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

## **AGENDA TAMC RAIL POLICY COMMITTEE**

Meeting of Monday  
**May 6, 2019**

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

**3:00 PM**

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

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

A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: A quorum is 7 of the following members: Adams, Alejo, Chavez, Davis, Delgado, Hawthorne, LeBarre, Oglesby, Parker, Phillips, Potter and Smith..

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

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

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items

on today's agenda may be given when that agenda item is discussed.

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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 March 4, 2019.

**- Montiel**

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

### **END OF CONSENT AGENDA**

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

**- Watson**

*Activities on the Salinas Rail Kick Start project since the last update on March 4, 2019 include the Package 1 construction bid opening and contract award, the Package 2 Environmental Site Assessment, and letters from project partners.*

#### **5. 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 on the coast rail project to this Committee in March includes a meeting of the Coast Rail Coordinating Council Policy Committee.*

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

**- Watson**

*Staff will provide an update on the anticipated schedule for the Monterey Bay Area Rail Network Integration Study, including probable dates for milestone reports to the Committee.*

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

#### **8. ADJOURN**

## **ANNOUNCEMENTS**

Next Rail Policy Committee meeting:

**Monday, June 3, 2019 at 3:00 p.m.**

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

*Light refreshments will be provided*

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

**Christina Watson, Rail Program Coordinator**

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

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

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

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

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

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



***Memorandum***

**To:** Rail Policy Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 6, 2019  
**Subject:** **Draft March RPC Minutes**

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**RECOMMENDED ACTION:**

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

**SUMMARY:**

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

**ATTACHMENTS:**

- ▣ RPC Draft March Minutes

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

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

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

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

**OTHERS PRESENT**

Kim Cruz	Sand City Councilmember	Brad Tarp	Salinas Resident
Dominic Dursa	Asm. Robert Rivas	Diane Tarp	Salinas Resident
Michael Cornfield	AECOM	Sean Vienna	AMBAG
Cheryl Ku	Monterey County RMA	Don Reynolds	City of Salinas

2. **PUBLIC COMMENTS**

None this month.

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3. **CONSENT AGENDA**

M/S/C Delgado / Davis / unanimous

3.1 Approved minutes of the January 5, 2019 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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4. **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 activities on the Salinas Rail Kick Start project since the last update on January 7, 2019, include progress toward construction of Package 1 (improvements at the Salinas Station). She noted that CTC approved allocation of \$11.2M in state funding for construction of Package 1 in December. She stated that the bid opening is scheduled for March 13. She said that TAMC and City of Salinas staff continue to meet regularly to coordinate on utility relocation and permits needed to proceed with construction of Package 1, to resolve the utility conflicts and minimize additional delays.

Don Reynolds, City of Salinas, stated that the 100-year old sewer has collapsed, and that City staff are aiming to relocate the sewer into Railroad Avenue due to conflicts with AT&T conduit on State Route 183 (Market Street).

Committee member Davis asked Mr. Reynolds if the City of Salinas anticipates further conflicts. Mr. Reynolds responded that the sewer may have conflicts with CalWater in Railroad Avenue, and thanked TAMC staff for organizing regular meetings to help the team stay on top of emerging issues.

Mike Zeller, Principal Transportation Planner, reported that Package 2 includes the layover facility and track connections. He noted that TAMC has engaged consultants to assist with the acquisition of property for Package 2. ARWS was hired as the acquisition agent, and Meyers Nave was retained to provide oversight to ensure compliance with applicable state and federal laws and regulations. He reported that Geocon has done the soils testing for a Phase II Environmental Site Assessment, and HDR Engineering has completed a boundary survey to confirm the limits of the proposed acquisition of property for Package 2.

Committee member Smith asked how many properties are involved. Mr. Zeller replied that there are seven parcels involved.

Committee member Chavez asked about the status of the freight intermodal facility planned at the Salinas station. Mr. Reynolds responded he thought they had not received their grants and was uncertain of the project status. Ms. Watson said she would confirm with the City staff and report back at a future meeting.

Ms. Watson presented an update on operations scenario negotiations, noting that the High-Speed Rail project was still happening, and that staff would stay involved particularly in light of any changes at the Gilroy station.

Committee member Davis asked if there were any plans to electrify the tracks to Salinas and he also asked if ridership estimates would take transfer penalties into account. Ms. Watson responded that electrification was very expensive, and it was unlikely that the funding would be available to electrify to Salinas. Todd Muck, Deputy Executive Director, stated that ridership analyses do take transfers between trains or modes into account.

**5. 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.

Christina Watson, Principal Transportation Planner, reported that progress since the last update on the coast rail project to this Committee in January includes submittal of two applications for State Rail Assistance funding. The San Luis Obispo Council of Governments applied for \$800,000 in State Rail Assistance funds to develop a Coast Rail Corridor Services Implementation Plan and to acquire the license and training for rail modeling software. King City applied for \$2.4 million for the planning and design, including support for negotiations with Union Pacific Railroad, of a temporary train platform to be served by the Amtrak Coast Starlight and/or the planned future additional through-train. In conclusion, Ms. Watson noted that grant announcements are expected shortly.

**6. RAIL NETWORK INTEGRATION STUDY**

The Committee received update on the Monterey Bay Area Rail Network Integration Study.

Christina Watson, Principal Transportation Planner, reported that the California Transportation Commission allocated \$500,000 via a state Transit and Intercity Rail Capital Program grant to TAMC for a Network Integration Study. She noted that TAMC published a Request for Proposals on December 5, 2018, that a selection committee reviewed the three proposals and held interviews on February 21, 2019, and unanimously recommended AECOM to do this work. Staff aims to bring a contract to the TAMC Board in the near future, pending review by Caltrans.

Ms. Watson reported that TAMC staff was approached by a company interested in running a privately-operated train service connecting Monterey, Salinas, and Santa Cruz to Gilroy, and that staff was asking them for more information; when the company responds, staff will



provide an update and possibly a draft Memorandum of Understanding at a future Committee meeting.

Committee alternate Rheinheimer noted that Monterey-Salinas Transit is working on a request for proposals for preparing an environmental analysis and preliminary design of a busway in the Monterey Branch Line corridor.

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

None this month.

8. **ADJOURN**

Chair LeBarre adjourned the meeting at 3:26 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 6, 2019  
**Subject:** **Salinas Rail Kick Start project update**

**RECOMMENDED ACTION:**

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

**SUMMARY:**

Activities on the Salinas Rail Kick Start project since the last update on March 4, 2019 include the Package 1 construction bid opening and contract award, the Package 2 Environmental Site Assessment, and letters from project partners.

**FINANCIAL IMPACT:**

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

**DISCUSSION:**

The Monterey County Rail Extension Project extends passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project is fully funded with \$81 million in state funding, and is proceeding with construction of Package 1, improvements at the Salinas train station. The layover facility and track improvements are ready for final design, pending comments from Union Pacific Railroad.

**Package 1: Salinas Station Improvements**

TAMC held the Package 1 construction bid opening on March 19 and awarded the \$7.5 million contract to Monterey Peninsula Engineering (MPE) on April 24. HDR Engineering and BKF

Engineers, TAMC's design team, are working with the City of Salinas permit department to respond to their comments on the designs to secure city permits for the work. TAMC has obtained a Caltrans encroachment permit, and MPE is required to obtain a "double" permit for the work within state rights of way. MNS Engineers are the Construction Management team for this project.

Related work being done on the site in advance of TAMC's construction project includes the relocation of PG&E gas and electric lines and the City of Salinas relocation of their sanitary sewer and storm drain lines from the current Station Place, which will become part of the parking lot in the built condition.

The anticipated schedule for the utility relocation work, based on a meeting held on April 11, is as follows:

- Starting April 25 through early May, PG&E will be doing work on the gas main in the sidewalk on the north side of West Market Street, between Station Place and Palmetto Avenue. No street or sidewalk detours are anticipated with this work.
- The City of Salinas project to relocate the sanitary sewer to Railroad Avenue and the storm drain to the future Lincoln Avenue Extension alignment is expected to start late May or early June and be completed by early August, approximately two weeks delayed from the schedule presented in the City's letter received March 22 (**attachment 1**).
- After the City's storm drain project is complete, PG&E will install a joint trench with CableCom in the Lincoln Avenue extension alignment and Railroad Avenue. That project has an estimated duration of 8 weeks.
- PG&E is also anticipating electrical work on site for the light posts and electric vehicle charging stations. TAMC staff has requested an updated schedule for that work.

Once the utility relocation projects are complete, MPE will relocate CalWater lines and stage the construction of the Lincoln Avenue extension, which includes signal modifications, and the surrounding parking and landscaping improvements, anticipating completion of all work by the fall of 2020.

### **Package 2 & 3: Layover Facility & Track Improvements**

Recent work preparing for the acquisition of parcels for Package 2, the Salinas layover facility, include the completion of a Phase II Environmental Site Assessment and plats and legal descriptions of the partial acquisitions. Now that those are complete, ARWS can initiate the appraisal process.

Meanwhile, there are a few projects that affect Package 3, Gilroy station improvements and track improvements between Salinas and Gilroy:

- Caltrans is the lead on the project to install Positive Train Control technology on the corridor from Gilroy to San Luis Obispo.

- The Association of Monterey Bay Area Governments (AMBAG) is the lead on a project to evaluate climate change and sea level rise impacts to the rail corridor through the Elkhorn Slough.
- The California High Speed Rail Authority is preparing a "preferred alternative" for their corridor between San Jose and Merced to come out in September.

Agency staff continues to stay involved in all three projects as it relates to Package 3.

The contract with HDR Engineering was amended on April 24 to delete final design for Packages 2 and 3, which HDR brought to 75% design and then put on hold, pending comments from Caltrain and Union Pacific Railroad. We separated this work from the original contract to comply with Caltrans procurement requirements. Staff will prepare a Request for Proposals for final design of Packages 2 and 3 after meeting with the State and Union Pacific to determine the best timing for that work to begin. TAMC needs to get comments from Union Pacific on the 75% plans and move forward with negotiations for track rights and encroachment or acquisition of Union Pacific right of way in Salinas.

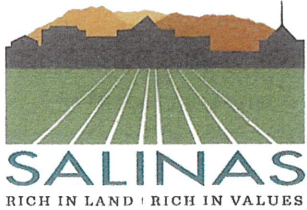
### **Operations Scenarios**

On April 5, Caltrain's Chief Operating Officer for Rail, Michelle Bouchard, sent a letter to Adrian Guerrero at Union Pacific Railroad (**attachment 2**) stating Caltrain's support for the Rail Extension to Monterey County project and to note that Caltrain is in the process of determining how Caltrain may serve as the operator. TAMC staff will follow up on this letter with discussions with State Transportation Agency and Union Pacific staff.

TAMC staff attended the Silicon Valley Regional Rail Working Group meeting on May 3. Staff will provide a verbal update on all activities at the meeting.

### **ATTACHMENTS:**

- ▢ Letter from Ray Corpuz, City of Salinas, re ITC Utilities
- ▢ Letter from Caltrain to UPRR, re: support for TAMC Rail Extension to Monterey County project



# City of Salinas

OFFICE OF THE CITY MANAGER • 200 Lincoln Ave • Salinas, California 93901

MAR 22 2019

(831) 758-7201 • (831) 758-7368 (Fax) • [www.ci.salinas.ca.us](http://www.ci.salinas.ca.us)

Dear Ms. Hale,

My staff and I have reviewed your February 15, 2019 letter regarding the Intermodal Transportation Center utility relocation delays. We also read the Monterey Herald's coverage of your letter to me.

The City is excited about the upcoming improvements and the prospect of increased rail service in Salinas. We appreciate your partnership and patience as we redevelop this strategic zone of the Downtown that will reap benefits for the City and the region. And we understand the concerns you raised. Some of your points are valid and some we disagree with. This is a complicated site, involving numerous agencies, utilities and stakeholders, with many moving parts and a bottleneck of infrastructure. Although we always try to minimize complications and delays on design and construction projects, they are not uncommon on projects of this magnitude that involve numerous stakeholders and stages of construction work by numerous entities. Both of our teams have not been immune to unexpected delays thus far, nonetheless, the following points summarize our plans going forward and respond to your key concerns.

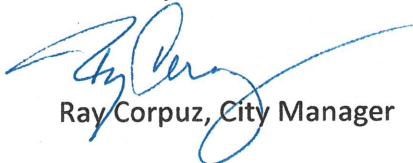
- Design of the City's storm drain and sanitary sewer relocation is complete and went out to bid by March 11, 2019. The estimated project construction Notice-to-Proceed and completion dates are May 27 and July 19, 2019, respectively. This date includes a two-week extension to accommodate the new task TAMC requested for installation of a separate storm drain within Market Street. This schedule shouldn't preclude TAMC from executing the construction contract by June 6<sup>th</sup>. If you think it will, let's talk.
- The City will not leave its *active* storm and sanitary sewers in Station Place. We considered it when our potholing in W. Market Street confirmed that AT&T's backbone communications line for the region precludes us from realigning our sanitary sewer down Lincoln Avenue Extension. The plan has always been to abandon the storm and sanitary sewers in-place, and that won't change.
- The existing utilities at Railroad Avenue have created some conflicts for new utilities. Since we cannot relocate our sanitary sewer to Lincoln Ave. Extension, we need to relocate it further down Railroad Avenue and tie it into our existing sewer on Palmetto Street. As communicated in our February 26, 2019, email to Laurie Williamson, the only way to make this work will be for the CalWater pressurized water lines you referenced to be lowered. This is unfortunate, but it's a minor change in comparison to the expense and significant delays that would be caused by AT&T moving its backbone line

on W. Market Street. Thus, the conflict with our new electric conduit is a moot point. We would be happy to pay for the minor design cost to lower the water lines.

- We are not aware of TAMC's staff taking over all utility relocations. Both TAMC and the City are responsible for utility relocations. TAMC has submitted relocation applications to PG&E for utility relocations parallel to W. Market St. The City submitted applications to PG&E for: (1) the electric/gas main relocation from Station Place to Lincoln Ave. Extension, (2) transformer upgrades for the Amtrak Station/Freight Building, and (3) the new transformer for future EV charging stations. Utility companies have occasionally called for office and field meetings to review the scope. TAMC's team should attend these meetings in order to avoid further delays.
- AT&T and PG&E-Gas Transmission have been responsive to the utility relocations. Unfortunately, PG&E-Electric has not been. City staff elevated our concern with PG&E management and finally on March 18, 2019 we received confirmation that they can complete their relocations by the end of May 2019. Once we receive their actual construction schedule, City staff will forward it to Christina Watson.

We have an unprecedented amount of CIP work before us and some resource challenges. Fortunately, we have a new internal hire who will assist our utilities PM, Patrick Fung, and serve as the construction coordinator between our work and yours. Her name is Jamie Tugel: 758-7909; [jamiet@ci.salinas.ca.us](mailto:jamiet@ci.salinas.ca.us). And going forward, if you or your staff ever have any concerns, please immediately call my Assistant PW Director Don Reynolds at 775-4245. And if Don is unable to meet your needs, please contact me before going public with your concerns.

Sincerely,



Ray Corpuz, City Manager

CC:

David Jacobs  
Don Reynolds  
Jim Sandoval  
✓ TAMC Board  
Salinas City Council Members



BOARD OF DIRECTORS 2019

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EXECUTIVE DIRECTOR

April 5, 2019

Adrian Guerrero  
Union Pacific Railroad  
711 Church St,  
Roseville, CA 95678

Dear Mr. Guerrero:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I am writing to express support for the Transportation Agency for Monterey County (TAMC) Rail Extension to Monterey County Project. I am also writing to advise you that Caltrain is in a process of due diligence to determine how Caltrain might be able to serve as the operator of the service on TAMC's behalf. As such I am writing to request that the Union Pacific continue to support the program and commence the appropriate next steps in the planning process for the service.

As I am sure you are aware, TAMC is the sponsor of the project to extend passenger rail service into Monterey County. The Rail Extension to Monterey County Project is a transformative project that will create new multimodal transportation hubs for the disadvantaged communities of Pajaro and Castroville, and expand the Salinas Layover Facility. These multimodal stations will be served by new passenger rail service and bus transit that will connect residents of Monterey and Santa Cruz Counties to employment, education and healthcare centers in the Santa Clara County, Silicon Valley, the greater San Francisco Bay Area and Sacramento. The new rail service will allow travelers to connect to transit centers at Gilroy and San Jose Diridon Station, which allows for transfer onto Caltrain, Capitol Corridor, Altamont Corridor Express, and ultimately California high speed rail.

Caltrain's effort to operate the TAMC project is supported by CalSTA and is further enabled by the full electrification of the Caltrain corridor that will allow diesel equipment to be redeployed to the Monterey County service.

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6269

Mr. Adrian Guerrero  
April 5, 2019  
Page 2

Caltrain supports this important regional transportation project, which will aid in delivering a robust, multi-modal transportation network needed to support the ever-increasing jobs and population growth in the Bay Area, while decreasing congestion and environmental impacts to our region. Caltrain asks that you continue the important planning for the TAMC service.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle Bouchard', with a long horizontal line extending to the right.

Michelle Bouchard  
Chief Operating Officer, Rail

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County  
Christina Watson, Transportation Agency for Monterey County  
Chad Edison, Deputy Secretary, CalSTA  
Kyle Gradinger, Assistant Division Chief, Caltrans Division of Rail and Mass  
Transportation  
Jim Hartnett, Executive Director, PCJPB





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 6, 2019  
**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 on the coast rail project to this Committee in March includes a meeting of the Coast Rail Coordinating Council Policy Committee.

**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 Policy Committee met in Santa Barbara on March 8. The Committee approved bylaws and a contract with Gus Khouri for legislative assistance. The next Policy meeting is scheduled for May 17. Staff to the member agencies convene regular technical working group phone calls.

In March, the State announced two State Rail Assistance grant awards. The San Luis Obispo Council of Governments was awarded \$650,000 in State Rail Assistance funds to develop a Coast Rail Corridor Service Implementation Plan. The City of King was awarded \$1.5 million for the planning and design, including support for negotiations with Union Pacific Railroad, of a temporary train

platform to be served by the Amtrak Coast Starlight and/or the planned future additional through-train.

Staff regularly participates in meetings of the California Intercity Passenger Rail group, which updated their brochure (see **web attachment**) this year. The brochure includes both the Coast Rail project as well as the Salinas Rail extension project.

In April, CRCC Chair Dave Potter, TAMC CRCC Alternate/ RPC Chair Mike LeBarre, Executive Director Debbie Hale, and Principal Transportation Planner Christina Watson attended the 7th annual California Passenger Rail Summit in Oakland.

Staff will provide a verbal update at the meeting.

**WEB ATTACHMENTS:**

- [California Intercity Passenger Rail Brochure, updated April 2019](#)



## *Memorandum*

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 6, 2019  
**Subject:** **Rail Network Integration Study**

### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

Staff will provide an update on the anticipated schedule for the Monterey Bay Area Rail Network Integration Study, including probable dates for milestone reports to the Committee.

### **FINANCIAL IMPACT:**

On October 18, 2018, the California Transportation Commission allocated \$500,000 via a state Transit and Intercity Rail Capital Program grant to TAMC for this study. The AECOM contract not-to-exceed amount is \$350,000. The remainder will be used for staff time associated with this project.

### **DISCUSSION:**

On April 24, TAMC selected AECOM to perform a Monterey Bay Area Network Integration Study ("Study"). The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor.

This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City. The consultant team has expertise in working with commuter, intercity, and freight railroad operators and access to the Viriato tool that was used in the development of the 2018 California State Rail Plan.

The draft schedule for this Study is as follows:

<b>Task</b>	<b>Date/ Timeframe</b>	<b>Anticipated RPC Presentation</b>
Project management	Ongoing	N/A
Stakeholder coordination and public outreach	Ongoing	June 2019
Existing conditions analysis	Summer 2019	August 2019
Future service vision	Fall 2019	September 2019
Network modeling/ scenario development	Winter 2019-2020	March 2020
Governance models	Winter 2019-2020	March 2020
Implementation planning	Spring 2020	May 2020
Benefits assessment	Spring 2020	June 2020
Grants support	Spring 2020	June 2020
Draft study	Winter 2020	November 2020
Final study	Spring 2021	June 2021

Meanwhile, multiple Board members have reported being approached by Dennis Lowery of Lowery Capital Partners about providing a privately operated train connecting Monterey and San Jose. TAMC Executive Director sent a letter (**attached**) to Mr. Lowery outlining what the Agency needs before engaging in negotiations regarding this proposal. Staff will provide a verbal update at the meeting.

**ATTACHMENTS:**

- Letter to Dennis Lowery, re: Proposed Memorandum of Understanding



March 7, 2019

Dennis Lowery  
Lowery Capital Partners  
155 North Santa Cruz Ave # 101  
Los Gatos, CA 95030

**Re: Proposed Memorandum of Understanding – Monterey County Rail Service**

Dear Mr. Lowery:

Thank you for your interest in providing passenger rail service in Monterey County along the Monterey Branch Line, from the City of Monterey to its terminus in Castroville, with the potential for connecting services to Gilroy, Salinas and Santa Cruz.

When TAMC staff met with you and Taylor on December 19, 2018, we suggested you contract with an outside firm with expertise in rail projects in California to advise you as to the hurdles you could face in pursuing your proposed independent rail service. At our subsequent meeting with you and Michael Groves of EMC Planning on February 28, 2019, we suggested that you develop a written proposal (scope of work) for what you wish to accomplish in the near term, such as an analysis of the infrastructure needs, track access rights, environmental impacts, and equipment options.

TAMC has reviewed the unsolicited Memorandum of Understanding that you presented last month. Before engaging in negotiations over the Memorandum, however, there are some preliminary matters that you should be aware of and be comfortable with:

1. TAMC is a governmental entity, and as such is subject to the Public Records Act. This means that a certain level of confidentiality cannot be promised. For example, if a Memorandum of Understanding is presented to TAMC for approval, such action will take place in public, and the public will have the right to inquire about the agreement and the parties to the agreement. While certain records can be withheld from public disclosure while the parties negotiate, TAMC cannot promise that they will never become public.
2. Under state law, TAMC has the powers necessary to implement rail service projects, including the option to contract for the operation of rail service in Monterey County and for connections with rail service in adjacent and neighboring counties and cities. TAMC's mission is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County. Any contracted rail service would need to provide an affordable and accessible service to all Monterey County residents and visitors.

3. Additionally, as a governmental entity, TAMC has an obligation to be mindful of the public dollars invested in the rail network, including the public dollars contained in grant agreements which allowed TAMC to acquire the Monterey Branch Line in the first instance, as well as the grant funding secured for planning and implementing rail projects in the region. TAMC will have the obligation to receive fair market value or equivalent public benefit for any property interests it may be asked to convey, including lease rights to use the Monterey Branch Line, assuming TAMC can assist in privately-owned rail passenger service or a public-private partnership.
4. TAMC is already significantly engaged with other public agencies and Union Pacific Railroad to initiate passenger rail service along the Union Pacific Railroad line from Salinas north to Gilroy, the Bay Area, and Sacramento. As such, TAMC cannot promise any kind of exclusivity in negotiations that could hinder this ongoing effort.
5. Finally, as a policy matter, TAMC has limited resources and cannot afford to expend significant staff time in exploring opportunities for private parties. As such, TAMC will require that the private parties to any Memorandum of Understanding agree to compensate TAMC for consultant costs and staff time that may be needed to consider your proposal.

Before either party to your proposed Memorandum of Understanding expends further resources, however, and before the Transportation Agency for Monterey County (TAMC) can truly engage in negotiations, we require additional information about both Mansur & Company and Lowery Capital Partners. Please provide copies of the organizational existence and governing bodies of these entities, as well as background information explaining what, if any, experience either entity may have in operating passenger rail service. Additionally, if we decide to enter into a Memorandum of Understanding, TAMC will need information concerning the economic strength of any parties to such memorandum.

If you are still interested in pursuing discussions with TAMC over the possible use of the Monterey Branch Line after taking these factors into consideration, please provide a detailed written scope of work outlining how you will evaluate the potential of providing passenger rail service in Monterey County, the basic background information requested above of any private parties who will enter into the Memorandum of Understanding, as well as your response to the above comments.

Sincerely,



Debra L. Hale  
Executive Director

Copy: Guy Preston, Executive Director, Santa Cruz County Regional Transportation Commission



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 6, 2019  
**Subject:** **Media Clippings**

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**RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

**WEB ATTACHMENTS:**

- [February 21, 2019 article in the Monterey Herald, "Rail extension project faces city utility relocation delays"](#)
- [Articles in the first quarter 2019 edition of Steel Wheels, "California's Coast Route, 'Let's Make a Deal'" and "The California Coast Line - Where Did the Freight Business Go?"](#)
- [March 6, 2019 news release, "Transportation Agency Awards Additional \\$13.1 Million in Funding to Expand Rail Service"](#)
- [March 6, 2019 San Luis Obispo Council of Governments \(SLOCOG\) news release, "SLOCOG Awarded \\$2.2 Million in Funding to Expand Rail Service on the Central Coast"](#)
- [March 7, 2019 TAMC news release, "Monterey County Rail Projects Awarded \\$2.2 Million from SB 1 Rail Assistance Program"](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** May 6, 2019  
**Subject:** Correspondence

**RECOMMENDED ACTION:**

RECEIVE correspondence attached online.

**WEB ATTACHMENTS:**

- [March 4, 2019 letter from Brian P. Kelly, CEO, CA High Speed Rail Authority, to Jamie Remmert, Director, Office of Program Delivery, FRA, re: Notice of Intent to terminate cooperative agreement no. FR-HSR-0118-12-01-01](#)
- [March 5, 2019 email from Don Reynolds, City of Salinas Assistant Public Works Director, re: Status of Industrial Rail use north of the ITC](#)