



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

RAIL POLICY COMMITTEE

Monday, February 1, 2021

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

<https://us02web.zoom.us/j/654778900?pwd=L2daellZTW5NSDZMQ2RSY1hJVIpGZz09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 654 778 900

Password: 506977

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

1. Quorum Check, Call to Order and Introductions

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

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

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are

encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

3. BEGINNING OF CONSENT AGENDA

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

3.1. APPROVE minutes of the Rail Policy Committee meeting of January 11, 2021.

- Montiel

The draft minutes of the January 11, 2021 Rail Policy Committee meeting are attached for review.

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

- Watson

Progress since the last update to this Committee in January includes a working group meeting on January 15, 2021.

END OF CONSENT AGENDA

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

- Jacobsen

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. The project is one of the listed regional projects in the Measure X Transportation Safety and Investment Plan approved by the voters in 2016.

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

- Watson

Activities on the Salinas Rail Kick Start project since the last update in November include the ribbon-cutting and the end of construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with Union Pacific, Caltrans, Caltrain, and the City of Gilroy on Packages 2 (Salinas layover facility) and

3 (Gilroy track connections).

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

ANNOUNCEMENTS

Next Rail Policy Committee meeting:
Monday, March 1, 2021 at 3:00 p.m.

If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
Christina@tamcmonterey.org

Important Meeting Information

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

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

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

meeting shall be available for public review at the Agency website. Agency contact information is as follows:

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

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

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

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

- C 1.** No correspondence this agenda.
- 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: February 1, 2021
Subject: **Draft January RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of January 11, 2021.

SUMMARY:

The draft minutes of the January 11, 2021 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ Draft January RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of January 11, 2020

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

| | JAN 20 | FEB 20 | MAR 20 | APR 20 | MAY 20 | JUN 20 | JUL 20 | AUG 20 | SEP 20 | OCT 20 | NOV 20 | JAN 21 |
|---|--------|--------|--------|----------|--------|--------|----------|--------|----------|--------|--------|--------|
| L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez) | - | P(A) | P(A) | C | - | - | N | P(A) | C | P(A) | P(A) | P(A) |
| J. Phillips, Dist. 2 (J. Stratton, C. Link) | P(A) | P(A) | - | A | P(A) | P(A) | O | P(A) | A | P(A) | P(A) | P(A) |
| W. Askew, Dist. 4 (Y. Anderson) | P(A) | P(A) | - | N | P(A) | P(A) | | P(A) | N | P(A) | - | P(A) |
| M. Adams, Dist. 5, (S. Hardgrave) | P(A) | P(A) | E | C | P(A) | P(A) | M | P(A) | C | P(A) | E | E |
| M. LeBarre, King City, Chair (C. DeLeon) | P | P | P | E | P | P | E | P | E | P | P | P |
| Christina Medina Dirksen, Marina, Vice Chair (B. Delgado) | P | P | P | L | P | P | E | - | L | - | - | - |
| E. Smith, Monterey (A. Renny) | P | P | P | L | P | P | T | E | L | P | P | P |
| K. Craig, Salinas, (C. Cromeenes) | P | P | P | E | P | P | I | P | E | P | P | P |
| G. Hawthorne, Sand City (J. Blackwelder , K. Cruz) | P(A) | P(A) | P(A) | D | P(A) | P(A) | N | P(A) | D | - | P(A) | P(A) |
| I. Oglesby, Seaside (D. Pacheco) | P | - | P | | P | P | G | P | | - | - | P |
| A. Chavez, Soledad (F. Ledesma) | - | P | - | | P | P | | P | | - | P | - |
| D. Potter, At Large Member | P | P | P | | P | P | | P | | P | P | - |
| M. Twomey, AMBAG (H. Adamson, P. Hierling) | P(A) | - | P(A) | | P(A) | P(A) | | P(A) | | P(A) | P(A) | - |
| O. Monroy-Ochoa, Caltrans District 5 | - | - | - | | P | - | | - | | - | - | |
| C. Sedoryk, MST (L. Rheinheimer) | P(A) | P(A) | P(A) | | - | P(A) | | P(A) | | P(A) | P(A) | P(A) |
| STAFF | | | | | | | | | | | | |
| D. Hale, Exec. Director | E | P | E | | P | P | | P | | P | P | P |
| T. Muck, Deputy Exec. Director | P | P | P | | P | P | | P | | P | P | P |
| C. Watson, Principal Transp. Planner | P | P | P | | P | P | | P | | P | P | P |
| M. Zeller, Principal Transp. Planner | P | P | P | | P | P | | P | | P | P | P |
| T. Wright, Outreach Coordinator | - | - | P | | P | P | | P | | - | P | P |
| M. Montiel Admin Assistant | P | P | P | | P | P | | P | | P | P | P |
| L. Williamson, Senior Engineer | P | E | P | | E | P | | P | | P | - | P |
| M. Jacobsen, Transportation Planner | | P | P | | P | P | | P | | P | P | P |

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 3:11 p.m. A quorum was established, and self-introductions were made.

OTHERS PRESENT

| | | | |
|-----------------|------------------|-------------------|---------------|
| Fernanda Roveri | City of Monterey | Ryan Park | AECOM |
| Shannon Simonds | Caltrans HQ | Michael Cornfield | Deutsche Bahn |
| Tarah Brady | Caltrans HQ | Paul Goryl | MNS |

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Smith/Craig/unanimous

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

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

3.3 Recommended the Board of Directors reappoint Mayor Potter and Mayor LeBarre to the Coast Rail Coordinating Council Policy Committee.

END OF CONSENT AGENDA

4. CITY OF MONTEREY SEA LEVEL RISE STUDY

The Committee received a presentation from City of Monterey Senior Associate Planner Fernanda Roveri on the City's sea level rise study.

Christina Watson, Principal Transportation Planner, introduced Fernanda Roveri, City of Monterey, noting the reason this study is being presented to this Committee is due to the potential impacts to the Monterey Branch Line and future plans for rail or bus transit on that corridor. Ms. Roveri presented on the City of Monterey Sea Level Rise Study. She noted the options for preparing for the anticipated sea level rise impacts to downtown Monterey. Ms. Roveri noted that the final plan is scheduled for consideration by the Monterey City Council in February 2021.

Committee alternate Anderson asked what other cities are doing similar studies and what kind of coordination is happening between the cities. Ms. Roveri replied that last year AMBAG completed a study on sea level rise impacts to the Elkhorn Slough. Deputy Executive Director Todd Muck added that we have not heard of other cities doing these analyses. Ms. Roveri noted that Santa Cruz did a study that is limited to just one street, West Cliff Drive. She noted that grant funding is very competitive, and the State needs to support regional efforts.

Committee alternate Anderson asked how the City would resolve impacts to Monterey Branch Line rail operations. Ms. Watson noted staff would be compiling the Committee's concerns and comments into a letter to the City.

Committee member Smith asked about the accuracy of the sea level rise predictions. Ms. Roveri replied that predictions 80 years out are inherently difficult and lots of factors could change to impact actual sea level rise and impacts. She noted the next study would evaluate the current land elevations in more granular detail and explore the potential costs and benefits of dune restoration and other efforts.

5. RAIL NETWORK INTEGRATION STUDY UPDATE

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

Christina Watson, Principal Transportation Planner, introduced Ryan Park with AECOM and Michael Cornfield with Deutsche Bahn. Mr. Park presented on the Monterey Bay Area Rail Network Integration Study governance and operations memo, the fleet strategy memo, and the draft capital cost estimates.

Committee member Smith asked for more explanation on the assumptions for station parking needs and platform types. Mr. Park replied that the parking needs assessment is high-level, based on walking, biking and bus access at station sites. He noted that they may be revised based on ridership analysis or feedback from policy makers. He noted that side platforms are appropriate for stations on a single track railroad, and island platforms are assumed where trains will meet to pass and to facilitate transfers.

6. SALINAS RAIL KICK START PROJECT UPDATE

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

Christina Watson, Principal Transportation Planner, reported that the Monterey County Rail Extension project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. The Kick Start Project is proceeding with construction of Package 1, improvements at the Salinas train station.

Laurie Williamson, Senior Engineer reported that the construction team continues to make progress on Package 1. She noted that the team currently anticipates completion of the project by the end of January 2021. Ms. Watson noted that TAMC will be having a ribbon-cutting ceremony, on January 15, 2021 at noon, with virtual participation on Facebook Live, and at the train station.

Mike Zeller, Principal Transportation Planner, reported that that staff and consultants continue to further negotiations on properties. He noted that negotiations are reaching settlement on four out of five parcels.

Ms. Watson reported that design kick-off meetings with Union Pacific Railroad, Caltrain and Valley Transportation Authority went well. She noted that TAMC would be delivering plans to Union Pacific Railroad this month. She reported that Caltrans will present an update on the strategic service deployment playbook at the February 2021 meeting.

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

None.

8. **ADJOURN**

Chair LeBarre adjourned the meeting at 4:37 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 1, 2021
Subject: **Coast Corridor Rail Project Update**

RECOMMENDED ACTION:

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

SUMMARY:

Progress since the last update to this Committee in January includes a working group meeting on January 15, 2021.

FINANCIAL IMPACT:

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

DISCUSSION:

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

The working group met on January 15 and discussed the concept of applying for operations funding in the next round of State Rail Assistance funds and received updates from Caltrans and partner agencies.

The next Policy Committee meeting is scheduled for March 19. The Coast Rail study is expected to be presented at that meeting for approval.



Memorandum

To: Rail Policy Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: February 1, 2021
Subject: **SURF! Busway Update**

RECOMMENDED ACTION:

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

SUMMARY:

Monterey-Salinas Transit initiated the environmental analysis and preliminary engineering for the SURF! Busway and Bus Rapid Transit project in November 2019. The project is one of the listed regional projects in the Measure X Transportation Safety and Investment Plan approved by the voters in 2016.

FINANCIAL IMPACT:

The preliminary engineering and environmental analysis phase of the project is budgeted to cost \$1,550,000. Measure X is the primary funding for this phase with Monterey-Salinas Transit contributing \$100,000 of its share of Senate Bill 1 Local Partnership Program funds. Funding for all phases of the Highway 1 SURF! Busway project is available from Measure X (up to a total of \$15 million). Additional matching funds will be needed to fully fund the project, which currently has a total estimated cost of \$52 million for all phases of work.

DISCUSSION:

Project History

TAMC purchased the Monterey Branch Line in 2003 to preserve the right-of-way for future transit needs.

In 2009, the TAMC Board adopted light rail as the preferred use for the Branch Line. As of 2011, the cost of Phase 1 (light rail service with 15 min headways between Monterey and Marina) was estimated to cost \$165 million. Phase 2 (extended light rail service with 15 minute headways from Marina to Castroville) was estimated to cost an additional \$40-50 million. The project was put on hold due to federal and local funding constraints.

Per TAMC Board action, light rail remains the long-term plan for the use of the Monterey Branch Line. Bus rapid transit was identified in TAMC's service alternatives analysis as another viable alternative use for the Branch Line in the near term, as it would improve regional transit service along the Monterey Peninsula and provide ridership data along the corridor that can help make the case for future light rail service. **Attached** is a short summary of the key TAMC milestones over the past several years that have led to the Board position in support of both a short-term busway and a long-term plan for light rail along the Monterey Branch Line.

In 2018, MST completed the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and

the Monterey Branch Line, included as a **web attachment**. The study analyzed seven alternatives and concluded that implementing a bus rapid transit corridor on a segment of the Monterey Branch Line would provide the best cost to benefit. At the August 6, 2018 Rail Policy Committee meeting, MST staff presented an overview of the feasibility study, including next steps.

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

Stakeholder Coordination

MST and TAMC staff continue to meet with key stakeholders. The project team has generally received good input and positive feedback from engaged stakeholders. In recent months, the project team has been focused on coordinating with the cities of Marina, Sand City and Seaside and Caltrans District 5.

Public Outreach

The project team is developing a virtual public outreach program. As part of the outreach, the project team has developed a video simulation and a survey to garner community input. Survey questions will enable community members a chance to inform features of the project such as amenities at the transit stops and on-board the buses. The survey is anticipated to be released this month.

During the Rail Policy Committee meeting on October 5, 2020, the informative 3-minute SURF! Busway simulation was shared. The video is linked to this report as a **web attachment** to provide an overview of the project.

Environmental Compliance

Monterey-Salinas Transit is the lead agency for the project under the California Environmental Quality Act (CEQA). TAMC is a responsible agency under CEQA, as the owners of the right-of-way and a funding partner on the project. MST staff will provide a verbal update on the environmental review progress of the project during the meeting.

Project Design

The SURF! Busway and Bus Rapid Transit project completed the 15% design milestone in December 2020. The project team is now working towards completing the 35% design milestone. The 15% design plans are available as a **web attachment** and on MST's website.

The Busway enters the Monterey Branch Line right-of-way at Del Monte Boulevard and Palm Avenue in Marina, and exits the rail right-of-way at California Avenue and Fremont Street in Sand City. The busway parallels Highway 1 for approximately six miles. The majority of the busway runs on the east side of the rail right-of-way, with minimal crossing points over the rail tracks. The proposed alignment intends to protect and preserve the rail tracks while minimizing project costs. An overview map is provided as an **attachment** to this report.

Funding

MST is actively coordinating with the Federal Transit Administration (FTA) to apply for a Capital Investment Grant, a discretionary grant program to support transit capital investments including busway/bus rapid transit. The project has been accepted into the Project Development phase of FTA's Capital Investments Grants program. MST has requested \$750,000 in Measure X funds to support a consultant to help lead the technical analysis required to reach a grant agreement with FTA, which was considered at the January TAMC Board meeting.

The project team also anticipates applying again to the Transit and Intercity Rail Capital Program this upcoming cycle.

Timeline

The overall project timeline for the SURF! Busway and Bus Rapid Transit Project is:

- Data collection (Fall 2019-Summer 2020)
- Preliminary engineering and design (Summer 2020-Winter 2020/21)
- Environmental compliance (Summer 2020-Spring 2021)
- Final engineering and design (Summer 2022-Fall 2023)
- Construction (Beginning Spring 2024)
- Operation (Beginning Spring 2027)

ATTACHMENTS:

- TAMC Milestones for Monterey Branch Line
- SURF Busway - Overall Project Map

WEB ATTACHMENTS:

- [Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line](#)
- [Video simulation: SURF! Busway and Bus Rapid Transit Project](#)
- [SURF! Busway: 15% Design Plans](#)

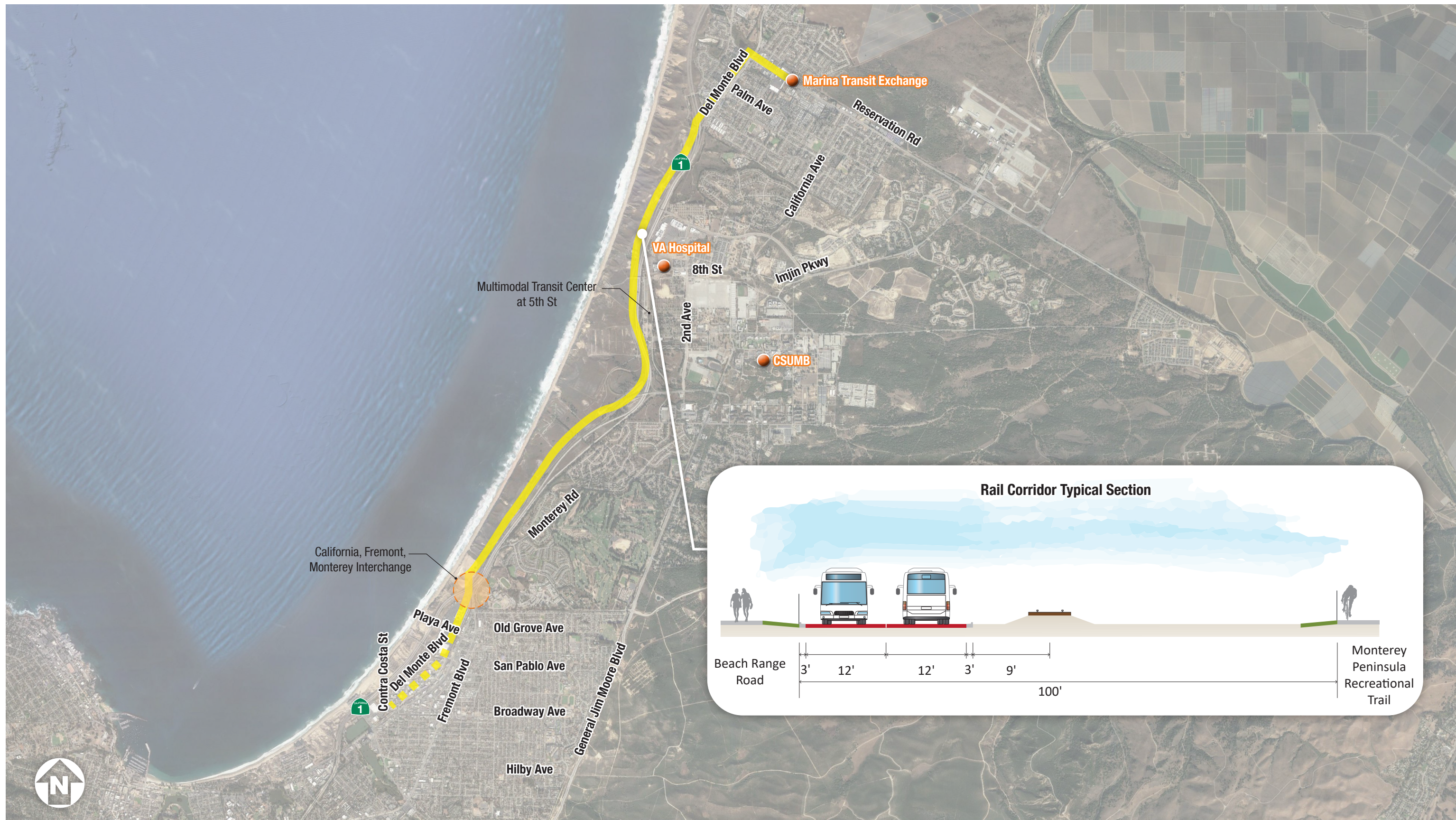
TAMC'S MILESTONES FOR THE MONTEREY BRANCH LINE

- **Sept 2003:** TAMC purchases Monterey Branch Line using \$9.82 M in State Proposition 116 Rail Bond funding
- Feb-Mar 2009: Rail Policy Committee (or Committee) discusses Draft Alternatives Analysis submittal to Federal Transit Administration (FTA), prerequisite for Federal funds
- **Sept-Oct 2009:** Committee recommends TAMC Board select Light Rail as the Locally Preferred Alternative: Cost estimate for Phase 1 (Monterey-Marina): \$128.5 M capital; \$4.5 M/yr operating
- 2010/11: Branch Line environmental studies and public outreach phase: Committee approves Light Rail simulation on branch line showing it will not block Window on the Bay; many Monterey residents still oppose
- March 2010: Committee recommends TAMC Board request CTC allocate remaining Proposition 116 funds to the Salinas Rail Extension project to avoid losing the funds (of the total \$17 M authorized, \$9.82 M used to buy MBL)
- July 2010: TAMC Chair urges Monterey Mayor not to hold a referendum on Light Rail
- **April 2011:** TAMC submits the Alternatives Analysis to FTA for review
- May 2011: Committee receives updated cost info for Light Rail Phase 1: \$165 M capital; \$3.7 M/yr operations.
- 2011/12: Committee receives information on draft Small Starts application, preliminary draft EIR
- April 2012: FTA requests more information on ridership
- Oct 2012: Committee receives updated LRT ridership estimates that confirm prior est. at 2,100 – 2,950 boardings/day
- **Aug 2013:** FTA still has not accepted the light rail Alternatives Analysis; suggests MST initiate low-cost Bus Rapid Transit on Branch Line; cost est.: \$30 M
- Sept 2013: Committee considers MST request to support low cost busway. Staff report: *“The 2010 Monterey Branch Line Alternatives Analysis identified light rail operation between Monterey and Castroville as the preferred alternative for the corridor. However, this project has been put on hold due to federal and local funding constraints. Until funding is identified staff proposes that the Transportation Agency consider short-term uses that will build transit ridership along the corridor in preparation for light rail service.”*
- March 2014: **TAMC Board votes to authorize the Committee to send a letter to FTA supporting interim Bus Rapid Transit on the Monterey Branch Line**
Staff report notes: *“TAMC Board selected light rail service as the preferred alternative for the use of the branch line in 2009 and the Monterey Peninsula*

Fixed Guideway Study was completed in 2011. TAMC staff supports the express busway for further study but have not had extensive discussions with MST on this proposal. Before a transit easement could occur, staff would need to explore several issues, including the implications of the proposed use of the Monterey Branch Line as match and how that would affect future light rail grant applications. Staff expects to be coordinated with throughout the grant application and study process. If the express busway service is successful, it would help build the case for light rail service in the future.”

- May 2014: MST submits draft application for Very Small Starts Funding to FTA
- March 2015: MST updates Committee on status of Very Small Starts application, seeking state Cap & Trade monies for 50% match
- Dec 2015: TAMC Board Places Highway 1 Busway in Early Draft Transportation Safety and Investment Plan for Public Review
- **June 2016: TAMC Board adopts Transportation Safety and Investment Plan with \$15 million for Highway 1 Rapid Bus Corridor; places on Nov 2016 ballot**
- Nov 2016 Measure X approved by 67.71% of voters
- **2017/18: FTA administration ends Very Small Starts program**
- August 2017 In presentation to Committee on Sonoma-Marín Area Rail Transit field trip, Director Hale notes, *“SMART is a good model for the Monterey Branch Line project.”*
- August 2018: MST gives Committee presentation on Bus on Shoulder/Branch Line study; committee minutes note that: *“Director Hale said that this project is a precursor for light rail service.”*
- 2018: RPC learns that California State Rail Plan includes near-term money for Santa Cruz to Monterey bus and rail study; long-term for rail service.
- Nov 2018: SB 1 upheld by voters; includes Transit Intercity Rail Capital Improvement Program which could pay for remaining Busway cost, future light rail
- Dec 2018: TAMC approves Rail Network Integration Study scope of work, which will analyze:

“... Development of improved connections to the proposed extension of passenger rail from the San Francisco Bay Area to the Monterey Bay Area with other rail and transit services, specifically: Extension of Caltrain, Capitol Corridor, and/or Altamont Corridor Express service to Monterey County, Development of a new independent service in the Monterey Bay Area similar to the Sonoma-Marín Area Rail Transit (SMART) system, and New rail service along the Central Coast connecting to Gilroy and San Luis Obispo.”
- **April 2019: TAMC Board approves Rail Network Integration Study consultant contract.**
- **October 2019: MST initiates environmental review of busway on Monterey Branch Line, from Marina thru Sand City**





Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 1, 2021
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 the ribbon-cutting and the end of construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with Union Pacific, Caltrans, Caltrain, and the City of Gilroy 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. Package 1 is under construction by MPE Engineering for an original contract amount of \$7,487,989 with a contingency fund of \$1,123,200. Approved change orders to date total \$772,875.74, or 68.8% of the contingency fund approved by the Board.

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 is proceeding with 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.

Construction of Package 1: Salinas Station Improvements

TAMC hired Monterey Peninsula Engineering (MPE) for construction of Package 1, MNS Engineers as Construction Managers on the project, and HDR Engineering to provide design support during construction. In January 2021, the construction team wrapped up work on Railroad Avenue and the transit plaza. TAMC celebrated with a ribbon-cutting photo op, streamed on Facebook Live, on Friday, January 15 at noon. Staff is coordinating with the City of Salinas on the logistics to transfer ownership of the completed project to the City.

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. TAMC staff continues to oversee the right-of-way consulting team of AR/WS and Meyers Nave to further negotiations and finalize the acquisitions.

Final Design for Package 2 and Package 3: Gilroy Station & Track Improvements; Operations Scenarios

The final design team held the following meetings to further the project's design:

- January 20 - kicked off the design review with the City of Salinas Development Review Committee.
- January 20 - held first monthly meeting with Caltrain and Caltrans.

Caltrans will develop a strategic service deployment playbook for delivering the near-term extension of Caltrain to Salinas as well as the potential extension of an intercity train from San Jose to San Luis Obispo. Caltrans is also initiating the outreach for the 2022 State Rail Plan. Caltrans staff will present an update at the meeting on both efforts.

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



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 1, 2021
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [January 9, 2021 item in the Monterey Herald, "Guest commentary, Luis Alejo: Transportation Agency navigated 2020 with hope and resiliency"](#)
- [January 15, 2021 article in the Monterey Herald, "Salinas train station improvements unveiled"](#)
- [January 15, 2021 article in the Santa Cruz Sentinel, "After final draft of rail-trail project study causes a greater divide"](#)
- [January 20, 2021 Letters to the Editor in the Monterey Herald, "The pox of Measure X"](#)