

# **AGENDA**

## **TAMC RAIL POLICY COMMITTEE**

Meeting of Monday  
**March 6, 2017**

**Transportation Agency for Monterey County**  
**TAMC 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.

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### **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 February 6, 2017 Rail Policy Committee meeting.

- **Murillo**

## **END OF CONSENT AGENDA**

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

- **Watson/Zeller**

*Progress on the Salinas Rail Extension project since the last update on February 6, 2017 includes a meeting with the California State Transportation Authority (CalSTA) and Santa Clara Valley Transportation Authority (VTA) and adoption of the Intermodal Transportation Center Memorandum of Understanding by the Salinas City Council.*

**5. Salinas to Monterey Peninsula Mobility**

1. **RECEIVE** update on the Marina-Salinas Multimodal Corridor Plan; and
2. **RECEIVE** update on Monterey-Salinas Transit's Monterey Bay Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way.

- **Murillo/Rheinheimer**

*Mobility between the Salinas and the Monterey Peninsula is a regional transportation priority. Staff will present an update on the Marina-Salinas Multimodal Corridor and an update on the Monterey Branch Line.*

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

- **Murillo**

*Progress since the last update on the coast rail project to this Committee on February 6, 2017 includes a meeting of the Technical Advisory Committee on February 17, 2017.*

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

**8. ADJOURN**

**Next Meeting April 3, 2017**

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.** February 3, 2017 column in *The Californian*, "New passenger train lines still planned for Salinas"
- C 2.** February 23, 2017 item on KION, "New rail system connecting Salinas to Bay Area is picking up steam"



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** March 6, 2017  
**Subject:** Rail Policy Committee meeting minutes

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**RECOMMENDED ACTION:**

**APPROVE** minutes of February 6, 2017 Rail Policy Committee meeting.

**ATTACHMENTS:**

- Draft Feb. 6, 2017 RPC minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*DRAFT Minutes of February 6, 2017*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

	JAN 16	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16	AUG 16	OCT 16	NOV 16	FEB 17
L. Alejo, Dist. 1 (L. Gonzalez)	P	P(A)	P(A)	<b>C</b>	<b>C</b>	E	-	E	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	P(A)	P(A)	P(A)	<b>A</b>	<b>A</b>	P(A)	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (W. Askew)	P(A)	P(A)	P(A)	<b>N</b>	<b>N</b>	P(A)	P(A)	E	P(A)	P(A)
M. Adams, Dist. 5, (Y. Anderson)	P(A)	P	P	<b>C</b>	<b>C</b>	P(A)	P	P	P	P(A)
B. Delgado, Marina, Vice Chair (F. O'Connell)	P	-	P	<b>E</b>	<b>E</b>	P	P	-	P(A)	P
E. Smith, Monterey (R. Deal)	E	P	P	<b>L</b>	<b>L</b>	P(A)	E	E	-	P
K. Craig, Salinas, Chair (J. Gunter)	P	-	P(A)	<b>L</b>	<b>L</b>	P(A)	P	P(A)	P	P
T. Bodem, Sand City (L. Gomez)	E	-	-	<b>E</b>	<b>E</b>	P	P	P	P	-
R. Rubio, Seaside (D. Pacheco)	P	P	P	<b>D</b>	<b>D</b>	P(A)	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P	P	P			E	P	P	E	P
M. LeBarre, King City (C. Victoria)	-	-	-			-	-	P	P	P
M. Twomey, AMBAG (H. Adamson)	P(A)	-	P(A)			P(A)	-	P(A)	P(A)	-
O. Monroy-Ochoa, Caltrans District 5	E	-	-			-	-	P	E	-
C. Sedoryk, MST (H. Harvath, <del>L. Rheinheimer</del> )	P(A)	P(A)	-			P(A)	-	P(A)	P(A)	P(A)
B. Sabo, Airport (R. Searle)	-	-	-			-	-	P	-	-
<b>STAFF</b>										
D. Hale, Exec. Director	P	P	E			P	P	E	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
M. Zeller, Principal Transp. Planner	P	P	P			P	P	P	P	P
H. Myers, Sr. Transp. Engineer	-	-	P			P	-	-	-	-
V. Murillo, Transp. Planner	P	P	P			P	P	P	P	P

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

Vice Chair Craig called the meeting to order at 3:00 p.m. A quorum was established and self-introductions were made.

**OTHERS PRESENT**

Brenda Aguilar-Guerrero (teleconference)	Meyers-Nave	Chris Flescher	Salinas resident
McGregor Eddy	Salinas Californian	Eric Peterson	Salinas resident
Jerome Landesman	Salinas resident	Steve Kennerly	Salinas resident
Don Reynolds	City of Salinas	Barry Scott	Coastal Rail Santa Cruz
Sean Vienna	AMBAG		

**2. PUBLIC COMMENTS**

Jerome Landesman, Salinas resident, commented on the need for new Amtrak wayfinding signs for the Salinas Intermodal Transportation Center.

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**3. CONSENT AGENDA**

M/S/C Delgado/Rubio/unanimous  
Abstain: Askew

3.1 Approved minutes of the November 7, 2016 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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**4. ELECTION OF COMMITTEE OFFICERS**

M/S/C Delgado/Rubio/unanimous – Electing Vice Chair Craig as Chair of the Rail Policy Committee  
Rubio/LeBarre/unanimous – Electing Committee Member Delgado as Vice Chair

The Committee held elections for Chair and Vice-Chair for 2017.

Christina Watson, Principal Transportation Planner, reported that the bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year. She noted that as the previous Chair is no longer in office, this mid-period election will be for one year, and the next elections will be in February 2018 for a two-year term.

**5. SALINAS RAIL EXTENSION PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the project on November 7, 2016 includes meetings with the City of Salinas, new appraisals and offer letters to property owners near the Salinas train station and meetings with the state regarding negotiations with Union Pacific.

Ms. Watson reported that TAMC is working with the City of Salinas to develop 90% designs for the Lincoln Avenue extension, circulation and parking improvements to Market Street (SR 183). The 75% designs show the project approximately \$5 million over budget, depending on the cost of utility relocations and based on the updated right-of-way appraisals. Staff is looking for ways to cut costs and may apply for additional state funding to fill the gap.

Mike Zeller, Principal Transportation Planner, and Brenda Aguilar-Guerrero, Agency right-of-way special counsel, reported an update on the property acquisition process. As staff reported to the TAMC Board at its December 7, 2016 meeting, first offers were sent to all property owners in 2015. Staff and consultants have been continuing good faith negotiations with all property owners. Ms. Aguilar-Guerrero noted that negotiations have become longer than usual. Mr. Zeller reported that staff will recommend the TAMC Board hold a hearing to consider adopting a resolution of necessity to initiate the eminent domain process if negotiations do not progress. Ms. Aguilar-Guerrero noted that good faith negotiations will still continue during the eminent domain proceedings.

Chair Craig requested an update on the status of each property. Todd Muck, Deputy Executive Director, advised Board members to refer property owner questions to TAMC staff.

Vice Chair Delgado asked if there are limits to property owner compensation. Ms. Aguilar-Guerrero said property owner compensation is based on the fair market value, and that the process is meant to protect property owners as well as to safeguard public funds.

Committee Alternate Harvath noted that MST is a project partner, and asked if TAMC has a public outreach strategy for this phase of the project. Ms. Watson said staff would develop a public outreach strategy.

Ms. Watson provided an update on the 2018 California State Rail Plan. She noted that the Rail Plan identified the Salinas station as a regional hub by 2022. She reported that Caltrans and the California State Transportation Agency (CalSTA) strongly support increased passenger rail service to Salinas, and encourage TAMC to consider an alternative near-term scenario of Caltrain service on weekdays and Capitol Corridor service on weekends.

Don Reynolds, City of Salinas, asked about Union Pacific negotiations. Ms. Watson reported that CalSTA met with Union Pacific to discuss access payments for passenger rail service. Union Pacific indicated that the Coast Corridor is underutilized and that they would be open to an agreement with the state based on access payments.

Ms. Watson also reported that the California High Speed Rail Authority is working on the environmental document for the Merced to San Jose segment, and is analyzing two options for a Gilroy station, downtown and east Gilroy (Leavesley Road).

## **6. COAST CORRIDOR UPDATE**

The Committee received an update of the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update to the Committee about the coast rail project on November 7, 2016 includes meetings of the Coast Rail Coordinating Council, meetings with state agencies regarding the state rail plan, and progress on the environmental review.

Ms. Watson reported that the State Rail Plan is institutionally neutral about the operator for this project. She noted that Caltrans staff will present an update on the State Rail Plan to the Committee in April.



Ms. Watson reported on the status of the Federal environmental review to support adding new service to the Salinas-San Jose corridor. Partner stakeholder agencies have reviewed the Administrative Draft Environmental Assessment (ADEA). The Federal Railroad Administration (FRA) is unable to prioritize the review of the document, as the project does not have federal funding. However, having the document in administrative draft form makes the project eligible to apply for federal funding.

Committee Member LeBarre asked if National Park ridership and Fort Hunter Liggett ridership is included in the analysis. Ms. Watson said that this is something that would be considered in a grant application.

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

None.

8. **ADJOURN**

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 6, 2017  
**Subject:** **Salinas Rail Extension project update**

**RECOMMENDED ACTION:**

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

**SUMMARY:**

Progress on the Salinas Rail Extension project since the last update on February 6, 2017 includes a meeting with the California State Transportation Authority (CalSTA) and Santa Clara Valley Transportation Authority (VTA) and adoption of the Intermodal Transportation Center Memorandum of Understanding by the Salinas City Council.

**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 proceeding with design and right-of-way acquisition under the adopted state environmental clearance. The funding plan does not include the acquisition of equipment to support the service, which is expected to be a Caltrans-funded effort to acquire two new trainsets and spare cars.

**DISCUSSION:**

**Salinas Intermodal Transportation Center**

The TAMC Board approved the Salinas Intermodal Transportation Center Memorandum of Understanding (MOU) at its October 26, 2016 meeting, the Monterey Salinas Transit District Board approved it at their November 14, 2016 meeting, and the City of Salinas approved it on February 7, 2017.

### **Operations Scenarios**

The California State Transportation Agency (CalSTA) and Caltrans Division of Rail and Mass Transportation strongly support increased passenger rail service to Salinas, and encourage this body to consider an alternative near-term scenario of Caltrain service on weekdays and Capitol Corridor service on weekends. In the long term, they see Capitol Corridor serving Salinas on weekdays and weekends, but in the near term, Capitol Corridor's schedule is not conducive to a weekday commute schedule. In order to support this alternative near-term scenario, staff is coordinating with the State to develop an updated ridership estimate. CalSTA and staff met with the Santa Clara Valley Transportation Authority (VTA) on February 8, 2017 to further discuss this proposal.

### **Property Acquisition**

Staff will present an update on the status of property acquisition at the Salinas train station.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Rail Policy Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** March 6, 2017  
**Subject:** Salinas to Monterey Peninsula Mobility

**RECOMMENDED ACTION:**

**Salinas to Monterey Peninsula Mobility**

1. **RECEIVE** update on the Marina-Salinas Multimodal Corridor Plan; and
2. **RECEIVE** update on Monterey-Salinas Transit's Monterey Bay Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way.

**SUMMARY:**

Mobility between the Salinas and the Monterey Peninsula is a regional transportation priority. Staff will present an update on the Marina-Salinas Multimodal Corridor and an update on the Monterey Branch Line.

**FINANCIAL IMPACT:**

The total estimated cost to fully develop the Marina-Salinas Multimodal Corridor is \$169.8 million and is expected to be implemented in phases over the next 15 – 20 years. The Davis Road bridge and widening project makes up the bulk of the cost (\$62.8 Million), for which \$58.8 million in funding has already been secured. Additionally, there are \$20 million in Measure X funding included in the expenditure plan for Imjin Parkway safety and traffic flow improvements.

MST's Feasibility Study cost \$160,000. TAMC contributed \$65,000 from the Monterey Branch Line lease revenues to this study.

**DISCUSSION:**

**Salinas to Marina**

In June 2015, the Agency adopted the Marina-Salinas Multimodal Corridor Plan. The Plan

identifies improvements for the corridor between Marina and Salinas that will increase roadway capacity by prioritizing high quality transit, bicycling and walking as viable alternatives to driving (**Attachment 1**). The Plan was a collaborative effort developed by the Transportation Agency in partnership with the County of Monterey, the cities of Salinas and Marina, Monterey-Salinas Transit, the Fort Ord Reuse Authority, California State University, Monterey Bay and the Association of Monterey Bay Area Governments. Staff has been working with partner agencies to formalize a commitment to implement the Plan. Staff has also been involved in two major projects that are key to implementation of the Multimodal Corridor Plan:

1. Davis Road Bridge Replacement and Road Widening: The County of Monterey is leading this project to replace the existing two-lane, low-level Davis Road bridge with a longer bridge, and widen Davis Road from two to four lanes between Blanco Road and Reservation Road. In July 2015, the County Board of Supervisors adopted a resolution certifying the Environmental Impact Report/Environmental Assessment for this project. The project is currently in the design phase. Funding for that project has already been secured, and it is among the first elements of the Multimodal Corridor Plan to be implemented.
2. Imjin Safety & Traffic Flow Improvements: Transit, bike and pedestrian improvements are identified in the Multimodal Corridor Plan for Imjin Parkway. The City of Marina is currently leading the environmental review for this project using State Transportation Improvement Program funding. The project is expected to begin design in 2018.

### **Monterey Branch Line**

The Transportation Agency purchased the Monterey Branch Line in 2003 for \$9.3 million to preserve the right-of-way for future transit needs. In 2009, the Transportation Agency Board adopted light rail as the preferred use for the Branch Line. The cost of Phase 1 (light rail service with 15 minute headways between Monterey and Marina) is estimated to be \$165 million. Phase 2 (extended service with 15 minute headways from Marina to Castroville) is expected to cost an additional \$40-50 million. The light rail project is currently in the environmental phase, pending the identification of new federal, state or local funding. Per TAMC Board action, light rail remains the long-term plan for the use of the Branch Line.

In the meantime, operating a low cost busway along the corridor is an interim, cost-effective service that would improve regional transit in the Monterey Peninsula and provide a faster alternative to the congested Highway 1 freeway. Service along this busway can also provide evidence of ridership demand along the corridor that will help make the case needed to obtain funding for future light rail service.

MST is currently leading a feasibility study to analyze bus operations along the State Route 1 shoulders and/or along the Monterey Branch Line right-of-way (**Attachment 2**). The study furthers the efforts of Assembly Member Mark Stone's Assembly Bill 946 that

authorized MST to operate public transit buses on road shoulders in Monterey and Santa Cruz Counties. MST staff will provide a verbal update to the Committee on this study.

ATTACHMENTS:

- ▣ 1 - Marina-Salinas Multimodal Corridor
- ▣ 2 - MST Feasibility Study Corridor



## EXECUTIVE SUMMARY

The vast majority of jobs and housing in Monterey County are located in the City of Salinas and the Monterey Peninsula, and yet there are few transportation routes connecting these areas. The most travelled route is Highway 68, which suffers from peak congestion and barriers to roadway widening. The second most travelled route is Highway 1 via Imjin Parkway, Reservation Road and Blanco Road, which also experiences peak hour congestion. The Marina-Salinas Multimodal Corridor Plan was developed in response to the need for a regional route through the former Fort Ord area that will increase roadway capacity by prioritizing high quality transit, bicycling and walking as viable alternatives to driving.

### Goals and Objectives

The purpose of the Marina-Salinas Multimodal Corridor Plan is to:

- Preserve a multi-jurisdictional corridor
- Plan for regional high quality transit
- Provide a regional bicycle route that will serve users of all ages and abilities
- Improve pedestrian safety, particularly in urban areas
- Identify improvements that will minimize impacts to the environment, sensitive habitat lands and prime agricultural lands
- Provide conceptual corridor designs
- Estimate the cost of implementation and identify potential sources of funding
- Provide opportunities for stakeholders and the community to shape future transportation options to meet their needs.

### Partner Agencies

The development of the Marina-Salinas Multimodal Corridor Plan was a collaborative effort of the Transportation Agency for Monterey County and several partner agencies:

- County of Monterey
- City of Salinas
- City of Marina
- Monterey-Salinas Transit
- Fort Ord Reuse Authority
- California State University Monterey Bay (CSUMB); and,
- Association of Monterey Bay Area Governments.

These agencies came together to develop criteria to achieve the plan goals, identify a preferred corridor alignment that would enhance their local transportation networks and determine the types of treatments that would make transit, bicycling and walking more attractive. These Partner Agencies will continue to work together to secure funding and implement the plan consistently across jurisdictional boundaries.

### Phase I: Preferred Alignment

The first phase of the planning process focused on determining a preferred corridor route based on an analysis of opportunities and constraints and input from stakeholders and the greater community.

The major opportunities and constraints identified include:

Constraints	Opportunities
Impacts to sensitive habitat lands through the former Fort Ord area	Urban areas with potential for transit-oriented development
Impacts to prime agricultural land	Popular regional destinations such as academic institutions, downtowns, and major employment centers
Impacts to CSUMB's campus core	Ability to fill gaps in existing bicycle and pedestrian networks
Cost of bridgework to cross the Salinas River	
Cost of widening Reservation Road Between East Garrison Road and South Davis Road	

Through the public engagement with partner agencies, interest groups and members of the community, the Transportation Agency formed a recommendation for a preferred corridor alignment (see Figure ES-1). The recommended corridor alignment begins at the proposed Monterey Branch Line Light Rail station at 8th Street, providing access to future transit and bicycle connections to Peninsula cities, and continues along 8th Street to 9th Street. From 9th Street the corridor continues up 2nd Avenue through the Dunes development area to Imjin Parkway. The corridor stays along Imjin Parkway to Reservation Road and down Reservation Road to East Garrison Drive. This route provides direct access to regional shopping and entertainment, academic institutions, health care, resources for veterans, and housing. To better serve the East Garrison development and avoid the costly curve on Reservation Road, the corridor turns down East Garrison Drive from Reservation Road. From East Garrison Drive the corridor heads east on Sherman Boulevard, down Sloat Street to Watkins Gate Road and back out to Reservation Road via Watkins Gate Road. From the East Garrison Development the corridor continues on Reservation Road to Davis Road. At the intersection of Davis Road and Blanco Road, the corridor shifts East on Blanco Road and accesses Salinas and the Intermodal Transit Center via W. Alisal Street and Lincoln Avenue.

Although Blanco Road is not a part of the long-term regional multimodal corridor, it is recommended that it serve as an interim multimodal corridor until the Reservation Road and South Davis Road sections are developed.

### Phase II: Conceptual Design

The second phase of the planning process was focused on developing the preferred conceptual roadway design features along the recommended corridor route. Enhanced transit, bicycle and pedestrian treatments were considered to provide attractive alternatives to driving.

**High Quality Transit** - The corridor will provide a high quality transit route designed to be competitive with the automobile. Between Marina and Salinas, high quality transit will take the form of bus service that arrives every 15 minutes, makes fewer stops, provides more amenities at bus stops, and serves popular destinations. Proposed features include transit priority at signalized intersections, bus-only lanes on 2nd Avenue and Imjin Parkway in Marina, a separate busway along Imjin Parkway between Imjin Road and Reservation Road, longer distance between stops, and transit stops with attractive amenities.

**Enhanced bicycle facilities** – To provide a safer and more comfortable connection between the Monterey Bay Sanctuary Scenic Trail on the coast and major population center Salinas, the corridor will provide enhanced bicycle facilities along the entire route. These enhanced bicycle facilities will offer physical barriers that provide more separation between fast-moving motor vehicles and bicyclists. The presence of both “on-road” and “off-road” facilities along the majority of the corridor will provide options for bicyclists of all ages, speeds and abilities. Proposed bicycle facilities include: bicycle lanes on Lincoln Avenue and buffered bicycle lanes along W. Alisal in Salinas, a two-way protected bicycle path connecting the East Garrison development and Salinas, and separated multiuse paths and buffered bicycle lanes in Marina.

**Safer Pedestrian Treatments** – Improved pedestrian facilities will provide safer access to and from high quality transit stops and support walking along the corridor. Proposed improvements include separate multiuse paths, sidewalks, lighting, and crossing enhancements such as bulb-outs and pedestrian refuge medians.

### Near-Term Actions

The Marina-Salinas Multimodal Corridor Plan sets a long-term vision that will take decades to implement. Improvements will need to be made incrementally over time and as funding becomes available. However, there are several actions that can be taken in the near-term to jump-start projects along the corridor.

**Memorandum of Understanding** - a Memorandum of Understanding will be developed to signed by all Partner Agencies to memorialize the new alignment of the Marina-Salinas Multimodal Corridor and provide conceptual assurance that the plan is supported by all Partner Agencies. This Memorandum of Understanding will replace all previous agreements referencing a multimodal corridor between Marina and Salinas through the former Fort Ord Area.

**Policy Amendments** - To assure that new development supports the corridor, local planning documents must be amended to reflect the preferred alignment, accommodate the proposed conceptual design and provide opportunities for transit-oriented development. These changes will constitute minor amendments to General Plans, Specific Plans and Zoning Codes and will likely require some level of environmental review.

**Regional Bicycle and Pedestrian Wayfinding Signage** – The Transportation Agency has budgeted funds to develop a regional bicycle and pedestrian wayfinding plan and sign program. The Marina-Salinas Multimodal Corridor will be identified as a regional route in the Wayfinding Plan and appropriate signage will be designed.

**West Alisal Road Diet & Lincoln Avenue Improvements** – In 2014, the Transportation Agency awarded the City of Salinas Regional Surface Transportation Program funds to design the West Alisal Road Diet and Lincoln Avenue improvements consistent with the conceptual plans in the Salinas Downtown Vibrancy Plan and Marina-Salinas Multimodal Corridor Plan. Design work will begin in Spring 2015.

**South Davis Road Bridge and Widening Project** – The County plans to widen South Davis Road (south of Blanco Road) from two to four lanes and construct a new bridge over the Salinas River. The County has included the proposed Marina-Salinas Multimodal Corridor conceptual designs for South Davis Road as an alternative in the environmental review documents for the project. Environmental review will conclude in summer 2015 and a preferred project alternative will be selected by the Board



of Supervisors. The Transportation Agency will support the project alternative that is consistent with the Marina-Salinas Multimodal Corridor Plan.

**Coordination with Developments Under Construction** – The Marina-Salinas Multimodal Corridor passes through the Dunes development in Marina and the East Garrison development in the County. Both developers were consulted throughout the planning process to determine how to best incorporate multimodal features in the corridor. Minor modifications to designs will be required to accommodate the proposed Multimodal Corridor, these changes will be reflected in the Memorandum of Understanding and signed by the County of Monterey and City of Marina.

### Related Projects

Through the planning process, several projects came to light that have the potential to enhance the Marina-Salinas Multimodal Corridor. Although the following projects and concepts could not be fully explored during the Marina-Salinas Multimodal Corridor planning process, they merit further study:

**East Alisal Street Corridor Study** – The East Alisal corridor study will identify improvements for transit, bicycling and walking in one of the lowest income and highest transit ridership corridors in Monterey County. The City of Salinas has applied for a Caltrans planning grant to conduct this study.

**Highway 68 Corridor Study** – The Highway 68 Corridor study will evaluate current and future travel patterns between Salinas and the Monterey Peninsula and the feasibility of State Route 68 improvements.

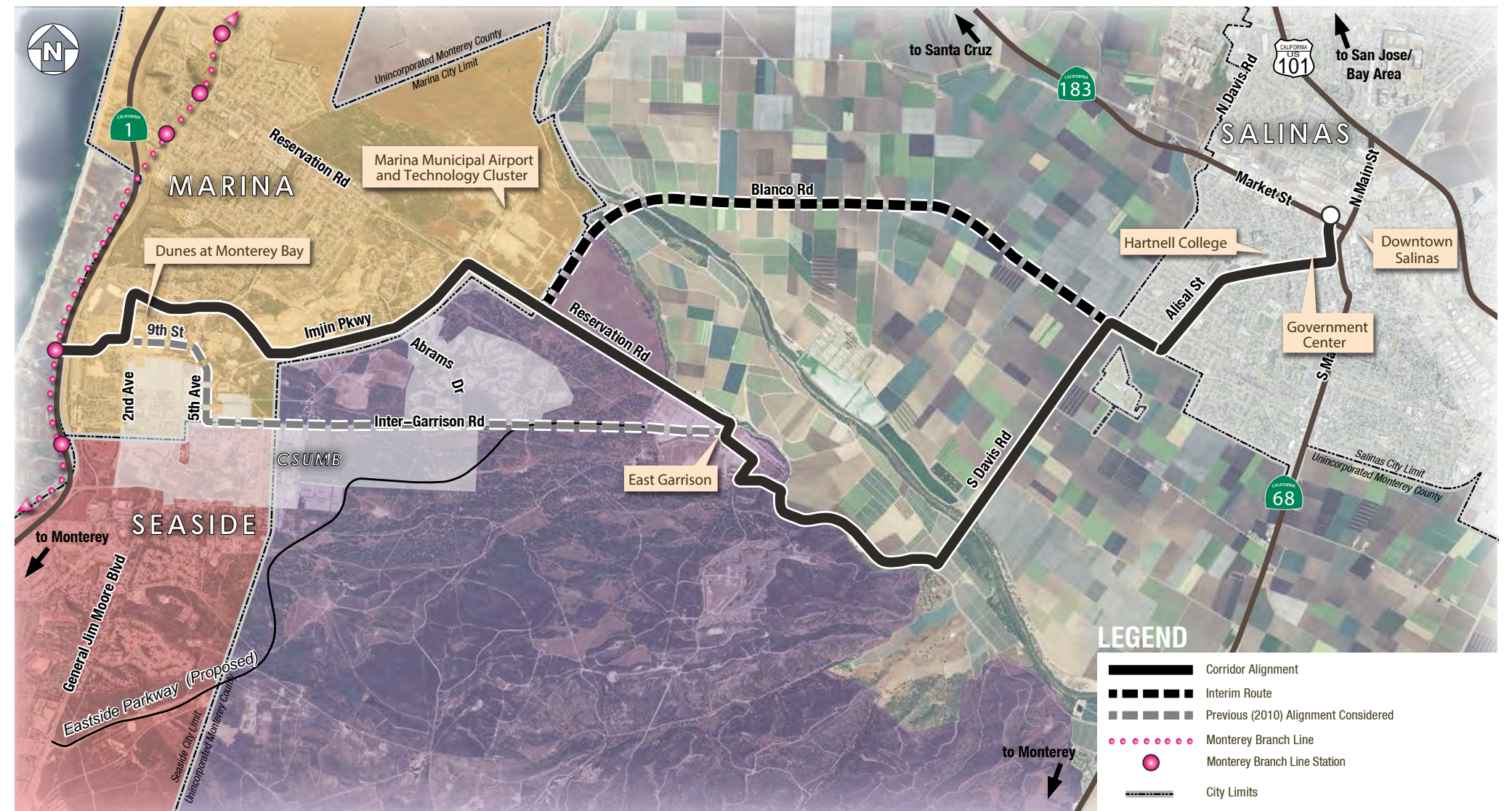
**Fort Ord Recreational Trail and Greenway** – The Fort Ord Recreation Trail and Greenway (FORTAG) proposes two connected regional loop trails totaling 28 miles, most of which is in the former Fort Ord area. These trails will improve access to recreational areas and open space from the Marina-Salinas Multimodal Corridor.

**2nd Avenue Extension and Improvements** – The City of Marina plans to extend 2nd Avenue from Imjin Parkway north to Reindollar Avenue. The 2nd Avenue extension will provide a critical link for transit, bicyclists and pedestrians between the Multimodal Corridor and Downtown Marina. As the existing sections of 2nd Avenue develop, there are opportunities for

**Monterey Branch Line Busway** – Monterey-Salinas Transit is proposing to build an express busway adjacent to the railroad tracks in or along Highway 1 and the Monterey Branch Line right-of-way. The busway will connect to the Marina-Salinas Multimodal Corridor at 8th Street, providing unhindered bus travel from Marina to Downtown Monterey.

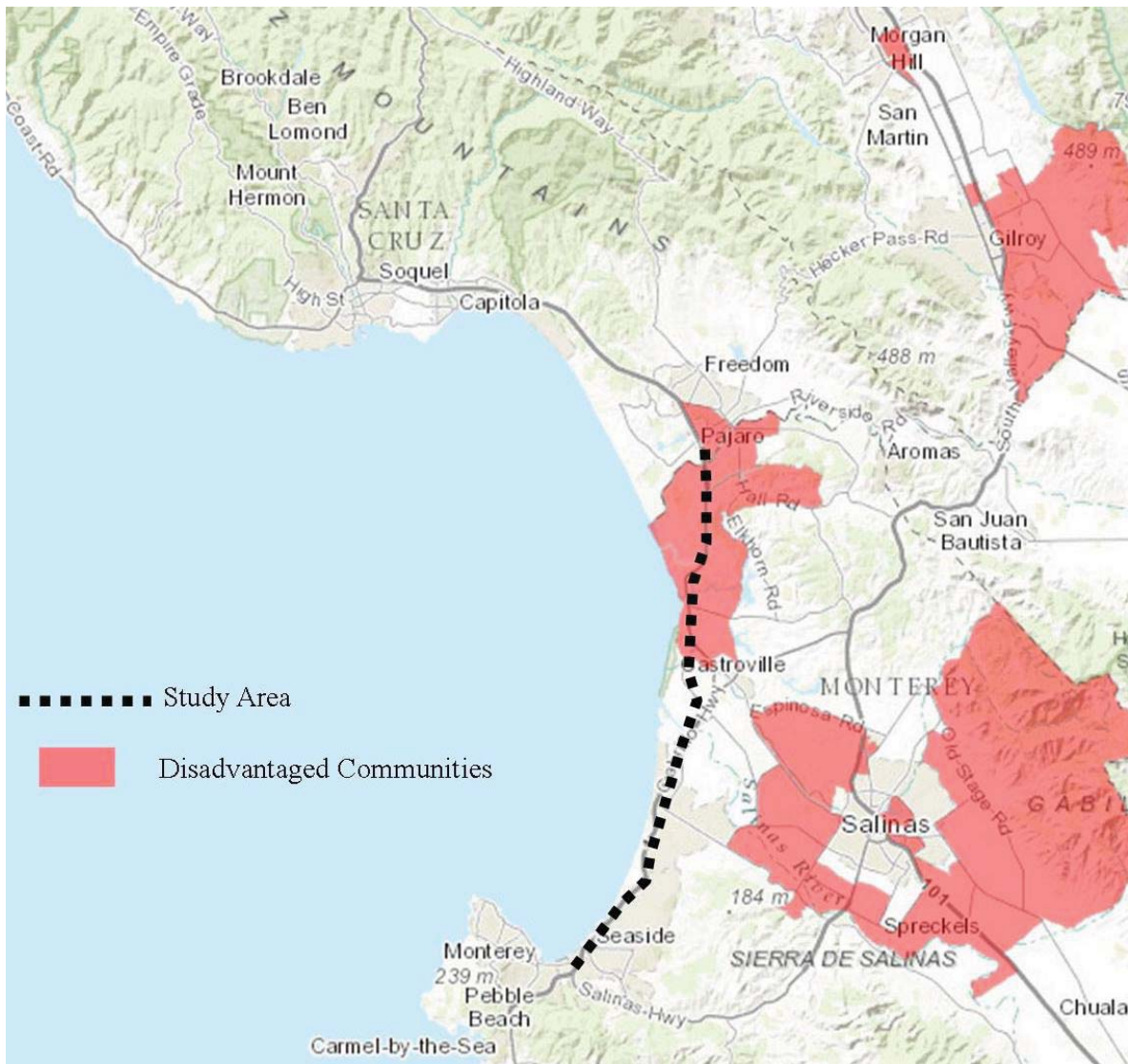
**Cal State University, Monterey Bay Master Plan Update** – The University is updating its campus master plan and supports improved transit, bicycle and pedestrian access plan. Parallel routes and access to the Multimodal Corridor can be an important feature of this update.

Figure ES-1: Preferred Alignment





## Monterey Bay Feasibility Study of Bus Operations on State Route 1 and in the Monterey Branch Line Right-of-Way





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 6, 2017  
**Subject:** **Coast Corridor 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 February 6, 2017 includes a meeting of the Technical Advisory Committee on February 17, 2017.

**FINANCIAL IMPACT:**

The project costs are still under evaluation.

**DISCUSSION:**

On February 17, 2017, the Coast Rail Coordinating Council (CRCC) Technical Committee discussed the following items:

1. Summary of Sacramento meetings January 23, 2017
2. "Corridor strengthening", potential Joint Powers Authority (JPA) structure
3. State Rail Plan meeting January 24, 2017
4. California Intercity Passenger Rail legislative activities
5. Status of reintroduction of corridor extension legislation
6. Corridor Chairs & Legislative Day
7. Santa Barbara-Ventura Retiming
8. *Coast Starlight* schedule and stops
9. Salinas Rail Extension update
10. Sonoma Marin Area Rail Transit (SMART) tour - possible dates: 6/29, 8/3, 8/10
11. Fiscal year 17/18 CRCC administration budget
12. Other dates/Announcements

- CA Passenger Rail Summit 4/18-19 (Sac)
  - CRCC TAC 3/10, Policy 4/7 in Santa Barbara
  - APTA 6-11 to 14 in Baltimore
13. Awaiting grant request notification

Staff will present a verbal update at the meeting.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 6, 2017  
**Subject:** C-1

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### **RECOMMENDED ACTION:**

February 3, 2017 column in *The Californian*, "New passenger train lines still planned for Salinas"

### ATTACHMENTS:

- The Californian column, 2/3/17, "New passenger train lines still planned for Salinas"

## New passenger train lines still planned for Salinas

MACGREGOR 'GOYA' EDDY Published 2:30 p.m. PT Feb. 2, 2017 | Updated 16 hours ago



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Colombian travelers Jennifer Borelly, left, and Lissa Valdivieso head toward the southbound Starlight Express at the Salinas train station.(Photo: Jay Dunn/The Salinas Californian)Buy Photo

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Increasing passenger train service to and from the north to Salinas has long been a goal of Monterey county and Salinas city leadership. The plans to link either the Capitol Corridor, (which now ends in San Jose), or Caltrain, (which now ends service at Gilroy) will be in place “optimistically by 2020,” said Christina Watson of the Transportation Agency for Monterey County (TAMC).

At the TAMC Executive Committee meeting Wednesday, Kimbley Craig expressed some frustration at the perceived slow progress of the plan. Craig, District 5 Salinas city council member and past TAMC board chair, said “the rail service to Salinas, once expected by 2018, has been pushed back year by year since I came on the (TAMC) Board in 2010.”

Todd Muck, deputy executive director of TAMC, explained the delays are due to factors that are not under TAMC control, primarily negotiations with Union Pacific, which owns the railroad tracks.

“We have 10 TAMC professional staff working on all of our programs,” Muck said.

“Originally, the project was to extend Caltrain, (which now runs between San Francisco and Gilroy) to Salinas,” said Watson, the lead TAMC staffer coordinating the rail project. “Then the plan changed to extending the Capitol Corridor (which runs between Sacramento and San Jose) to Salinas. There are a lot of plans in flux for rail projects across the state, so we are coordinating with both Caltrain and Capitol Corridor to see what service we can have in the near term.”

Caltrain is a commuter train between Gilroy and San Francisco and is now being improved in preparation for becoming part of the California High Speed Rail (HSR). The improvements include converting to electric and enlarging the stations. From Gilroy, the High Speed Rail would continue to Merced, down the San Joaquin Valley to Los Angeles.

“I want to be clear, I think TAMC is one of the most pro-active and functional agencies in Monterey County,” Craig said at the Wednesday TAMC executive meeting. “I want to ensure that we pursue critical stakeholders, such as Union Pacific,

to bring passenger rail to Salinas.”

The TAMC Rail Policy Committee will meet Monday at 3 p.m. at 55-B Plaza Circle, Salinas. The agenda is available at [www.tamcmonterey.org](http://www.tamcmonterey.org) or call 775-0897.

### New Salinas traffic commissioners

Yolanda Hayes, community activist for traffic calming, was appointed to the Salinas Traffic and Transportation Commission by Mayor Joe Gunter. Retired Salinas policeman Brandon Hill was appointed by District 4 council member Gloria de la Rosa. New council member Tony Villegas has expressed an intention to appoint Ulises Gonzalez, vice principal of Bardin Elementary school, but as of Thursday James Serrano of Salinas Public Works has not received notice of this intent. New District 1 council member Scott Davis has informed the Salinas city clerk that he intends to appoint Elias Nunez. I hope to see you at the next Traffic and Transportation Commission meeting, Thursday at 7 p.m. in the City Hall Rotunda, 200 Lincoln Ave., Salinas. For the agenda go to [www.cityofsalinas.org](http://www.cityofsalinas.org) or call 758-7241. Past meetings are available on thesalinaschannel on You Tube.

### Bus board meets Monday

The Monterey-Salinas Transit (MST) board meeting will be held Monday at 10 a.m., at 19 Upper Ragsdale Dr., Monterey. For agenda see [mst.org](http://mst.org) or call 888-678-2871.

### Family bike ride

Family Biking Monterey County will celebrate Black History Month with a family bike ride on Saturday, noon to 2 p.m. Meet by the bike trail at 125 Ocean View Blvd, Pacific Grove at noon, and then the group will bicycle to Caledonia Park at 161 Caledonia in PG, see [www.facebook.com/groups/FamilyBikingMC](https://www.facebook.com/groups/FamilyBikingMC) or you can email organizer Lauryn Ricigliano at [ricigliano@gmail.com](mailto:ricigliano@gmail.com).

Walkers and folks with strollers are welcome. The ride will be cancelled for heavy rain but not for light drizzle.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** March 6, 2017  
**Subject:** C-2

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**RECOMMENDED ACTION:**

February 23, 2017 item on KION, "New rail system connecting Salinas to Bay Area is picking up steam"

**ATTACHMENTS:**

- KION write-up of video interview

[News \(/news\)](#)

## New rail system connecting Salinas to Bay Area is picking up steam

**By:** [Maya Holmes \(http://www.kion546.com/meet-the-team/maya-holmes/49184623\)](http://www.kion546.com/meet-the-team/maya-holmes/49184623)   
(<mailto:maya.holmes@kionrightnow.com>)

**Posted:** Feb 23, 2017 06:40 PM PST

**Updated:** Feb 23, 2017 06:40 PM PST



With \$70 million in state funding already on the table for the Salinas Rail Extension, the project is now being designed and needs more space. The Transportation Agency for Monterey County Board Members met this week to talk about the project moving forward.

"We're focusing a lot of energy right now on being able to acquire the properties that will enable us to have Lincoln Avenue extended through to the train station, to be able to have safe and signalized access through the train station," said Christian Watson with the Transportation Agency for Monterey County.

The new transportation center and rail service, just off of west Market Street, will provide two round trips daily from Salinas to San Jose. It's meant to give locals who work or play in the Silicon Valley the chance to escape congestion on Hwy 101.

"The farthest I go is to Sand City, Seaside, Los Gatos, Morgan Hill, Los Banos," said Salinas resident Albert Dimes Jr. "I would like for that extension to come through."

Other than traffic relief, Salinas Public Works said the new system is needed to help revive the downtown.

"We also have great facilities downtown with great restaurants and live entertainment and things to do," said Salinas Public Works Assistant Director Don Reynolds. "So it just makes it a destination to itself, it completes the whole picture."

The rail extension will also promote more development in the area, reduce greenhouses gases and create 825 jobs locally and regionally.

"There's jobs created in the construction process as well as in the operations of the trains itself," said Watson.

Transportation officials said they hope to have the rail line up and running by 2020.