

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Final Minutes of November 2, 2020

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	DEC 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20
L. Alejo, Dist. 1 (L. Gonzalez , J. Gomez)	N	-	P(A)	P(A)	C	-	-	N	P(A)	C	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	O	P(A)	P(A)	-	A	P(A)	P(A)	O	P(A)	A	P(A)	P(A)
J. Parker, Dist. 4 (W. Askew)		P(A)	P(A)	-	N	P(A)	P(A)		P(A)	N	P(A)	-
M. Adams, Dist. 5, (Y. Anderson)	M	P(A)	P(A)	E	C	P(A)	P(A)	M	P(A)	C	P(A)	E
M. LeBarre, King City, Chair (C. DeLeon)	E	P	P	P	E	P	P	E	P	E	P	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	E	P	P	P	L	P	P	E	-	L	-	-
E. Smith, Monterey (A. Renny)	T	P	P	P	L	P	P	T	E	L	P	P
S. Davis, Salinas, (C. Cromeenes)	I	P	P	P	E	P	P	I	P	E	P	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	N	P(A)	P(A)	P(A)	D	P(A)	P(A)	N	P(A)	D	-	P(A)
I. Oglesby, Seaside (D. Pacheco)	G	P	-	P		P	P	G	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)
STAFF												
D. Hale, Exec. Director		E	P	E		P	P		P		P	P
T. Muck, Deputy Exec. Director		P	P	P		P	P		P		P	P
C. Watson, Principal Transp. Planner		P	P	P		P	P		P		P	P
M. Zeller, Principal Transp. Planner		P	P	P		P	P		P		P	P
T. Wright, Outreach Coordinator		-	-	P		P	P		P		-	P
M. Montiel Admin Assistant		P	P	P		P	P		P		P	P
L. Williamson, Senior Engineer		P	E	P		E	P		P		P	-
M. Jacobsen, Transportation Planner			P	P		P	P		P		P	P

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

Justin C Fox	AECOM	Bill Sabo	Monterey Airport
Ryan Park	AECOM	Michael Cornfield	Deutsche Bahn

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Potter/Davis/unanimous

3.1 Approved minutes of the October 5, 2020 Rail Policy Committee meeting.

3.2 Approved 2021 schedule of Rail Policy Committee meetings.

END OF CONSENT AGENDA

4. 2021 LEGISLATIVE PROGRAM

The Committee received and commented on the draft 2021 Legislative Program.

Christina Watson, Principal Transportation Planner, reported that the draft 2021 legislative program has been updated since the agenda packet was prepared. She reviewed the changes from the 2020 adopted program, highlighting the issues on the draft program of key interest to the committee.

Committee alternate Stratton asked if Monterey-Salinas Transit (MST) ridership is low, why we would advocate to restore pre-COVID service levels. Ms. Watson replied that essential workers still need to get to their jobs, and therefore MST provides an essential service to those workers.

Chair LeBarre noted that MST ridership is starting to rebound.

Committee alternate Rheinheimer noted that MST is having capacity issues due to COVID-19 physical distancing rules. She noted that the buses are not able to carry as many passengers due to the space out for seating and they need to have more buses on certain popular routes.

Chair LeBarre expressed the need to add language related to funding reduced price bus passes to encourage ridership. Ms. Watson replied that Transportation Agency staff will explore where to add the language.

5. **RAIL NETWORK INTEGRATION STUDY UPDATE**

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

Christina Watson, Principal Transportation Planner, introduced Ryan Park and Justin Fox with AECOM and Michael Cornfield with Deutsche Bahn. Mr. Park presented on the Monterey Bay Area Rail Network Integration Study background and goals. He noted that the regional vision would be a multi-county and multi service passenger rail system, that would coordinate scheduling and fare integration. Mr. Park reviewed the initial service concept that has three daily round trips from Salinas to the Bay Area that on existing infrastructure using existing equipment. He noted that no new governance would be needed, and that Transportation Agency staff would administer agreements with Caltrain for contracted operations agreement and with Union Pacific Railroad for track access. He noted that local bus agencies are assumed to provide connections to rail.

Committee member Smith agreed that there is no need for a new governance structure in the near term. He noted that the current structure of the Rail Policy Committee supporting the TAMC Board as the governing entity may need to be expanded or reformulated to add more technical expertise.

Committee member Potter noted that TAMC should discuss the future expansion of services with our partner agencies in Santa Cruz.

Committee member Davis noted that since the project crosses jurisdictional boundaries, there should be consideration regarding how and when to engage with law enforcement.

Committee alternate Rheinheimer requested that the study include information on the financial impact to the local bus agencies to provide connecting service to new stations.

Mr. Park reviewed the mid-term phased service scenario, which increases rail frequencies between Salinas and the Bay Area and adds train service south of Salinas. He asked whether the Committee believed this stage would merit formation of a new Joint Powers Authority (JPA) to govern the increasing rail service operations and to plan for the future scenario of an around-the-bay rail service.

Committee member Davis asked whether the mid-term scenario should be more ambitious and specify the use of electric vehicles as per the Governor's mandate for zero-emission vehicles by 2035. Committee member Potter agreed that the mid-term service should be more aggressive in including zero-emission vehicles.

After extensive discussion, the Committee agreed that there was no clear reason to establish a new JPA in the mid-term scenario. It was argued that TAMC can continue to administer contracts and interagency agreements. One reason raised that could justify a new JPA would be cost-sharing among jurisdictions for the new service and the unifying effect of joint decision-making for services that cross county borders. The potential increase in retirement liabilities of member agencies was raised as a significant cost consideration of forming a new

entity. It was noted that the TAMC Board would need to give direction on this question, as the RPC is only an advisory body.

Mr. Park reviewed the full buildout vision scenario of increasing service between the Bay Area and San Luis Obispo as well as a new around-the-bay rail service.

Committee member Smith stated it was premature to make any decisions about the around-the-bay service. He said the Agency can commit to the concept of a regional rail project and defer the decision as to how it would be implemented and specifics about station locations and equipment technologies.

Chair LeBarre suggested that MST could be the entity to operate the around-the-bay service, as they have a good relationship with the Federal Transit Administration that may help in getting funding for the project.

Committee member Davis asked if the study contemplates futuristic technologies such as magnetic levitation or hyperloop. Ms. Watson noted that the Committee would be discussing the fleet strategy and cost estimate memos at their next meeting.

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 construction team continues to make progress on Package 1. She noted that the team currently anticipates completion of the project in mid-December 2020. TAMC is organizing a ribbon-cutting ceremony, with the option for virtual participation, planned for mid-January 2021 at the train station.

Chair LeBarre suggested a wallpaper of trains for participants to use if it's a zoom virtual ribbon-cutting ceremony meeting.

Mike Zeller, Principal Transportation Planner, reported that staff and consultants continue to further negotiations on property acquisition and may bring more information on settlements to the Board in closed session at the December meeting.

Ms. Watson reported that design kick-off meetings with Union Pacific Railroad (UPRR) and a with Caltrain and Valley Transportation Authority (VTA) are scheduled for early November.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson announced the next Rail Policy Committee meeting will be held on January 11, 2021.

8. ADJOURN

Chair LeBarre adjourned the meeting at 4:33 p.m.