

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**RAIL POLICY COMMITTEE MEETING**

*FINAL Minutes of April 7, 2014*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas

	APR 13	MAY 13	JUN 13	AUG 13	SEPT 13	OCT 13	NOV 13	JAN 14	FEB 14	MAR 14	APR 14
F. Armenta, Dist. 1 (J. Martinez)	E	P	<b>C</b>	-	P	-	<b>C</b>	P	<b>C</b>	P(A)	P
L. Calcagno, Dist. 2 (H. Gowin)	P(A)	-	<b>A</b>	P(A)	P(A)	P(A)	<b>A</b>	P(A)	<b>A</b>	-	P(A)
J. Parker, Dist. 4 (K. Markey)	E	P(A)	<b>N</b>	P(A)	P(A)	P(A)	<b>N</b>	E	<b>N</b>	P(A)	-
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	P	P	<b>C</b>	P	P(A)	P	<b>C</b>	P	<b>C</b>	P(A)	P
B. Delgado, Marina (F. O'Connell)	P(A)	P	<b>E</b>	P	P	P	<b>E</b>	P	<b>E</b>	P	-
F. Sollecito, Monterey – Vice Chair (C. Della Sala, R. Deal)	P	P	<b>L</b>	P	P	P	<b>L</b>	E	<b>L</b>	P	P
K. Craig, Salinas ( <del>R. Russell</del> , J. Serrano)	P	P	<b>L</b>	P	P	P	<b>L</b>	P	<b>L</b>	P	P
K. Morgan, Sand City (L. Gomez)	P(A)	P(A)	<b>E</b>	P(A)	P	P	<b>E</b>	P	<b>E</b>	-	-
R. Rubio, Seaside (A. Edwards)	P	E	<b>D</b>	P	P(A)	P(A)	<b>D</b>	P	<b>D</b>	P	P
A. Chavez, Soledad (F. Ledesma)	P	P		P	E	P		E		P	P
M. Twomey, AMBAG (H. Adamson)	-	-		P(A)	-	P(A)		P(A)		P(A)	P(A)
M. McCumsey, Caltrans District 5	-	-		E	E	-		-		P (TC)	-
C. Sedoryk, MST (H. Harvath)	P	-		P(A)	P	P(A) (TC)		P(A)		P(A)	P
B. Sabo., Airport (R. Searle)	-	-		-	-	-		-		-	-
<b>STAFF</b>											
D. Hale, Exec. Director	P	P		P	P	P		P		P	-
T. Muck, Dep. Exec. Director	E	P		E	P	P		P		P	P
C. Watson, Principal Transp. Planner	P	P		P	P	P		E		P	P
A. Green, Transp. Planner	P	-		P	P	P		P		P	P
A. Cook, Sr. Transp. Planner	P	-		E	-	-		-		-	P
M. Zeller, Sr. Transp. Planner	P	-		E	-	-		P		P	-
H. Myers, Sr.. Transp. Planning Engineer	P	P		P	P	-		-		P	P
M. Montiel, Admin. Assistant	-	P		-	-	-		-		-	-
	<b>E – Excused</b> <b>P(A) – Alternate</b>										
	<b>VC – Video Conference</b> <b>TC – Teleconference</b>										

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

Chair Potter called the meeting to order at 3:00 p.m. A quorum was established.

**OTHERS PRESENT**

Chris Flescher	Rail Pass. Assoc. of CA	Tim O'Halloran	City of Seaside
Ian Crooks	California American Water (Cal Am)	Eric Peterson	Salinas Resident
John Kilpatrick	California American Water	Craig Smith	URS

**2. PUBLIC COMMENTS**

None

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**3. CONSENT AGENDA**

**M/S/C** Rubio/Chavez/unanimous

Vice Chair Sollecito arrived after the approval of the consent agenda.

**3.1** Approved minutes of the March 3, 2014 Rail Policy Committee meeting.  
Committee Alternate Gowin abstained.

**END OF CONSENT AGENDA**

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**4. HOLD ELECTIONS FOR CHAIR AND VICE-CHAIR FOR 2014-2016**

**M/S/C** Armenta/Craig/unanimous

The Committee elected Chair Potter to continue as Chair and Committee Member Craig to serve as Vice Chair for the next two years.

Principal Planner Christina Watson explained that the Committee By-Laws call for elections to be held in February of every even year. Because the February meeting was cancelled and Chair Potter was not in attendance at the March meeting, April was the first opportunity to hold the elections.

**5. MONTEREY BRANCH LINE – CAL AM PIPELINE REPORT**

**M/S/C** Rubio/Armenta/unanimous

The Committee received a report on the Monterey Branch Line right of way easement for the proposed Cal Am water pipeline.

Senior Transportation Planning Engineer Hank Myers reported that agency staff has been in discussions with Cal Am for a water pipeline easement along the Agency-owned Monterey Branch Line Right-of-Way. The discussions involve easements for incidental uses and will not interfere with the planned passenger rail project. Cal Am has hired URS to handle the design work for the project. Currently, URS is working to fine-tune the design and are identifying areas of exclusive easement and non-exclusive easements for future appraisal.

Craig Smith, representing URS, added that they have been working with Monterey-Salinas Transit and Sand City to coordinate to avoid conflicts with the busway and California Extension proposals respectively.

Committee Alternate Gowin asked if each jurisdiction affected will be contacted with the

proposed easement design. He also asked about the distinction between exclusive and non-exclusive right-of-way. Mr. Smith replied that they have been working with the jurisdictions and will present the design to them. He added that Cal Am requires an exclusive easement to avoid contamination of drinking water and allow room for maintenance on either side of the pipe. Portions of the easement that are far enough away from the pipeline can be non-exclusive – which means that area can be shared with other utilities and also used for maintenance access.

Committee Member Rubio asked how Cal Am will ensure cities maintain access to existing wastewater pipelines in the corridor. Mr. Smith responded that the pipes would be “sleeved” at crossings and have a 6-foot separation from wastewater pipes.

Chair Potter commented that when TAMC purchased the rail line they made sure to retain the utility rights because that revenue stream will be important in off-setting the cost of future light rail operation. When the time comes to write up a contract, it should include an escalator for costs to increase over time. Also, the contract should include a clause that will allow the pipeline to be redone when the Salinas River bridge is rebuilt. Most importantly, the pipeline should not conflict with future rail operation.

Committee member Chavez inquired about the timing of the project and when the design for the easement would be complete. Mr. Myers replied that the easement designs will be completed as soon as this May, and then Cal Am will have the land surveyed and appraised in June.

## **6. MST BUSWAY SUPPORT LETTER**

**M/S/C** Sollecito/Rubio/unanimous

The Committee discussed and approved a support letter for the Monterey-Salinas Transit (MST) request to the Federal Transit Administration (FTA) to conduct project development activities for a proposed express busway as a part of its Bus Rapid Transit program on the Monterey Peninsula.

Principal Transportation Planner Christina Watson reported that MST is pursuing a Very Small Starts grant through the Federal Transit Administration. To qualify, the project cost must not exceed \$30 million, and a local match of 20% is required. MST would like to count a 20-foot wide portion of seven miles of the Monterey Branch Line right-of-way (estimated value of \$1 million) toward the local match. This 20-foot wide portion could not be used toward a match in the future if used for the busway project.

Carl Sedoryk, MST CEO and Committee Ex-Officio Member, reported that MST met with FTA in DC recently to discuss the draft Make The Case document, and that FTA wanted a letter from TAMC. He added that MST has been working with Sand City and Cal Am/URS to avoid conflicts within the corridor, and that MST would apply for the FTA grant in the 2015 budget.

Alternate Gowin asked if there was an obligation to pay back the \$9 million used to purchase the railroad right-of-way or the money that is received through current leases. Deputy Executive Director Todd Muck responded that there is no obligation to pay back that money and that the revenue received through current leases is used to pay for maintenance.

Chair Potter requested that the word “temporarily” be added to the letter to be clear that the busway would not preclude future light rail. Carl Sedoryk agreed to the suggested revision.

**7. COAST DAYLIGHT SERVICE UPDATE**

The Committee received an update on the planned Coast Daylight train service between San Francisco and Los Angeles.

Principal Transportation Planner Christina Watson reported on the progress made on the project since the March Rail Policy Committee meeting. Amtrak is initiating a feasibility study for the project. TAMC staff expects to receive comments on the draft environmental document from the Federal Railroad Administration soon. Ms. Watson and Chair Potter attended meetings in Sacramento, including the first hearing of the Senate Select Committee on Passenger Rail, as well as the California Passenger Rail Summit in Los Angeles, where they presented Monterey County Rail projects.

Chair Potter reflected on the California Passenger Rail Summit and commented that TAMC is a small but influential player in California rail planning due to years of advocacy and vision of statewide connectivity. Santa Cruz and several rail providers want to team up to improve connectivity in the Monterey Bay region.

Committee Alternate Gowin asked how the project would link to the Monterey Branch Line if the train does not stop in Castroville. Ms. Watson replied that they would eventually propose the train stop at the station in Castroville, once it is built.

**8. SALINAS RAIL EXTENSION PROJECT UPDATE**

The Committee received an update on the Salinas Extension project.

Principal Transportation Planner Christina Watson reported that progress since the last update to the Committee about the project on March 3, 2014, includes meetings in Washington, DC and Sacramento, a hearing of the California Transportation Commission on the Agency's request for \$18.856 million in state-only funding for this project, and negotiations with the selected design firm.

The CTC approved TAMC's request for \$18.856 million in state-only funding, but programmed the money for 2017/2018 instead of 2015/2016. Ms. Watson stated that the timing should work out so long as the station is built by 2018.

Ms. Watson, Chair Potter and Vice Chair Craig met with legislators in Washington, D.C. to discuss the Salinas Extension project. The major issue is that the rail extension project is provided by an intercity rail service even though the service itself is oriented towards commuters. Because of funding silos between intercity and commuter, the challenge with this project is to clarify the definition of "commuter". Vice Chair Craig reported that they are trying to enact legislation that would make this clarification.

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

None.

**10. ADJOURNMENT**

Chair Potter adjourned the meeting at 3:49 p.m.