



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

RAIL POLICY COMMITTEE

Monday, February 3, 2020
Transportation Agency Conference Room
55-B Plaza Circle, Salinas
****3:00 PM****

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. Quorum Check, Call to Order and Introductions

A quorum is 7 of the following members: Adams, Alejo, Chavez, Davis, Delgado, Hawthorne, LeBarre, Oglesby, Parker, Phillips, Potter and Smith.

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

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

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

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the CONSENT AGENDA for discussion and action.

3.1. APPROVE minutes of the Rail Policy Committee meeting of January 6, 2020.

- Montiel

The draft minutes of the January 6, 2020 Rail Policy Committee meeting are attached for review.

END OF CONSENT AGENDA

4. HOLD elections for Chair and Vice Chair for 2020-22.

- Watson

The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year.

5. RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

- Watson

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in January includes a Network Advisory Committee meeting. Consultants will present a future service vision for discussion.

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

- Watson

Activities on the Salinas Rail Kick Start project since the last update on January 6, 2020 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and receipt of proposals for final design of Packages 2 and 3.

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

8. ADJOURN

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, March 2, 2020 at 3:00 p.m.

Transportation Agency for Monterey County Conference Room

55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

If you have any items for the next agenda, please submit them to:

Christina Watson, Rail Program Coordinator

Christina@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA 93901-2902

Monday thru Friday 8:00 a.m. - 5:00 p.m.

TEL: 831-775-0903

FAX: 831-775-0897

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

- C 1.** **RECEIVE** correspondence attached online.
- C 2.** **RECEIVE** media clippings this agenda.
- C 3.** No reports this agenda.



Memorandum

To: Rail Policy Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: February 3, 2020
Subject: **Draft January RPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Rail Policy Committee meeting of January 6, 2020.

SUMMARY:

The draft minutes of the January 6, 2020 Rail Policy Committee meeting are attached for review.

ATTACHMENTS:

- ▣ January 2020 RPC minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of January 6, 2020
Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA

	FEB 19	MAR 19	APR 19	MAY 19	JUNE 19	JUL 19	AUG 19	SEP 19	OCT 19	NOV 19	DEC 19	JAN 20
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	C	P(A)	C	P(A)	P(A)	N	P(A)	C	P(A)	P(A)	N	-
J. Phillips, Dist. 2 (J. Stratton, C. Link)	A	P(A)	A	P(A)	E	O	P(A)	A	P(A)	P(A)	O	P(A)
J. Parker, Dist. 4 (W. Askew)	N	E	N	P(A)	E		E	N	P(A)	P(A)		P(A)
M. Adams, Dist. 5, (Y. Anderson)	C	P(A)	C	P	E	M	P(A) TC	C	-	P(A)	M	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	E	P	E	P	P	E	P	E	P	P	E	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	L	P	L	P	P	E	P	L	P	-	E	P
E. Smith, Monterey (A. Renny)	L	P	L	P	P(A)	T	P	L	-	-	T	P
S. Davis, Salinas, (C. Cromeenes)	E	P	E	-	-	I	P	E	P	P	I	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	D	-	D	-	-	N	P(A)	D	P(A)	P(A)	N	P(A)
I. Oglesby, Seaside (D. Pacheco)		P		P	P	G	P		-	P	G	P
A. Chavez, Soledad (F. Ledesma)		P		-	P		-		P	P		-
D. Potter, At Large Member		-		P	P		P		E	E		P
M. Twomey, AMBAG (H. Adamson, P. Hierling)		-		P(A)	P(A)		P(A)		E	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5		-		-	-		-		-	-		-
C. Sedoryk, MST (L. Rheinheimer)		P(A)		P(A)	P(A)		P(A)		P(A)	P(A)		P(A)
STAFF												
D. Hale, Exec. Director		E		E	E		P		P	E		E
T. Muck, Deputy Exec. Director		P		P	P		P		P	P		P
C. Watson, Principal Transp. Planner		P		P	P		P		P	P		P
M. Zeller, Principal Transp. Planner		P		P	P		P		P	P		P
Theresa Wright, Outreach Coordinator		P		E	E		-		E	P		-
M. Montiel Admin Assistant		P		P	P		P		P	P		P
L. Williamson, Senior Engineer		E		P	P		E		P	E		P
Madilyn Jacobsen, Transportation Planner									P	P		P

1. QUORUM CHECK AND CALL TO ORDER

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

OTHERS PRESENT

Brad Tarp	Salinas resident	Rosemary Tarp	Salinas resident
Rod Neubert	Salinas resident	Laura Harris	Outreach consultant
Kayla Klauer	Assm. Rivas Field Representative		

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Potter/Smith/unanimous

3.1 Approved minutes of the November 4, 2019 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. COAST CORRIDOR RAIL PROJECT UPDATE

M/S/C Davis/Smith/unanimous

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and recommended the TAMC Board reappoint Committee Members Potter and LeBarre as representatives to the Coast Rail Coordinating Council Policy Committee.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update to this Committee in November includes a Policy Committee meeting in Ventura on December 13, where they adopted a 2020 legislative program including a resolution supporting coast line passenger rail service and discussed increasing the size of the Council to ten members to facilitate legislative representation. Ms. Watson noted that TAMC has taken a position to support a state rail grant application headed up by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) that includes a valuation of the coast rail line from San Jose to Moorpark (Santa Barbara).

Ms. Watson reported that in January 2019, the TAMC Board approved the Rail Policy Committee recommended appointment of Dave Potter as the TAMC representative and Mike LeBarre as the TAMC alternate for a one-year term, and the CRCC Policy Committee selected Mr. Potter as the Chair. She noted that the 2020 calendar assumes 4 meetings around the state, one of which may be a tour, and a possible legislative trip to Sacramento and a trip to Los Angeles for the annual Rail Summit in April.

Committee Member Smith asked if the current representatives would be willing to serve another term. Both accepted the nomination and were unanimously recommended.

5. RAIL NETWORK INTEGRATION STUDY UPDATE

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

Christina Watson, Principal Transportation Planner, reported that the Monterey Bay Area Rail Network Integration study will focus on determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County and Santa Cruz, and the Coast Rail Corridor. Ms. Watson requested input and feedback on three documents provided for the Committee's review: the Existing and Future Conditions memo, which is the underpinning of the study evaluating the current status of rail and bus connectivity; the Future Service Vision, which will become the meat of the final study and which the consultants will present to the Committee in more detail at the February meeting; and the Grant Strategy Memo, which will be modified pending the results of the Future Service Vision.

Committee member Delgado asked if the study would develop cost estimates for various project scenarios and tie that in to the Grant Strategy Memo for a recommended path forward to implementation. Ms. Watson responded that was the goal of the project.

6. SURF! BUSWAY

The Committee received an update on the SURF! Busway project along the Monterey Branch Line from Marina to Sand City.

Madilyn Jacobsen, Transportation Planner, reported that MST hired Kimley-Horn for the environmental review and preliminary design phase of work for the SURF! Busway project along the Monterey Branch Line from Marina to Sand City. She noted that on November 21, 2019, MST, Transportation Agency and Kimley Horn met for a kick-off meeting for the SURF! Project. During the kick-off the team discussed the history of the Monterey-Branch Line and former studies, funding of the SURF! project through Measure X, and the team began drafting overall project goals. Ms. Jacobsen presented conceptual plans for the three project segments: Marina Transit Center to the Branch Line entry on Palm Avenue; Palm Avenue to Seaside/Sand City; and the Highway 1/Fremont Boulevard/California Street interchange in Seaside/Sand City. Ms. Jacobsen noted this would become a new standing item for the Committee.

Committee member Delgado asked about the entry strategy for Palm Avenue and asked that the team take care not to interrupt or remove the popular bicycle/pedestrian path. He suggested a better route would be to utilize existing streets.

Deputy Executive Director Muck noted that staff had raised some concerns about the conceptual plan at the kick-off meeting, including that the project must not remove any rail line and should make every effort to reduce the number of crossovers between the busway and the tracks.

Committee member Potter noted the importance of maintaining the track integrity for future light rail plans. He also mentioned that the project may face issues with the Coastal Commission since most of the busway was in the Coastal Zone.

Committee alternate Askew expressed concerns about the complicated Palm Avenue/ Del Monte Boulevard intersection and noted that the trail was well used.

Lisa Rheinheimer, MST, noted that these are very conceptual designs and that the team's goal is to get stakeholder input throughout the design and environmental review process. She said TAMC's input was key and they would aim to minimize disruption to the rail and bike/pedestrian corridors.

Committee member Delgado supported the concept of getting the busway up to grade at the 8th Street overcrossing in Marina for convenient access to the university, the veteran's facility, and the Dunes shopping center. He noted the need for improved bicycle and pedestrian infrastructure on the bridge and suggested the project consider a location for bicycle storage, possibly on the TAMC-owned land on the east side of the bridge.

Committee alternate Askew asked if the project could also include a new restroom and bridge improvements and asked if that intersection might work as a roundabout.

Committee alternate Anderson noted that the bridge has a narrow sidewalk on the north side that is not accessible on the west end.

Deputy Executive Director Muck noted that the bridge was owned by Caltrans and that TAMC would work with Caltrans to prioritize pedestrian and bicycle improvements to that bridge. He noted that the State Parks had a plan to make the bridge's west end the day use entry to the park. He also said that TAMC owns about twelve acres just east of the bridge, and that MST owns about five acres south of TAMC's property, and that after building demolition there is a plan to convert that property into transit-oriented development.

Ms. Rheinheimer cautioned about scope creep and stated that the busway project did not include improvements to the 8th Street bridge itself. She noted that the team's initial meeting with the Coastal Commission was positive as they support transit and increased access to the coast.

Deputy Executive Director Muck presented a concept of a double roundabout at the Highway 1/Fremont Boulevard/California Street interchange in Seaside/Sand City.

Committee member Davis asked whether the project would include a park and ride or "kiss and ride" lot to increase ridership.

Ms. Rheinheimer noted that MST's ridership generally walks to catch the bus, and that very few are dropped off or park to take the bus, and that the busway project currently does not envision the need for a park and ride lot.

Committee alternate Askew noted the importance for the busway to set the stage for future rail transit on the line by building ridership and community acceptance.

7. SALINAS RAIL KICK START PROJECT UPDATE

The Committee received an update on the Salinas Rail Kick Start project.

Laurie Williamson, Senior Engineer, reported that the Salinas Lincoln Avenue Extension and circulation improvements at the station are approximately 40% complete in terms of project schedule and approximately 25% of the contract budget has been reimbursed to date. The next phase is anticipated to begin in late February or early March.

Chair LeBarre asked whether the team had experienced any conflicts or issues.

Ms. Williamson responded that there have been several issues with various utilities on the site, and that the team is working to resolve those issues.

Mike Zeller, Principal Transportation Planner, reported that staff had released the appraisals of the five properties to the owners and that we are anticipating receipt of counteroffers by mid-January. He noted that more information would be provided to the TAMC Board in February.

Christina Watson, Principal Transportation Planner, reported that the Salinas layover facility and Gilroy track improvements are ready for final design, pending comments from Union Pacific Railroad, and that proposals for that work are due January 16. She noted that staff had met with Caltrain staff to discuss a feasibility study and the 75% plans and that negotiations were ongoing.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

None.

ADJOURN

Chair LeBarre adjourned the meeting at 4:02 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 3, 2020
Subject: Rail Policy Committee Elections

RECOMMENDED ACTION:

HOLD elections for Chair and Vice Chair for 2020-22.

SUMMARY:

The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year.

FINANCIAL IMPACT:

None.

DISCUSSION:

From the Transportation Agency for Monterey County Bylaws, section 12.4:

"A **Rail Policy Committee** composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, Supervisorial District 1, Supervisorial District 2, Supervisorial District 4, Supervisorial District 5 and two representatives from South Monterey County: either (a) the 3rd District County Supervisor and a voting TAMC Board member from one of the South Monterey County Cities, or (b) two voting TAMC Board members from South Monterey County Cities. The TAMC Chair may appoint annually ex-officio members as needed.

"The Committee shall select a Chair and Vice Chair from its membership for a two-year term at the end of the February meeting of every even year, beginning in 2008. The Chair may rotate between the County Supervisors and the Cities, and/or between Salinas Valley and the Monterey Peninsula or the existing Chair may be reappointed to a new term. **To be eligible to serve as the Chair or Vice Chair, the person must be a voting Agency Board Member and have served on the Rail Policy Committee for at least one year.** The Rail Policy Committee advises the Transportation Agency Board on matters related to the establishment of passenger rail service in Monterey County."



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 3, 2020
Subject: Rail Network Integration Study Update

RECOMMENDED ACTION:

RECEIVE update on the Monterey Bay Area Rail Network Integration Study.

SUMMARY:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. Progress on the study since the last report to this Committee in January includes a Network Advisory Committee meeting. Consultants will present a future service vision for discussion.

FINANCIAL IMPACT:

The study has a budget of \$500,000, funded out of the state Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs.

DISCUSSION:

The study focuses on determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City. The second Network Advisory Committee meeting was held on January 27, 2020, in TAMC's conference room.

The Monterey Bay Regional Rail Network Integration Study requires a service concept for a robust passenger rail service connecting Monterey Bay communities and the Central Coast to San Jose. Through the service planning and network integration process, the project team is designing an implementable, technically sound vision for a future Monterey Bay Area regional rail network that accomplishes TAMC's service goals and provides technical inputs for implementation planning. **Attached** is a memo outlining the future service vision process.

Staff and consultants will present an update at the meeting.

ATTACHMENTS:

- Future Service Vision Memo

TAMC Monterey Bay Area Regional Rail Network Integration Service Planning and Network Design

The Service Planning and Network Design process is designed to facilitate TAMC’s development of an implementable, technically sound vision for a future Monterey Bay Area regional rail network that accomplishes stakeholder service goals and provides technical inputs for implementation planning. The process works through four defined phases and will produce recommended service plans and phasing to serve as a technical resource and guide for implementation planning and benefits assessments.

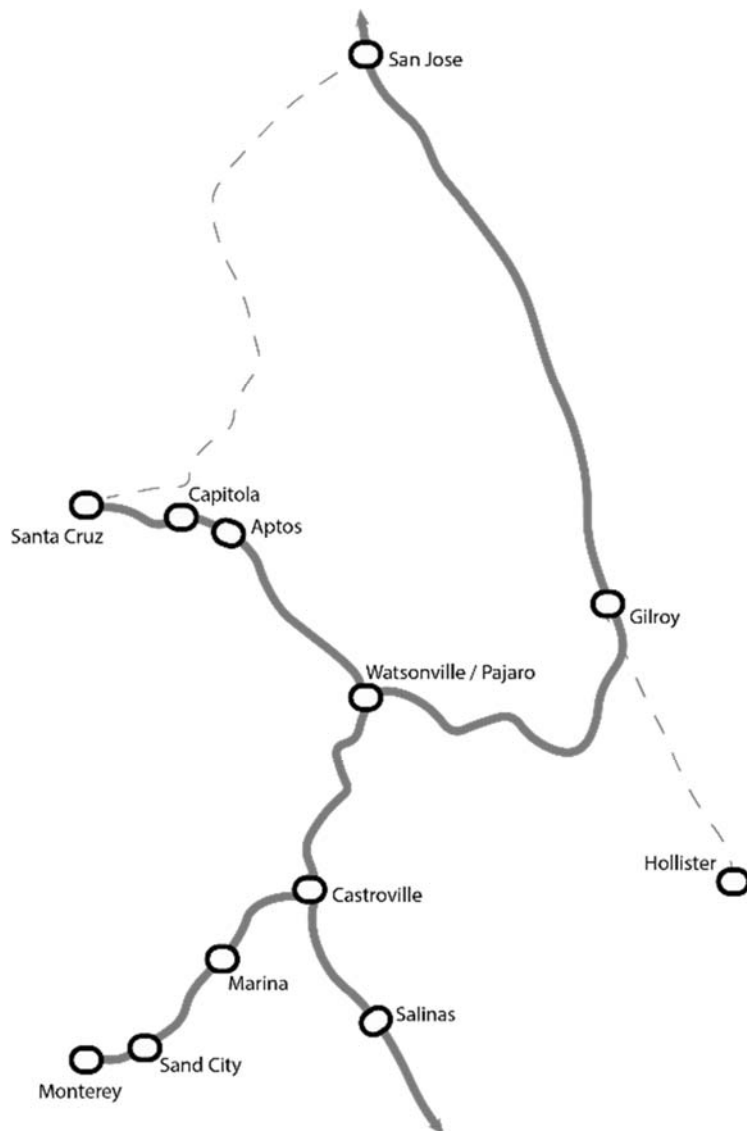
The process is currently in the concept refinement stage, moving toward recommended service plan concepts to comprise the future Integrated Network.

Development of Planning Parameters

The design process is led through a technical working group which identifies planning parameters to set boundary conditions for service, operations, and infrastructure, within which the service concepts are developed. The initial meetings of the working group defined a set of conditions to bound the service concepts. Identifying which of these parameters reflect hard constraints and which can be subject to further analysis is integral to this exercise.

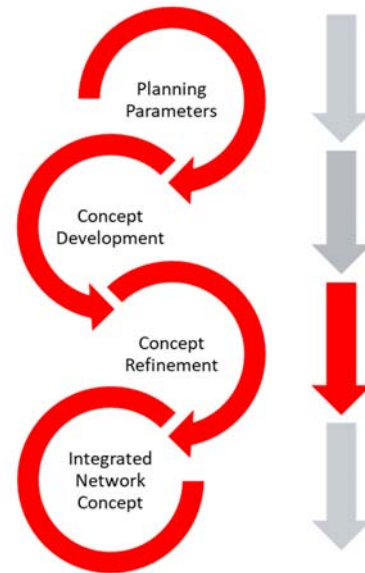
Planning parameters include:

- Service Levels
- Operations
- Equipment
- Infrastructure



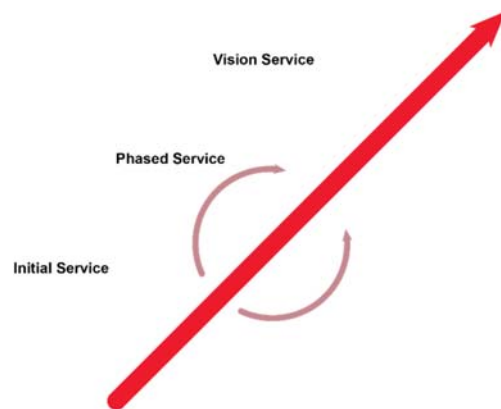
Service Concept Development and Refinement

The service concept development and refinement phases use an open, iterative process to develop a set of stopping patterns and frequencies that meet the identified service goals. Utilizing Viriato technical software, concepts are designed to be free of operating conflicts and illustrated with stringlines (time vs. distance diagrams of trains operating on a line over a given service period) and netgraphs (diagrammatic maps of a rail network providing a graphical representation of the timetable) for discussion and review with the working group. This is the key phase and is highly iterative with multiple interactions with the working group during development. As tradeoffs among service, operations, equipment, and infrastructure are identified during the planning process, they are discussed within the working group.



Two key areas of interaction and input/feedback from the working group are critical: (1) acceptability or adjustments needed as service design is refined to fit within the operation and infrastructure constraints; and (2) the feasibility of potential infrastructure changes to reflect the needs of the service and operation plan.

- Initial Service Scenario
 - Directional service (Salinas – San Jose/ San Francisco)
 - Extension of existing service from Gilroy
- Phased Service Scenario
 - Hourly service (Salinas – San Jose/ San Francisco)
 - 4-hourly through service to San Luis Obispo
- Vision Service Scenario
 - Hourly service (Salinas – San Jose/ San Francisco)
 - Hourly regional service (Monterey – Santa Cruz)



Important takeaways

By carefully designing and refining service plans through its iterative process, the Technical Working Group was able to determine:

- Frequent main line service is possible without major infrastructure intervention
Service on the main line between Salinas and San Jose has been planned in such a way as to provide high-frequency hourly service on the largely single-track existing corridor without requiring major infrastructure intervention like new double-track sections, bridges, or tunnels.
- Frequent branch line service is possible without double-tracking lines
Hourly service on the Monterey and Santa Cruz branch lines (“Wharf-to-Wharf Service”) is also possible on single-track corridors with passing tracks required only at specific stations.
- Tradeoffs require strategic choices in optimizing connectivity on branch line services
Branch line (Monterey – Santa Cruz) and main line (Salinas – San Jose/ San Francisco) trains are designed to run in tight succession through the shared alignment between Pajaro and Castroville to ensure short transfers for passengers. Connectivity for transfers between Monterey and San Jose / San Francisco and trips between Santa Cruz and Salinas are optimized to ensure competitive trip times aligned with travel demand.
- Frequent main line and branch service can accommodate the Coast Starlight and provides operating windows for freight traffic
The Vision Service Scenario, while highly frequent, was designed such that it can provide operating slots for the Coast Starlight and can provide defined operating windows for the limited freight traffic to move through the corridor without disrupting or being disrupted by the passenger service schedule.

Next Steps:

By the end of January, the technical working group will present recommended service concepts, phased network development, and technical analysis to the Network Advisory Committee for their review and feedback. The service concepts will continue to be iterative in nature but will serve as a solid technical foundation for further implementation planning, benefits assessments, and an ultimate recommendation for developing the Monterey Bay Area integrated regional rail network.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 3, 2020
Subject: **Salinas Rail Kick Start project update**

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Kick Start project.

SUMMARY:

Activities on the Salinas Rail Kick Start project since the last update on January 6, 2020 include progress on construction of Package 1, the Lincoln Avenue Extension and parking improvements, and receipt of proposals for final design of Packages 2 and 3.

FINANCIAL IMPACT:

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and improvements in Santa Clara County), is estimated at \$81 million. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance.

DISCUSSION:

The Monterey County Rail Extension Project extends passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project is proceeding with construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) are ready for final design, pending comments from Union Pacific Railroad.

Package 1: Salinas Station Improvements

TAMC hired Monterey Peninsula Engineering (MPE) for construction of Package 1, MNS Engineers as Construction Managers on the project, and HDR Engineering to provide design support during construction.

In January 2020, the construction team continued to make progress constructing the Lincoln Avenue Extension and associated parking improvements. Staff and MNS Engineers are working on two change orders related to CalWater line relocation work and bioretention areas.

Package 2: Salinas Layover Facility

TAMC staff continues to oversee AR/WS and Meyers Nave consultants to further negotiations to acquire portions of

four parcels and one entire parcel for Package 2, the Salinas layover facility. The team is anticipating receipt of counteroffers by the end of January.

Package 3: Gilroy Station & Track Improvements, Operations Scenarios

TAMC staff will meet with Caltrain planning staff on February 3 to discuss their internal draft feasibility study to extend Caltrain service to Salinas.

Proposals for final design of Packages 2 and 3 were due on January 16.

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



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 3, 2020
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

DISCUSSION:

- [December 12, 2019 letter from TAMC to Heather Adamson, AMBAG, re: Central Coast Highway 1 Climate Resiliency Study: Elkhorn Slough Transportation Scenarios](#)

Support letters to David Kim, Secretary, California State Transportation Agency, for Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency 2020 Transit and Intercity Rail Capital Program Application

- [January 14, 2020 letter from Marjie Kirn, Executive Director, Santa Barbara County Association of Governments](#)
- [January 14, 2020 letter from Debbie Hale, Executive Director, TAMC](#)
- [January 14, 2020 letter from Mike LeBarre, Mayor, King City](#)
- [January 14, 2020 letter from Chris M. Lopez, Chair, Monterey County Board of Supervisors](#)
- [January 25, 2020 letter from Joe Gunter, Mayor, City of Salinas](#)

Support letters to David Kim, Secretary, California State Transportation Agency, for Transit and Intercity Rail Capital Program Grant for SURF! Busway Project paralleling Highway 1:

- [December 26, 2019 letter from Mary Ann Carbone, Mayor, City of Sand City](#)
- [December 30, 2019 letter from Maura F. Twomey, Executive Director, Association of Monterey Bay Area Governments](#)
- [January 8, 2020 letter from William M. Monning, Senator, 17th District](#)
- [January 8, 2020 letter from Barbara Meister, Public Affairs Director, Monterey Bay Aquarium](#)
- [January 8, 2020 letter from Clyde Roberson, Mayor, City of Monterey](#)
- [January 8, 2020 letter from Bruce Delgado, Mayor, City of Marina](#)
- [January 14, 2020 letter from Ian N. Oglesby, Mayor, City of Seaside](#)



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 3, 2020
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings this agenda.

WEB ATTACHMENTS:

- [Report on KSBW, "New California Welcome Center will open at Salinas Freight Depot"](#)