



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

RAIL POLICY COMMITTEE

Monday, August 2, 2021

****3:00 PM****

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

Please see all the special meeting instructions at the end of this agenda

Join meeting online at:

<https://us02web.zoom.us/j/654778900?pwd=L2daellZTW5NSDZMQ2RSY1hJVIpGZz09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 654 778 900

Password: 506977

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.

1. Quorum Check, Call to Order and Introductions

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 Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are

encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

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 7, 2021.

- Montiel

The draft minutes of the June 7, 2021 Rail Policy Committee meeting are attached for review.

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

- Watson

Progress since the last update to this Committee in May includes a Policy Committee meeting on June 16.

END OF CONSENT AGENDA

4. RECEIVE presentation on the Link21 project.

- Watson

Link21, formerly called the New Transbay Rail Crossing, is a project spearheaded by the Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority to improve rail connections in the San Francisco Bay Area and the Northern California Megaregion. The featured project in Link21 is a new tunnel providing an electrified rail connection between San Francisco and Oakland.

5. RECEIVE update on the Monterey Bay Area Rail Network Integration Study and **RECOMMEND** the Board of Directors adopt the final study.

- Watson

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in June includes finalizing of the Study for adoption.

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

- Watson

Activities on the Salinas Rail Kick Start project since the last update in June include work related to closing out permits for the construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

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 13, 2021 at 3:00 p.m.

**If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
Christina@tamcmonterey.org**

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. As permitted by recently-updated orders from Governor Newsom's office, effective July 28, 2021, the TAMC Board of Directors will begin to reconvene in-person meetings; committee meetings will continue to convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the

meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee 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.

Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, 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 2, 2021
Subject: **Draft June RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of June 7, 2021.

SUMMARY:

The draft minutes of the June 7, 2021 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ Draft June RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of June 7, 2021
Transportation Agency for Monterey County
ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	JUN 20	JUL 20	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUNE 21
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	-	N	P(A)	C	P(A)	P(A)	P(A)	P(A)	C	P(A)	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	O	P(A)	A	P(A)	P(A)	P(A)	P(A)	A	P(A)	P(A)	P(A)
W. Askew, Dist. 4 (Y. Anderson)	P(A)		P(A)	N	P(A)	-	P(A)	E	N	P(A)	P(A)	P(A)
M. Adams, Dist. 5, (S. Hardgrave , C. Courtney)	P(A)	M	P(A)	C	P(A)	E	E	P(A)	C	P(A)	P(A)	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	P	E	P	E	P	P	P	P	E	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	P	E	-	L	-	-	-	P	L	-	-	P(A)
E. Smith, Monterey (D. Albert, A. Renny)	P	T	E	L	P	P	P	P	L	P	P	E
K. Craig, Salinas, (C. Cromeenes)	P	I	P	E	P	P	P	E	E	P	P	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	P(A)	N	P(A)	D	-	P(A)	P(A)	P(A)	D	P(A)	P(A)	P(A)
I. Oglesby, Seaside (D. Pacheco)	P	G	P		-	-	P	P		P	P	P
A. Chavez, Soledad (F. Ledesma)	P		P		-	P	-	P		-	P	P
D. Potter, At Large Member, Vice Chair	P		P		P	P	-	E		P	P	P
M. Twomey, AMBAG (H. Adamson , P. Hierling)	P(A)		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)	P(A)	P(A)
STAFF												
D. Hale, Exec. Director	P		P		P	P	P	P		P	P	P
T. Muck, Deputy Exec. Director	P		P		P	P	P	P		P	P	P
C. Watson, Principal Transp. Planner	P		P		P	P	P	P		P	P	P
M. Zeller, Principal Transp. Planner	P		P		P	P	P	P		P	P	E
T. Wright, Outreach Coordinator	P		P		-	P	P	P		P	-	P
M. Montiel Admin Assistant	P		P		P	P	P	P		P	P	P
L. Williamson, Senior Engineer	P		P		P	-	P	P		P	P	P
M. Jacobsen, Transportation Planner	P		P		P	P	P	P		P	P	P
D. Bilse, Principal Engineer										P	-	-

1. QUORUM CHECK AND CALL TO ORDER

Chair LeBarre called the meeting to order at 2:00 p.m. A quorum was established.

OTHERS PRESENT

Lukas Yanni	AECOM	Andrew Easterling	City of Salinas
Barry Scott	Friends of the Rail and Trail	Sophia Cho	Carmel High (Intern)

2. PUBLIC COMMENTS

Committee Member Craig introduced her intern, Carmel High Junior Sophia Cho.

Barry Scott announced that the Santa Cruz County Regional Transportation Commission (SCCRTC) Board might bring back the rail business plan for another vote. He noted that a train demonstration project on the branch line could happen in fall 2021.

3. CONSENT AGENDA

M/S/C Potter/Craig /unanimous

3.1 Approved minutes of the May 3, 2021, Rail Policy Committee meeting.

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

3.3 Received update on the Salinas Rail Kick Start Project.

END OF CONSENT AGENDA

4. SURF! BUSWAY UPDATE

The Committee received an update on the SURF! Busway and Bus Rapid Transit project along the Monterey Branch Line from Marina to Sand City/Seaside.

Madilyn Jacobsen, Transportation Planner, reported that the 35% design plans are currently under review by both TAMC and MST staff. The project team also held a recent coordination meeting with Caltrans District 5 staff.

Lisa Rheinheimer, Monterey-Salinas Transit, reported that MST released a Notice of Intent to Adopt a Mitigated Negative Declaration on March 2021. She noted that Monterey Salinas Transit released a 30-day environmental public review period that was open from March 13 through April 12. A public hearing will be held at the June 14 MST Board meeting at 10:00 a.m. Ms. Rheinheimer noted that MST is actively coordinating with the Federal Transit Administration to apply for Capital Investment Grant. The project team anticipates applying again to the Transit and Intercity Rail Capital Program this upcoming cycle.

The Committee provided the following input on the SURF! Busway and Bus Rapid Transit project:

- Concerns with the environmental issues
- Concerns with coastal access
- Coordination with State Parks
- Solicit input/support from rail groups

5. **RAIL NETWORK INTEGRATION STUDY OPEN HOUSE**

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

Lukas Yanni, AECOM, presented on the Network Integration Study virtual open house, available via the project website. He noted that comments on the draft study are due June 30. The final study will be presented to the Committee on the August 2 and to the TAMC Board on August 25 for adoption.

The Committee provided the following input on the draft Network Integration Study virtual open house:

- Concerns about inappropriate discussions on the website
- Consider posting link on social media to increase participation
- Appreciate the google translator tool option

6. **RAIL POLICY COMMITTEE MEETING TIME**

M/S/C Craig/Potter/unanimous

The Committee voted to return the meeting start time to 3:00 p.m. starting in August 2021.

Christina Watson, Principal Transportation Planner, reported that the Committee approved temporarily changing the meeting time at 2:00 p.m. in February, with reconsideration of the meeting start time to be discussed at the June meeting.

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

Committee member Bruce Delgado mentioned the handcar demonstration project was looking to begin operations in July or August. He noted that the project proponent had an issue with the 90-day lease within which they are allowed a 30-day operation period. Ms. Watson responded that the TAMC Board authorized a 90-day lease based on access needed for cleanup prior to and following operations, and that TAMC Counsel was reviewing the question about maximum operation days as related to the environmental clearance for a demonstration project.

Committee alternate Kim Cruz noted that more homeless tents seem to be going up along the path. Committee member Bruce Delgado will discuss with Kim Cruz and TAMC staff, in as much as the issue pertains to TAMC property.

Christina Watson announced there is no Committee meeting in July and the next Committee meeting is on August 2, 2021, at 3:00 p.m.

8. **ADJOURN**

Chair LeBarre adjourned the meeting at 2:53 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: **Coast Corridor Rail Project Update**

RECOMMENDED ACTION:

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

SUMMARY:

Progress since the last update to this Committee in May includes a Policy Committee meeting on June 16.

FINANCIAL IMPACT:

The Coast Rail project capital and operation costs are under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco bay area along the California Central Coast. Members of Council include all regional transportation planning agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast’s portion of the California Coast Passenger Rail Corridor.

The Policy Committee met on July 16 to discuss the California State Rail Plan, work at the King City train station, and possible Transit and Intercity Rail Capital Program applications. The agenda packet is available as a **web attachment**.

The next Working Group call is scheduled for August 20 and the next Policy Committee meeting is scheduled for September 17, although it may be rescheduled to October 15 in order to enable an in-person meeting, potentially in Monterey.

WEB ATTACHMENTS:

- [July 16, 2021 Policy Committee Meeting Agenda](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: **Link21 Project Presentation**

RECOMMENDED ACTION:

RECEIVE presentation on the Link21 project.

SUMMARY:

Link21, formerly called the New Transbay Rail Crossing, is a project spearheaded by the Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority to improve rail connections in the San Francisco Bay Area and the Northern California Megaregion. The featured project in Link21 is a new tunnel providing an electrified rail connection between San Francisco and Oakland.

FINANCIAL IMPACT:

The overall pricetag for the transbay crossing has been estimated at \$3.9 billion; cost estimates are to be updated as the Link21 project is further defined.

DISCUSSION:

As described on the **attached** fact sheet, Link21 is a program intended to connect and improve the rail network in the Northern California megaregion, which includes the Monterey Bay Area. A major component of the program is a new electrified transbay rail tunnel crossing between San Francisco and Oakland, to be utilized by BART, Caltrain and Capital Corridor (once the latter services are electrified). Although current rail travel to and from Monterey County and the surrounding Central Coast region to the San Francisco Bay Area is relatively low, future travel patterns predict increasing commutes, particularly once commute-hour rail service to Salinas is established. Two articles about the project are provided as **web attachments**.

Sadie Graham, BART Acting Link21 Director, and Camille Tsao, Capitol Corridor Link21 Program Manager, will present the project, initial findings and the overall program at the meeting.

ATTACHMENTS:

- ▢ Link21 Fact Sheet

WEB ATTACHMENTS:

- [May 13, 2021 article in the SF Weekly, "A NorCal public transit wishlist"](#)
- [May 13, 2021 article in the SF Weekly, "Plan to connect NorCal by rail gains steam"](#)

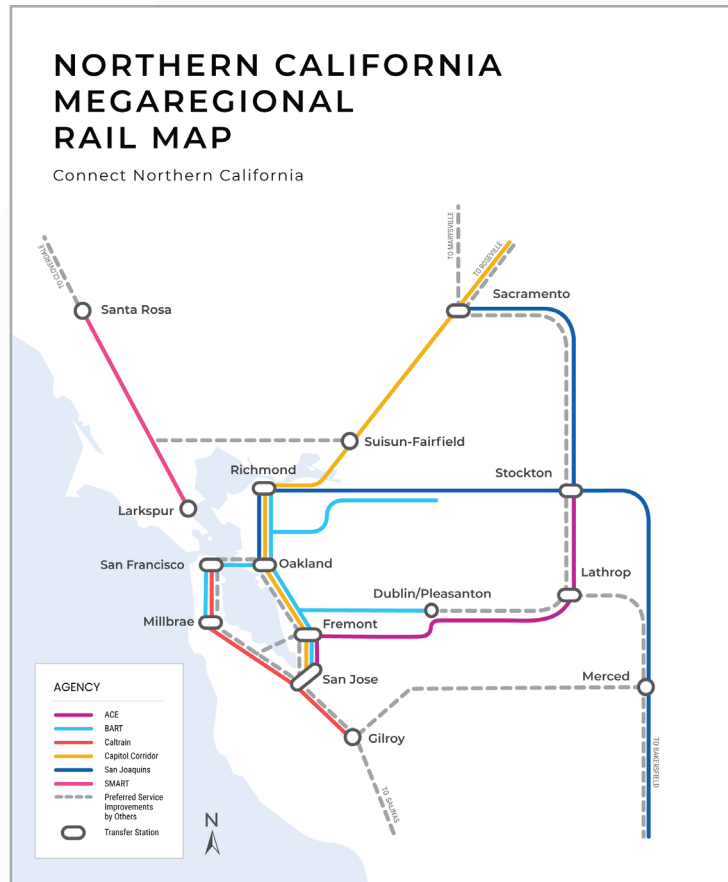
A Transformative Program for Northern California

Link 21 (formerly called New Transbay Rail Crossing) will transform the rail network serving the 21-county Northern California Megaregion, which ranges from Sacramento to Monterey, San Francisco to the Central Valley and points between. The program is currently in the early planning stages. At the core of Link21 is a new transbay crossing between San Francisco and the Oakland Area that will:

- **INCREASE** connections between affordable housing and high-quality jobs
- **ENABLE** fast, frequent, reliable, safe, and accessible rail service
- **IMPROVE** air quality by creating alternatives to driving
- **MEET** the future travel demands of Northern California’s growing, diverse population

The Northern California Megaregion is home to more than 12.5 million people and is the fifth largest economy in the United States. Population is expected to reach 16 million by 2050. Travel demands across the region are expected to increase sharply in coming decades.

The San Francisco Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (Capitol Corridor) have partnered to advance Link21.



Looking Toward Recovery

Because of the pandemic, Northern California, the United States, and the world are facing an unprecedented health emergency with vast economic impacts. BART and Capitol Corridor, as transit operators, have continued to provide essential services during these challenging times.

While meeting current transit demand, BART and Capitol Corridor continue to look toward the future. Northern California is resilient, and the region has recovered from disasters in the past. Transportation agencies, such as the Metropolitan Transportation Commission, anticipate that the long-term trends in jobs, travel and population will not decrease due to COVID-19.

The Link21 Program has been discussed and planned for more than a decade. BART and Capitol Corridor will continue to adapt and plan for a time when the pandemic is behind us. We look forward to people returning to transit as a preferred transportation option. This program will ensure that Northern California’s transit system will meet their needs.

Program Vision

Link21 will transform the passenger rail network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a safe, **efficient**, **equitable**, and **affordable** means of travel for all types of trips.

This program, including a new (including commuter, intercity, and high-speed rail) connection between the Oakland area and San Francisco, will make rail transit the **mode of choice** for trips throughout the megaregion.

Program Phases

2019-2021	<p>PHASE 0 Program Definition</p> <ul style="list-style-type: none"> • Business Case Framework • Problem and Vision Statement • Goals and Objectives • List of Program Concepts
2022-2023	<p>PHASE 1 Program Identification</p> <ul style="list-style-type: none"> • Preliminary Business Case • Program Alternatives • Identify Program
2024-2028	<p>PHASE 2 Project(s) Selection</p> <ul style="list-style-type: none"> • Intermediate Business Case • Project Alternative(s) • CEQA NOD/NEPA ROD* • Final Business Case and Implementation Strategy
2029-2040	<p>PHASE 3 Project(s) Delivery</p> <ul style="list-style-type: none"> • Design • Construction • Testing and Commissioning • Begin Service

ENGAGEMENT

* CEQA NOD = California Environmental Quality Act Notice of Determination
NEPA ROD = National Environmental Policy Act Record of Decision

Program Goals and Objectives

The following four goals reflect the broad benefits that will be achieved by this program. The foundational goal—**TRANSFORM THE PASSENGER EXPERIENCE**—serves as the catalyst to enable the other three goals to come to fruition.



TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health, and air quality
- Advance equity



SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research, and education centers
- Enable transit-supportive land use



ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Our Commitment to Equity and Inclusion

Link21 is committed to equity and will focus on partnering with priority populations to maximize benefits and minimize burdens for communities that, historically and currently, suffer and experience negative impacts from infrastructure projects. We will collaborate with these communities to understand the equity implications of Link21 and work toward beneficial program processes and outcomes. Link21 commits to:

- Developing and implementing a process that advances equity through all aspects of the program
- Building respectful and interactive community partnerships through accessible community engagement
- Valuing the experience and input of individuals from priority populations
- Ensuring that disadvantaged and small businesses are integrated throughout the program's lifecycle



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: Rail Network Integration Study

RECOMMENDED ACTION:

RECEIVE update on the Monterey Bay Area Rail Network Integration Study and **RECOMMEND** the Board of Directors adopt the final study.

SUMMARY:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in June includes finalizing of the Study for adoption.

FINANCIAL IMPACT:

The study has a budget of \$500,000, funded out of the state Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs. The study will be the foundation for future applications for rail capital and operations grant funding.

DISCUSSION:

The Monterey Bay Area Rail Network Integration Study focuses on determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City. The study is intended to provide information for the TAMC Rail Policy Committee to consider in recommendations to the TAMC Board of Directors as to next steps on implementing rail projects in Monterey County connecting to the Central Coast and the Northern California megaregion.

Staff and consultants will present the final Network integration Study, available on the project website (**web attachment**). **Attached** is the Executive Summary from the final Study.

ATTACHMENTS:

- Final Executive Summary

WEB ATTACHMENTS:

- [Monterey Bay Area Rail Network Integration Study website](#)



EXECUTIVE SUMMARY

Monterey Bay Area Network Integration Study

July 26, 2021

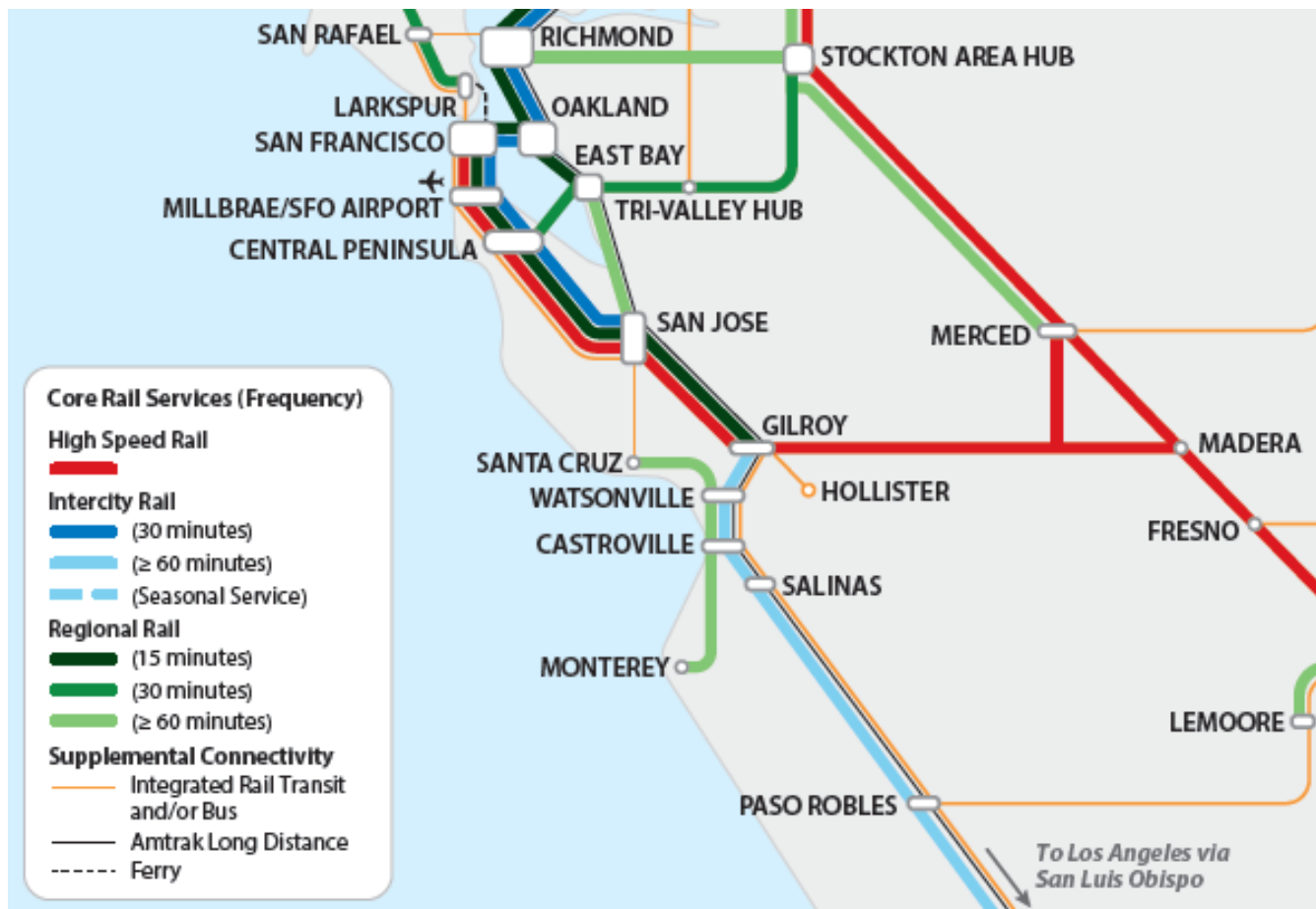


EXECUTIVE SUMMARY

This Network Integration Study for the Monterey Bay Area represents the next step in project development work aimed toward robust passenger rail service connecting Monterey Bay communities and the Central Coast to the San Francisco Bay Area, the Los Angeles Basin, and beyond. The Study presents a vision for a future integrated network that will support regional growth and protect the region’s natural beauty while serving the transportation and economic needs of residents and local businesses. The Study connects the proposed regional vision and infrastructure assets to the statewide strategy articulated in the 2018 California State Rail Plan and embodies the technical work necessary to move forward to implementation and project delivery.

The service goals outlined in the 2018 California State Rail Plan envision a network of high-speed, intercity corridor and commuter trains integrated with local transit at hubs across the state. This Study utilized network modeling and stakeholder engagement to meet and exceed the vision service goals outlined in the California State Rail Plan for the Monterey Bay Area and Central Coast regions, shown in **Figure 1**.

Figure 1: California State Rail Plan Vision Service Goals



Source: 2018 California State Rail Plan

A Stakeholder Engagement Plan was created to guide input throughout the Study's development. A Network Advisory Committee consisting of representatives from agency peers and major rail stakeholders met quarterly to review Study findings and recommendations and share information on regional activities. The TAMC Rail Policy Committee also reviewed and provided input on Study deliverables. Public involvement focused on a bilingual survey responded to by 800 community members, conducted in summer 2020. Sentiment was overwhelmingly in support of rail service, with 87 percent of respondents indicating that access to passenger rail service will have a positive effect on their lives. A workshop was also held to provide Study information and obtain public input. Once the draft Study was published, a virtual open house was conducted to solicit further input.

This Study builds off an inventory of existing rail lines and transit services, as well as future conditions as proposed in recent studies and plans. Opportunities to address underserved communities and threats to existing and planned service by climate change impacts were considered. Contemporaneous efforts in adjacent counties, notably the Santa Cruz County Regional Transportation Commission's (SCCRTC) Transit Corridor Alternatives Analysis and Rail Network Integration Study and the San Luis Obispo Council of Governments' Service Implementation Plan, have informed the recommendations.

The service vision developed in the Study has been designed through strategic analysis and operations modelling using guidelines and goals set by TAMC and regional stakeholders along three corridors: Salinas to the San Francisco Bay Area, Monterey to Santa Cruz, and Salinas to San Luis Obispo via southern Monterey County. The service vision seeks to maximize rider benefit, minimize capital and operations costs, shorten implementation timelines, and create a scalable service network in each of these corridors. Implementation of the service vision is organized in three time horizons: Initial Service (short-term), Phased Service (mid-term), and Vision Service (long-term).

For each time horizon, the Study outlines service characteristics; defines infrastructure and train equipment requirements; provides cost and ridership estimates; assesses potential benefits; and provides recommendations regarding governance and funding and financing strategies.

Initial Service

The goal of the Initial Service scenario, depicted in **Figure 2**, is to create a regular passenger rail connection between the Monterey Bay Area and San Francisco Bay Area and lay the foundation for future expansion, as described in the 2018 California State Rail Plan.

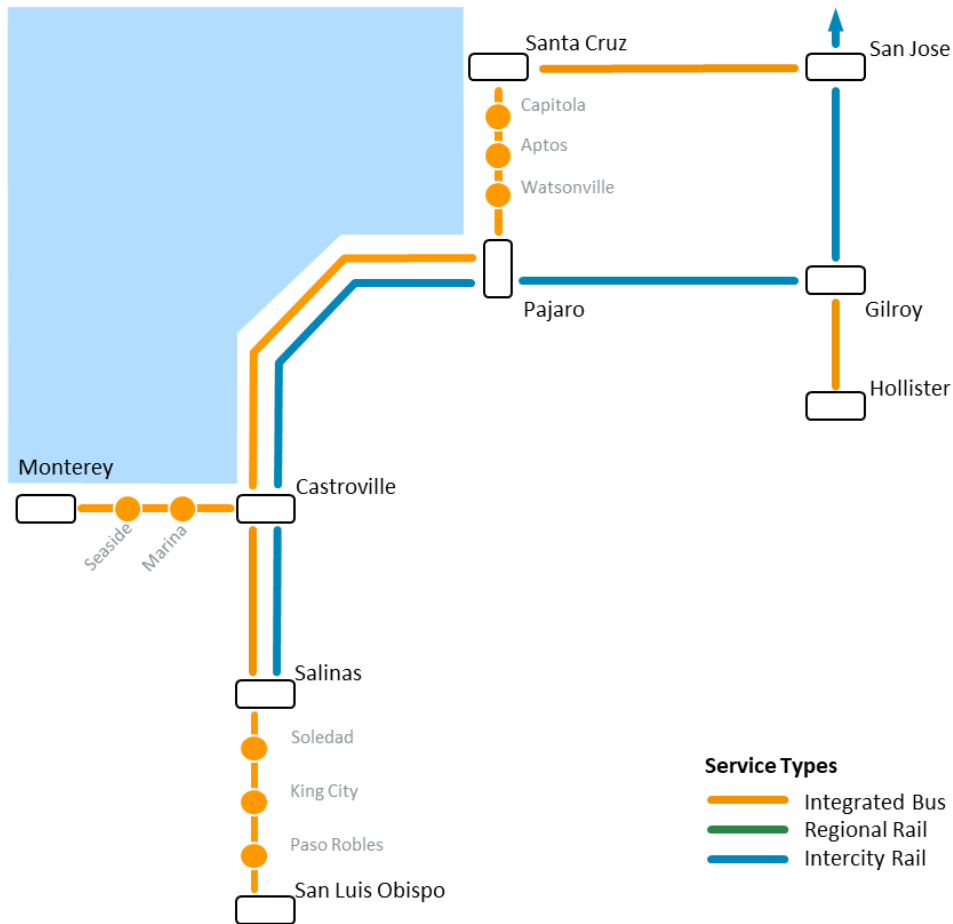
In the near-term, Initial Service involves extending rail service on the Union Pacific Railroad (UPRR) Coast Subdivision to Salinas to connect Monterey County with San Jose. Prior to the COVID-19 pandemic, Caltrain operated three commute-oriented round trips to and from Gilroy each weekday. Initial Service is achieved by reinitiating and extending these three round trips to Salinas.

Also in the Initial Service scenario, connecting bus service between Hollister and Gilroy will be coordinated to meet each train. Additionally, a bus service will be implemented to connect passengers

from San Luis Obispo to the last northbound morning train in Salinas and passengers on the first southbound evening train from Salinas to San Luis Obispo. The planned Monterey-Salinas Transit’s SURF! Busway and Bus Rapid Transit line will run along the Monterey Branch Line from Marina to the Edgewater Transit Center in Sand City/Seaside. This service will build ridership for future rail service along that corridor. Buses will connect the Salinas and Castroville intermodal stations to the SURF! Line in Marina.

The Santa Cruz County Regional Transportation Commission’s Highway 1 Bus-on-Shoulder Project is an interim congestion mitigation improvement that will be started in the Initial Service timeframe. This bus-on-shoulder service will combine with the SURF! Busway to pave the way for Monterey-Santa Cruz express bus service in the Phased Service timeframe and for rail service in the Vision Service timeframe.

Figure 2: Initial Service



Infrastructure

To implement Initial Service, the following infrastructure improvements will be needed:

- Construction of Pajaro Station facilities, including a grade-separated structure (bridge or tunnel) for pedestrian access to the platform, an island platform, and a large parking area (400 spaces); and

- Construction of a Castroville Station, including a grade-separated structure (bridge or tunnel) for pedestrian access to the platform, an island platform, and a small parking area (200 spaces).

Certain capital improvements that are assumed to be part of the Initial Service scenario have already been costed out in the TAMC Monterey County Rail Extension Phase 1: Kick Start Project, the MST SURF! Busway and the SCCRTC Highway 1 Bus-on-Shoulder projects. As such, these projects are assumed in the operations analysis but not included in the Study cost or revenue need estimates, as follows:

- Track extensions and access improvements in Gilroy to support the operation of through trains to Salinas;
- Six-train layover facility (overnight storage tracks) in Salinas;
- SURF! Busway improvements along the Monterey Branch Line, and a new bus station at 5th Street in Marina (on the former Fort Ord); and
- Improvements on Highway 1 in Santa Cruz County to support the bus-on-shoulder project.

Fleet Strategies

Initial Service rail will be operated with conventional diesel-hauled trains. Based on current arrangements, it is anticipated that TAMC will continue to pursue an agreement with Caltrain for contract operations, allowing service to be implemented relatively quickly and with minimal infrastructure investment. General maintenance will be performed by Caltrain at its existing facilities, such as the Centralized Equipment, Maintenance and Operations Facility immediately north of San Jose Diridon Station. Operations will need to comply with FRA requirements.

Benefits Assessment

The Initial Service will have numerous transportation benefits. The extension of rail to Salinas will serve a population of over 300,000, about 60 percent of which will be residents of low-income communities. With Initial Service, San Jose and Gilroy will be accessible from Pajaro, Castroville and Salinas within a two-hour rail trip. Extending rail to Salinas will reduce transit travel times by 15 minutes to nearly an hour by creating a one-seat ride to replace transit trips that currently require a transfer. By attracting trips away from driving, the expanded rail service will avoid at least two traffic injuries annually.

The Initial Service will attract 188,800 annual rail trips and 4,700 annual bus trips in the corridor between San Francisco and San Luis Obispo. With growth in ridership, VMT will be reduced by 9.5 million miles and GHG emissions will be reduced by up to 1,700 metric tons of carbon dioxide equivalent.

Employment access will increase with Initial Service; jobs in Gilroy, Pajaro and Watsonville will be accessible within a 90-minute commute from the extension stations. Implementing the Initial Service is estimated to result in 1,200 person years of employment and generate an economic output of \$195 million and tax revenues of \$18 million.

Governance and Operations Recommendations

For the Initial Service, no new governance structure is recommended. TAMC will continue to serve as the project lead and pursue contracted operations with Caltrain, negotiate a track access agreement with UPRR, and coordinate with local bus agencies to provide connections at rail stations. TAMC's Rail Policy Committee may need to provide additional support for TAMC Board decisions regarding financing, contracting, and other responsibilities involved with implementation.

Funding, Financing and Grants Strategy Recommendations

The Initial Service capital costs are estimated at \$102 million. Annual rail operations and maintenance costs are estimated at \$13.4 million and annual rail ticket revenues are estimated at \$2.7 million – a farebox recovery rate of 20 percent. Annual bus operations and maintenance costs are estimated at \$529,000 and annual bus ticket revenues are estimated at \$186,000 – a farebox recovery rate of 35 percent.

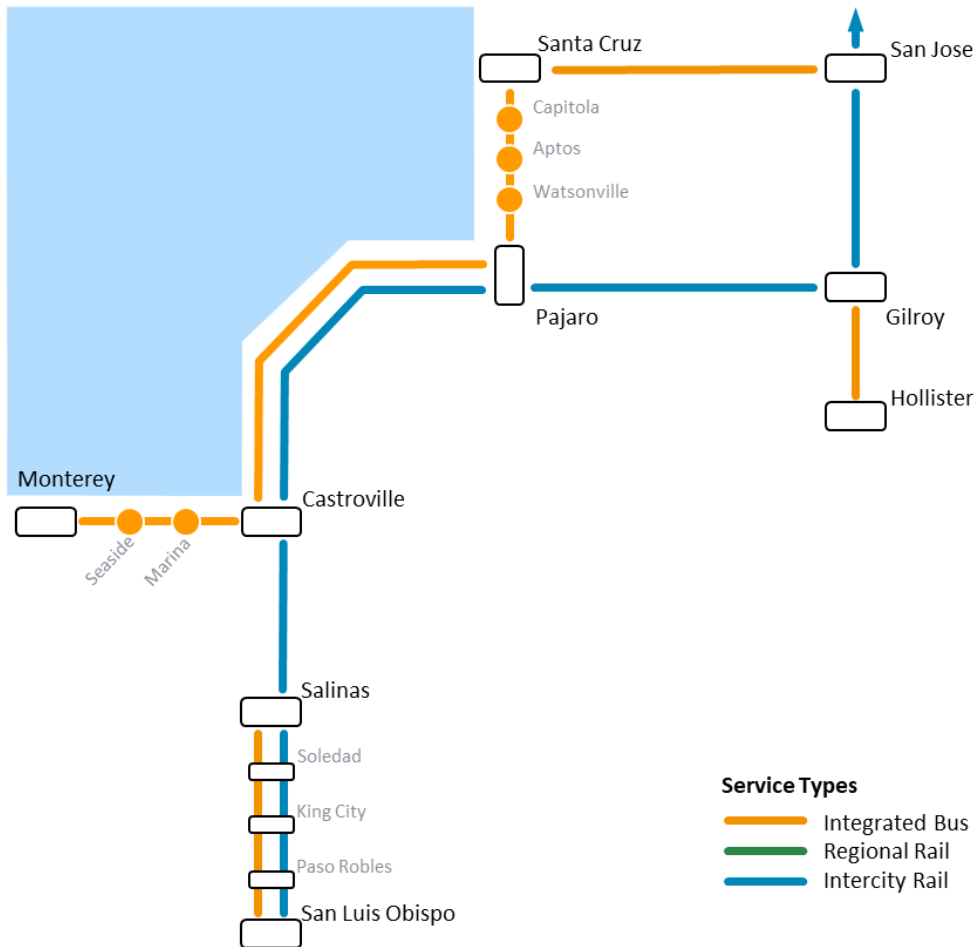
Capital revenue sources needed to fund the Initial Service beyond what is already included in the TAMC Kick Start project and the MST SURF! busway are estimated to range from between \$62 million and \$235 million in one-time awards for capital improvements and \$3 million to \$7 million in annual operating funds from state formula programs. Major sources of potential capital funding are California's Solutions for Congested Corridors Program and Transit and Intercity Rail Capital Program, and the Federal Transit Administration's (FTA) Capital Investment 5309 Small Starts Grants program. These are all highly competitive grant programs that will require thoughtful preparation of grant submittals and a well-coordinated advocacy campaign that demonstrates the unique value added by this service. State intercity rail funds are anticipated to cover the operating costs for the rail service, while existing local transportation funds will cover the operating costs for bus services.

Phased Service

In the mid-term time horizon, the Phased Service (shown in **Figure 3**) will build off the service levels established by Initial Service and lay the groundwork for the Vision Service. Phased Service will increase passenger rail from peak period-oriented service to all-day, bi-directional hourly service between Gilroy and Salinas, plus four daily round trips extending from Salinas to San Luis Obispo.

Bus service will be expanded in the Phased Service scenario to operate hourly between Santa Cruz and Monterey and will connect with hourly train services at Pajaro and Castroville. Bus service to and from Hollister will be coordinated to connect with hourly train service at Gilroy. The bus connection between Salinas and San Luis Obispo will be expanded to operate every four hours, such that, when combined, rail and bus schedules will provide passenger service every two hours.

Figure 3: Phased Service



Infrastructure

To implement Phased Service, the following infrastructure improvements will be needed:

- Construction of a passing siding on the UPRR Coast Subdivision south of King City;
- Construction of stations in Soledad and King City; and
- Procurement of eight bi-modal hybrid trainsets.

Fleet Strategies

The Phased Service will require the procurement of new or leased equipment, from an operator or from the State, which will require the use of a new or expanded maintenance facility. To achieve policy goals while not forcing transfers at Gilroy, it is recommended that Phased Service be operated with bi-modal, hybrid train equipment. This hybrid equipment will allow through operations on the planned high-speed rail infrastructure between Gilroy and San Jose as well as on the non-electrified UPRR Coast Subdivision south of Gilroy. Six trainsets and an additional two trainsets as spares will be required, as well as overnight storage capacity for one train in San Luis Obispo.

Benefits Assessment

The Phased Service will expand the transportation benefits beyond that of the Initial Service. The extension of rail to San Luis Obispo will serve a population of 464,000, about 60 percent of which will be residents of low-income communities. Regional mobility will increase, with many more destinations accessible within a two-hour rail trip. The Phased Service will take advantage of high-speed rail infrastructure north of Gilroy, making travel times considerably faster for trips from Monterey County to and from Santa Clara County. Phased Service buses will reduce transit travel times for many trips in the corridor between Santa Cruz and Monterey. By attracting trips away from driving, the expanded Phased rail service will avoid eight traffic injuries annually.

Phased Service will attract 506,300 annual rail trips and 13,200 annual bus trips in the corridor between San Francisco and San Luis Obispo. In addition, one-seat bus service between Monterey and Santa Cruz will attract 506,300 annual riders. With growth in rail ridership, VMT will be reduced by 31.2 million miles and bus service between Monterey and Santa Cruz will reduce VMT by an additional 9.4 million miles. Phased Service rail will reduce GHG emissions by up to 1,700 metric tons of carbon dioxide equivalent and bus service between Monterey and Santa Cruz will reduce GHG emissions by up to 3,100 metric tons of carbon dioxide equivalent.

Employment access will increase with Phased Service; jobs in Paso Robles and San Luis Obispo will become accessible to each other within a 90-minute rail commute. Implementing Phased Service is estimated to result in 4,600 person years of employment and generate an economic output of \$765 million and tax revenues of \$73 million.

Governance and Operations Recommendations

Compared to the Initial Service, Phased Service includes substantially expanded service south of Gilroy. Each of the three components of the Phased Service – rail to/from Salinas, rail to/from San Luis Obispo, and BRT between Monterey and Santa Cruz – may require a different governance approach.

To support these service expansions, the governing body will need to procure train equipment and fund several major capital projects, including two new stations; signal and track improvements and potentially a new siding south of Salinas; and infrastructure, fleet, and facility requirements for the regional BRT service. The governing body will need to negotiate and pay access fees for use of the new high-speed rail infrastructure between Gilroy and San Jose at such time that it becomes available for service to/from the Central Coast.

Several potential options for operating these extended services are identified: Caltrain, as in the Initial Service; Capitol Corridor, as an extension of their existing service, particularly for adding weekend service; another existing public or private operator; or a new operating entity formed expressly to operate one or more of the rail services. In the case of contract operations, the governing body could issue separate contracts for Gilroy-Salinas service and for Gilroy-San Luis Obispo service, or could

bundle both services under a single contract. Implementing the new BRT service between Monterey and Santa Cruz counties may require an evolution in governance capability.

The larger scope of duties and responsibilities for the governing body under the Phased Service will likely require more robust oversight to protect the public interest and ensure fiscal responsibility and ethical integrity. TAMC may be able to evolve to address these additional governance needs through interagency agreements, but a Joint Powers Authority (JPA) or other new entity may eventually be necessary, particularly to facilitate cost sharing between the multiple counties involved.

Funding, Financing and Grants Strategy Recommendations

The Phased Service capital costs are estimated at \$403 million. Annual rail operations and maintenance costs are estimated at \$98.5 million and annual rail ticket revenues are estimated at \$11.4 million – a farebox recovery rate of 12 percent. Annual bus operations and maintenance costs are estimated at \$5.8 million and annual bus ticket revenues are estimated at \$1.6 million – a farebox recovery rate of 28 percent.

Available funding sources for the Phased Service, whose timeframe is the early 2030s, are not known at this time. The Federal and State funding and financing landscape could look very different then. Nonetheless, TAMC and its project partners will benefit from laying the groundwork now for future revenue generation.

Vision Service

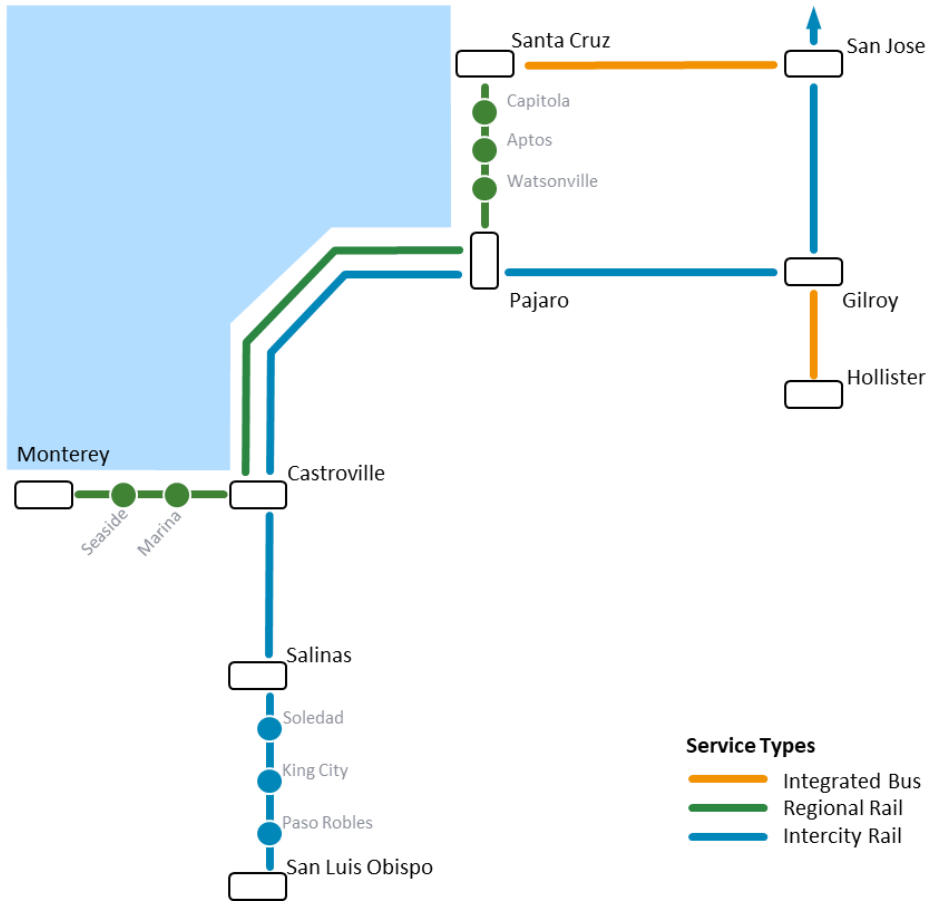
The Vision Service shown in **Figure 4** represents a long-term vision for rail service in the Monterey Bay Area and Central Coast. Trains will continue to operate hourly service between Salinas and San Jose, but through service to/from San Luis Obispo will be increased to bi-hourly service, replacing the bus connections. Bus service between Monterey and Santa Cruz will be replaced by hourly, bi-directional regional rail service operated with multiple unit electric battery or alternative fuel trains, providing timed, cross-platform connections to/from mainline service at Castroville and Pajaro.

Infrastructure

To implement Vision Service, the following infrastructure improvements will be needed:

- Construction of two additional mainline passing sidings on the UPRR Coast Subdivision;
- Track improvements and renovations from Pajaro to Santa Cruz and Castroville to Monterey;
- Construction of regional rail stations at Santa Cruz, Capitola, Aptos, Marina, Seaside, and Monterey, and expansion of Pajaro Station;
- Procurement of an additional trainset for intercity service and five trainsets for regional service; and
- A regional rail service maintenance facility, and a storage track at Monterey for three trainsets.

Figure 4: Vision Service



Fleet Strategies

For Coast Line service between San Jose and San Luis Obispo, the Vision Service requires an additional trainset (for a total of seven) for day-to-day operations, plus an additional two trainsets to provide spares. For the regional service between Santa Cruz and Monterey, four trainsets are required for day-to-day operations, plus one spare. Single-level, multiple-unit trainsets—whether diesel multiple unit (DMU), hydrogen fuel cell, battery-powered multiple units, or some other variant—will be best suited for the “around the bay” service on the Monterey and Santa Cruz Branch Lines. Their smaller size and flexibility will allow them to operate on both the UPRR Coast Subdivision mainline between Pajaro and Castroville, as well as through existing communities along the branch lines, without the need for overhead catenary systems.

Benefits Assessment

The Vision Service will achieve the transportation benefits of a mature multimodal network, which will serve a population of 673,000 with the implementation of regional rail service between Monterey and Santa Cruz. Rail will connect communities around Monterey Bay with destinations as far north as San Jose and as far south as King City within two hours. During the Vision Service phase, passenger rail will replace bus service between Monterey and Santa Cruz, resulting in travel time savings throughout

the network. By attracting trips away from driving, the expanded Vision rail service will avoid two fatalities and 29 traffic injuries annually.

With all-rail Vision Service, annual ridership between San Francisco and San Luis Obispo will increase to 616,800 and between Monterey and Santa Cruz to 924,100; VMT will be reduced by 42.7 million miles in the corridor between Gilroy and San Luis Obispo and by 83.4 million miles between Monterey and Santa Cruz. Vision Service between Gilroy and Salinas will reduce GHG emissions by up to 3,200 metric tons of carbon dioxide equivalent, and between Monterey and Santa Cruz by 17,400 metric tons of carbon dioxide equivalent.

Employment access will increase with Vision Service because rail will connect Monterey, Santa Cruz, and communities in between with destinations as far north as Gilroy and as far south as Soledad within a 90-minute rail commute. Implementing Vision Service is estimated to result in 9,600 person years of employment and generate an economic output of \$1.6 billion and tax revenues of \$152 million.

Governance and Operations Recommendations

Under the Vision Service, administrative responsibilities will have additional complexity, with more service and two types of service to coordinate and administer. Train operations could be provided through a combination of contract operations and/or a new self-operating entity. In the case of contract operations, the governing body could issue separate contracts for the mainline service and for the regional service, or could bundle the two services under a single contract.

Governance needs for implementing and operating the Vision Service include acquiring new multiple unit trains, executing an agreement with an operator or obtaining operating capability for the new regional rail service, and negotiating agreements with UPRR for track access between Castroville and Pajaro for the regional trains. A JPA established to deliver the Phased Service could be expanded to include operation of the regional service.

Funding, Financing and Grants Strategy Recommendations

The Vision Service capital costs are estimated at \$79 million for intercity rail and \$767 million for regional rail between Monterey and Santa Cruz. Annual rail operations and maintenance costs are estimated at \$133.7 million and annual rail ticket revenues are estimated at \$20.8 million – a farebox recovery rate of 16 percent. Annual bus operations and maintenance costs are estimated at \$995,000 and annual bus ticket revenues are estimated at \$227,000 – a farebox recovery rate of 23 percent.

Available funding sources for the Vision Service, which will be implemented in the late 2040s, are not known at this time. That said, TAMC and its project partners can start considering future revenue generating sources early on, such as tax increment financing districts, assessment districts, and local sales taxes. These local and regional revenue sources can be in place for several decades, providing initial capital for the projects and making them more competitive for state or federal matching grants.

Next Steps

To extend rail service from Gilroy to Salinas, the immediate next step in the Study's service vision, TAMC will coordinate with Caltrans to negotiate an agreement with Caltrain for contracted operations, allowing relatively quick implementation and with minimal investment in infrastructure. Track usage modeling efforts and track access agreements will have to be coordinated with UPRR. Major next steps include initiating conversations with State grant agencies to fund operations and proposed rail capital improvements (namely the Pajaro and Castroville stations), updating environmental review documentation as needed, and updating ridership analyses.

As a key stakeholder, Caltrans has provided valuable guidance and coordination for this Study. In turn, the Study's findings and recommendations have informed and are being incorporated into the next iteration of statewide rail network integration, the 2022 California State Rail Plan. Ongoing engagement with other stakeholders and the public will be needed to maintain and build support for the service vision as it advances into implementation.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
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 in June include work related to closing out permits for the construction of Package 1 (Salinas Station access and circulation improvements) and coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

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.

Package 1 is under construction by MPE Engineering for an original contract amount of \$7,487,989 with a contingency fund of \$1,123,200. Approved change orders to date total \$772,875.74, or 68.8% of the contingency fund approved by the Board.

DISCUSSION:

The Monterey County Rail Extension Project will extend 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 wrapping up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) are now in final design.

Construction of Package 1: Salinas Station Improvements

TAMC hired Monterey Peninsula Engineering (MPE) for construction of Package 1, MNS Engineers as Construction Managers on the project, and HDR Engineering to provide design support during construction. In June and July 2021, the construction team worked to close out the Caltrans, stormwater, and Salinas permits. Once the permits have been closed, remaining work is landscaping maintenance through December 2021.

TAMC staff is coordinating with Caltrans and the City of Salinas on the logistics to transfer ownership of the

completed project to the City, pursuant to the adopted Memorandum of Understanding. The land transfer must be approved by the California Transportation Commission (CTC) to empower the City and TAMC to approve transfer agreements. The CTC is requiring the City to commit to replacing any parking spaces used for future development in a location walking distance from the station.

Property Acquisition for Package 2: Salinas Layover Facility

On December 4, 2019, the Transportation Agency Board approved Resolutions of Necessity on portions of four parcels and one full parcel needed for the Salinas layover facility. TAMC staff has received the deed for one parcel and continues to oversee the right-of-way consulting team of AR/WS and Meyers Nave to further negotiations and finalize the remaining acquisitions.

Final Design for Package 2 and Package 3: Gilroy Station & Track Improvements; Operations Scenarios

The final design team held the following meetings to further the project's design:

- Caltrans and Caltrain - June 2, 16, 29 and 30; July 8, 9, 12, 16, 21, and 29
- City of Gilroy - June 21; July 12
- City of Salinas - June 16 and 30; July 12
- Santa Clara Valley Transportation Authority (VTA) - June 25
- Union Pacific - June 9

Staff will provide a verbal update at the meeting.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: **Correspondence**

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [June 9, 2021 letter from TAMC to US DOT Secretary Pete Buttigieg, re: Support for Monterey-Salinas Transit's application to the Federal Transit Administration's Pilot Program for Transit-Oriented Development](#)
- [June 10, 2021 letter from TAMC to MST Board of Directors, re: Support for SURF Busway and Bus Rapid Transit Project \[Item #3-1– June 14, 2021 Board Meeting\]](#)
- [June 24, 2021 letter from TAMC to US DOT Secretary Pete Buttigieg, re: Support for RAISE Grant Funding for Monterey-Salinas Transit's SURF! Busway and Bus Rapid Transit Project](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: **Reports**

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [Capitol Corridor report for May 2021](#)
- [Capitol Corridor report for June 2021](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2021
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [June 9, 2021 article in the Monterey County Herald, "Transportation Agency for Monterey County hosts virtual open house to promote community feedback"](#)
- [June 15, 2021 article in the Washington Post, "Virginia is a rising leader in passenger rail. Here's how it happened."](#)
- [June 17, 2021 article in the Monterey County Weekly, "A new attraction in Marina aims to bring train tracks along Highway 1 alive with family fun"](#)
- [June 17, 2021 item on KION, "Project to create bus pathway on Monterey Peninsula gets green light"](#)
- [July 1, 2021 opinion piece in the San Jose Mercury News, "When will Santa Clara, San Francisco counties pay up?"](#)
- [July 14, 2021 article in the Monterey Herald, "Monterey-Salinas Transit OK's bus lane from Marine to Sand City next to Highway 1"](#)
- [July 16-22 article in the Carmel Pine Cone, "Homeless encampments off Highway 1 grow"](#)