



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
November 5, 2018

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

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 for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: Adams, Alejo, Bodem, Chavez, Craig, Delgado, LeBarre, Parker, Phillips, Rubio, and Smith.

If you are unable to attend, please make sure that one of your two alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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 September 10, 2018.

- Montiel

The draft minutes of the September 10, 2018 Rail Policy Committee meeting are attached for review.

3.2. APPROVE 2019 schedule of Rail Policy Committee meetings.

- Watson

The proposed schedule of Rail Policy Committee meetings for 2019 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and September, when the meeting is on the second Monday due to the Labor Day holiday.

3.3. RECEIVE the call for nominations for the 18th annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

- Wright

Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Committee members to submit nominations, which are due by December 7, 2018. The awards ceremony will take place during the regular January 23, 2019 Transportation Agency Board meeting.

3.4. 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 on the coast rail project to this Committee on September 10, 2018 includes execution of the Memorandum of Understanding and meetings of the staff supporting the Coast Rail Coordinating Council.

END OF CONSENT AGENDA

4. RECIEVE presentation on the Salinas Valley Perishable Freight Rail Terminal Project.

- Amme Salomon, Aurora Express Intermodal

A commercial developer, Aurora Express Intermodal (AEI) is working closely with the City of Salinas, Union Pacific Rail Road (UPRR), and the grower-shipper community on the plan to rehabilitate and develop the existing 25-acre UPRR yard into a new Perishable Freight Rail terminal.

5. **RECEIVE** update on the Salinas Rail Extension project.

- Watson

Activities on the Salinas Rail Extension project since the last update on September 10, 2018 include progress toward structure demolition, resubmittal of various permits for the project, and meetings on utility relocation.

6. **RECEIVE** update on the rail network integration study.

- Watson

The rail network integration study will lay the groundwork for implementing the State Rail Plan on the Central Coast. TAMC staff will bring a Request for Proposals to the December 5 Board meeting.

7. **RECEIVE** and **COMMENT** on draft 2019 Legislative Program.

- Watson

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

8. **PRESENT** Certificate of Appreciation to Chair Craig.

- Watson

The Committee wishes to recognize Chair Kimbley Craig for her eight years on the Committee, two years as Vice Chair and two years as Chair.

9. **ANNOUNCEMENTS** and/or **COMMENTS** from Rail Policy Committee members on matters that they wish to put on future Committee agendas.

10. **ADJOURN**

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, January 7, 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: November 5, 2018
Subject: **Draft September RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of September 10, 2018.

SUMMARY:

The draft minutes of the September 10, 2018 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ RPC Draft September Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of September 10, 2018
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

	OCT 17	NOV 17	DEC 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18	JUN 18	JUL 18	AUG 18	SEP 18
L. Alejo, Dist. 1 (L. Gonzalez)	C	P(A)	N	P	P(A)	C	P(A)	P(A)	C	N	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	A	P(A)	O	P(A)	P(A)	A	E	P(A)	A	O	P(A)	P(A)
J. Parker, Dist. 4 (W. Askew)	N	E		P(A)	P(A)	N	P(A)	P(A)	N		P(A)	P(A)
M. Adams, Dist. 5, (Y. Anderson)	C	P(A)	M	P(A)	P(A)	C	P(A)	P(A)	C	M	P(A)	E
B. Delgado, Marina, Vice Chair (F. O'Connell)	E	P	E	-	P	E	P(A)	E	E	E	P	-
E. Smith, Monterey (R. Deal)	L	E	E	P	P	L	P	P	L	E	-	-
K. Craig, Salinas, Chair (J. Gunter)	L	E	T	P	P	L	P	P	L	T	P	P
T. Bodem, Sand City (L. Gomez)	E	P	I	P	E	E	E	P(A)	E	I	P	P
R. Rubio, Seaside (D. Pacheco)	D	P	N	-	P	D	P	P	D	N	P	P
A. Chavez, Soledad (F. Ledesma)		P	G	-	P		-	-		G	-	-
M. LeBarre, King City (C. Victoria)		P		P	P		P	P			P	P
M. Twomey, AMBAG (H. Adamson)		-		-	-		-	-			-	-
O. Monroy-Ochoa, Caltrans District 5		-		-	-		-	E			-	-
C. Sedoryk, MST (H. Harvath, L. Rheinheimer)		P(A)		P(A)	P(A)		P(A)	P(A)			P(A)	P(A)
B. Sabo, Airport (R. Searle)		-		-	-		-	-			-	-
STAFF												
D. Hale, Exec. Director		P		P	E		P	P			P	E
T. Muck, Deputy Exec. Director		P		E	P		P	P			P	E
C. Watson, Principal Transp. Planner		P		P	P		P	P			P	P
M. Zeller, Principal Transp. Planner		P		P	P		P	P			P	E
Theresa Wright, Outreach Coordinator											P	P
M. Montiel Admin Assistant		-		-	-		-	-				P

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

Former Vice Chair Rubio called the meeting to order at 3:02 p.m. A quorum was established, and self-introductions were made. Chair Craig arrived during introductions.

OTHERS PRESENT

Paul Hierling AMBAG Jennifer Russell MNS Engineers

2. **PUBLIC COMMENTS**

None

3. **CONSENT AGENDA**

M/S/C Rubio/ Stratton/ unanimous

3.1 Approved minutes of the August 6, 2018 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **SALINAS RAIL EXTENSION PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported the activities on the Salinas Rail Extension project since the last update on August 6, 2018 include a groundbreaking on August 9, 2018 that went well and got a great crowd and media coverage. She thanked all who attended the groundbreaking ceremony. Ms. Watson noted that the next day was the Coast Rail Tour and noted that Supervisor Phillips enjoyed his first trip on the Coast Rail. She noted that demolition work is on hold pending the disconnect of gas and electric to those structures. The contractor is also working with the construction management team to complete the required stormwater paperwork. Staff met with City of Salinas staff to discuss utility relocation issues. Ms. Watson noted that staff also met with California State Transportation Agency and Caltrans staff to discuss next steps on the \$500,000 in state cap and trade funding for network integration. This funding is for planning work to lay the foundation of a future grant application for the next phase of the project in Pajaro/Watsonville and Castroville. She noted that Caltrans published the final Statewide Rail Plan.

Chair Craig enjoyed the groundbreaking ceremony.

5. **COAST CORRIDOR 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 progress since the last update on the coast rail project to this Committee on August 6, 2018 includes a successful application for federal funding for Positive Train Control on the coast corridor. On August 20, 2018 the Transportation Agency got the news that the Federal Department of Transportation approved an \$11.34 million grant for Caltrans, under the Consolidated Rail Infrastructure and Safety Improvements Grant Program. She noted that the project will install Positive Train Control, a rail safety technology to prevent train crashes, on the 187-mile corridor from Oakland to San Luis Obispo. She noted that the \$11.34 million in federal railroad safety funds is leveraged by a \$6.25 million state/local commitment of funding for the corridor. This corridor is the only corridor in the state of California that does not yet have the technology in place, and that, with this investment, the whole state rail network will be covered. In conclusion, Ms. Watson noted that Transportation Agency staff will bring an item to the September Board to approve TAMC's share of this local funding commitment. Caltrans is the lead on this project, coordinating with Union Pacific Railroad and local agencies. The project schedule shows planning in 2019, design in 2020, and installation in 2021.

Committee Member LeBarre plans to attend the Policy Committee meeting that is scheduled for October 19, 2018 at 1:30 p.m. to 3:30 p.m. at the Monterey Portola Hotel and invited other Rail Policy Committee members to attend the meeting.

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

Theresa Wright announced the CTC Town Hall meeting in Gonzales on September 19, 2018 at 1:30 p.m. to 3:30 p.m., and reception to follow the meeting 5 p.m. to 7 p.m. She noted that the following day September 20, 2018, the Transportation Agency staff will be taking the CTC Commissioners on a US 101 Corridor Tour on a Monterey-Salinas Transit bus and noted if anyone is interested please RSVP.

7. **ADJOURN**

Chair Craig adjourned the meeting at 3:31 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **2019 Meeting Schedule**

RECOMMENDED ACTION:

APPROVE 2019 schedule of Rail Policy Committee meetings.

SUMMARY:

The proposed schedule of Rail Policy Committee meetings for 2019 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and September, when the meeting is on the second Monday due to the Labor Day holiday.

FINANCIAL IMPACT:

None.

DISCUSSION:

Please mark your calendars for the 2019 meeting schedule as follows (*second Monday):

- January 7
- February 4
- March 4
- April 1
- May 6
- June 3
- August 5
- September 9*
- October 7
- November 4

Per tradition, the RPC does not meet in July due to summer holidays or in December due to winter

holidays.

The September meeting will be on September 9, since the first Monday is Labor Day.

Meeting time and location will remain the same: 3:00 p.m. in the TAMC conference room.

On occasion, after consultation with staff, the Chair may cancel individual RPC meetings, based on the status of rail items. In those situations, staff will notify the Committee and interested persons at least a week in advance of such cancellation.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: November 5, 2018
Subject: **Transportation Excellence Awards**

RECOMMENDED ACTION:

RECEIVE the call for nominations for the 18th annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

SUMMARY:

Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Committee members to submit nominations, which are due by December 7, 2018. The awards ceremony will take place during the regular January 23, 2019 Transportation Agency Board meeting.

DISCUSSION:

Transportation Agency for Monterey County would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to promote the most efficient use of the transportation system. Innovative activities that promote more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of alternatives to driving alone.

Committee members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County.

The nomination form is attachment 1 and is also available on the Transportation Agency website. The form can be mailed to Transportation Agency offices or faxed to the attention of Theresa Wright. The deadline for nominations is December 7, 2018. The Transportation Agency Executive Committee will select the awards recipients at its January meeting.

ATTACHMENTS:

- Transportation Excellence Award Nomination Form

Transportation Excellence Awards



Awards Program Nomination form (Please fill out form completely)

1. Name of Nominee

Give name and address of individual (provide title), firm, group, or organization.

Nominee: _____

Category: (circle one)	Individual	Business/Group	Program	Project
Address:				Email:
City:		Zip	Phone:	
If Nominee is a firm, group or organization, provide contact name:				
Title:				Phone:
				Email:

2. Description:

Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

3. Date or duration of program:

When did this program take place? When was it completed? If ongoing, when did it start?

4. Significance/Result:

State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

5. Person Submitting Nomination:

Name:	Phone:
Title:	Email:
Organization:	
Address:	
City:	Zip:

Please return by **noon, December 7, 2018** via fax: 831-775-0897; email: Theresa@tamcmonterey.org; or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright
55-B Plaza Circle, Salinas CA, 93901

For additional information, please call 831-775-4411. This form is also available on TAMC's website at: <http://tamcmonterey.org/programs/excelaward/index.html>



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
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 on the coast rail project to this Committee on September 10, 2018 includes execution of the Memorandum of Understanding and meetings of the staff supporting the Coast Rail Coordinating Council.

FINANCIAL IMPACT:

The Coast Rail service project construction and operation costs are still under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a group of regional transportation agencies coordinating to improve the rail corridor between Los Angeles and the San Francisco Bay Area along the Central Coast. The member agencies have all adopted a Memorandum of Understanding (MOU, online as a web attachment) to formalize the Council. The TAMC Rail Policy Committee appointed Dave Potter as the representative and Mike LeBarre as the alternate for a one-year term in January 2018, and the CRCC Policy Committee has selected Mr. Potter as the Chair. The next meeting of the Policy Committee will be in Monterey on December 13, 2018 at 2 pm. At that meeting, agenda topics are expected to include CRCC Bylaws, 2019 CRCC goals, and the 2019 meeting calendar.

Staff supporting the Policy Committee met on September 28 for a phone call to discuss the final State Rail Plan, legislative issues, and rail funding. Another phone meeting of the support staff is scheduled for October 19.

WEB ATTACHMENTS:

- [Coast Rail Coordinating Council Memorandum of Understanding](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **Salinas Freight Rail Terminal Project**

RECOMMENDED ACTION:

RECIEVE presentation on the Salinas Valley Perishable Freight Rail Terminal Project.

SUMMARY:

A commercial developer, Aurora Express Intermodal (AEI) is working closely with the City of Salinas, Union Pacific Rail Road (UPRR), and the grower-shipper community on the plan to rehabilitate and develop the existing 25-acre UPRR yard into a new Perishable Freight Rail terminal.

FINANCIAL IMPACT:

The June 19, 2018 Salinas staff report notes that "the business represents that they have secured a lease from Union Pacific on the site, and have completed project design documents, and are now trying to secure financing for the project. The business has indicated that the total cost of start-up for this project is approximately \$101 million, including nearly \$79 million in equipment and slightly more than \$17 million in construction costs. To date, the business has secured about \$76 million through selling equity, acquiring debt, and personal resources. This leaves a gap of about \$25 million to complete the project." The City submitted a federal "Better Utilizing Investments to Leverage Development" (BUILD) grant application for that \$25 million gap, and the report noted that AEI would cover Salinas city staff time on the project.

The September 4, 2018 Salinas staff report notes that "Subsequent to the submittal for the BUILD grant application, the project proponent has continued their due diligence and has adjusted the estimated project cost from \$101 million to \$118 million. This is mostly due to increased construction costs at the site, along with some increased equipment and professional/engineering costs. As a result of these increased costs, the amount being requested in the grant would increase from \$25 million to \$40 million." The City approved submitting a grant application for the federal "Consolidated Rail Infrastructure and Safety Improvements" (CRISI) grant program to cover the additional \$15 million.

There is no anticipated cost of this project to TAMC at this time.

DISCUSSION:

City staff and AEI representatives will attend the meeting to present an update on the project.

Attached are the September 4, 2019 City of Salinas memo on the project and a summary of the grant proposal from AEI. (Available from the City website here: <https://bit.ly/2A5cNuf>.)

TAMC staff is eager to review the proposal to assure that it coordinates with the planned passenger train layover facility and other rail improvements at the Salinas Intermodal Station.

ATTACHMENTS:

- ▣ Salinas City Council staff report - Freight Rail Terminal
- ▣ Aurora Express Intermodal Salinas Valley Perishable Freight Rail Terminal Summary



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: **SEPTEMBER 4, 2018**

DEPARTMENT: **OFFICE OF THE CITY MANAGER**

FROM: **ANDREW MYRICK, ECONOMIC DEVELOPMENT MANAGER**

TITLE: **CRISI GRANT APPLICATION FOR A NEW INTERMODAL
FREIGHT RAIL FACILITY**

RECOMMENDED MOTION:

A motion to approve the attached Resolution supporting the proposed intermodal rail facility project and directing staff to continue to work with Aurora Express Intermodal in preparing a grant application.

RECOMMENDATION:

Staff recommends that the Council approve the attached Resolution. This would express support for the project described in this Staff Report, and provide staff direction to continue to work with Aurora Express Intermodal in the preparation of an application, as well as continue to conduct due diligence activities.

BACKGROUND:

On June 19, 2018, Council approved a Resolution supporting the an application for a BUILD grant to support the development of an intermodal freight facility to be located at an existing intermodal facility owned by Union Pacific on the north side of the railroad tracks across from the Salinas Train Station. Details of the project and staff’s previous analysis may be found in the attached Staff Report dated June 19, 2018.

On July 18, 2018, City of Salinas staff submitted an application for the BUILD grant program in the amount of \$25 million. Grant applications are still under review and awards are not expected to be announced for several months. However, given the competitive nature of the grant application process, the project proponent, Aurora Express Intermodal, has requested that the City also submit a grant application under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. Like the BUILD program, the CRISI program is a discretionary grant application run through the Department of Transportation (DOT). The CRISI program is primarily distinguished from the BUILD program by its focus on rail projects as well as its much higher funding limits.

Subsequent to the submittal for the BUILD grant application, the project proponent has continued their due diligence and has adjusted the estimated project cost from \$101 million to \$118 million.

This is mostly due to increased construction costs at the site, along with some increased equipment and professional/engineering costs. As a result of these increased costs, the amount being requested in the grant would increase from \$25 million to \$40 million.

ANALYSIS

The analysis provided in the previous Staff Report dated June 19, 2018, is still applicable to the project. The community benefits of the grant are identical, the project proponent would continue to be responsible for all grant preparation and submittal costs, the City would not be responsible to provide matching funds, ongoing monitoring by the City (compensated by the project proponent) would be required, and the level of risk (as well as the strategies used to mitigate this risk) is similar.

In the event the City were to be awarded both the BUILD and CRISI grants, the City would evaluate the situation to determine the best course of action going forward.

CEQA CONSIDERATION:

The proposed project includes freight rail service on property owned by Union Pacific Railroad. Pursuant to the Federal Interstate Commerce Commission Termination Act of 1995, local and State regulations, including CEQA, are not applicable to this project.

STRATEGIC PLAN INITIATIVE:

The proposed grant would promote the Council Strategic Plan Initiatives of Economic Diversity & Prosperity (through job creation and the redevelopment of a blighted site) as well as Well-Planned and Excellent Infrastructure (by providing needed updates to the rail network within the City).

DEPARTMENTAL COORDINATION:

The Economic Development Division has coordinated extensively with the Finance Department, which has assisted in the review of the grant materials submitted and has handled the technical tasks related to grant submittal.

FISCAL AND SUSTAINABILITY IMPACT:

On balance, the grant should have a neutral or positive financial impact on the City. All City costs incurred by the City, including administrative overhead, will be reimbursed by the applicant. There are also potential increases in revenue created by the redevelopment of the site and increased employment. Prior to the acceptance of any grant award, staff will ensure that any risks to the City are negligible.

ATTACHMENTS:

Proposed Resolution

Council Staff Report dated June 19, 2018 (without Exhibits)
Updated Project Summary – August 2018
Job Forecast from Aurora Express Intermodal

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL SUPPORTING THE APPLICATION FOR A CRISI GRANT FROM THE DEPARTMENT OF TRANSPORTATION TO SUPPORT THE DEVELOPMENT OF A NEW FREIGHT INTERMODAL CENTER LOCATED ON WEST LAKE STREET IN SALINAS

WHEREAS, the City is the hub of a fresh produce industry with an annual economic impact estimated at over \$8 billion; and

WHEREAS, the perishability of the products produced by this industry require a significant number of trucks, which in the aggregate can have significant impacts on traffic, air quality, and noise levels in the City; and

WHEREAS, diversification of the industry’s options to transport produce in a cost-effective manner would reduce the need for truck traffic and provide additional flexibility to the industry for the shipment of produce and other goods; and

WHEREAS, Aurora Express Intermodal has represented that they have the expertise to develop an intermodal freight facility on land owned by Union Pacific Railroad adjacent to West Lake Street in Salinas, that they have reached an agreement with Union Pacific Railroad to develop an intermodal freight rail facility (hereinafter “facility”) on that site, and that they have received sufficient interest from local businesses to justify the construction and operation of the facility; and

WHEREAS, Aurora Express Intermodal wishes to access grant funds through the United States Department of Transportation (hereinafter “Department”) Consolidated Rail Infrastructure and Safety Improvements (hereinafter “CRISI”) Program, which requires grant applications to be submitted by a government agency; and

WHEREAS, Aurora Express Intermodal has represented that, if it receives the requested CRISI funds, it will have the funding necessary to proceed with construction and operation of the facility; and

WHEREAS, the facility, if constructed, would be a valuable asset to the City and its businesses, as it would enable the shipment of additional freight by rail to and from the City.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council expresses its support for the proposed project, and directs staff to continue its work with Aurora Express Intermodal in the preparation of an application for the CRISI grant program.

PASSED AND APPROVED this 4th day of September, 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: JUNE 19, 2018

DEPARTMENT: OFFICE OF THE CITY MANAGER

FROM: ANDREW MYRICK, ECONOMIC DEVELOPMENT MANAGER

**TITLE: BUILD GRANT APPLICATION FOR A NEW INTERMODAL
FREIGHT RAIL FACILITY**

RECOMMENDED MOTION:

Approve the attached Resolution supporting the proposed intermodal rail facility project and directing staff to continue to work with Aurora Express International in preparing a grant application.

RECOMMENDATION:

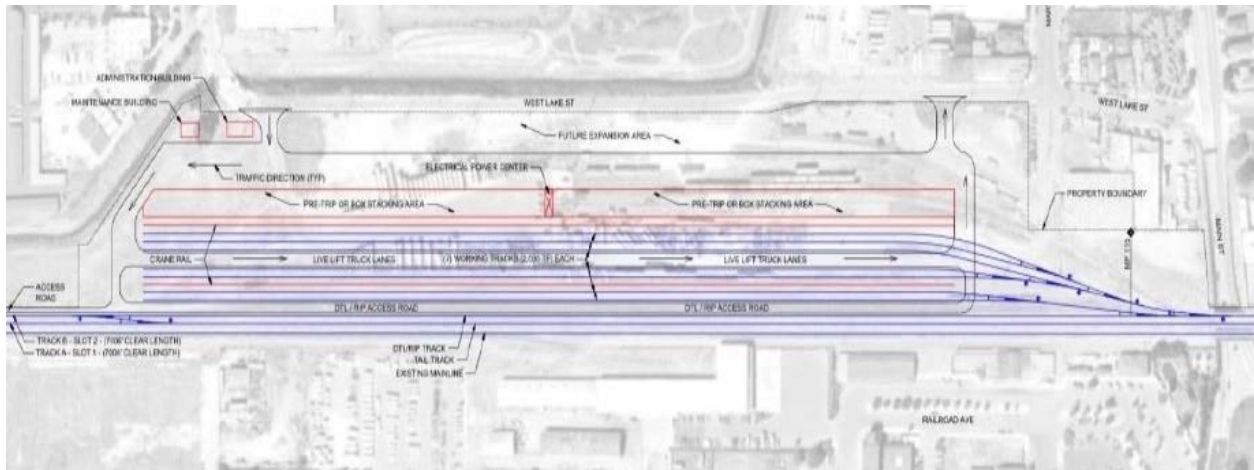
Staff recommends that the Council approve the attached Resolution. This would express support for the project described in this Staff Report, and provide staff direction to continue to work with Aurora Express International in the preparation of an application, as well as continue to conduct due diligence activities.

BACKGROUND:

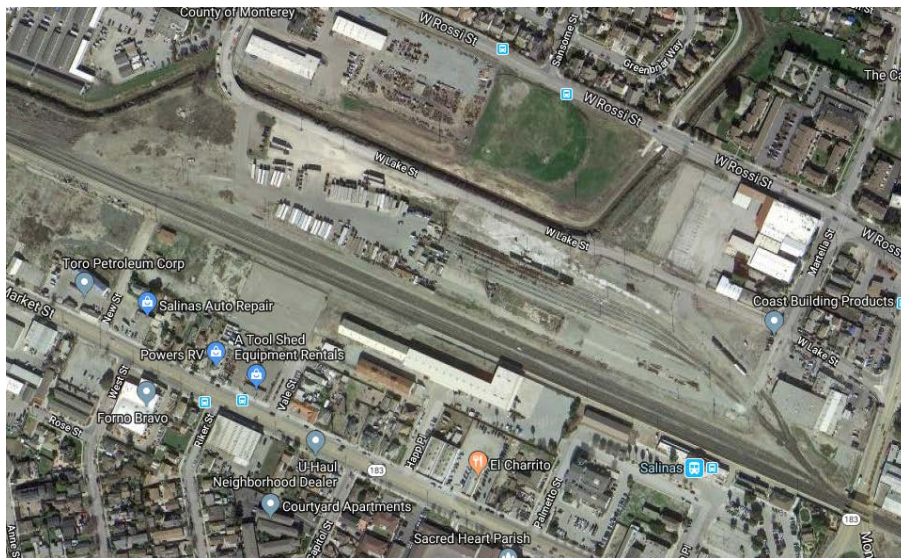
Prior to the advent of the interstate highway system, the primary means of transporting agricultural products to customers on the East Coast was by railroad. Throughout the City, a number of railroad spurs serving individual packing sheds were constructed, and development clustered around both sides of the Union Pacific Railroad which runs through the City. However, the shipment of goods by rail began to decline in the 1950's, and was almost totally replaced by truck traffic by the late 1980's. Some of the spurs constructed have since been removed; however, some still remain in place (though unused and mostly obsolete) in various locations throughout the City.

In 2014, the City of Salinas was approached by representatives of Aurora Express International regarding the potential development of an intermodal rail center in Salinas. The concept of the intermodal center would be to bring produce from processing/packing facilities to the intermodal rail facility by truck, and then load it onto a train. Due to changes in the rail and trucking industries, the business owners believe they can reduce the time and cost that it takes to ship produce across the country. The concept of locating one of these facilities in the region has been examined several times over the past few decades, with studies in 1995 and 2008 both finding that the development of such a facility would have positive benefits related to economic growth and the reduction of truck traffic in the region.

The desired site for this location would be on the north side of the main railroad track line, across from the Salinas Train Station and south of West Lake Street. This site is owned by Union Pacific Railroad, and includes a number of obsolete spur tracks from an intermodal center which has fallen out of use. The proposed project would include the removal of all existing tracks, installation of new tracks to serve the new intermodal facility, the installation of a large electric crane, and some minor administrative buildings, as noted on the site plan below:



The site is currently being used for outdoor storage, as noted in this aerial photograph:



Operationally, the business would employ a fleet of dray trucks that would transport shipping containers from processing/packing facilities and bring them to this site. The crane would then directly lift the container from the back of the truck and place them directly onto a railroad car. The cars would then be held on the tracks until the train is ready to transport them. The business anticipates one train trip per day. The projected number of jobs created would be 22 by 2020, increasing to 68 by 2024 if their projections prove accurate, with a mean compensation of \$27.39 per hour plus benefits.

At this point, the business represents that they have secured a lease from Union Pacific on the site, and have completed project design documents, and are now trying to secure financing for the project. The business has indicated that the total cost of start-up for this project is approximately \$101 million, including nearly \$79 million in equipment and slightly more than \$17 million in construction costs. To date, the business has secured about \$76 million through selling equity, acquiring debt, and personal resources. This leaves a gap of about \$25 million to complete the project.

There are several Federal grants available that can assist in the completion of this project. The business would be able to fund the remaining \$25 million balance through the use of a BUILD (Better Utilizing Investments to Leverage Development) from the Department of Transportation. The business has retained the services of a respected consultant, Seneca Group LLC, which specializes in transportation grants, to author the grant application. However, as a private company, Aurora Express International is not a permitted applicant for a BUILD grant. Therefore, Aurora Express International has requested that the City partner with them to submit the grant application.

ANALYSIS

The proposed grant application would be for approximately \$25 million, and would provide the last piece of funding necessary to move the project forward.

Benefits of Grant

Typically, the City would not submit a grant application on behalf of a private enterprise. However, in this case, the benefits of the operation would provide public benefits in addition to any benefits received by the business. For example, the money would allow for the redevelopment of a highly visible property suffering from substantial blight, and operations at the site would greatly reduce incidences of trespassing at the site. In addition, the project would result in the construction of new railroad infrastructure, which would be of value regardless of whether the business is successful.

Grant Submittal Costs

Aurora Express International is responsible for preparation of the grant application. The City's role would be to receive and review the application, and submit the application if it deems it to be acceptable.

City Match

Aurora Express International has secured all necessary funding from private sources to qualify for the project. The business is not requesting that the City contribute any funds to the project.

Ongoing Monitoring

As the grantee, the City would be responsible for any ongoing monitoring of the grant, including the distribution of funds to outside parties as necessary, and ensuring that any conditions are complied with. Because the exact requirements of the grant are unknown at this time, it is impossible to estimate those costs. However, Aurora Express International has agreed to reimburse the City for all of its costs in managing the grant, and has included a request for funds to administer the grant in the grant request. The City and Aurora Express International will enter into a written agreement to specify the nature of this compensation prior to accepting any grant award.

Risks

The greatest potential risk posed by this grant would occur if the grant agreement would include “clawback” provisions for non-performance, and either the business or another third party does not meet the grant’s performance requirements. A typical clawback provision requires the grantee to pay back some or all of a grant if certain conditions are not met. Although it is not known at this time whether the final grant agreement would include such a provision, given the size of the grant, if the City were to be required to pay back the entirety of this grant, the results could be catastrophic.

There are a number of provisions that will be put in place to prevent such an event from occurring. First, the City will carefully review any potential agreements to determine whether the conditions would pose a significant risk to City resources, and will not enter into any agreements unless those risks are satisfactorily mitigated. Second, Aurora Express International has agreed to purchase a surety bond from a reputable company in order to cover the City’s losses in the event of non-performance, and the cost of such a bond has been included in the project budget. Third, the money from the grant will be distributed on a reimbursement basis, so costs can be regularly monitored and funds withheld if any improper activity is detected.

CEQA CONSIDERATION:

The proposed project includes freight rail service on property owned by Union Pacific Railroad. Pursuant to the Federal Interstate Commerce Commission Termination Act of 1995, local and State regulations, including CEQA, are not applicable to this project.

STRATEGIC PLAN INITIATIVE:

The proposed grant would promote the Council Strategic Plan Initiatives of Economic Diversity & Prosperity (through job creation and the redevelopment of a blighted site) as well as Well-Planned and Excellent Infrastructure (by providing needed updates to the rail network within the City).

FISCAL AND SUSTAINABILITY IMPACT:

On balance, the grant should have a neutral or positive financial impact on the City. All City costs incurred by the City, including administrative overhead, will be reimbursed by the applicant. There are also potential increases in revenue created by the redevelopment of the site and increased employment. Prior to the acceptance of any grant award, staff will ensure that any risks to the City are negligible.

ATTACHMENTS:

Proposed Resolution

Draft Federal Grant Application Summary from Aurora Express International

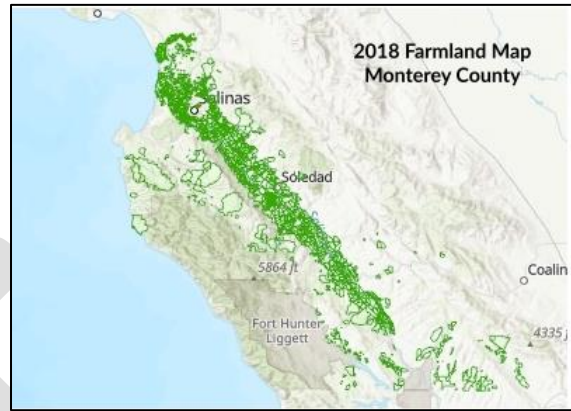
Job Forecast from Aurora Express International



Salinas, California Salinas Valley Perishable Freight Rail Terminal Federal Grant Application Summary

Freight Market Background

The Salinas Valley is in California's Central Coast, between the Gabilan and Santa Lucia Mountain ranges, in a rural, economically-distressed region of Monterey County. The Valley is an agricultural powerhouse, producing more than \$4.25 billion in economic output annually, generated from 393,315 cultivated acres of farmland.¹ Top crops include leaf lettuce, strawberries, head lettuce, broccoli, nursery stock, wine grapes, cauliflower, celery and spinach. More than 60% of America's entire lettuce production comes from the Valley. Historically, freight rail was key to produce shipping logistics. Outbound perishable shipments by rail reached an all-time high of 59,000 railcars in 1952 but by 1975 trucking dominated this transportation market. Today approximately 96% of all produce grown in Salinas is shipped by trucks, even to the most distant North American markets.



The Transportation Challenge

The present truck-based logistics generates two major challenges. The first comes from the externalities of trucking, which heavily impact the public in areas including safety and quality of life. From the start of the growing season in March/April to the end of November, thousands of truck trailers converge on the City of Salinas, creating significant congestion in the City and across regional roadways. The backbone of the Salinas Valley freight transportation network is US Route 101, a National Highway System STRAHNET route which bears a heavy share of these movements. More than 4,000 trucks per day utilize the roadway network during peak season, with most of the outbound loads destined for East Coast produce wholesalers and retailers. US 101 carries most of these loads, either north or south from the Salinas Valley, to reach the nearest connections to the National Freight Highway Network. These heavy volumes cause road damage (impacting state of good repair and life cycle costs), severe congestion, accidents, and air pollution. The second challenge is to economic competitiveness and falls heavily on industry, workers and consumers: rapidly rising logistics costs. Long-haul truck rates have recently reached all time highs. Rising fuel costs, a shrinking workforce of long-haul drivers, and new government requirements are contributing to drive truck rates upwards. The agriculture industry in the Salinas Valley acts as one of the primary economic engines in the production of fresh produce for the local economy, the U.S. and for California. Keeping it efficient, vital and competitive is of utmost importance to the region.

Local Mobilization and Genesis of the Proposed Project

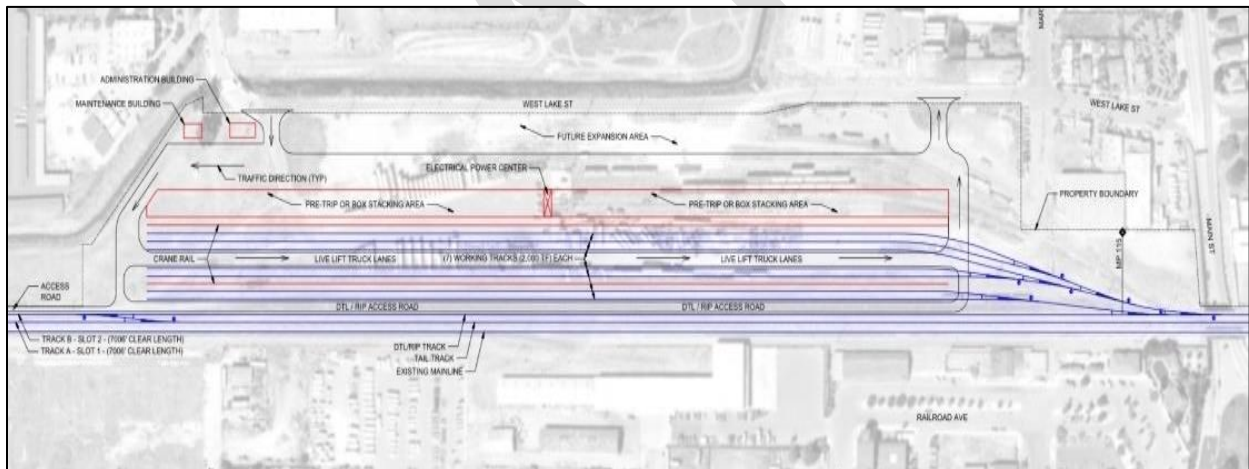
Local government and agricultural shippers have been working together to find alternative methods to meet perishable freight transportation needs and address these challenges. A feasibility study completed by AMBAG (Association of Monterey Bay Area Governments), and an additional study commissioned by the local Grower-Shipper Association, revealed that rail could be an economically viable shipping option, there was desire of the grower-shipper community to support shipping by rail, and that a facility dedicated to transportation of perishable

¹ Monterey County Farm Bureau: <http://montereycfb.com/index.php?page=facts-figures-faqs>

freight by rail was both viable and necessary. The studies also brought to light the severe impact of the significant number of trucks leaving the Salinas Valley on air quality, roadway conditions and maintenance, safety and overall quality of life in this region.

The Salinas Valley Perishable Freight Rail Terminal – Basis of Design

The proposed new terminal will be located on an existing 25-acre industrial site within the City of Salinas. This site is an underutilized intermodal rail yard that is presently operating seven days a week and owned by the Union Pacific Rail Road. The new facility is designed to load 53' refrigerated containers from truck to rail and vice versa. The flow of goods through the terminal will begin with field harvests that are drayed by truck from farm fields across the Valley to local processing centers known as "coolers," where the produce is prepared and packed for shipping. The product will be drayed in the containers from coolers to the new terminal, where they will be loaded on dedicated unit trains of double-stack well cars. The transfer of the containers between trucks and trains will be done using an innovative technology, a highly efficient electric, rail-mounted wide-span crane. The trains will be operated by the Union Pacific Rail Road, transporting the containers between trucks and trains will be done using an innovative technology, a highly efficient electric, rail-mounted wide-span crane. The trains will be operated by the Union Pacific Rail Road, transporting the containers to distribution points for the major markets of the Midwest, East Coast and Southern regions of the U.S. After unloading at their destination, the containers will be returned to Salinas by unit train, including returned packing materials and potential backhaul cargoes. The returned containers will be cleaned, sanitized and serviced at the Terminal for their next cycle. The service will operate seven days a week. The first service will be to Rochelle, IL beginning with trains every other day. By year two of operations daily rail service will be shifting more than 37,400 annual truck trips of more than 2,000 miles across the nation's highways to far more efficient, less polluting and safer rail transport.



Plan view of proposed facility



Section view of ramp and widespan crane

Project Scope of Investments and Plan of Finance

The estimated cost to complete the project is \$103 million. Of this \$66 million will be for acquisition of the fleet of new 53' refrigerated containers. The balance of the \$37 million in costs will cover: removal of old track and relocation of current yard operations; sitework and utilities; new yard and receiving and departure tracks; facility roads, lots and pads for truck lanes and container stacks; construction of the administration and maintenance buildings; container handling equipment, including the wide-span cranes; a switching locomotive, and; terminal administration and operations management information systems. The plan of finance is centered around commitments of \$78 million in non-federal funds from a consortium of private partners including the container owner/lessor, the project developer, and equity investors. Due to the strong public benefits that will be created by this facility, AEI is seeking a federal grant of \$25 million through the US Department of Transportation's BUILD Program to enable this innovative partnership project to proceed. The BUILD funds will be used to pay for portions of the railroad and intermodal infrastructure and equipment. The operating revenue from the facility will be sufficient to maintain the assets in a state of good repair for the full life cycle of the assets.

Project Status, Schedule and Permitting

Final design is planned for completion in Q1 of 2019. Construction can be completed by Q4 of 2020, enabling operations to begin by January of 2021. In the case of an award of federal funds the NEPA classification of this project is expected to be a Categorical Exclusion, which must be approved by the Federal Railroad Administration prior to execution of any grant agreement. A waiver of federal Buy America requirements will be necessary for the widespan cranes, a technology that is no longer manufactured in the US. No property acquisitions will be required for the development and operation of the facility or the rail service.

Project Parties and Points of Contact

Commercial developer, AEI (Aurora Express Intermodal) is working closely with The City of Salinas, The Union Pacific Rail Road and the grower-shipper community on the plan to rehabilitate and develop the existing yard into the new terminal. The pre-development, development, rehabilitation and construction will be managed by the developer, working in partnership with the Union Pacific Rail Road. After completion, the terminal shall be privately owned and operated.

Amme Salomon
Project Manager/Director of Operations
Aurora Express Intermodal
amme@auroraexpressintermodal.com



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **Salinas Rail Extension project update**

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Extension project.

SUMMARY:

Activities on the Salinas Rail Extension project since the last update on September 10, 2018 include progress toward structure demolition, resubmittal of various permits for the project, and meetings on utility relocation.

FINANCIAL IMPACT:

The capital cost of the Rail Extension to Monterey County 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 final design and right-of-way acquisition under the adopted state environmental clearance.

TAMC submitted an application for \$11.2 million in State Transportation Improvement Program (STIP) for construction of Package 1 to the California Transportation Commission (CTC). The Commission will consider the request at their December 5 CTC meeting. Upon allocation, TAMC has six months to get the funds under contract.

DISCUSSION:

Structure Demolition

The demolition of structures at the Salinas train station has been delayed by the need for PG&E to disconnect gas and electric service to the structures and remove meters and transformers prior to demolition work. Those disconnects and removals are complete as of October 19.

Bowen Engineering, the demolition contractor, originally submitted a Water Pollution Control Program (WPCP) to the State Water Board in August in application for an erosivity waiver. However, the State Water Board directed Bowen that as the demolition project (0.6 acres) was part of a larger project (8 acres), that the project sponsor was required to submit a full Stormwater Pollution Prevention Plan (SWPPP) in application for a Construction General Permit. TAMC submitted a SWPPP to the State Water Board on October 16. This Plan governs how stormwater pollution is prevented during the construction phase of the project.

The demolition team is expected to mobilize on October 22 to complete abatement of hazardous materials, including asbestos, lead-containing paint, and universal waste (e.g., fluorescent lights and mercury thermostats). Structure demolition is expected to begin on October 24 and be completed by the first week of December.

City of Salinas

TAMC and City staff met on September 13 and October 15 to discuss demolition of structures, utility relocation, and permits needed to proceed with construction of Package 1: the extension of Lincoln Avenue across Market Street (State Route 183) to provide signalized access, parking and circulation improvements. TAMC submitted to the City a revised Stormwater Control Plan, which governs how the project takes stormwater runoff into consideration with design elements such as bioswales. TAMC is also recommending a reimbursement agreement to the TAMC Board on December 5, so that the City's storm drain and sanitary sewer project would include elements within Caltrans right-of-way that otherwise would have been connections from the project to the City's relocated storm drain pipes. The rail project final plans still include minor relocations of PG&E gas and electric lines, pending resolution of the City's goal of relocating PG&E into Lincoln Avenue.

Caltrans

TAMC resubmitted the encroachment permit application to Caltrans on October 9. The new permit is revised to delete elements from the previous application that led Caltrans to reject it. Instead, the new permit (and thus the project) includes only the following elements within the Caltrans-owned State Route 183 right-of-way:

- Remove sidewalk and curb for construction of the north extension of Lincoln Avenue,
- Relocate water mains,
- Remove center median on eastbound Market Street and replace with left-hand turn lane,
- Modify the existing traffic signal at Lincoln Avenue as a four-way intersection, including adding pedestrian push buttons,
- Construct sidewalk, curb, and accessible ramp improvements at Lincoln Avenue, Station Place, and at the entry to the parking lot,
- Construct the north extension of Lincoln Avenue,
- Stripe for northbound through lane on Lincoln Avenue, and
- Install striping, including crosswalks, and signage.

Caltrain

TAMC staff attended the Caltrain Joint Powers Board meeting on October 4, when the Board received a special presentation on the Caltrain Business Plan and discussed establishing a new fare policy. On

slide 22 (of 51) slides for the Business Plan presentation, "Monterey County Rail Service" is listed under "Building Blocks for a 2040 Service Vision", "Connecting Services", "Explorations". The agendas and presentations for these meetings are available online as a web attachment. Staff also participated in the Caltrain Business Plan Stakeholder Advisory Group meeting on October 23.

Staff will provide a verbal update on all activities at the meeting.

WEB ATTACHMENTS:

- [Caltrain Joint Powers Board meeting agendas and presentations \(October 4, 2018\)](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: Rail Network Integration Study

RECOMMENDED ACTION:

RECEIVE update on the rail network integration study.

SUMMARY:

The rail network integration study will lay the groundwork for implementing the State Rail Plan on the Central Coast. TAMC staff will bring a Request for Proposals to the December 5 Board meeting.

FINANCIAL IMPACT:

On October 18, 2018, the CTC awarded TAMC \$500,000 in Transit and Intercity Rail Capital Program (TIRCP) funds to do a network integration study.

DISCUSSION:

The rail network integration study will address:

- Development of improved connections to the proposed extension of passenger rail from the San Francisco Bay Area to Salinas with other rail and transit services;
- Planning related to infill stations at Pajaro/ Watsonville and Castroville;
- Integration with statewide fleet planning requirements and opportunities;
- Low income community benefits;
- Disadvantaged community benefits; and
- Integrated ticketing, as part of a larger statewide effort.

This study supports Package 3 of the Monterey County Rail Extension project, for track access rights on the Salinas-Gilroy corridor and preparing for funding applications for stations at Pajaro/ Watsonville (for connectivity to Santa Cruz county) and at Castroville (for connectivity to the Monterey Peninsula).



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **2019 Legislative Program**

RECOMMENDED ACTION:

RECEIVE and **COMMENT** on draft 2019 Legislative Program.

SUMMARY:

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

FINANCIAL IMPACT:

The recommended action has no direct financial impact.

DISCUSSION:

The draft 2019 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2019 legislative session. **Attached** is the draft 2019 legislative program.

Items of particular interest to this Committee include:

State:

- 2S: Pursue funding for passenger rail.
- 5S: Promote transit-oriented development, alternative commutes and multimodal transportation.

Federal:

- 3F: Streamline federal rail funding.
- 4F: Support funding for Amtrak.

The Executive Committee discussed this draft 2019 legislative program on October 3, 2018, and on October 24, 2018, the Board approved releasing it to Committees for input. The Technical Advisory

Committee will review the draft on November 1, 2018 and the Bicycle and Pedestrian Facilities Advisory Committee will review it on November 7, 2018. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program on January 9, 2019, the final program will come back to the Board on January 23, 2019 for adoption.

ATTACHMENTS:

- Draft 2019 Legislative Program



DRAFT 2019 Legislative Program: State Priorities

- 1S. Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Support a consistent definition of “disadvantaged communities” among all funding programs to ensure that investments reflect economic and rural area considerations.
- 4S. Monitor efforts to modernize efficiency standards relating to farebox recovery ratios under the Transportation Development Act and coordinate with the Monterey-Salinas Transit District to ensure efficiency standards do not compromise existing service.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, multi-modal transportation, and active transportation projects.
- 6S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



DRAFT 2019 Legislative Program: Federal Priorities

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: Certificate of Appreciation for Chair Kimbley Craig

RECOMMENDED ACTION:

PRESENT Certificate of Appreciation to Chair Craig.

SUMMARY:

The Committee wishes to recognize Chair Kimbley Craig for her eight years on the Committee, two years as Vice Chair and two years as Chair.

FINANCIAL IMPACT:

None.

DISCUSSION:

Chair Craig has traveled far and wide to champion expanded passenger rail service in the Monterey Bay Area, representing the Transportation Agency for Monterey County at the regional, state and federal levels, and helping to seek and secure funding for rail projects in the region.

Recognizing her achievements, the Committee will present Chair Craig with a Certificate of Appreciation at the meeting.

ATTACHMENTS:

- Certificate of Appreciation: Kimbley Craig

CERTIFICATE OF APPRECIATION ***for***

THE HONORABLE KIMBLEY CRAIG TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEMBER REPRESENTING THE CITY OF SALINAS

WHEREAS, Kimbley Craig has represented the citizens of Salinas on the Transportation Agency Board of Directors for eight years, as a champion for increased transportation funding and support for investment in critical regional transportation projects;

WHEREAS, Kimbley Craig took on a leadership role with the agency, having served on the Agency's Executive Committee for six years and as the Agency Chair in 2015;

WHEREAS, Kimbley Craig served on the Rail Policy Committee for eight years, as Vice Chair from 2014 to 2016 and Chair from 2016 to 2018, as an enthusiastic advocate of bringing new passenger rail service to the City of Salinas;

WHEREAS, Kimbley Craig has traveled far and wide to champion expanded passenger rail service in the Monterey Bay Area, representing the Transportation Agency for Monterey County at the regional, state and federal levels, and helping to seek and secure funding for rail projects in the region;

NOW, THEREFORE, BE IT DECLARED on this 5th day of December, 2018, that the Transportation Agency for Monterey County sincerely appreciates the work of Councilmember Kimbley Craig for improving regional transportation in Monterey County.

John Phillips, Chair
Transportation Agency for Monterey County

Debra L. Hale, Executive Director
Transportation Agency for Monterey County



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **Correspondence**

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [October 4, 2018 letter from Denise Estrada to Salinas City Council, re: trees at the Salinas Rail site](#)
- [October 8, 2018 letter to Susan Bransen, Executive Director, California Transportation Commission, re: Rail Extension to Monterey County: Allocation Request - Delay to December](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: Reports

RECOMMENDED ACTION:

RECEIVE reports attached online.

WEB ATTACHMENTS:

- [American Public Transportation Association Policy Brief, "Public Transit is Key Strategy in Advancing Vision Zero, Eliminating Traffic Fatalities"](#)
- [Capitol Corridor Joint Powers Authority monthly report for August 2018](#)
- [Capitol Corridor Joint Powers Authority monthly report for September 2018](#)
- [Federal Railroad Administration Report to Congress: "Railroad's Progress towards Implementation of Positive Train Control Systems", July 1, 2018](#)
- [Salinas City Council staff report, "Freight Building Improvements at 1A Station Place, for the California Welcome Center, Project No. 9265", September 4, 2018](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2018
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

WEB ATTACHMENTS:

- [August 20, 2018 article in Passenger Transport, "TAMC Breaks Ground for Salinas Rail Extension"](#)
- [August 23, 2018 article in Railway Track & Structures \(RT&S\), "FRA: Q2 2018 PTC data shows significant improvement"](#)
- [August 31, 2018 article in City Lab, "Why did America give up on Mass Transit? \(Don't blame cars.\)"](#)