

AGENDA

TAMC RAIL POLICY COMMITTEE

Monday, October 3, 2016
3:00 PM

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

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: Potter (Chair), Craig (Vice-Chair), Armenta, Bodem, Chavez, Delgado, Parker, Phillips, Rubio, LeBarre, 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 Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. 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 August 1, 2016 Rail Policy Committee meeting.

- Murillo

3.2. RECOMMEND the Board of Directors approve a Memorandum of Understanding among the Transportation Agency for Monterey County, the

City of Salinas, and Monterey-Salinas Transit, regarding the Salinas Intermodal Transportation Center expansion.

- Watson

Over the past several years, the Salinas Intermodal Transportation Center Steering committee has developed a comprehensive Memorandum of Understanding to govern the next steps on the development of the train station.

- 3.3. RECEIVE report from the American Public Transportation Association Rail Conference.

- Watson

On June 20-22, Principal Planner Christina Watson attended the APTA Rail Conference in Phoenix, Arizona.

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

-Wright

The 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 and Board members to submit nominations, which are due by December 2, 2016. The awards ceremony will take place during the regular January 2017 Transportation Agency Board meeting.

END OF CONSENT AGENDA

4. RECEIVE presentation from the High Speed Rail Authority.

- Watson/Preston

Guy Preston, Regional Delivery Manager, High Speed Rail Authority, will present an update on the status and timeline of the High Speed Rail project. Staff will discuss opportunities for connections to the Central Coast and the Monterey Bay Area.

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

- Watson

Progress since the last update to the Committee about the Coast Daylight on

August 1, 2016, includes a Policy Committee meeting and visioning session on August 11 and a Technical Committee meeting on September 16.

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

-Watson

Progress since the last update to the Committee about the Salinas Rail Extension project on August 1, 2016, includes discussions with the Capitol Corridor, Caltrans and the California State Transportation Agency.

7. **RECEIVE** the Transportation Agency's draft Relocation Plan for the Salinas Rail Extension project, and **PROVIDE** comments.

- Zeller

The Transportation Agency has authorized the preparation of a Relocation Plan to be undertaken in connection with the Salinas Rail Extension project. The project may require the acquisition of real property and relocation of residential and business occupants and personal property in the City of Salinas.

8. **CLOSED SESSION:**

REAL ESTATE ACQUISITIONS. Pursuant to Government Code section §54956.8, confer with agency staff concerning the acquisition of properties for the Salinas train station.

RECONVENE in open session and report any actions taken

- Zeller / Watson

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, November 7, 2016

3:00 p.m.

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

**If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
by Tuesday, October 25, 2016
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.** June 2016 Capitol Corridor Monthly Performance Report.
- C 2.** July 2016 Capitol Corridor Monthly Performance Report.
- C 3.** August 2016 Capitol Corridor Monthly Performance Report.
- C 4.** August 9, 2016 article on KXTV, “New late-night, westbound departures from Capitol Corridor”.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: October 3, 2016
Subject: **RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of August 1, 2016 Rail Policy Committee meeting.

ATTACHMENTS:

- ▣ RPC minutes - August 2016

Transportation Agency for Monterey County
55-B Plaza Circle - Salinas, California 93901-2902
(831) 775-0903 - FAX (831) 775-0897 - www.tamcmonterey.org

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of August 1, 2016
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas

	JUNE 15	AUG 15	SEP 15	NOV 15	JAN 16	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16	AUG 16
F. Armenta, Dist. 1 (J. Martinez)	P	C	P	P	P	P(A)	P(A)	C	C	E	-
J. Phillips, Dist. 2 (J. Stratton , C. Link)	P(A)	A	P(A)	P(A)	P(A)	P(A)	P(A)	A	A	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	P(A)	N	P(A)	P(A)	P(A)	P(A)	P(A)	N	N	P(A)	P(A)
D. Potter, Dist. 5, Chair (K. Lee , J. Mohammadi)	P	C	P(A)	P	P(A)	P	P	C	C	P(A)	P
B. Delgado, Marina (F. O'Connell)	-	E	-	P	P	-	P	E	E	P	P
E. Smith, Monterey (R. Deal)	P	L	-	P	E	P	P	L	L	P(A)	E
K. Craig, Salinas, Vice Chair (R. Russell, J. Serrano)	P	L	P	P(A)	P	-	P(A)	L	L	P(A)	P
T. Bodem, Sand City (L. Gomez)	-	E	P	P	E	-	-	E	E	P	P
R. Rubio, Seaside (I. Oglesby)	E	D	P	P	P	P	P	D	D	P(A)	P
A. Chavez, Soledad (F. Ledesma)	E		P	P	P	P	P			E	P
M. Twomey, AMBAG (H. Adamson)	P(A)		-	-	P(A)	-	P(A)			P(A)	-
O. Monroy-Ochoa, Caltrans District 5	-		-	-	E	-	-			-	-
C. Sedoryk, MST (H. Harvath, L. Rheinheimer)	-		P(A)	P(A)	P(A)	P(A)	-			P(A)	-
B. Sabo, Airport (R. Searle)	-		-	-	-	-	-			-	-
STAFF											
D. Hale, Exec. Director	E		P	P	P	P	E			P	P
T. Muck, Deputy Exec. Director	P		P	P	P	P	P			P	P
C. Watson, Principal Transp. Planner	P		P	P	P	P	P			P	P
A. Green, Transp. Planner	-		-	-	-	-	-			-	-
M. Zeller, Principal Transp. Planner	E		P	E	P	P	P			P	P
H. Myers, Sr. Transp. Engineer	-		-	P	-	-	P			P	-
V. Murillo, Asst. Transp. Planner	P		P	P	P	P	P			P	P
E – Excused VC – Video Conference P(A) – Alternate TC – Teleconference											

1. QUORUM CHECK AND CALL TO ORDER

Chair Potter called the meeting to order at 3:05 p.m. A quorum was established.

OTHERS PRESENT

Andy Cook	Caltrans Division of Rail and Mass Transportation	Mike LeBarre	King City councilmember
Erich Friedrich	AMBAG	Eric Petersen	Salinas resident
Grant Leonard	TAMC staff	McGregor Eddy	Salinas Californian columnist

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Delgado/Craig

3.1 Approved minutes of the June 6, 2016 Rail Policy Committee meeting.

Rubio abstained

3.2 Recommended that the Board approve a change to the Agency bylaws to allow for a second Rail Policy Committee representative from South Monterey County

END OF CONSENT AGENDA

4. 2018 CALIFORNIA STATE RAIL PLAN

The Committee received a presentation on the 2018 California State Rail Plan.

Andy Cook, Chief, Rail Planning Branch, Caltrans Division of Rail and Mass Transportation, presented on the draft 2018 California State Rail Plan. He noted that Caltrans is developing the 2018 California State Rail Plan over the next year, with input from all the stakeholder rail agencies, including TAMC. He noted that Caltrans prepares the Rail Plan on a 4-year schedule based on state and federal guidelines and requirements. The 2018 Rail Plan establishes a vision for long-term State passenger rail investments. The Plan is focused on developing a multimodal and integrated rail network with synchronized train schedules, ticketing and marketing. The Plan includes separate sections for passenger and freight rail, including a near-term four year program of projects, a 10-year interim program, and a long-term “vision” with a 2040 horizon year.

Mike LeBarre, City of King City Councilmember, asked what the City of King and Soledad can do to be more involved in the development of the 2018 Rail Plan. Mr. Cook said that cities can be active participants through TAMC.

Committee Member Delgado asked about funding for regional through service between Monterey and Santa Cruz. Chair Potter commented that “wharf to wharf” service is a regional rail connection that TAMC has discussed for years. Mr. Cook said that the 2018 Rail Plan lays out a framework to guide investments of future funding, and noted that the Plan is not financially constrained. Committee Alternate Markey asked if the 2018 Rail Plan includes an examination of the costs to lay new tracks. Mr. Cook said that the Plan includes a capital investment analysis, and includes planning level cost estimates and will describe the funding availability.

Chair Potter noted that he appreciates the inclusion of rail connectivity for service in the Central Coast in the 2018 Rail Plan, and pointed out the lack of passenger rail connectivity for the Central Coast. Chair Potter also expressed the need for State funding for Central Coast rail service, and the need for the State to take a lead role in negotiations with Union Pacific. Mr. Cook noted that the State will be a more active player in rail service planning, and noted that the State sees rail service to the Central Coast as important.

5. **SALINAS RAIL EXTENSION PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that as reported at the June Committee meeting, the Capitol Corridor Joint Powers Authority (CCJPA) is in the midst of a paradigm shift governing the planned expansion from seven to eleven round trips between Oakland and San Jose. She noted that the plan to add new train trips has been deferred, pending funding for right of way improvements to increase tracks capacity between Oakland and San Jose and provision of dedicated passenger rail tracks on the Coast line. Ms. Watson noted that staff continue to coordinate with CCJPA and Caltrans to consider options for service expansion. Ms. Watson reported that design work continues for the improvements at the Salinas station.

Mike Zeller, Principal Transportation Planner, reported on the progress in property acquisition at the station. Chair Potter asked if hazmat studies have been conducted at the Salinas station. Ms. Watson said that hazmat studies had been conducted at the station, and that cleanup would be built into property acquisition agreements. Chair Potter noted that the State needs to view Capitol Corridor service to Salinas as a statewide issue.

6. **COAST DAYLIGHT UPDATE**

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

Christina Watson, Principal Transportation Planner, noted that the Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordination Council (CRCC), to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. She noted that the CRCC would be holding a visioning session in Monterey on August 11.

Mike LeBarre, King City councilmember, said that rail service is needed in the South County cities, and noted that Fort Hunter Liggett and Pinnacles National Park service also needs to be considered. Chair Potter noted that transportation options in the region are limited, and rail service to the region is a crucial element for regional mobility options.

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

Ms. Watson announced that the next Committee meeting would be on October 3rd.

Mike LeBarre, King City councilmember, thanked the Committee for recommending that the Board approve adding a second South County representative to the Committee.

8. **ADJOURN**

Chair Potter adjourned the meeting at 3:58 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: **Salinas Intermodal Transportation Center Memorandum of Understanding**

RECOMMENDED ACTION:

RECOMMEND the Board of Directors approve a Memorandum of Understanding among the Transportation Agency for Monterey County, the City of Salinas, and Monterey-Salinas Transit, regarding the Salinas Intermodal Transportation Center expansion.

SUMMARY:

Over the past several years, the Salinas Intermodal Transportation Center Steering committee has developed a comprehensive Memorandum of Understanding to govern the next steps on the development of the train station.

FINANCIAL IMPACT:

The capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) is estimated at a total of \$70 million, including funds already expended on planning, environmental, and right-of-way to date. The Kick-Start project is now fully funded and proceeding with design and right-of-way acquisition under the adopted state environmental clearance.

DISCUSSION:

During the environmental review and planning of improvements around the Salinas Intermodal Transportation Center, TAMC staff held regular meetings with the Steering Committee, comprised of Agency staff and staff from the City of Salinas, Monterey-Salinas Transit, and Caltrans District 5. Now that the project is at 75% design, the draft Memorandum of Understanding is ready for approval by the three responsible agencies (TAMC, Salinas and MST). TAMC is also coordinating with Caltrans on the encroachment

permit for changes to the State Route 183 (Market Street) and the extension of Lincoln Avenue.

This MOU (online as a **web attachment**) contemplates the project elements and responsibilities for each element:

- TAMC is the project sponsor and the rail agency for the County. As such, TAMC is responsible for:
 - Environmental review: state environmental review is complete for the full buildout of the project, and the Kick-Start project is proceeding under that approval; federal environmental review has been initiated for future phases of the project;
 - Project design, now at 75% for the Kick-Start project;
 - Assembling the right-of-way, now in progress;
 - Constructing the improvements; and
 - Maintaining the train layover facility.
- The City of Salinas is the current owner of the station and will be the owner-operator after construction of the entire station area, including the station and freight buildings, Lincoln Avenue and other associated roads, and the parking areas. Prior to and during construction, the City is also responsible for enforcing their agreements with utilities for any necessary relocations in the project area, and assisting TAMC with stormwater permit requirements.
- Monterey-Salinas Transit will not own any of the land, but is committed to providing bus service to the station to connect with future rail service. The station has been designed based on input from MST.

Staff requests the Committee recommend Board approval of the draft MOU. If the TAMC Board approves this MOU at its October 26 meeting, the MOU will go to the MST Board on November 14 and to the Salinas City Council on November 15.

WEB ATTACHMENTS:

[Draft Salinas ITC MOU](#)

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: **American Public Transportation Association Rail Conference**

RECOMMENDED ACTION:

RECEIVE report from the American Public Transportation Association Rail Conference.

SUMMARY:

On June 20-22, Principal Planner Christina Watson attended the APTA Rail Conference in Phoenix, Arizona.

FINANCIAL IMPACT:

The Rail Conference registration and travel were covered by local funds designated for travel and training in the budget.

DISCUSSION:

This was an excellent networking opportunity with rail experts and transportation officials from around the country. For all rail modes – urban, commuter, high-speed, and intercity – this technical conference features sessions on technology, operations, maintenance, safety and security, planning finance, capital projects, and workforce development. Sessions Ms. Watson attended this year included:

- **Opening General Session: Where Public Transportation Goes, Community Grows**
This welcome session highlighted the importance of transit to communities and to Phoenix in particular, where light rail is very successful and expanding.
- **Positive Train Control (PTC) Implementation and Operation**
PTC is a special challenge for railroads, with funding not the least of the issues. Speaker discussed lessons from the field on PTC implementation and operation.
- **General Session: U.S. Department of Transportation Update**
The new acting Federal Transit Administration (FTA) Administrator, Carolyn Flowers,

talked about how the U.S. DOT is preparing to meet the challenges of the next 30 years, dealing with aging infrastructure and growing demand, investing in workforce development and new technologies, and the FTA's safety role.

- **Mega Capital Projects**

Speakers presented issues pertaining to project delivery, construction management, fire & water protection, and automation for “mega” capital projects.

- **Valley Metro Technical Tour: Transit Oriented Development Tour**

This tour demonstrated how infill and adaptive reuse projects are taking advantage of the opportunities along the Valley Metro Rail line light rail corridor, addressing urban sprawl and land use issues in the Phoenix area.

- **Funding, Finance, and Partnering Strategies for Public Transportation**

This session discussed revenue sources and financing tools including naming rights, public-private partnerships and local funding options.

- **General Session: Investment Needs at America's Rail Systems**

Nuria Fernandez, Santa Clara Valley Transportation Authority (VTA) General Manager, moderated a panel of transit agency CEOs to discuss revenue gaps that result when identified investment needs outpace available funding. The national state-of-good repair backlog exceeds \$86 billion, and is increasing each year. The panel stressed the urgent need for federal and other investments in the rehabilitation and maintenance of transit and passenger rail systems, and the need to keep these systems reliable, efficient, safe, and secure.

- **New and Improved Intercity & High-Speed Corridors**

The panel discussed how to plan for, develop, and implement new and improved high-speed and higher-speed passenger rail service. Topics included transitioning management of intercity operations from Amtrak to a regional agency and negotiating with corridor owners about acquisition of rights to own or use their corridors.

- **International Lessons in Intercity & High-Speed Rail and Application to the U.S.**

This session provided information on how high-speed rail programs have been initiated & integrated into existing conventional intercity and urban transit networks, including urban commuter, and regional rail systems. Discussions included how Spain, Germany and Switzerland planned and developed systems and the improvements underway to make passenger rail a viable and competitive option in a variety of corridors. Chad Edison, Deputy Secretary for Passenger Rail, California State Transportation Agency (CalSTA), presented the network integration strategies proposed for the next Statewide Rail Plan.

- **Closing General Session: On Track for the Future**

Michael Rogers calls himself a “practical futurist”. He is a technology pioneer, author, a journalist, who spoke engagingly about how transportation is changing in the face of technological upgrades, demographic changes, and sustainability. He addressed:

Technology: the “sharing economy”, internet connectivity, the “internet of things”,

iWatch and Google Glass, and “smart infrastructure”.

Demographics: transportation preferences of millennials and “post millennials” (telecommuting and virtual meetings) and the increase in “extreme commuters” (over 90 minutes spent commuting per day).

Sustainability: climate change and the resource demands associated with economic growth, technology improvements, and population increases.

- **FTA Workshop: Capital Investment Grants Program**

Although TAMC is not in the pipeline for this grant (formerly known as “New Starts”), M Watson attended to see what changes the new federal authorization bill has wrought. Of relevance is the increase in the Small Starts project cost limit to \$300 million seeking up to \$100 million in CIG funds, and no longer requires weekend service. The program now also allows joint commuter and intercity projects.

Videos are available on the conference website, <http://www.apta.com/mc/rail/Pages/default.aspx>. In-depth reports on specific topics can be found here: <http://www.tcrponline.org/SitePages/rail-conference.aspx>.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: TAMC Rail Policy Advisory Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: October 3, 2016
Subject: **Transportation Excellence Awards**

RECOMMENDED ACTION:

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

SUMMARY:

The 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 and Board members to submit nominations, which are due by December 2, 2016. The awards ceremony will take place during the regular January 2017 Transportation Agency Board meeting.

FINANCIAL IMPACT:

There are no costs associated the presentation of the awards except those incurred to print and frame the certificates.

DISCUSSION:

The 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; or
- Successful efforts to improve transit services and encourage the use of alternatives to driving alone.

Committee and Board members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County. Staff will be vigorously promoting this appreciation program by a mass mailing, press releases and follow-up Board reports. The nomination form is attached 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 noon, December 2, 2016. The Transportation Agency Executive Committee will select the award recipients at its January meeting.

ATTACHMENTS:

- Transportation Excellence 2016 Nomination Form

Transportation Agency for Monterey County
55-B Plaza Circle - Salinas, California 93901-2902
(831) 775-0903 - FAX (831) 775-0897 - www.tamcmonterey.org

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 2, 2016** 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>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: **High Speed Rail Project Update**

RECOMMENDED ACTION:

RECEIVE presentation from the High Speed Rail Authority.

SUMMARY:

Guy Preston, Regional Delivery Manager, High Speed Rail Authority, will present an update on the status and timeline of the High Speed Rail project. Staff will discuss opportunities for connections to the Central Coast and the Monterey Bay Area.

FINANCIAL IMPACT:

Staff time to attend High Speed Rail meetings is included in the budget for the rail program.

DISCUSSION:

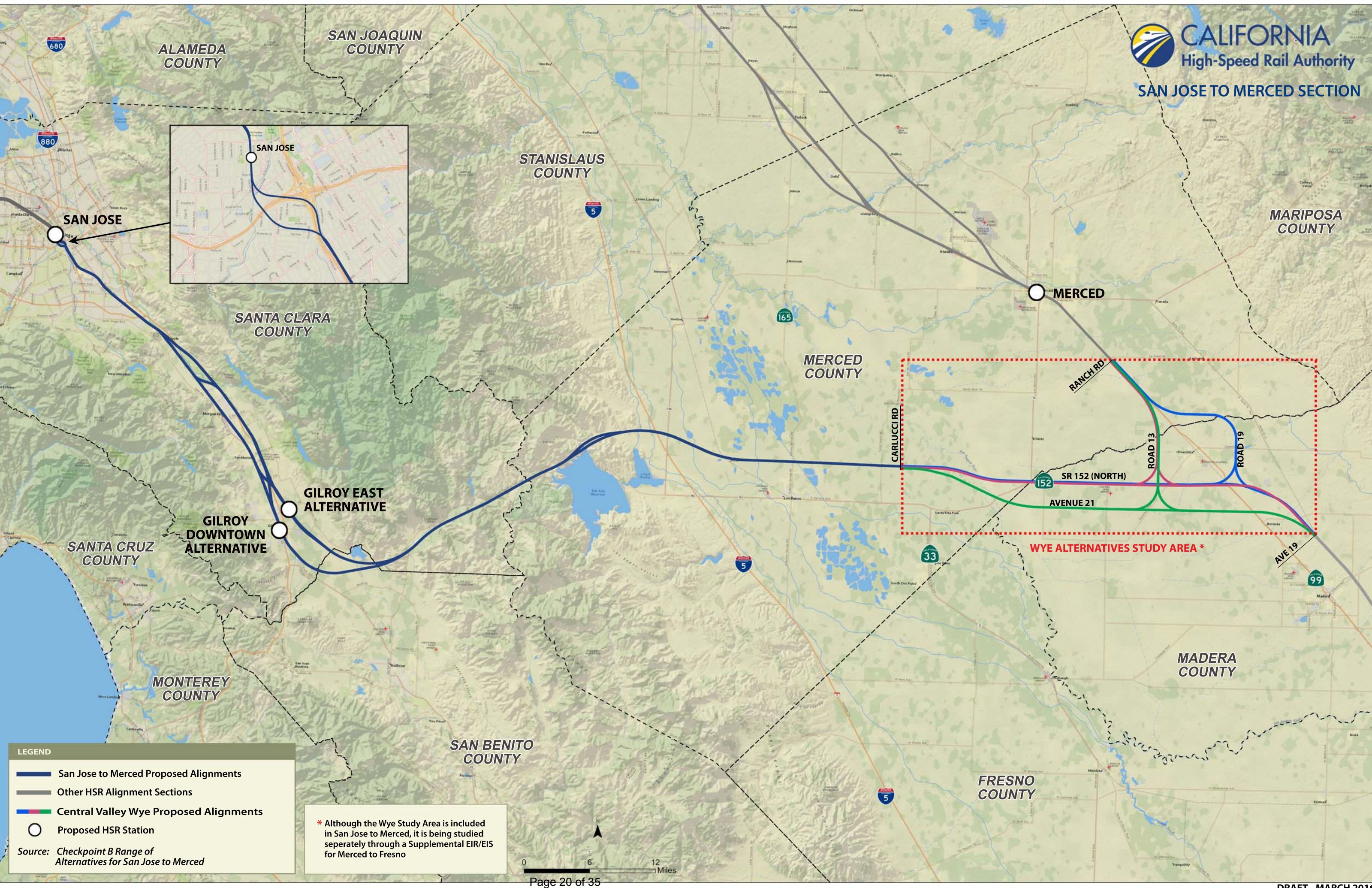
On February 4, 2013, Ben Tripousis, Northern Regional Director, High Speed Rail Authority, attended the RPC meeting and introduced himself as the new Policy Director for Northern California for the High Speed Rail Authority, responsible for the San Francisco to Merced, Los Angeles to San Diego, and Merced to Sacramento sections of the High Speed Rail project. At that meeting, Mr. Tripousis provided an update on the status of the High Speed Rail plans and characterized the Agency's Rail Extension to Salinas as being an important regional connection for the High Speed Rail project.

The High Speed Rail project is divided into phases and sections. The San Jose to Merced section is of most relevance to Monterey County. **Attachment 1** is an overview map of that section, and **Attachment 2** is a more detailed map that reflects alternative alignments and station locations.

ATTACHMENTS:

- ▣ San Jose to Merced section overview map
- ▣ San Jose to the Wye route and station alternatives map

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LEGEND

- San Jose to Merced Proposed Alignments
- Other HSR Alignment Sections
- — Central Valley Wye Proposed Alignments
- Proposed HSR Station

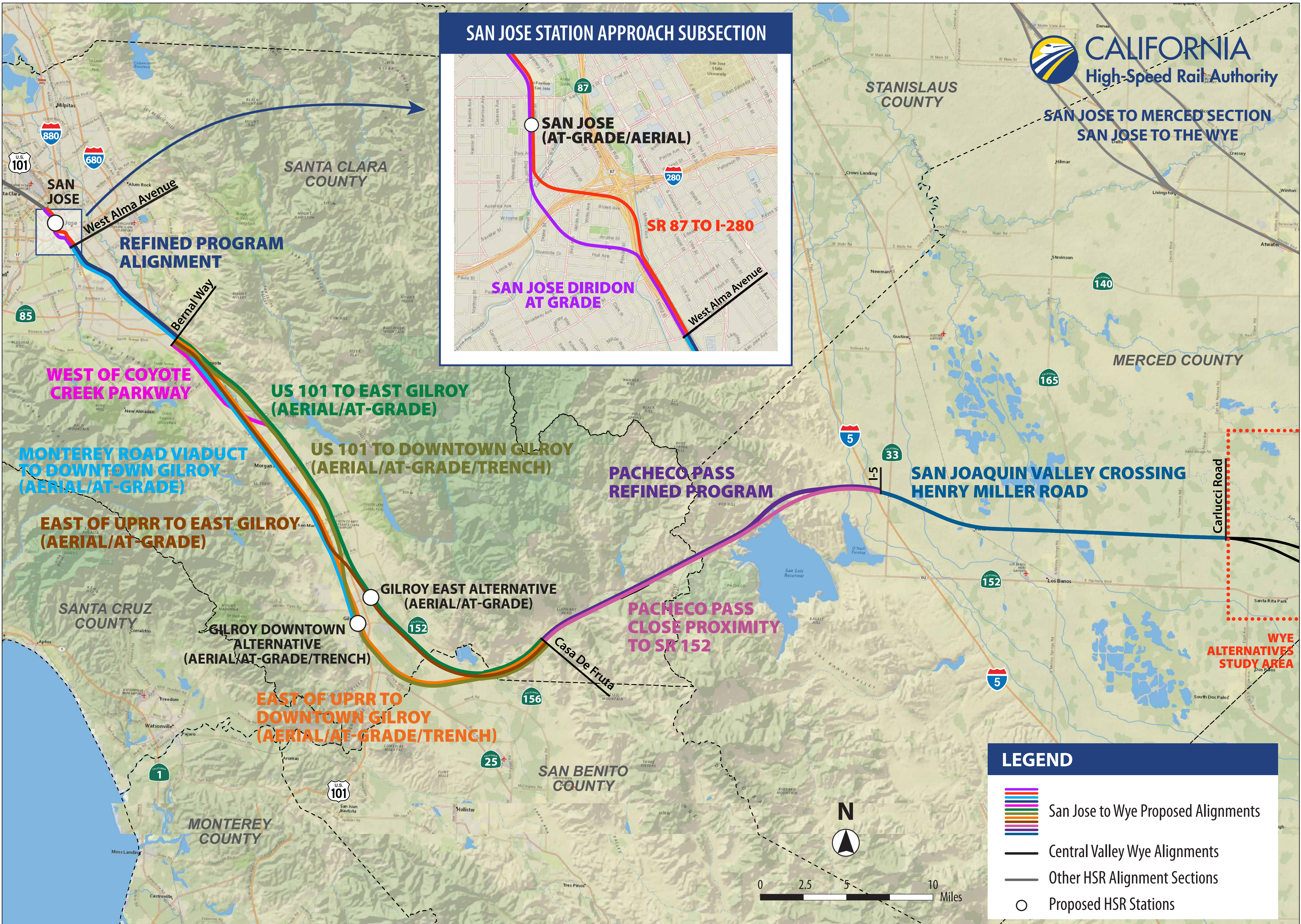
Source: Checkpoint B Range of Alternatives for San Jose to Merced

* Although the Wye Study Area is included in San Jose to Merced, it is being studied separately through a Supplemental EIR/EIS for Merced to Fresno

SAN JOSE STATION APPROACH SUBSECTION

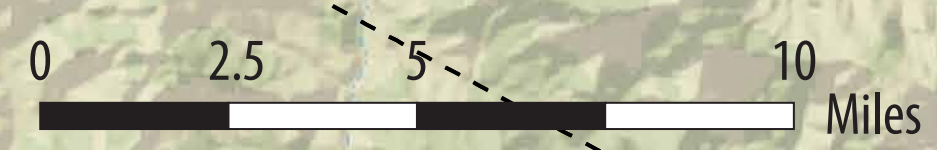


SAN JOSE TO MERCED SECTION
SAN JOSE TO THE WYE



LEGEND

- San Jose to Wye Proposed Alignments
- Central Valley Wye Alignments
- Other HSR Alignment Sections
- Proposed HSR Stations





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: **Coast Daylight Update**

RECOMMENDED ACTION:

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

SUMMARY:

Progress since the last update to the Committee about the Coast Daylight on August 1, 2016, includes a Policy Committee meeting and visioning session on August 11 and a Technical Committee meeting on September 16.

FINANCIAL IMPACT:

This report represents no financial impact. Although the project capital costs are unknown, they are likely to total several million dollars, and the estimated operating costs are \$3.1 million annually.

DISCUSSION:

Coast Rail Coordinating Council

The Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. Currently, the planned stops in Monterey County are in Pajaro/Watsonville, Salinas, Soledad and the City of King. The project relies on local jurisdictions to construct any stations that may be required.

Unfortunately, the California Transportation Commission decision to eliminate a \$25 million bond allocation to the Daylight project jeopardizes the entire project, as that funding had been the only capital funds secured for constructing the project. In addition, the application for Caltrans Planning funds was not successful. Facing this challenge, the

CRCC held a goal setting and visioning session on August 11 to discuss next steps and develop a two-year strategy and five-year plan (see **attached** draft notes). Chair Potter and staff will report back on that meeting.

Federal Environmental Review of Salinas-San Jose Corridor

Agency consultant HDR Engineering is developing the Administrative Draft Environmental Assessment (EA) for the rail corridor from Salinas to San Jose to support adding new passenger rail service on the corridor. This document will allow the corridor to be eligible for federal funding. The current schedule anticipates having a public review draft EA in November 2016, with the goal of completing the document by March 2017.

ATTACHMENTS:

- ▣ CRCC Policy minutes 8-11-16 Monterey

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DRAFT

Meeting Notes

August 11, 2016

DRAFT

Conference Call – Policy Committee
Monterey, 2pm to 5:30 pm
Coast Rail Meeting Notes

Name	Agency	e-mail
POLICY MEMBERS		
*Dave Potter	Chair TAMC	district5@co.monterey.ca.us
*Helene Schneider, V. Chair	SBCAG	hschneider@santabarbaraca.gov
*John Shoals	SLOCOG	jshoals@grover.org
*Bryan MacDonald	VCTC	bryan.macdonald@ci.oxnard.ca.us
*John Leopold	SCCRTC	
TECHNICAL MEMBERS		
Ron DeCarli	SLOCOG	
Peter Rodgers	SLOCOG	prodgers@slocog.org
Scott Spaulding	SBCAG	spaulding@sbcag.org
Christina Watson	TAMC	christina@tamcmonterey.org
Debbie Hale	TAMC	debbie@tamcmonterey.org
Bruce Jenkins	Caltrain advocate	bjenksp@yahoo.com
George Dondero	SCCRTC	gdondero@sccrtc.org
John Arriaga	JEA & Associates	jea@jeaandassociates.com
John Baucke	King City	john@newurbanrealtyadvisors.com
Virginia Murillo	TAMC	virginia@tamcmonterey.org
Orchid Monroy	Caltrans	orchid.monroy@dot.ca.gov
Eileen Goodwin	Apex Strategies	apexstr@pacbell.net

1) Introductions and Public Comment: **Dave Potter** called the meeting to order with introductions. There were no public comments made.

2) Draft Meeting Notes: The meeting minutes of June 15th were unanimously approved without changes.

3) Coast Daylight Feasibility Study: **Pete Rodgers** noted the TAMC and SLOCOG Boards have approved the Feasibility Study and endorsed the Policy Committee’s position that San Diego – San Jose (Alternative 2) is the preferred scenario. He encouraged other agencies to put the document in front of their policy boards.

He noted the need to get Caltrain’s approval for the arrival of a daily northbound train in San Jose (at 5:51 pm), an overnight layover location for light maintenance, and a southbound departure (at 8:46 am) the next day. He estimated the train modeling and simulation cost could be \$40,000. **John Shoals** suggested that is not an insurmountable cost, and encouraged agency contributions. **Mr. Rodgers** said he would verify a cost for the analysis.

Mr. Rodgers noted the service extension between San Diego and Los Angeles for the early morning slot (as recommended in the plan) will be implemented by LOSSAN in October. It is unclear if the train will be a “one-seat” ride through LAX, or a transfer will be necessary.

4) Update, Orientation & Discussion of Current Issues;

a) Reprogrammed \$25M - Mr. Rodgers explained the Proposition 1B switch to the Seacliff project. CTC Commission Guardino strongly supported the *Coast Daylight* project and asked staff to show it in the record that the CTC supports the project.

b) Planning Grant not approved - Staff shared that “GAP Closure Study” was not funded. **Mr. Rodgers** will re-submit it. **John Baucke** suggested adding more information on disadvantages communities.

c) **2018 State Rail Plan** - **Mr. Rodgers** explained that TAMC, LOSSAN and SBCAG staff have been participating with Caltrans on the Plan. **Mr. Dondero** noted that it is an ambitious European-style Plan based on a Statewide pulse system. It is all based on the High Speed Rail project being completed.

d) **LOSSAN view on Coast** - A discussion ensued about how some in LOSSAN may view the Coast Corridor. There may be some that have concerns that expanding the LOSSAN corridor north of SLO was premature, since LOSSAN has only been administering the service for about a year. **Mr. MacDonald** believes most Board members support an extension, and he is committed to follow-up with the Managing Director.

e) **Capitol Corridor view on Coast** - A discussion about the Capital Corridor revealed it's priority is adding frequency on the Oakland-San Jose segment before it can expand south of San Jose.

f) **Legislative Update** - The legislative proposal to allow LOSSAN to administer train services north of SLO was pulled from consideration last year due a lack of strong support or/or understanding by some agencies. SLOCOG and SBCAG staff noted they would discuss having it included in the LOSSAN Legislative Platform and **Mr. Arriaga** said he could work with Senator Canella to re-introduce SB 1197.

g) **CIPR Efforts** - There was a general discussion of 1) efforts to get the leaders of the intercity rail corridors together, 2) legislative options to secure intercity rail funding, and 3) the need to get the Senate and State Passenger Rail Committees re-approved.

5) See notes by APEX STRATEGIES as follows

Coast Rail Coordinating Council
Visioning & Strategy Workshop
Convention Center
August 11th 3:15-5:30
Meeting Summary

The facilitator, Eileen Goodwin, Apex Strategies, reviewed the agenda for the session which is reproduced here:

- | | |
|---------------------------------------|----------------------|
| 1. Small Group Vision | Small Groups |
| 2. Vision Exploration | Group Discussion |
| 3. Two Year Plan | Group Prioritization |
| 4. Post 2018 Plan (years 3-10) | Group Prioritization |
| 5. How should we be structured? | Group Discussion |
| 6. Summary of Highlights/Action Items | Facilitator |
| 7. Final Comments and Adjourn | |

The facilitator explained that the session was designed to provide a comprehensive vetting of issues, priorities, challenges and goals and to create the framework for a short-term (2-year) and medium-term (5-10 year) strategy

Participants were asked to draw how the Coalition functions today and what their hope was for the future. They worked in groups of four. They were asked to report out to the larger group about their visions. The facilitator recorded key phrases that the participants used for the current and future conditions. The group had very similar drawings depicting today's situation and very similar hopes for the future. The key themes summarizing the Coalition today included phrases such as not

much progress, budding, cut off and hitting a wall. The hope for the future was articulated by hopes for power, funding, and an interconnectedness of effort.

Next the group articulated a “big vision” of train service as it could and should be if money and support were available. The participants articulated service that would be similar to Europe and the North Eastern part of the United States in frequency and ridership. They want to provide train service that is competitive and faster than driving a car and more affordable than either flying or driving similar distances. They also are hoping for trains that are comfortable, wifi enabled, provide services such as food and drinks and stop at key locations. When asked to be even bolder the concept of control of the right-of-way, dual track and tunneling were added to the vision.

Shorter term more constrained vision reaffirmed the original purpose of the Coalition to re-establish the Coast Daylight service with state funding. Participants also discussed a desire to perhaps be more generic in their description and vision for the more modest service as a “close the gap” project for Coast Rail.

Broad themes were identified as current challenges. They were:

- Union Pacific negotiations
- Lack of State support and funding for any project so far
- Federal regulation
- High Speed Rail which is attracting a lot of funding and has staked out the “SF to LA” service so the Coast Rail project would be seen as a competitor with that.

Despite these challenges the group articulated reasons for continuing to pursue the service. These include:

- World class destinations along the coast route
- Lack of air service along the route
- The need to reduce greenhouse gas to help the environment
- Economic development

The participants provided a long list of benefits for the Coast Rail project:

- Ridership
- Congestion Relief
- Reduction in GHG
- Service to all (to those who cannot or do not drive)
- Tourism and economic development
- Safer mode than air travel or driving

- Connection to Fort Hunter Liggett
- Affordability
- More productive than other modes for working people
- Family Friendly
- Social experience
- Provides mobility and connectivity to disadvantaged communities
- Connection to the economic engine of Silicon Valley

The group brainstormed innovations and activities that might be prioritized and delivered within the next two and half years and then again a set of activities for the 2019 and beyond time horizon due to the change in Administration. Some specific time deadlines were assigned to each potential activity.

For the Two Year Plan the activities address three challenge areas “finding a champion,” Union Pacific Negotiations; and Funding

Two Year:

<u>Activity</u>	<u>Owner</u>	<u>Completed by:</u>
Finding a Champion		
Meet with Gavin Newsom and other candidates running for Governor	Potter/Arriaga	Fall 2017
LOSSAN meeting to get decision on whether they will champion and sponsor this effort, identification of “emerging corridor”	MacDonald	November 30, 2016
Capitol Corridor meeting to get decision on whether they will champion and sponsor this effort	Potter/Watson/Hale	November 30, 2016
Update State Rail Plan to have accurate description of Coast Rail project	Rodgers	October 2016

<u>Activity</u>	<u>Owner</u>	<u>Completed by:</u>
Design legislative bill to be eligible corridor, provide funding, find Bill sponsor (Cannella SB1197 sponsor)	Rodgers/Watson/Arriaga	Draft by November 2016
Meet with Surfliner JPA members to get internal approval for operating and managing Surfliner extension to San Jose	Rodgers/Spaulding	November 30, 2016
Meet with key State legislators regarding three corridors, funding, possible legislation	Spaulding to arrange	Spring 2017
Meet with Jimmy Panetta to discuss federal issues and providing leadership	Potter/Watson/Hale	Fall 2016
Union Pacific Negotiations/set up for go alone		
Strengthen ties with JPAs		
Consider Surface Transportation Board regarding pressure on UP	Spaulding has contacted SBCAG legal counsel	Fall 2016
Meet with High Speed Rail to ask for funding support for staff and technical resources	Rodgers	Fall 2016
Define intercity rail project—make the case—meet with CalSTA (there is little CalSTA support for the Coast Daylight today)	Rodgers/Watson	Fall 2016
Educate Amtrak Board of Directors	?	Fall 2016

<u>Activity</u>	<u>Owner</u>	<u>Completed by:</u>
Identify military installations along corridor—Meet with DOD reps to build case for funding and UP cooperation	Baucke	Spring 2017
Funding		
Develop SHOPP like funding source for Rail Find Bill sponsor	Potter/Rodgers/Arriaga	Fall 2016
Track Cap and Trade, support Cap and Trade as funding source	Rodgers/Watson/Spaulding	
Invoice dues for FY 2016/17	Rodgers	Fall 2016
Look at dues Structure for FY 2017/18 and 2018/19 for inclusion into budgets as a stop gap before HSR or legislation funding kicks in Ballpark dues \$20k per each of 5 counties	Rodgers	Spring 2017
Develop factsheet on funding ask and articulate the investment members have already made in effort	Rodgers/Watson/Spaulding	Fall 2016
Hire staff support	Rodgers	2017
Research JPA formation including elected versus appointed leadership	Rodgers	2017-2018

Second Phase--January 2019 and beyond

<u>Activity</u>	<u>Owner</u>	<u>Completed by</u>
Meet with administration and new legislators regarding the intercity rail vision its costs and benefits	Rodgers/Watson/Spaulding	By June 2019
Advocate for Rail Bonds at State to Fund project	Rodgers/Arriaga	Spring 2019
Legislation to get operations and capital funding	Rodgers/Arriaga	Spring 2019 or as appropriate
Advocate for State SHOPP for Rail	Potter/Arriaga	Spring 2019 or as appropriate
Continue advocating DOD Business Case including sustainability attributes	Baucke/all	Spring 2019 or as appropriate
Pursue opportunities to buy UP Corridor	TBD	Spring 2019 or as appropriate

The group then had a discussion about the final topics of the session: CRCC structure, leadership and funding of CRCC activities.

The group articulated a commitment to the project and a desire to “be bold” with the hopes of un-sticking the project. There was some desire to formalize the group as a Joint Powers Agency/Authority and this effort has been added to the Two-Year Work plan. Due to changes at the policymaker level the group entertained the possibility of having non-elected officials sit on the CRCC. Supervisor Dave Potter indicated a desire to remain Chair post 2016. Mayor Helene Schneider indicated she would be termed out at the end of 2017 so Santa Barbara County Associations of Governments would need to identify a successor.

The facilitator reviewed the work and action items of the day then turned it back to the Chairman for his final remarks.

The meeting adjourned at 5:25 p.m.

Meeting Summary by Apex Strategies

Next Meetings: The next CRCC TAC conference call is scheduled for September 16th and the CRCC Policy meeting is scheduled for October 16th in Santa Barbara.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: Salinas Rail Extension Project Update

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Extension project.

SUMMARY:

Progress since the last update to the Committee about the Salinas Rail Extension project on August 1, 2016, includes discussions with the Capitol Corridor, Caltrans and the California State Transportation Agency.

FINANCIAL IMPACT:

The capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) is estimated at a total of \$70 million, including funds already expended on planning, environmental, and right-of-way to date. The Kick-Start project is now fully funded and proceeding with design and right-of-way acquisition under the adopted state environmental clearance. The funding plan does not include the acquisition of equipment or operations funds to support the service.

DISCUSSION:

-
Capitol Corridor

As reported at the June and August Committee meetings, the Capitol Corridor Joint Powers Authority (CCJPA) is in the midst of a paradigm shift governing the planned expansion from seven to eleven round trips between Oakland and San Jose. The plan to add new train trips has been deferred, pending funding for right of way improvements to increase track capacity between Oakland and San Jose and provision of dedicated passenger rail tracks on the Coast (a.k.a. Mulford) line, partially separating passenger and freight by moving

most freight rail operations to the Niles Canyon (a.k.a. Hayward) rail line.

Reacting to that new direction for the Capitol Corridor and at the request of CCJPA and California State Transportation Agency staff, Agency staff has been developing a memo outlining options for adding one or two more trainsets into the Capitol Corridor system to create a more commuter-oriented schedule of service to Salinas. Challenges include integrating into the Capitol Corridor schedule, meeting the Caltrain trains in San Jose, and storing trains in San Jose during lag times. These challenges have implications for the eventual extension of service to Salinas, namely in terms of additional delays in bringing service to town.

Committee Chair Potter, Executive Director Hale and Principal Planner Watson, along with City of Salinas Assistant Public Works Director Don Reynolds, attended the September 21, 2016 CCJPA Board meeting and met with the CCJPA Board Chair Gayle Murray and Vice Chair Lucas Frerichs and staff. Agency staff is also planning to hold discussions with Caltrain regarding their likely need for separate trains to Gilroy after they electrify their line between San Francisco and San Jose, and the prospects of running those trains all the way to Salinas, as a back-up option.

Staff will continue to keep the Committee updated.

Caltrans and CalSTA

Caltrans and the California State Transportation Agency (CalSTA) are working on the 2018 California State Rail Plan. In the draft plan, Salinas is seen to be a hub for rail service in the Monterey Bay region.

CalSTA is leading the negotiations with Union Pacific for track rights for passenger service statewide. CalSTA is trying to change the strategy from the current method of paying for specific capital improvements identified via project-specific capacity analyses, to one in which Caltrans pays annual track access to enable passenger services to operate. In addition, Caltrans is acquiring equipment for passenger rail services statewide. The Salinas service needs to be included in the equipment acquisition plan, based on the best commuter-oriented operations scenario envisioned with the Capitol Corridor. The service also needs track rights to operate on the Union Pacific coast line, so staff will continue to coordinate with Caltrans and CalSTA on those efforts.

Staff will provide a verbal update at the meeting.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: October 3, 2016
Subject: **Draft Relocation Plan**

RECOMMENDED ACTION:

RECEIVE the Transportation Agency's draft Relocation Plan for the Salinas Rail Extension project, and **PROVIDE** comments.

SUMMARY:

The Transportation Agency has authorized the preparation of a Relocation Plan to be undertaken in connection with the Salinas Rail Extension project. The project may require the acquisition of real property and relocation of residential and business occupants and personal property in the City of Salinas.

FINANCIAL IMPACT:

The Salinas Rail Extension project includes funding for consultant work related to right-of-way acquisition. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for this contract. The total project budget is estimated at \$70 million; the right-of-way phase is estimated to cost \$24.1 million, which includes relocation costs.

DISCUSSION:

The purpose of this draft Relocation Plan (online as a **web attachment**) is to ensure that persons displaced as a result of the Salinas Rail Extension project are treated fairly, consistently, and equitably, so that such persons will not suffer disproportionate injuries as a result of a project designed for the benefit of the public as a whole; and to ensure that the Agency implements the Uniform Act and 49 CFR 24 in a manner that is efficient and cost effective. The Uniform Act sets minimum standards of benefits and compensation for relocation advisory and financial benefits, and establishes basic standards and requirements for appraisal and acquisition to be followed in acquiring real property. The Uniform Act is not an entitlement program, but rather a reimbursement program to assist in

relocating to a new site.

To address these issues, the Transportation Agency for Monterey County has authorized the preparation of this draft Relocation Plan to be undertaken in connection with the Salinas Rail Extension project. The rail project may require the acquisition of real property and relocation of residential and business occupants and personal property in the City of Salinas. The element of the project that this Relocation Plan is concerned with is the relocation of four commercial businesses and one single-room occupancy (SRO) residential property. The rail project also has the potential to require the relocation of miscellaneous personal property.

Any person, household, business, farm, or nonprofit organization displaced by a public project may be entitled to relocation benefits if they are in occupancy of the property being acquired at the time of the initiation of negotiations. Persons and entities displaced by a project and determined to be eligible for benefits are classified as a “displacee.” Displaced persons must be fully informed of their rights and entitlements to relocation assistance and payments provided by the Uniform Act.

The draft Relocation Plan addresses the needs and characteristics of the displacee population, available relocation resources, and the Transportation Agency's program to provide assistance to each affected person. Eligible displacees may be entitled to advisory assistance, moving costs, and/or replacement housing payments, as follows:

- Advisory assistance is available to anyone who occupied the real property when acquired by the Agency;
- Moving costs will be reimbursed for actual, reasonable and necessary expenses and are available to anyone who must move personal property from the real property acquired by the Agency; and
- Replacement housing payments are available for residential occupants based on type and length of occupancy at the time the Agency initiates negotiations to acquire the real property.

The Transportation Agency has retained Overland, Pacific & Cutler, Inc. (OPC) to assist with property acquisitions and administer the Relocation Program. The Relocation Program is designed to minimize hardship, be responsive to unique project circumstances, emphasize maintaining personal contact with all affected individuals, and consistently apply all regulatory criteria to formulate eligibility and benefit determinations and conform to all applicable requirements. The draft Relocation Plan is currently receiving comments during a 30-day public review period, and then will be presented for approval to the Transportation Agency Board of Directors. Please submit any comments to Mike Zeller, Principal Transportation Planner.

WEB ATTACHMENTS:

Draft Salinas Rail Extension Relocation Plan

Transportation Agency for Monterey County
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