

## AGENDA

### TAMC RAIL POLICY COMMITTEE

Meeting of Monday  
June 1, 2015

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

3:00 P.M.

Complete agenda packets are on display at the Transportation Agency for Monterey County (TAMC) 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 TAMC office 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: Potter (Chair), Craig (Vice-Chair), Armenta, Bodem, Chavez, Delgado, Parker, Phillips, Rubio, and Smith.

*If you are unable to attend, please make sure that one of your two 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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**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for **item 3.1** 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 May 4, 2015 Rail Policy Committee meeting.

– Murrillo

**Pages 5 - 8**

**END OF CONSENT AGENDA**

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4. **RECEIVE** overview of the draft report for the Santa Cruz County passenger rail feasibility analysis. – Dondero **Pages 9 - 11**

*George Dondero, Executive Director, Santa Cruz County Regional Transportation Commission (RTC), will attend the meeting to present an update on the draft Report. At the time of this writing, the document has not yet been released.*

5. **RECEIVE** update on the planned Coast Daylight train service between San Francisco and Los Angeles. – Watson **Pages 12 - 15**

*Progress since the last update to the Committee about the Coast Daylight on May 4, 2015 includes meetings of the Coast Rail Coordinating Council Technical Committee; a meeting with King City on the environmental review; and with Amtrak regarding the feasibility study. Agency representatives also attended a joint hearing on intercity passenger rail in Sacramento on May 14.*

6. **RECEIVE** update on the Salinas Rail Extension project. – Watson **Pages 16 - 17**

*Progress since the last update to the Committee about the project on May 4, 2015 includes meetings with the Salinas City Council Rail Subcommittee and the First Mayor's House Board of Directors, and a presentation to the Watsonville City Council. Staff is preparing an application for federal funding for the Pajaro/ Watsonville station project, due on June 5.*

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, August 3, 2015**

**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**

**by Tuesday, July 21, 2015**

**[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 next Rail Policy Committee agenda will be prepared by Agency staff and will close at noon Tuesday, July 21, 2015, 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**

*Online at [www.tamcmonterey.org](http://www.tamcmonterey.org)*

**CORRESPONDENCE**

- C-1** May 13, 2015 letter from Hunter Harvath, Assistant General Manager – Finance & Administration, MST, re: Salinas Rail Kick Start Project – Salinas Station Concept Concurrence

**REPORTS**

*None this agenda*

**MEDIA CLIPPINGS**

- M-1** May 13, 2015 article in the *Register-Pajaronian*, “Pajaro rail station in design phase”
- M-2** May 14, 2015 article on KCRA.com, “California railroads to miss deadline to install safety technology: Computers can stop trains in dangerous situations”

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
**RAIL POLICY COMMITTEE MEETING**  
*DRAFT Minutes of May 4, 2015*  
 Transportation Agency for Monterey County  
 55-B Plaza Circle, Salinas

	MAY 14	JUNE 14	AUG 14	SEP 14	OCT 14	NOV 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15
F. Armenta, Dist. 1 (J. Martinez)	<b>C</b>	P	P(A)	<b>C</b>	P	<b>C</b>	P	<b>C</b>	P(A)	<b>C</b>	P
J. Phillips, Dist. 2 (J. Stratton)	<b>A</b>	P(A)	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)
J. Parker, Dist. 4 (K. Markey)	<b>N</b>	P(A)	P(A)	<b>N</b>	P(A)	<b>N</b>	P(A)	<b>N</b>	P(A)	<b>N</b>	E
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	<b>C</b>	P	P(A)	<b>C</b>	P(A)	<b>C</b>	P	<b>C</b>	P	<b>C</b>	P
B. Delgado, Marina (F. O'Connell)	<b>E</b>	P	P	<b>E</b>	E	<b>E</b>	-	<b>E</b>	P(A)	<b>E</b>	P
E. Smith, Monterey (R. Deal)	<b>L</b>	P	P	<b>L</b>	E	<b>L</b>	P	<b>L</b>	P	<b>L</b>	E
K. Craig, Salinas, Vice Chair ( <del>R. Russell</del> , J. Serrano)	<b>L</b>	P	P	<b>L</b>	P(A)	<b>L</b>	P	<b>L</b>	E	<b>L</b>	P
T. Bodem, Sand City (L. Gomez)	<b>E</b>	P(A)	P	<b>E</b>	P	<b>E</b>	P	<b>E</b>	-	<b>E</b>	P
R. Rubio, Seaside (D. Ingersoll)	<b>D</b>	P	P	<b>D</b>	P	<b>D</b>	P	<b>D</b>	P	<b>D</b>	P
A. Chavez, Soledad (F. Ledesma)		P	-		E		P		P		P
M. Twomey, AMBAG (H. Adamson)		P(A)	-		E		-		-		-
O. Monroy-Ochoa, Caltrans District 5		-	-		-		P		-		-
C. Sedoryk, MST ( <del>H. Harvath</del> , L. Rheinheimer)		-	-		P(A)		P(A)		P(A)		P(A)
B. Sabo, Airport (R. Searle)		-	-		-		-		-		-
<b>STAFF</b>											
D. Hale, Exec. Director		P	P		P		P		E		P
T. Muck, Deputy Exec. Director		P	P		P		-		P		P
C. Watson, Principal Transp. Planner		P	P		P		P		P		P
A. Green, Transp. Planner		P	-		P		-		P		E
M. Zeller, Sr. Transp. Planner		-	P		E		P		P		P
H. Myers, Sr. Transp. Engineer		-	P		E		E		P		-
Theresa Wright, Outreach Coordinator			P		-		-		-		-
Virginia Murillo, Asst. Transp. Planner					P		P		P		P
<b>E – Excused</b> <b>VC – Video Conference</b> <b>P(A) – Alternate</b> <b>TC – Teleconference</b>											

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

Chair Potter called the meeting to order at 3:02 p.m. A quorum was established.

**OTHERS PRESENT**

Chris Flescher RailPAC  
Eliza Yu AMBAG

Michael Powers  
MacGregor Eddy

King City  
Salinas Californian

2. **PUBLIC COMMENTS**

None

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3. **CONSENT AGENDA**

M/S/C Rubio/Craig/ unanimous

3.1 Approved minutes of the March 2, 2015 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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4. **COAST DAYLIGHT PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the Coast Daylight on March 2 includes meetings of the Coast Rail Coordinating Council Policy Committee and Technical Committee, meetings with the team working on the environmental review, and with Amtrak regarding the feasibility study.

Ms. Watson reported that the San Luis Obispo Council of Governments is expected to adopt the final programmatic Environmental Impact Statement/Environmental Impact Review document for the Coast Corridor (San Luis Obispo – Salinas) at its August 5 meeting.

Ms. Watson reported that Chair Potter and staff attended the 2015 California Passenger Rail Summit on April 29. On April 28, staff attended meetings at the Capitol with legislators to discuss the importance of a predictable funding stream for intercity rail. She noted that the legislators she talked to expressed their support for intercity rail.

Chair Potter mentioned that the Summit provided a great networking opportunity for the Agency.

Ms. Watson reported that staff also met with California State Transportation Agency (CalSTA) staff to discuss proposed changes to the scheduled slot of the planned Coast Daylight service.

Committee Member Rubio expressed concern about the proposed changes to the schedule for the Coast Daylight. Chair Potter noted that the proposed new timeslot would better serve Santa Barbara and Los Angeles area commuters. Ms. Watson mentioned that staff will continue to engage in these discussions with CalSTA as they work on the State Rail Plan update.

**5. SALINAS RAIL EXTENSION PROJECT UPDATE**

The Committee received an update on the Salinas Rail Extension project.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update to the Committee about the project on March 2 includes meetings with the Salinas Intermodal Transportation Center Steering Committee and Gilroy station team, and meetings in Washington, DC. She noted that Transportation Agency staff submitted an application for cap and trade funding for the Pajaro /Watsonville station project on April 10 and are now working on an application for federal funds.

Ms. Watson provided the Committee with a revised draft design for the Salinas station, noting that City of Salinas, MST and Caltrans staff have been actively involved in the process.

Committee Member Delgado asked about the rail ridership and whether the station will have enough parking spaces. Ms. Watson noted that the consultant team was reviewing that question, and that the station's parking lot will have multiple uses.

Committee Member Delgado asked how much water the landscaping treatments would require, and if there has been coordination with Salinas Waste Management on trash receptacles. Ms. Watson responded staff would request input on these issues from the design team.

Committee Alternate Stratton asked about some of the numbering in the design. Ms. Watson noted that the numbering corresponds to the First Mayors House draft Memorandum of Understanding issues, such as accessible parking spaces close to the house.

Committee Alternate Stratton asked if the draft design included elements from the City of Salinas' Vibrancy Plan. Ms. Watson responded that the design team incorporated some elements from the adopted City plan and provided for the future plans that the City may pursue.

Michael Zeller, Senior Transportation Planner, reported that staff has been working with the property acquisition team to prepare appraisals for property owners. Mr. Zeller noted that once the appraisals are finalized, the property acquisition team will contact the properties and initiate negotiations.

Ms. Watson reported that the Gilroy station team meeting on April 2 stressed the importance of interagency coordination, since multiple agencies will have transit projects in Gilroy over the next few years.

Virginia Murillo, Assistant Transportation Planner, reported that staff submitted a grant application for \$23 million of cap and trade funding via the Transit and Intercity Rail Capital Program for the Pajaro/Watsonville multimodal station. Ms. Murillo noted that staff secured 19 support letters from local and regional stakeholder agencies, state and federal legislators. Notification of funding award is expected by June 30.

Committee Member Bodem asked if the application required a funding match. Ms. Watson said no match was required, but that staff listed the project as part of the overall Rail Extension to Monterey County project, and listed the \$70 million of kick-start funding as match funding.

Committee Member Armenta suggested reaching out to the Transportation Agency's legislative analyst or MST for assistance on setting up meetings with California Air Resources Board staff.

Ms. Murillo reported that staff is also preparing a grant application through the federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, and will use outside help in preparing the required benefit-cost analysis.

Ms. Watson reported that on March 9-11, Chair Potter, Committee Member Craig, and staff met with Federal representatives in Washington DC to discuss Transportation Agency priorities, and federal transit funding eligibility for the Rail Extension project.

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

Ms. Murillo asked the Committee to complete a Title VI representation survey. She noted that as a recipient of federal funds, TAMC is required to prepare a Title VI Program and Language Assistance Plan. The plan must include a table depicting minority representation on TAMC advisory committees and councils. The results of this survey will be included in the Title VI Program.

**7. ADJOURN**

Chair Potter adjourned the meeting at 3:53p.m.



## Agenda Item 4



**To: TAMC Rail Policy Committee**

**From: Karena Pushnik, Senior Transportation Planner**

**Date: June 1, 2015**

**RE: Passenger Rail Feasibility Analysis for Santa Cruz County – Draft Report**

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### **RECOMMENDED ACTION**

**RECEIVE** overview of the draft report for the Santa Cruz County passenger rail feasibility analysis.

### **SUMMARY**

George Dondero, Executive Director, Santa Cruz County Regional Transportation Commission (RTC), will attend the meeting to present an update on the draft Report. At the time of this writing, the document has not yet been released.

### **DISCUSSION**

In 2012, the RTC acquired the Santa Cruz Branch Rail Line after over a decade of negotiation with Union Pacific. Funding for the purchase of the rail corridor was primarily secured from California and Santa Cruz County voter approved Proposition 116 bond funds to expand passenger rail opportunities in California. The Santa Cruz Branch Rail Line is an active rail corridor extending 32 miles from the Pajaro Junction of the Coast Rail Route through Watsonville, Aptos, Capitola, and Santa Cruz to Davenport.

In 2014, the RTC was awarded a Caltrans Transit Planning grant and initiated an analysis of commuter or transit rail service along the branch line. A consultant team headed by Fehr & Peers is conducting the analysis, with assistance by consultants LTK, RailPros and Bob Schaevitz.

The study includes technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of train technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discusses integration with other rail corridor uses; connectivity to other bus and rail services; and identifies feasible options for further analysis, environmental clearance, engineering, and construction, if the Commission decides to implement rail transit service on the Santa Cruz Branch Rail Line.

Extensive public and stakeholder input was provided about goals and objectives, scenarios and station locations. The project team -- consisting of the RTC, short line operator Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Santa Cruz Metropolitan Transit District -- and rail peer representatives currently operating or planning passenger rail service, including TAMC staff, provided input on the technical analysis. The draft report includes an Executive Summary and the following chapters:

## Agenda Item 4

- **Introduction** - Purpose of the study and framework from which it was developed
- **Comparable Systems and Technology Options**
- **Study Goals and Objectives** – Three core goals and corresponding objectives used to evaluate each scenario
- **Passenger Rail Service Alternatives** - A description of the seven service scenarios and stations selected for analysis and process involved in selecting those alternatives, scenarios differ in areas served, hours, frequency and rail vehicle technology
- **Methods and Assumptions** – Description of general assumptions, operating details, and ridership forecasting methodology used for this study.
- **Technical Assessment of Service Scenarios** – Description of findings from the technical analysis of seven service scenarios, includes:
  - Capital Cost Estimates
  - Operations & Maintenance Cost Estimates
  - Ridership Forecasts
  - Funding Assessment
- **Evaluation Of Service Scenarios** – Evaluates how well each scenario advances goals and objectives and identifies the highest performing scenarios with greatest potential for implementation.
- **Preferred Service Alternative** – Recommends two potential service strategy options for implementing passenger rail transit service to move forward for further analysis.
- **Implementation** – Describes next steps and timeline if the community decides to pursue implementation of passenger rail transit service in the near future, including planning, design, environmental clearance activities and regulatory and governance considerations.

As mentioned, the Draft Report is not available at the time of this writing, however it's scheduled to be released before the TAMC Rail Policy Committee meeting. RTC staff will provide the Executive Summary, an overview with highlights, and details about the preferred service alternatives at the meeting. The full document will be posted on the RTC website no later than May 29. Please see the Passenger Rail Study page for the links: <http://www.sccrtc.org/projects/rail/passenger-rail/>

As reported at other meetings, the RTC is working with TAMC on coordination opportunities for the proposed commuter rail station in Pajaro/Watsonville, which would primarily serve residents of southern Santa Cruz County, and which could eventually provide a connection with future potential passenger rail service on the Santa Cruz branch line. One of the seven scenarios provides service to the Pajaro Station and ridership for that scenario is based on projected ridership from both the proposed Capital Corridor extension and the Coast Daylight rail services

# Regional Rail Map





**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 1, 2015  
**Subject:** Coast Daylight

**RECOMMENDED ACTION**

**RECEIVE** update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles.

**SUMMARY**

Progress since the last update to the Committee about the Coast Daylight on May 4, 2015 includes meetings of the Coast Rail Coordinating Council Technical Committee; a meeting with King City on the environmental review; and with Amtrak regarding the feasibility study. Agency representatives also attended a joint hearing on intercity passenger rail in Sacramento on May 14.

**FINANCIAL IMPACT**

The project costs vary depending on unknown variables.

**DISCUSSION**

**Coast Rail Coordinating Council (CRCC)**

The Coast Daylight project is a joint Caltrans/ Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), chaired by Supervisor Dave Potter and staffed by Pete Rodgers, Administrative Director at the San Luis Obispo Council of Governments (SLOCOG). The project is an extension of the existing Pacific Surfliner trains that currently run between Los Angeles and San Luis Obispo. The project calls for one daily round trip on the existing Union Pacific-owned tracks between downtown San Francisco and downtown Los Angeles (or San Diego), to complement the existing Amtrak Coast Starlight service. Currently, the planned stops in Monterey County are in Pajaro/ Watsonville, Salinas, Soledad and the City of King. The project relies on local jurisdictions to construct any stations that may be required.

The CRCC Technical Committee met via phone on May 15. The next Policy Committee meeting will be held on June 25 in San Francisco. The next Technical Committee call will be held on July 17.

**Environmental Review**

The consulting firm Circlepoint is working on preparation of the Final EIS/EIR, which is expected to be published in the spring and go to the SLOCOG Board for adoption on August 5. On May 5, Agency staff met with representatives of the City of King to discuss how the final would address the concerns they raised in their comments on the draft EIS/EIR.

**Amtrak Feasibility Study**

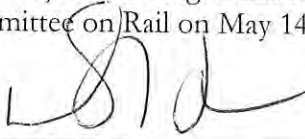
Amtrak has drafted a feasibility study for the service, which is currently under internal review. The goal of this study is to enable Amtrak to negotiate with the track owners for this service. Staff is still coordinating with Amtrak on revisions to the draft and will give a verbal update at the Committee meeting.

**California Intercity Passenger Rail (CIPR)**

Agency staff has been participating in regular phone meetings of the staff of California Intercity Passenger Rail (CIPR) corridors.

Chair Potter testified at a joint hearing of the Senate Select Committee on Passenger Rail and the Assembly Select Committee on Rail on May 14 in Sacramento. **Attached** is the agenda.

Approved by: \_\_\_\_\_



Debra L. Hale, Executive Director

Date signed: 5/18/15

Regular Agenda

Counsel Approval: N/A

Attachment:

May 14 joint hearing agenda

Finance Approval: N/A

# CALIFORNIA LEGISLATURE

STATE CAPITOL  
SACRAMENTO, CALIFORNIA  
95814

## **Joint Informational Hearing:**

**Senate Select Committee on Passenger Rail and Assembly Select Committee on Rail  
Senator Hannah-Beth Jackson and Assemblymember Adam Gray, Chairs**

Thursday, May 14, 2015  
10:00 a.m. or Upon Adjournment of Session  
State Capitol, Room 4202

## **Key Issues Facing California's Passenger Rail Future**

### **AGENDA**

- 1. Chairs' Welcome and Statement of Committee Purpose (10 minutes)**
- 2. Chad Edison, Deputy Secretary of Transportation, CalSTA (15 minutes)**
  - a. Historical State Funding of Passenger Rail Services
  - b. Overall State Needs and Opportunities for Improving State Passenger Rail Network
    - i. State Sources: STIP, Cap & Trade
    - ii. Other Potential Funding Sources
- 3. Transfer of Intercity Passenger Rail Services to Joint Powers Authorities (15 minutes)**
  - a. Status of Timeline for Transfer to JPAs (June 30, 2015 Deadline)
    - i. Chad Edison, Deputy Secretary of Transportation, CalSTA
    - ii. Jennifer Bergener, Executive Director, LOSSAN JPA
    - iii. Stacey Mortensen, Executive Director, San Joaquin JPA

#### **4. Funding for Intercity Passenger Rail (40 minutes)**

- a. Overview of corridors, Don Tatzin, Vice Chair San Joaquin Joint Powers Authority (1-2 minutes)
- b. Funding Needs for Intercity Passenger Rail (5 minutes each)
  - i. Pacific Surfliner/LOSSAN, Jennifer Bergener, LOSSAN Managing Director
  - ii. San Joaquin, Dan Leavitt, Manager of Regional Initiatives, San Joaquin Joint Powers Authority
  - iii. Capitol Corridor, Lucas Frerichs, JPA Vice Chair
  - iv. Central Coast: Coast Daylight & Capitol Corridor Extension to Salinas, Dave Potter, Monterey County 5<sup>th</sup> District Supervisor
  - v. Service to Coachella Valley/Palm Springs, Mark Watts, Legislative Advocate, Riverside County Transportation Commission
- c. Corridor Funding Issues (10 minutes), Capitol Corridor, David Kutrosky, Managing Director

#### **5. Improving Passenger Rail Safety (30 minutes)**

- a. Grade Separations and At-Grade Crossing Improvements/Closures, Orange County Transportation Authority, Darrell Johnson, CEO
- b. Implementation of Positive Train Control (PTC)
  - i. Metrolink, Art Leahy, CEO
  - ii. Caltrain, Seamus Murphy, Director of Government and Community Affairs
- c. Safety Initiatives Onboard and at Stations, Capitol Corridor, David Kutrosky, Managing Director
- d. Crash Energy Management for New Rail Vehicles, Metrolink, Art Leahy, CEO
- e. Safety Education, California Operation Lifesaver, Nancy Sheehan-McCulloch, State Coordinator

#### **6. Public Comment (10 minutes)**



## Memorandum

To: Rail Policy Committee  
 From: Christina Watson, Principal Transportation Planner  
 Meeting Date: June 1, 2015  
 Subject: Salinas Rail Extension Project Update

### RECOMMENDED ACTION

RECEIVE update on the Salinas Rail Extension project.

### SUMMARY

Progress since the last update to the Committee about the project on May 4, 2015 includes meetings with the Salinas City Council Rail Subcommittee and the First Mayor's House Board of Directors, and a presentation to the Watsonville City Council. Staff is preparing an application for federal funding for the Pajaro/ Watsonville station project, due on June 5.

### FINANCIAL IMPACT

The capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) is estimated at a total of \$70 million, including funds already expended on planning, environmental, and right-of-way to date. The Kick-Start project is now fully funded. Staff is submitting grant applications for \$23 million for the Pajaro/ Watsonville multimodal transit station. If awarded, that project will be added to the Kick-Start project for a total project cost of \$93 million.

### DISCUSSION

#### Salinas Station

On May 7, staff met with City of Salinas City Council Rail Subcommittee: City of Salinas Mayor Joe Gunter, City Councilmembers Kimbley Craig (TAMC Chair) and Steve McShane. On the same day, staff presented the draft design to the First Mayor's House Board of Directors. On June 9, staff will present a project update to the Salinas City Council. Staff will present the latest version of the draft designs to the Committee.


#### Property Acquisition Phase

Staff is coordinating with Overland, Pacific and Cutler (OPC) on preparing new appraisals. Once the appraisals are finalized, the acquisition consultants will put together offer packages for the property owners. Then, they will contact the property owners and initiate negotiations. On May 28, 2014, the Board of Directors authorized the Executive Director to approve offers of just compensation. Staff will continue to update the Committee as the acquisitions progress.



Pajaro/ Watsonville Station

Staff is preparing an application for \$23 million through the federal “Transportation Investment Generating Economic Recovery” (TIGER) grant program for the Pajaro/ Watsonville multimodal transit station, due on June 5. The project has already completed its state environmental review and the station is at 60% design. The station would be served by the Capitol Corridor, the Coast Daylight, Monterey-Salinas Transit, and Santa Cruz Metro, and could be the connecting point for service on the Santa Cruz branch line. Staff is working to secure support letters from partner and sister agencies around the state as well as state and federal representatives. If the funding is awarded, next steps will be to complete the federal environmental review and go out with a Request for Proposals for the design and right-of-way negotiations for the Pajaro/Watsonville station. Staff presented an update to the Watsonville City Council on May 12 jointly with representatives from the Santa Cruz County Regional Transportation Commission.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 5/14/15

Regular Agenda

Counsel Approval: N/A  
Finance Approval: N/A

# MST

MONTEREY-SALINAS TRANSIT

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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

May 13, 2015

Ms. Christina Watson  
Transportation Agency for Monterey County (TAMC)  
55-B Plaza Circle  
Salinas, CA 93901

**RE: Salinas Rail Kick Start Project –  
Salinas Station Concept Concurrence**

Dear Ms. Watson,

Monterey-Salinas Transit (MST) has reviewed the Salinas Station Design Concept Exhibit and accompanying Comment Response Log submitted on 5/12/2015. We find that the comments from MST have been responded to and incorporated into the design concept to our satisfaction. We concur with the design concept presented and would like your design consultant to proceed with the detailed design and plan production.

We appreciate the responsiveness of your design team to our concerns and look forward to continue working with TAMC on this long-awaited project for the city of Salinas.

Sincerely,



Hunter Harvath, AICP  
Assistant General Manager –  
Finance & Administration

# REGISTER-PAJARONIAN

Local news

## Pajaro rail station in design phase

*Posted: Wednesday, May 13th, 2015*

BY: ERIK CHALHOUB



An artist's rendering of what a rail station in Pajaro could look like. (Courtesy of the Transportation Agency for Monterey County)

PAJARO — A rail station that would connect Pajaro and Watsonville with the Silicon Valley is currently in the design phase, and if the project receives a grant, construction could begin in 2017.

Christina Watson, principal transportation planner with the Transportation Agency for Monterey County, said the agency is currently waiting to hear back on its application for a grant. The agency should hear an update on the grant in June, according to Watson, and is currently preparing an application for a federal grant.

The station is proposed on Salinas Road near Lewis Road in Pajaro, where Union Pacific currently operates a rail yard. The 1949 rail depot building on the site was demolished in early 2012.

Environmental documents for the estimated \$23 million project are complete, Watson said, and conceptual designs are about 60 percent complete. If the grant is received, the funds would go toward right of way acquisition, final designs and the start of construction, which could begin in 2017. "The schedule is ambitious, but we're optimistic we can proceed on schedule," Watson said.

The Watsonville City Council sent a letter in support of the project to the California State Transportation Agency in March.

The agency has already received funds for what it calls the "kick start" to the overall Capitola Corridor Extension, Watson said. This first phase includes a downsized Salinas station, which would include an improved car and bike parking facilities and a two-train layover facility.

Stops along the way include Gilroy, Morgan Hill and San Jose. Service is expected to begin in 2018, with two round trips offered. The hope is to eventually expand it to six round trips, according to Watson .

The total project, once completed, is expected to create more than 800 jobs, as well as \$2.2 million saved annually in prevented highway accidents.

For information, visit [tamcmonterey.org/programs/rail/salinas\\_rail.html](http://tamcmonterey.org/programs/rail/salinas_rail.html).

*For the complete article see the 05-14-2015 issue.*

[http://www.register-pajaronian.com/v2\\_news\\_articles.php?heading=0&story\\_id=18514&page=72](http://www.register-pajaronian.com/v2_news_articles.php?heading=0&story_id=18514&page=72)



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# California railroads to miss deadline to install safety technology

## *Computers can stop trains in dangerous situations*

UPDATED 10:06 AM PDT May 14, 2015

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### **SACRAMENTO, Calif. (KCRA) -**

One day after a passenger train crash killed seven people in Philadelphia, railroad operators in California said they are unlikely to meet a federal deadline to install new safety equipment.

The technology, known as Positive Train Control, is designed to allow computers to take control of a train and apply the brakes if its engineer fails to respond to a dangerous situation.

"We feel good about this technology," said Gareth Lacy, spokesman the California State Transportation Agency. "We think it's really important to implement. And we've made a lot of progress in California because we championed this technology early."

Lacy said the state has invested about \$600 million in Positive Train Control, mainly for the necessary on-board computers and antennas.

However, he said in many cases, freight railroads will need to install the necessary trackside radio towers needed to make the system operational.

The Capitol Corridor, which operates Amtrak service between Auburn and San Jose, said it has recently completed installing on-board computers on all its locomotives.

However, David Kautrowsky, director of the Capitol Corridor Joint Powers Authority, said Union Pacific Railroad has not yet installed the trackside equipment.

According to the Association of American Railroads, companies have spent \$5.2 billion of the \$9 billion needed to make Positive Train Control operational.

The association said railroads have hired 2,421 additional workers and completed installation of about half of the trackside equipment.

Nevertheless, the association said the complexity of such systems means railroads are unlikely to meet a deadline to have Positive Train Control in place by the end of 2015.

"Consequently, the implementation deadline should be made more realistic to ensure that a fully-interoperable PTC system is deployed in a logical manner and thoroughly tested prior to implementation," according to the association's website.

Union Pacific said it has installed Positive Train Control systems in Southern California and plans to begin testing them later this year.

"We will move to Northern California, essentially following the same process, once the project is complete in Southern California," U.P. spokesman Francisco Castillo said.

Paul Dyson, president of the passenger advocacy group RailPAC, said he believes the railroad managers are acting in good faith.

"I think they're sincerely trying to make an effort," Dyson said. "They know this mandate is out there. And they're focusing on the areas that most need it, which are the lines that support passenger traffic."

Timothy Smith, president of the Brotherhood of Locomotive Engineers and Trainmen, said his members support the use of Positive Train Control.

However, he said nothing will ever replace human eyes and ears in a train cab.

"They have to hone their skills," Smith said. "And they have to make sure those skills are ready to go to work, let's say, in the event that Positive Train Control for some reason has a misfire."

Capitol Corridor managers said Positive Train Control will allow trains not only to run more safely, but also faster.

They said the line's maximum speed would increase from 78 mph to 90 mph once the system is complete.

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