

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Final Minutes of March 7, 2016*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas

	FEB 15	MAR 15	APR 15	MAY 15	JUNE 15	AUG 15	SEP 15	NOV 15	JAN 16	FEB 16	MAR 16
F. Armenta, Dist. 1 (J. Martinez)	<b>C</b>	P(A)	<b>C</b>	P	P	<b>C</b>	P	P	P	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton)	<b>A</b>	P(A)	<b>A</b>	P(A)	P(A)	<b>A</b>	P(A)	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	<b>N</b>	P(A)	<b>N</b>	E	P(A)	<b>N</b>	P(A)	P(A)	P(A)	P(A)	P(A)
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	<b>C</b>	P	<b>C</b>	P	P	<b>C</b>	P(A)	P	P(A)	P	P
B. Delgado, Marina (F. O'Connell)	<b>E</b>	P(A)	<b>E</b>	P	-	<b>E</b>	-	P	P	-	P
E. Smith, Monterey (R. Deal)	<b>L</b>	P	<b>L</b>	E	P	<b>L</b>	-	P	E	P	P
K. Craig, Salinas, Vice Chair ( <del>R. Russell</del> , J. Serrano)	<b>L</b>	E	<b>L</b>	P	P	<b>L</b>	P	P(A)	P	-	P(A)
T. Bodem, Sand City (L. Gomez)	<b>E</b>	-	<b>E</b>	P	-	<b>E</b>	P	P	E	-	-
R. Rubio, Seaside (I. Oglesby)	<b>D</b>	P	<b>D</b>	P	E	<b>D</b>	P	P	P	P	P
A. Chavez, Soledad (F. Ledesma)		P		P	E		P	P	P	P	P
M. Twomey, AMBAG (H. Adamson)		-		-	P(A)		-	-	P(A)	-	P(A)
O. Monroy-Ochoa, Caltrans District 5		-		-	-		-	-	E	-	-
C. Sedoryk, MST ( <del>H. Harvath</del> , L. Rheinheimer)		P(A)		P(A)	-		P(A)	P(A)	P(A)	P(A)	-
B. Sabo, Airport (R. Searle)		-		-	-		-	-	-	-	-
<b>STAFF</b>											
D. Hale, Exec. Director		E		P	E		P	P	P	P	E
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		P		E	-		-	-	-	-	-
M. Zeller, Principal Transp. Planner		P		P	E		P	E	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 3:00 p.m. A quorum was established.

**OTHERS PRESENT**

Ian Crooks	Cal-Am	Craig Smith	AECOM
Chris Flescher	California Rail Advocacy	MacGregor Eddy	Salinas Californian
Scott Ottmar	City of Seaside		

**2. PUBLIC COMMENTS**

None

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**3. CONSENT AGENDA**

M/S/C Rubio/Smith/unanimous

3.1 Approved minutes of the February 1, 2016 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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**4. MONTEREY BRANCH LINE – CAL AM PIPELINE EASEMENTS**

M/S/C Markey/Rubio/unanimous

Hank Myers, Senior Transportation Planning Engineer, reported that Transportation Agency staff has been in discussions with California American Water (Cal Am) for water pipeline easements along the Agency-owned Monterey branch line rail corridor. The proposed easements will require approximately 20-25 feet along 9.1 miles of Monterey branch line rail corridor right-of-way. Mr. Myers reported that a fair market value appraisal is required pursuant to Proposition 116 prior to issuing easements or leasing the rail right-of-way. Mr. Myers noted that the process of valuing and granting the pipeline easement is expected to take 8 to 10 months.

Craig Smith, AECOM, noted that Cal Am will likely include a cost sharing agreement in the escrow to reimburse the Agency for costs associated with the easements.

Committee Alternate Markey asked if the planned short and long term uses of the rail right-of-way were taken into account when Cal Am put together the proposal. Mr. Myers said that Cal Am's proposed designs for the easement would not interfere with a future busway or light rail, as the pipeline would be deep enough underground and strong enough to survive construction and operations above, and located such that maintenance would be compatible with transit operations.

Committee Member Delgado asked about liability for future repairs. Mr. Myers said that this would be built into the liability section of the easement agreement. Mr. Delgado also asked if the easement would lead to restrictions in terms of where future stations are built. Craig Smith, AECOM, said that Cal Am's pipeline designs take Monterey branch line plans into account. Mr. Myers noted that the pipeline would not get in the way of a new alignment of stations, and that pipeline facilities would need to be relocated if they were in conflict with the TAMC branch Line project.

Committee Alternate Stratton asked if the easement would be in perpetuity, or if the value would be reappraised. Mr. Myers noted that generally pipeline agreements are for permanent easements, but some utilities will accept reevaluations at periodic intervals. Chair Potter noted that this would be a policy question for the Committee, and that the Committee should weigh the pros and cons of a onetime lump sum payment versus ongoing reevaluation of payments. Committee Member Rubio noted that the appraiser must know what type of easement could be used.

Chair Potter expressed concern about having exclusivity for the easement, as allowing room for other utilities, such as fiber optic cable, could be a productive use for the rail line right-of-way.

Committee Member Smith asked if Cal Am would be negotiating with other jurisdictions for this easement, and asked about how far underground the pipeline would have to be. Ian Crooks, Cal Am, noted that Cal Am would obtain permits from the necessary jurisdictions and that the pipeline would be designed according to national and state standards.

## **5. SALINAS RAIL EXTENSION PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that Agency staff attended the Capitol Corridor Joint Powers Authority Board meeting in Suisun City on February 17. The discussion points included a paradigm shift governing the previous priority of expansion from seven to eleven round trips between Oakland and San Jose, and implications for the Salinas extension. Capitol Corridor is re-evaluating their service expansion to San Jose and Oakland due to challenges with Union Pacific. Ms. Watson noted that the challenge is getting two existing San Jose trains to extend to Salinas. Ms. Watson reported that staff will be meeting with the Capitol Corridor and the California State Transportation Agency to figure out how to extend service to Salinas.

Ms. Watson reported that staff and Agency consultants met with Caltrain staff to review the designs for the Santa Clara County stations, which include Tamien, Morgan Hill and Gilroy.

Ms. Watson reported that staff met with Caltrans regarding the 2018 statewide draft Rail Plan that includes three scenarios focused on intercity, commuter, and high speed rail network integration, timed transfers and transfer hub stations.

Michael Zeller, Principal Transportation Planner, reported that negotiations with multiple property owners at the Salinas station are progressing. Staff will bring a lost rent agreement to the Board on March 23.

Committee Alternate Markey asked if Capitol Corridor has the train equipment for the expansion. Ms. Watson said that Capitol Corridor does not have these trains, but that the Agency would support the Capitol Corridor in their efforts with the state to acquire the trains.

Committee Alternate Serrano thanked Ms. Watson for the work on the Salinas Extension project and asked about the ridership impact of the new Capitol Corridor scenarios. Ms. Watson said that if the new scenario does not accommodate commuters, then the initial low ridership will make it difficult to expand service in the future.

Chair Potter encouraged Committee members and staff to reach out to Capitol Corridor Board members to advocate for the Salinas Extension.

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.

Ms. Watson reported that the Coast Daylight project is an extension of the existing Pacific Surfliner and calls for one daily round trip on the existing Union Pacific-owned tracks between downtown San Francisco and downtown San Diego, to complement the existing Amtrak Coast Starlight service. The Coast Daylight project is headed up by the Coast Rail Coordinating Council, chaired by Supervisor Potter.

Ms. Watson reported that the draft federal environmental review for the full buildout of the Salinas rail extension and the Coast Daylight is expected to be released for public comment in November 2016, with the goal of completing the document by March 2017.

Ms. Watson reported that the Amtrak study for the Coast Daylight does not show a net cost difference between having the train stop in San Jose instead of San Francisco. Ms. Watson reported that the Coast Rail Coordinating Council met on February 26 in San Luis Obispo and decided to pursue service to San Jose. Chair Potter noted that he supports this approach because getting into San Francisco is more challenging. Ms. Watson reported that the next steps are to finalize the Amtrak study and work with Caltrain regarding a layover facility.

Committee Member Smith asked about the negotiation process with Union Pacific. Ms. Watson noted that state law now allows access payments to host railroads, which facilitates the process for emerging corridors like the Salinas Rail extension and the Coast Daylight. Ms. Watson also noted that the California State Transportation Agency is currently negotiating a statewide access agreement with Union Pacific.

Committee Member Rubio asked if Union Pacific would be open to this sort of negotiation. Chair Potter noted that access payments might be a better option for working with Union Pacific, as they do not want to sell their right-of-way completely.

MacGregor Eddy, Salinas Californian, asked if the Elkhorn Slough rail crossing is a concern. Chair Potter noted that transporting toxic materials is a concern. Ms. Watson said that the trains that go through the Elkhorn Slough now travel at very slow speeds if the tracks are inundated, or they wait for the tide to go out. She noted that realignment of that rail corridor would be a very expensive option.

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

Committee Member Rubio thanked Ms. Watson for doing a great job keeping track of changes in the Agency's rail projects.

8. **ADJOURN**

Chair Potter adjourned the meeting at 4:00 p.m.