHG emissions can be realized through the continuation of the program. It would also allow the transit agency to continue to use those funds for the purpose without time restriction and require reapplication to the program every three years. *Support.*

The Governor signed this bill on September 30.

### **Proposed Regulation**

**California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation.**

This proposed regulation is intended to speed the transition to zero-emission vehicles away from diesel locomotives for rail operators in the state. As written, the proposed regulation would impact Caltrain and other passenger rail operators in the state by requiring a Spending Account which would encumber funds to be spent only on zero-emissions rail vehicles and not used for operating or maintenance costs. While Caltrain supports the goal of a zero-emissions future, the timing, specific provisions, retirement mandates, and technology availability in the regulation are all of concern. Caltrain submitted a comment letter on November 7 that details these issues. Caltrain has been meeting with CARB staff and sent letters to CARB in September 2021, December 2021, and September 2022 regarding this issue. Caltrain will continue to work with CARB staff in advance of the CARB hearing on this issue on November 18.

### **Grants**

***Transit and Intercity Rail Capital Program (\$900 million - \$1.2 billion in Cycle 6 for Existing Projects outside Southern California)*** The draft Transit and Intercity Rail Capital Program guidelines were released in late September. The Caltrain team is reviewing to formulate a plan for the application process.

**Status:** Guidelines released for comment. Caltrain submitted comments November 7.

**Funding:** This cycle, funding is regionally subdivided with \$1,831,500,000 available for Southern California, inclusive of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura, and \$1,498,500,000 available for the rest of the state. The funding for the rest of the state is broken down in the following ways:

- Existing TIRCP Projects Leveraging Federal and Local Funds Reserve: \$900 million to \$1.20 billion
- New Projects: \$148.5 million to \$598.5 million
- Major Projects Project Development Reserve: up to \$150 million
- High Priority Grade Crossing Improvement and Separation Projects: \$70 million to \$210 million



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 1, 2023  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

### **WEB ATTACHMENTS:**

- [March 24, 2023 article in the Monterey Herald, "Heritage Park group seeks voices of support at upcoming Salinas Council meeting"](#)