



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

AGENDA TAMC RAIL POLICY COMMITTEE

Meeting of Monday
August 5, 2019

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

**Alternate Call-In Location: Office of Mary Adams, District 5 Supervisor,
Monterey Courthouse, 1200 Aguajito Rd, Suite #100, Monterey, CA 93940**

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 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.

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 June 3, 2019.

- Montiel

The draft minutes of the June 3, 2019 Rail Policy Committee meeting are attached for review.

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

- Watson

Progress on the Monterey Bay Area Rail Network Integration Study since the last report to this Committee on June 3 includes securing approval of the contract by Caltrans Audits and Investigations. Since the contract has only just been fully executed, no activities have happened since the last report.

END OF CONSENT AGENDA

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

- Watson

Activities on the Salinas Rail Kick Start project since the last update on June 3, 2019 include progress on the construction of the City of Salinas' storm drain project, right-of-way activities related to Package 2 and continued operations discussions with Caltrain.

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

- Watson

The next meeting of the Coast Rail Coordinating Council Policy Committee is scheduled for Friday, August 16 as a phone call.

6. RECEIVE information and **PROVIDE** direction to staff as to the proposed interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

Staff has received multiple proposals over the years to use the Monterey Branch Line right-of-way for recreational purposes. A proposal from the Museum of Handcar Technology LLC, received in July 2019, is more developed than any received to date, but such effort would require a competitive process in which all interested entities could participate. Work on such a proposal is outside the Agency's adopted work program, goals and objectives.

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, September 9, 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**

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** correspondence attached online.
- C 2. RECEIVE** reports attached online.
- C 3. RECEIVE** media clippings attached online.



Memorandum

To: Rail Policy Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: August 5, 2019
Subject: **Draft June RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of June 3, 2019.

SUMMARY:

The draft minutes of the June 3, 2019 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ RPC Draft June Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of June 3, 2019
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

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

Kim Cruz	Sand City Councilmember	Brad Tarp	Salinas Resident
Jennifer Russell	MNS Engineers	Don Reynolds	City of Salinas
Cheryl Ku	Monterey County RMA	Colleen Courtney	Senator Monning's office

2. **PUBLIC COMMENTS**

None this month.

3. **CONSENT AGENDA**

M/S/C Delgado/Potter /unanimous

3.1 Approved minutes of the May 6, 2019 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **RAIL NETWORK INTEGRATION STUDY**

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

Christina Watson, Principal Transportation Planner, reported that TAMC kicked off the Monterey Bay Area Rail Network Integration Study with AECOM and stakeholders on May 16, 2019 with partner agencies. She noted that Chad Edison, CalSTA Deputy Secretary, attended the meeting. She noted that the contract is pending approval by Caltrans. She noted that once we have contract, next steps on public outreach include drafting a stakeholder engagement plan and setting the first meeting of the Network Advisory Committee (NAC). The NAC is expected to be composed of representatives from jurisdictions that have new rail stations. Ms. Watson requested input as to people the Committee may think should be invited.

Committee member Delgado asked about the bounds of the network integration study. Christina stated that it is focused on Monterey County but coordinating with neighboring counties with similar studies underway.

Committee member LeBarre noted that bus transit is a huge part of the vision in the state rail plan and data from this study will help in future bus and rail grant applications.

5. **SALINAS RAIL KICK START PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported on recent progress on the Monterey County Rail Extension Project. Laurie Williamson, Senior Engineer, reported TAMC staff is working with the City of Salinas on the Package 1: Lincoln Ave/Station area improvements. She noted the MPE construction contract was executed in May and that MPE has applied for the Caltrans Encroachment Permit double permit. Ms. Williamson also noted that the City of Salinas grading permit is ready to be issued but that we are clearing up some

questions regarding the permit fees and conditions. The team is developing a phasing plan to initiate CalWater relocation and road construction work while the utility relocation work is proceeding in other areas around the station. In conclusion, she noted that the City of Salinas sanitary sewer/ storm drain project pre-construction meeting was scheduled for June 5.

Mike Zeller, Principal Transportation Planner, reported that recent work on Package 2, the Salinas layover facility, include that consultant ARWS sent Notices of a Decision to Appraise to the owners of parcels for Package 2. They are setting up meetings and drafting appraisal reports. He also noted that a Request for Proposal for an arsenic cleanup cost estimate is out and due June 6.

Ms. Watson reported that staff continues to participate in meetings for the Central Coast Highway 1 Climate Resiliency study, looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough.

Committee member Delgado asked about the extent of anticipated sea level rise on Elkhorn Slough. Ms. Watson noted that we are looking at impacts over the long term and they are looking at strategies for elevated or relocated roadways. Alternate member Renny noted that the City of Monterey is also working on a sea level rise study and looking at frequency of facility flooding in the near term. Christina requested an update when the study is drafted.

6. 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 March includes a meeting of the Coast Rail Coordinating Council Policy Committee. She noted that the Policy Committee is scheduled to meet in San Luis Obispo on May 31. The Committee discussed Senate Bill 742 (Allen): Intercity passenger rail services: motor carrier transportation of passenger, which would enable non-rail passengers to buy a ticket on an Amtrak Thruway bus, which is now awaiting committee hearings in Assembly, and using the Rosenberg Rules of Order instead of more complex Robert's Rules of Order. In conclusion, Ms. Watson noted that the next meeting will be August 16 in Monterey.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

None this month.

8. ADJOURN

Chair LeBarre adjourned the meeting at 3:21 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2019
Subject: **Rail Network Integration Study**

RECOMMENDED ACTION:

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

SUMMARY:

Progress on the Monterey Bay Area Rail Network Integration Study since the last report to this Committee on June 3 includes securing approval of the contract by Caltrans Audits and Investigations. Since the contract has only just been fully executed, no activities have happened since the last report.

FINANCIAL IMPACT:

This report does not have a financial impact.

DISCUSSION:

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.

With the final approval of the contract by Caltrans Audits and Investigations, TAMC executed the contract in July. The updated schedule is **attached**. Staff will report back at the next meeting of this Committee on the Stakeholder Engagement Plan and the Network Advisory Committee (NAC).

ATTACHMENTS:

▣ Updated Network Integration Study Schedule

TAMC Monterey Bay Area Rail Network Integration Study

Exhibit A
Draft Scope of Work and Schedule

Task	Description	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Deliverables	
1	Project Management				1, 2, 3, 4																							1 - Kick-Off Meeting agenda, materials, and notes 2 - Project work plan (Draft and Final) 3 - Project Schedule (Draft and Final) 4 - QA/QC Plan (Draft and Final) Ongoing: Progress calls, financial performance updates, progress reports with invoicing, file sharing	
1.1	Kick-Off Meeting																												
1.2	Work Plan																												
1.3	Schedule																												
1.4	Project Management Meetings																												
1.5	Project Budget Tracking & Invoicing																												
1.6	Progress Reporting																												
1.7	File Sharing, Document Control, Quality Assurance																												
2	Stakeholder Coordination and Public Outreach				1																								1 - Stakeholder Engagement Plan (SEP) (Draft and Final) Ongoing: NAC meeting materials, including agendas and notes, and briefing materials, outreach activities as outlined in the SEP.
2.1	Stakeholder Engagement Plan (SEP)																												
2.2	Network Advisory Committee																												
2.3	Briefings and Outreach Meetings																												
3	Existing Conditions					1	2																						1 - Existing and Future Conditions Memo (Draft) 2 - Existing and Future Conditions Memo (Final)
3.1	Existing Conditions Analysis																												
3.2	Future Conditions and Planned Improvements																												
4	Future Service Vision						1	2																					1 - Future Monterey Bay Area Network Service Vision memo (Draft) 2 - Future Monterey Bay Area Network Service Vision memo (Final)
4.1	Strategic Corridor Identification																												
4.2	Strategic Service Planning and Network Integration																												
5	Network Modelling							1	2																				1 - Future Monterey Bay Area Network Service Vision memo (Draft) 2 - Future Monterey Bay Area Network Service Vision memo (Final)
5.1	Scenario Development																												
5.2	Analysis of Simulation Modelling Results																												
6	Governance Models										1	2																	1 - Governance and Operations Models Memo (Draft) 2 - Governance and Operations Models Memo (Final)
6.1	Current jurisdictional and funding arrangements																												
6.2	Potential future governance models																												
6.3	Potential future operator models																												
7	Implementation Planning										1	3	2	4	5, 7	6, 8													1 - Cost estimate memo (Draft) 2 - Cost estimate memo (Final) 3 - Ridership results memo (Draft) 4 - Ridership results memo (Final) 5 - Fleet strategies memo (Draft) 6 - Fleet strategies memo (Final) 7 - Funding and finance strategies memo (Draft) 8 - Funding and finance strategies memo (Final)
7.1	Cost Estimate																												
7.2	Ridership Analysis																												
7.3	Fleet Strategy																												
7.4	Funding and Finance Strategy																												
8	Benefits assessment															1	2, 3												1 - Benefits Assessment Memo (Draft) 2 - Benefits Assessment Memo (Final) 3 - Technical Analysis Documentation
8.1	Transportations Benefits																												
8.2	Environmental Benefits																												
8.3	Economic Benefits																												
9	Grants Support					1											2												1 - Grants Strategy Memo (Draft) 2 - Grants Strategy Memo (Final)
9.1	Grants Strategy Memo																												
9.2	Technical Materials																												
10	Monterey Bay Area Network Integration Study Document						1	2										3		4						5, 6		1 - Network Integration Study Outline (Draft) 2 - Network Integration Study Outline (Final) 3 - Network Integration Study Draft (Initial Draft) 4 - Network Implementation Study Final (Final Draft) 5 - Network Implementation Study Final (Final) 6 - Supporting technical appendix materials (Final)	
10.1	Integration Study Outline																												
10.2	Draft Integration Study																												
10.3	Final Integration Study																												
10.4	Appendices																												



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 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 June 3, 2019 include progress on the construction of the City of Salinas' storm drain project, right-of-way activities related to Package 2 and continued operations discussions with Caltrain.

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 pre-construction meeting with Monterey Peninsula Engineering (MPE) for construction of Package 1 work on June 28. MNS Engineers is working as TAMC's Construction

Managers on the project, and HDR Engineering is providing design support during construction.

Related work is now underway at the Salinas train station in advance of initiation of construction of the TAMC project. In July, MPE completed the City of Salinas' Storm Drain work to connect the new onsite 48" storm drain to the existing manhole on West Market Street. MPE has begun the City Sanitary Sewer relocation work onsite. PG&E is planning to begin work on their new joint trench relocation along the new Lincoln Ave extension in August.

TAMC hired Smith & Enright Landscaping to mow the weeds and cut back bushes on the portions of the station area property not currently under construction.

Package 2: Salinas Layover Facility

TAMC's right-of-way consultant AR/WS finalized appraisals in July and drafted offer packages for the property owners of Package 2 parcels. Rincon drafted an arsenic cleanup cost estimate for use in the offer package for the contaminated parcel.

Package 3: Gilroy Station & Track Improvements, Operations Scenarios

Staff continues to participate in meetings for the Central Coast Highway 1 Climate Resiliency study, looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough. The steering committee met on July 18 and the group is holding a public outreach meeting in Moss Landing on August 29.

On July 2, 2019, the California High-Speed Rail (HSR) Authority announced the staff recommended preferred alternative route for Northern California. TAMC staff participated in technical working group meetings on July 8. Key for the Salinas Rail Extension project, the recommended preferred route includes the downtown Gilroy station, which would enable cross-platform transfers between the HSR train and other passenger trains, including the service to Salinas. The proposed route from San Jose to Gilroy (see **attachment 1**) is a blended configuration in the Union Pacific railroad corridor, which would provide the option for Caltrain to continue its electrified service on the HSR tracks in that corridor. Staff's reasons for choosing this alternative include environmental impacts, the proximity to existing transit corridors, estimated capital costs, and the number of residential, commercial, agricultural and community displacements. The draft environmental documents for this corridor are expected in December 2019. The HSR staff will hold a public outreach meeting in Gilroy on August 8. More information is available on their website [here](#).

Caltrain continues development of their business plan with a 2040 time horizon. **Attachment 2** is an excerpt from their July presentation (available in full [here](#)) that addresses the extension of Caltrain service to Salinas. This portion of the presentation is focused on integration with the state and regional rail network, supporting the megaregion vision on the State Rail Plan. The last slide of the attached indicates that in the long term, the rail line between Gilroy and Salinas would need to be electrified to support an extension of Caltrain's electric service, or a coordinated transfer to a diesel service at Gilroy would also be possible. In the near and medium term, an interlining/ extension of existing

Gilroy service is seen as "possible". The next Caltrain business plan stakeholder advisory group meeting is scheduled for August 8.

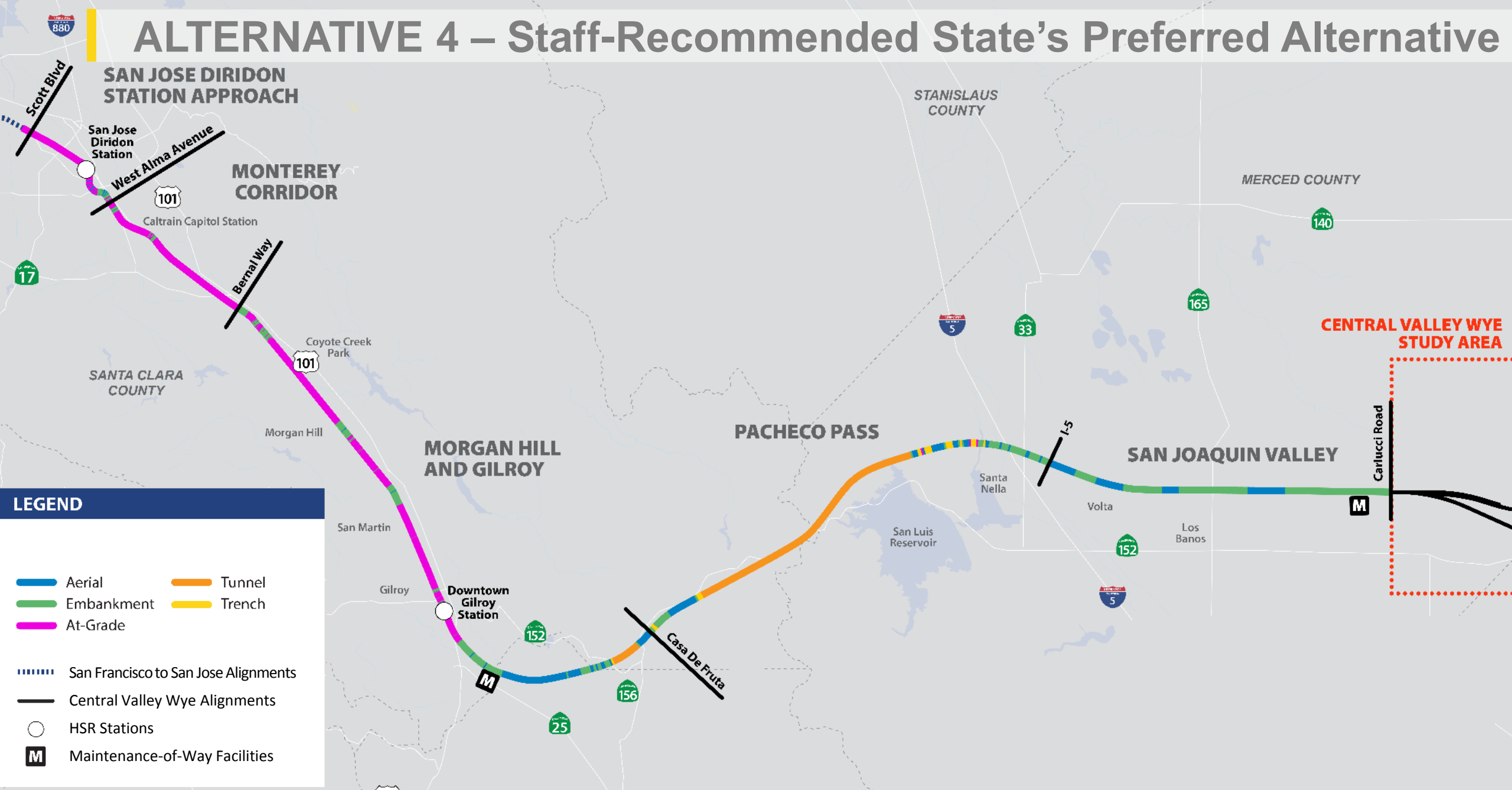
The next meeting of the Northern California Megaregion group is scheduled for August 29.

Staff will provide verbal updates on all activities at the meeting.

ATTACHMENTS:

- ▣ CA HSR Preferred Alternative
- ▣ Caltran business plan presentation excerpt

ALTERNATIVE 4 – Staff-Recommended State’s Preferred Alternative



LEGEND

- Aerial
- Embankment
- At-Grade
- Tunnel
- Trench
- San Francisco to San Jose Alignments
- Central Valley Wye Alignments
- HSR Stations
- M Maintenance-of-Way Facilities



Network Integration



Caltrain
Service
Flexibility



Simulation



**Network
Integration**



Integrating with a State and Regional Network

How Does the Caltrain Corridor and Service Vision Integrate with a Broader Rail and Transit Network?

The previous slides described the flexibility and constraints within each growth scenario. The following slides explore how the different ways that these growth scenarios could interface with and support a larger regional, megaregional and state rail system.

Connections vs. Interlining

From a service standpoint the Caltrain service and corridor can integrate with the network through both timed connections and transfers as well as direct “interlining” or shared use of rail infrastructure. Both options are equally important from a customer and mobility perspective—but the technical opportunities and challenges associated with each are significantly different.



Types of Network Integration: Connections

Connections

Definition: Major designed *transfer* opportunities between different rail and transit systems at key stations. Interface should appear seamless to customers but major operating infrastructure and systems are not actually shared

Examples:

- Connections between BART, SamTrans, and Caltrain at Millbrae
- Future connections between Caltrain and BART at Diridon
- Future connections between Caltrain, BART, and Transbay buses at Salesforce Transit Center



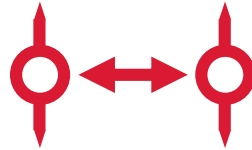
Connections: Caltrain Considerations

The regular, clockface service plans in the Moderate and High Growth scenarios enable coordinated connections with other transit operators, while the Baseline Scenario's bunched schedule presents major challenges to coordination



Schedule Coordination

- Measures to improve connections across agencies (e.g. timed transfers)



Transfer Volumes

- Amount of people making connections



Other Key Considerations

- Factors outside of core service design (e.g. station design and fare integration)

Types of Network Integration: Interlining

Interlining

Definition: *Shared use of common rail infrastructure by different train operators and services including any track, platforms and operating systems.*

In this presentation interlining may refer to both the introduction of other passenger rail operators into the Caltrain corridor or the extension of Caltrain services onto corridors not owned by the JPB

Examples:

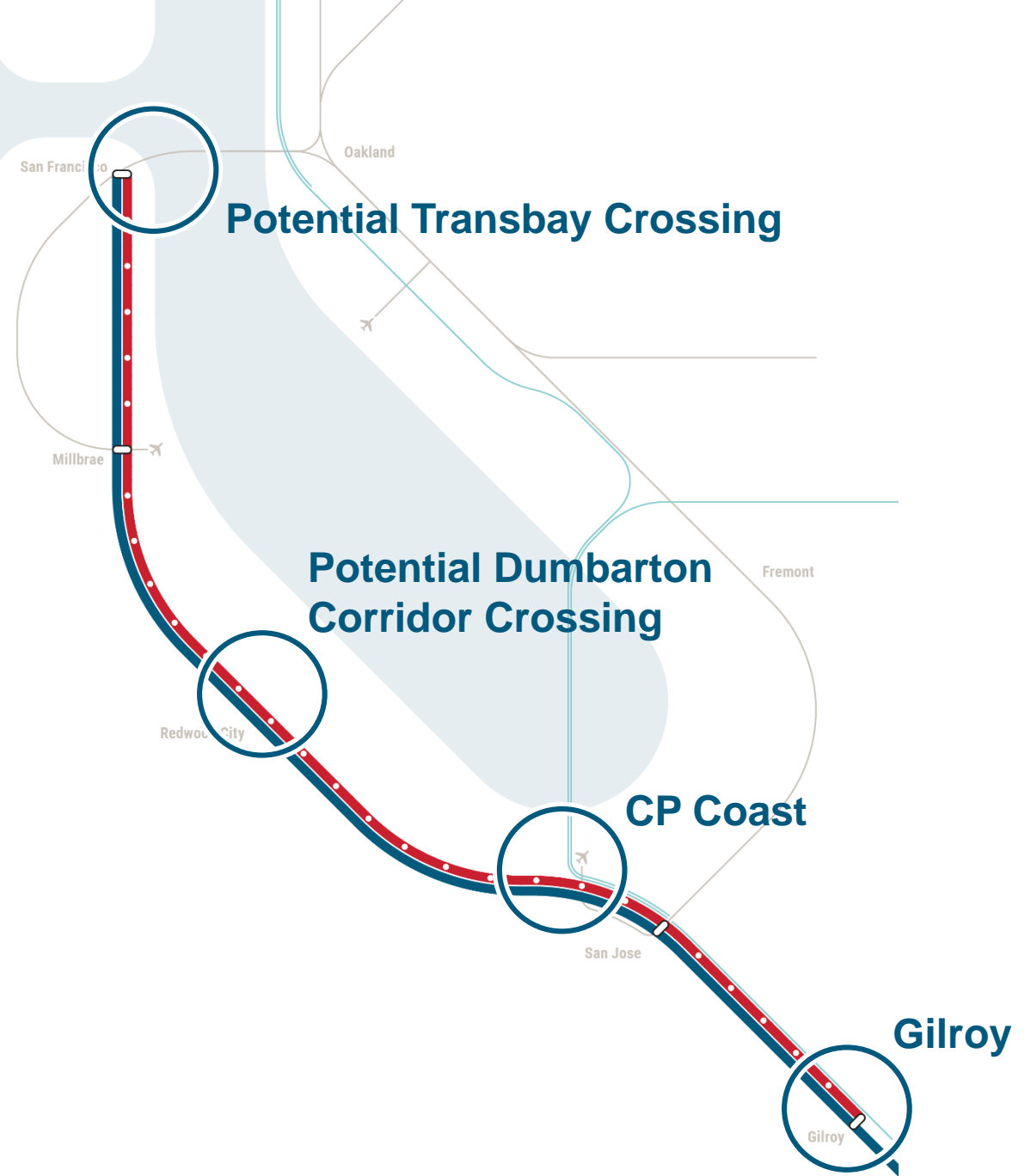
- CCJPA and ACE use of Caltrain corridor between Santa Clara and Diridon
- Future use of Caltrain corridor by High Speed Rail
- Potential Future use of UP corridor to Salinas by Caltrain



Interlining Opportunities

There are several existing or potential points where the Caltrain corridor interfaces (or could interface) with the regional and state rail network in a way that would support the interlining of services onto the Caltrain corridor (or the extension of services “off” the corridor)

More so than coordinated connections, interlining introduces a number of significant technical and policy considerations that must be addressed



Interlining: Caltrain Considerations

Balancing Limited Capacity Across Corridor and Regional Markets



Caltrain Corridor Market (8+ Slots)

- At least 8 TPHPD required to serve capacity and coverage needs
- Still may result in uncomfortable peak hour crowding along most of the corridor



HSR Market (4 Slots)

- Committed to 4 TPHPD to serve HSR needs between San Francisco and Los Angeles



Opportunities for 4 Additional Slots

- Additional Caltrain express service to help alleviate crowding conditions and realize full demand
- Additional regional service to provide connections to enhance connections to East Bay, Sacramento, and/or Central Valley

Interlining: Implications for Service Scenarios

- All Business Plan scenarios are interlined with HSR and include potential for expanded Caltrain interlining to Gilroy
- Beyond HSR major new interlining is generally not possible for Baseline and Moderate Growth Scenarios without slowing HSR and Caltrain travel times or *significantly* exacerbating Caltrain crowding by diverting slots
- **Additional major interlining is only possible with the type of additional passing track infrastructure and corridor upgrades identified in the High Growth Scenario**



2040 Network Interface

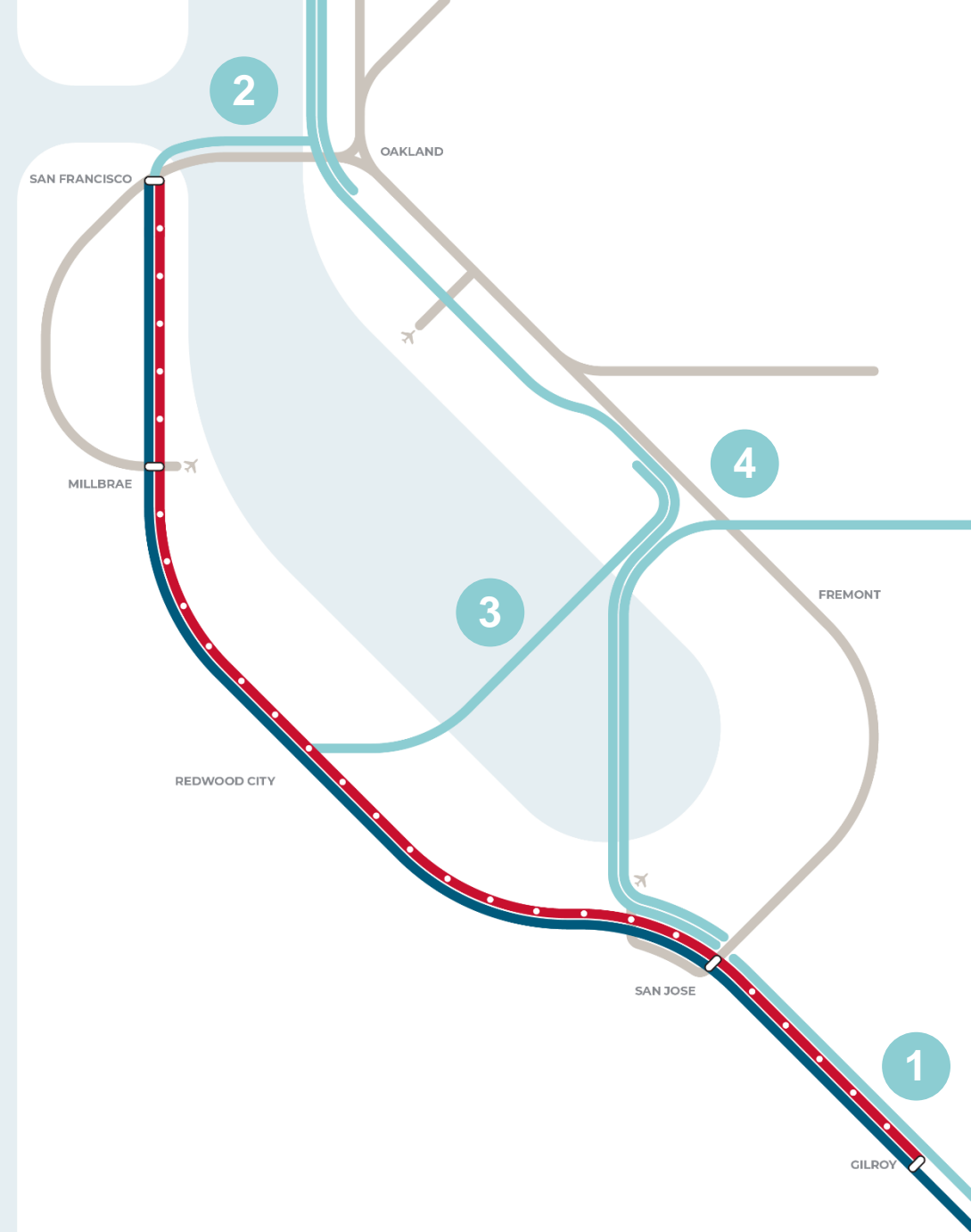
The 2040 regional transportation network includes several major new interfaces with the Caltrain corridor that are well defined and have been fully integrated into existing service planning and modeling:

- BART to San Jose (**connection**)
- DTX will offer new connections between Caltrain and the East Bay (**connection**)
- HSR service will be integrated with Caltrain via blended corridor operations (**interlining**)

A number of additional interfaces are being planned or considered that have significant implications for Caltrain:

1. Rail service to Central Coast/Monterey County
2. A Second Transbay Tube
3. Dumbarton Rail
4. ACE expansion & Capitol Corridor service expansions

Options and opportunities around these interfaces *from the perspective of the Caltrain Corridor* are explored in the following slides

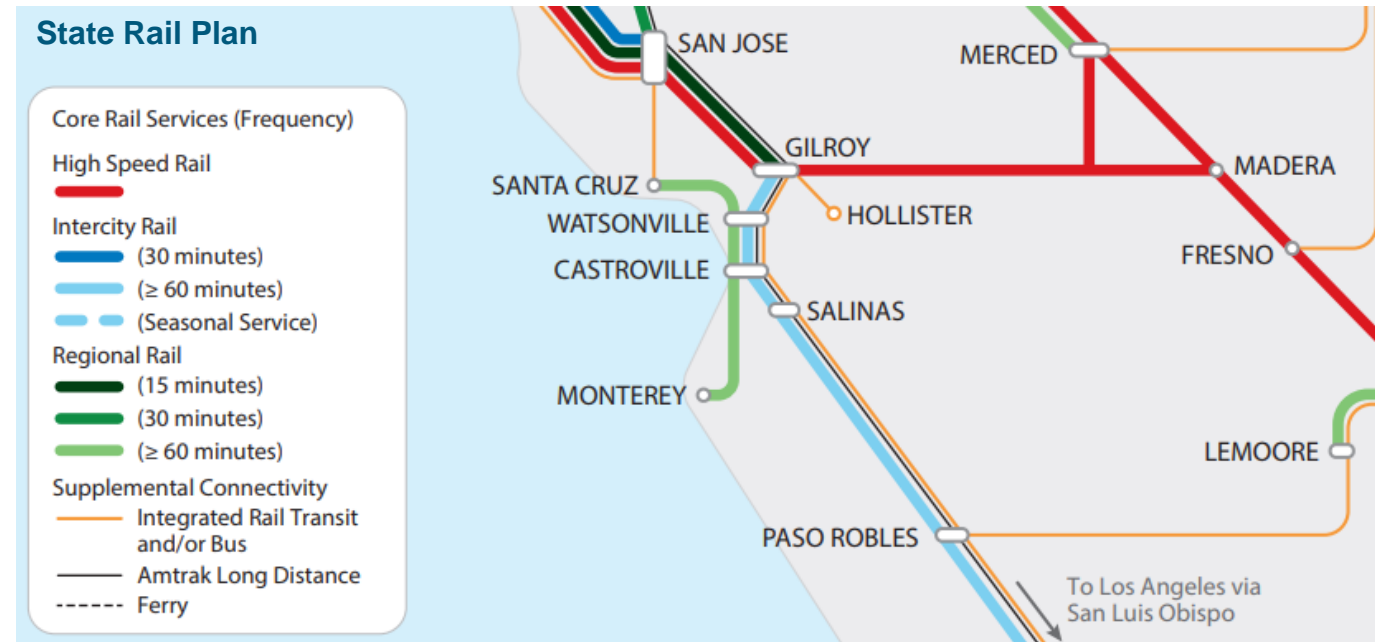


Rail Service to Central Coast / Monterey County

Description

The State Rail Plan calls for expanded intercity rail service to the Central Coast, terminating at Gilroy Station

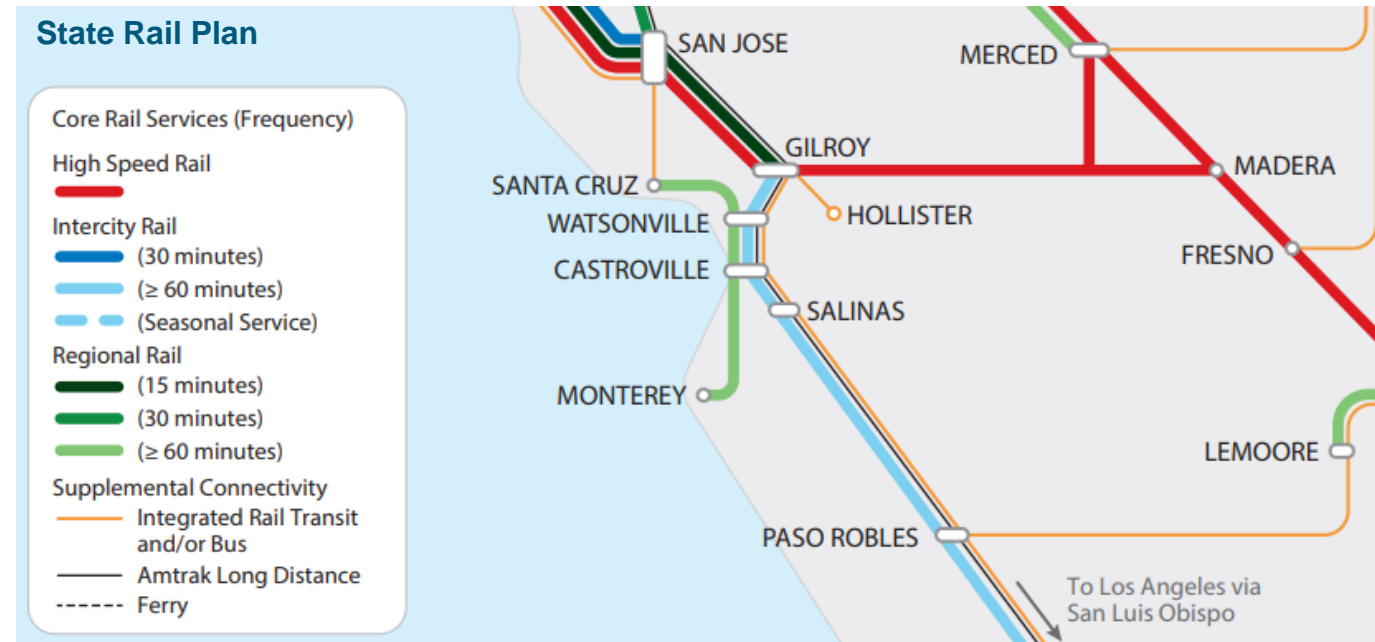
The Transportation Agency for Monterey County (TAMC) has proposed extending passenger rail service from San Jose to Salinas, with stations in Pajaro/Watsonville, Castroville, and Salinas



Rail Service to Central Coast / Monterey County

Options/Considerations

- In order to interline or extend passenger rail service south of Gilroy, the Monterey/Central Coast corridor would need to be electrified.
- For all scenarios, there are no additional peak-period slots available between San Jose and Gilroy to interline non-Caltrain, non-HSR services without adding passing tracks
- A well-coordinated connection to a diesel service may be considered at Gilroy in lieu of extending electrified Caltrain service or adding passing tracks (this approach would be consistent with the State Rail Plan). Some interlining / extension options may be possible however in the near- and medium term





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 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:

The next meeting of the Coast Rail Coordinating Council Policy Committee is scheduled for Friday, August 16 as a phone call.

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.

Upcoming meetings are scheduled as follows:

- WORKING GROUP: Friday, August 9, 2019 Conference Call
- POLICY MEETING: Friday, August 16, 2019 Conference Call
- WORKING GROUP: Friday, September 20, 2019 Conference Call
- POLICY MEETING: Friday, October 18, 2019 Santa Cruz
- WORKING GROUP: Friday, November 15, 2019 Conference Call
- POLICY MEETING: Friday, December 13, 2019 Ventura

The San Luis Obispo Council of Governments (SLOCOG) is working with Caltrans on the funding agreements for the State Rail Assistance (SRA) and Strategic Partnership grant funding they received for a Service Implementation Plan and a study of Diesel Multiple Unit trains for the corridor. The City of King is also working with SLOCOG on the SRA funding agreement for planning work related to a station in King City.

Staff is scheduled to participate in a workshop on Transit and Intercity Rail Capital Program (TIRCP) grant guidelines on August 5. Staff will provide a verbal update at the meeting.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2019
Subject: **Monterey Branch Line Recreational Use Proposal**

RECOMMENDED ACTION:

RECEIVE information and **PROVIDE** direction to staff as to the proposed interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

SUMMARY:

Staff has received multiple proposals over the years to use the Monterey Branch Line right-of-way for recreational purposes. A proposal from the Museum of Handcar Technology LLC, received in July 2019, is more developed than any received to date, but such effort would require a competitive process in which all interested entities could participate. Work on such a proposal is outside the Agency’s adopted work program, goals and objectives.

FINANCIAL IMPACT:

Staff time and legal costs to work on this effort would be a one time cost in the tens of thousands of dollars, with additional ongoing oversight costs. A minimal amount of lease revenues could be assumed. Delay to other agency priorities would need to occur as staff resources and funding were redirected. Potential liability costs could be significant, although every effort would be made to transfer those to the operator.

DISCUSSION:

In July 2019, TAMC staff received a letter and unsolicited proposal (see **web attachments**) from Mason and Todd Clark of the Museum of Handcar Technology LLC to use three miles of the Monterey Branch Line rail corridor (Marina to Seaside) for a one-month demo of tourist handcar operations in the summer of 2020. They propose to fence off a 70 foot by 10 foot area of the tracks near to the 5th Street underpass in Marina (within the Fort Ord Dunes State Park) to store their vehicles, and they propose to have employees and tourists park on TAMC property at 5th Street. Their estimated costs of \$56,000 does not include payment to the Agency for use of the tracks and

property, nor does it include environmental review. They expect to make a small profit by running several handcar trips every day during the one-month demo.

This is not the first proposal TAMC has received for a recreational use of the Branch Line tracks, but it is the most developed. Previous proposals include a "rail riders" group that has modified bicycles to ride on rail tracks. Since the Museum of Handcar Technology does not propose a unique service, if the Board directs staff to proceed along this path, staff would need to prepare, publish and administer a Request for Proposals.

Staff believes that while this is an interesting proposal, running a recreational service on the Monterey Branch Line does not support the Agency's core transportation goals. There would be a cost in terms of staff time to conduct a request for proposals, select an operator, and oversee the operations contract and there would be a risk of liability in the event of an accident. If extended beyond the trial period, the project could generate opposition to the planned Measure X Highway 1 Rapid Bus Corridor project (slated for construction within five years) or the long-term plans for light rail service on the Monterey Branch Line.

In the past, working with such groups involved substantial staff and legal counsel time to prepare an agreement, and in the end, the operator declined to accept the liability associated with the service. As such, to move forward on this proposal, it would require an amendment to the Agency's work program and budget, since such a project falls outside current work elements. In addition, some level of work on existing project(s) would need to be delayed in order to prioritize work on this new concept.

WEB ATTACHMENTS:

- [July 12, 2019 letter to TAMC from the Mason and Todd Clark, Museum of Handcar Technologies LLC re: Monterey Branch Line](#)
- [Website/proposal](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2019
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [May 21, 2019 letter from TAMC to US DOT Secretary Elaine Chao and US FRA Administrator Ronald L. Batory, re: Support for the California High Speed Rail Project](#)
- [May 31, 2019 letter from the American Public Works Association and other organizations to US Committee on Appropriations and US Subcommittee on Transportation Housing & Urban Development, re: support of California high-speed rail program](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2019
Subject: Reports

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [Caltrain business plan: Gilroy booklet](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2019
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [May 20, 2019 column in the Monterey County Weekly, "Squid rides the rails to a quirky idea at the Transportation Agency for Monterey County"](#)
- [July 2, 2019 news release, "California High-Speed Rail Authority to Make Public Recommendations for the State's Preferred Alternatives in Northern California"](#)