



CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval
Transportation Agency for Monterey County
Proposition 116 Application for
San Francisco-Monterey Intercity Rail Service

Resolution PA-98-19

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.7 WHEREAS, pursuant to PUC Section 99638, and contingent upon approval by the Commission of an application for funding, \$17,000,000 shall be allocated to the Transportation Agency for Monterey County for the following: (a) extension of Caltrain Service; or (b) other rail projects within Monterey County; and
- 1.8 WHEREAS, the Commission's policy and application guidelines (#G-90-23, policy #33) require that in the event that a rail right-of-way project does not result in rail transit service by the year 2000 and the property is no longer needed, the Commission shall require that a liquidation plan be prepared by the grant recipient by January 31, 2000 for approval by the Commission to dispose of the property; and
- 1.9 WHEREAS, PUC Section 99665(a) requires applicants for grants pursuant to PUC Section 99638 subdivision (b), to match on a dollar-for-dollar basis, the amount of the grant from other public or private sources, and to demonstrate to the satisfaction of the Commission, the availability of those other funds; and
- 1.10 WHEREAS, the Transportation Agency for Monterey County (TAMC) will pursue intercity passenger rail service within the corridor, as described in PUC Section 99638, subdivision (a), that calls for no local match; and

1.11 WHEREAS, Proposition 116 specifies that local agencies shall not adopt new or increased development taxes, fees, or exactions or permit fees to pay the local match or for operating costs of new service established with funds provided pursuant to PUC Section 99638; and

1.12 WHEREAS, in August 1998, the Commission has received and reviewed a application from TAMC requesting approval of \$450,000 in Proposition 116 funds to complete preliminary engineering, environmental studies and clearance leading to the implementation of the San Francisco - Seaside/Monterey Intercity Rail Project; and

1.13 WHEREAS, the August 1998 application, including all supplemental information, has been reviewed by Commission staff, and appears to meet all the basic requirements as specified in Proposition 116 and the Commission's policies and guidelines.

2.1 BE IT FURTHER RESOLVED, that the Commission hereby approves the August 1998 Proposition 116 project application from the TAMC for preliminary engineering and environmental assessment project totaling \$450,000 in Proposition 116 funds (PUC Section 99638 [a]); contingent upon TAMC addressing the following issues during the project development process and reporting to the Commission prior to approval of a capital improvement Proposition 116 application for this project:

- Whether “full service” in this corridor will require acquisition of full fee title or whether the private railroad will allow passenger service at less than fee. For either option, at what cost?
- What funding sources TAMC intends to commit for short- and long-term operations of the proposed service, particularly in light of the structural shortfalls facing the funding sources currently used for existing and other projected increases in intercity rail operations.
- Whether the public investment required for capital improvements and operating subsidies is worthwhile and justified over the long term, solely for a four-day-a-week service, without prospect of expanding to full seven-day-a-week-service. Also, the time frame in which service expansion is both feasible and likely?
- Whether sufficient capacity exists on the Caltrain Corridor (San Francisco to Gilroy) to permit both Caltrain and the Monterey service to operate initially and at ultimate “build out” of both services and what, if any, compensation to Caltrain would be required.
- Provide a comparative analysis of dedicated bus service with passenger rail.

2.2 BE IT FURTHER RESOLVED, that a Proposition 116 project application approval by the Commission reserves the State funding within the program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the "Commission's Financial Guidelines for Local Agency Reimbursement" and subsequent fund transfer agreement; and

2.3 BE IT FURTHER RESOLVED, that Commission approval of the Proposition 116 project application further constitutes approval for a local agency to begin expending local funds for use as future local match for state reimbursement as authorized by the "Commission's Financial Guidelines for Local Agency Reimbursement," and consistent with the Commission's adopted guidelines for approval of advance expenditure for future local match, pursuant to Chapter 993, Statutes of 1990 (SB 2800).

Intercity Passenger Rail Service

**San Francisco –
Seaside/Monterey**

September 1998

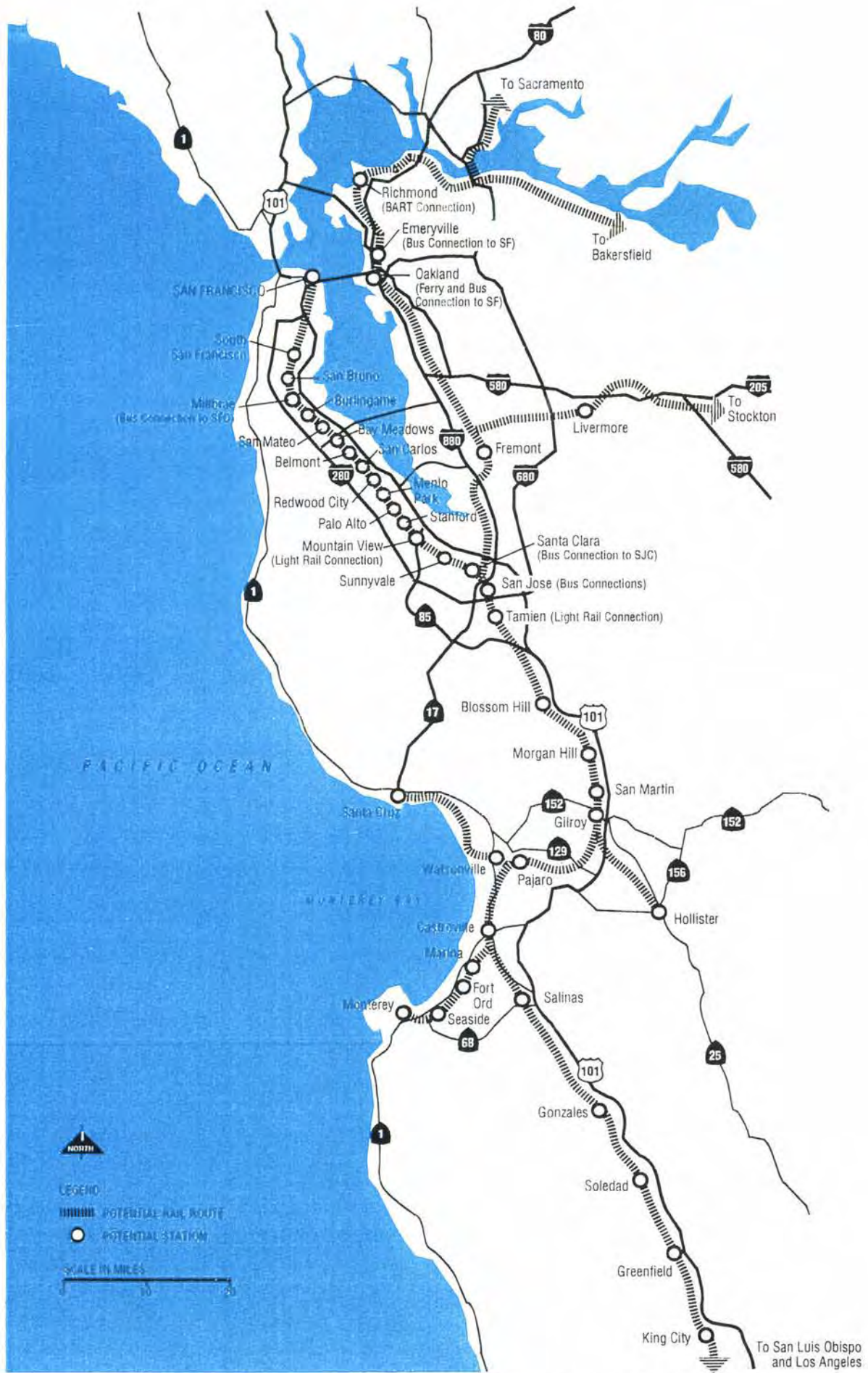
The Transportation Agency for Monterey County (TAMC) has been working to identify the most cost-effective passenger rail service for Monterey County residents and visitors. After extensive study, TAMC voted to renew intercity passenger rail service between San Francisco and the Monterey Peninsula, beginning in the first Phase with the terminus in the City of Seaside. This service will use existing rail and right-of-way: Caltrain tracks between San Francisco and San Jose, Union Pacific tracks between San Jose and Castroville, and the Monterey Branch Line between Castroville and Seaside.

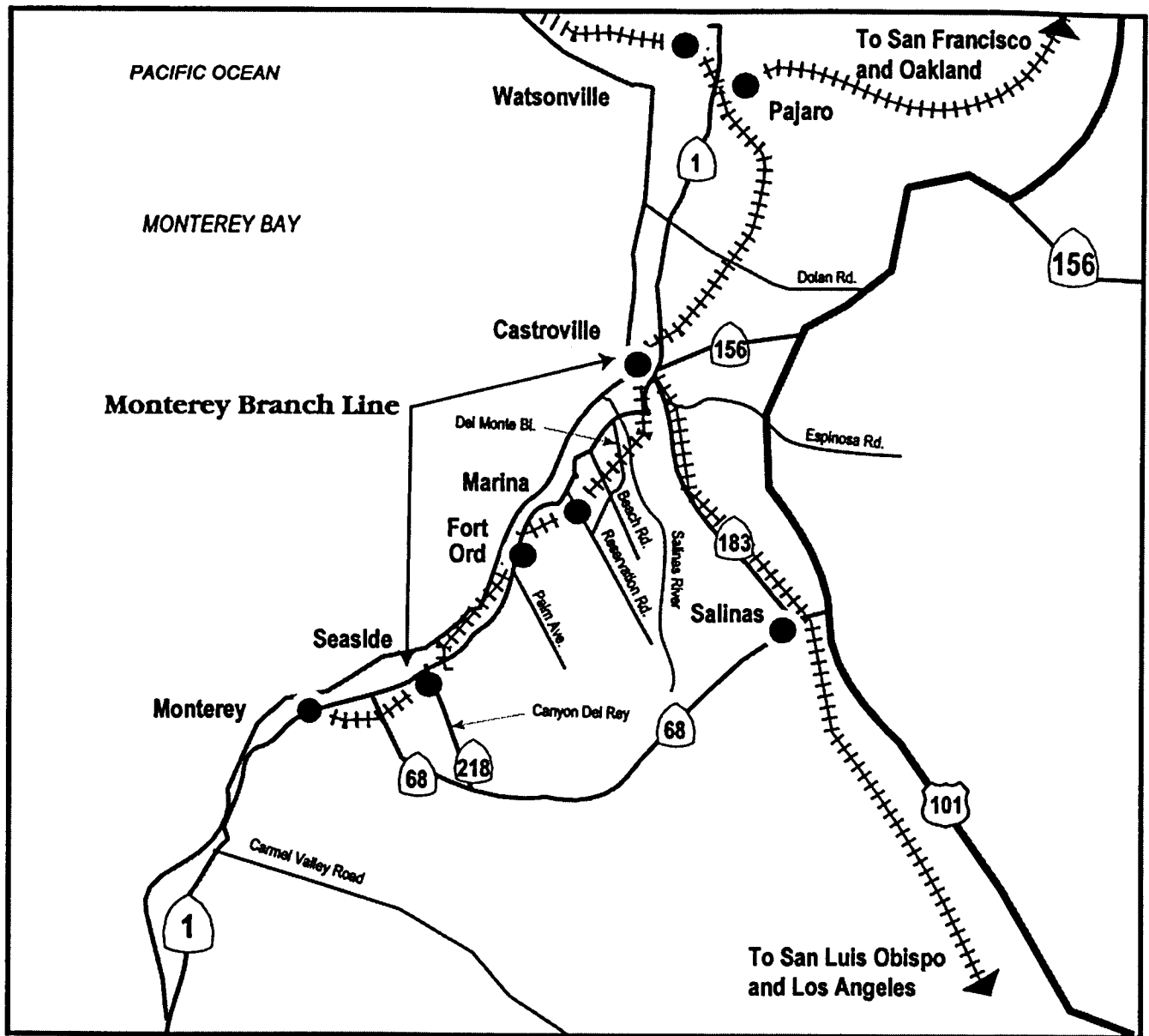
The \$17 million in Proposition 116 funds designated by statute for Monterey County is targeted to upgrade the Monterey Branch Line; this first application for \$450,000 will be used for preliminary engineering and environmental review for the Monterey Branch Line upgrade.

The proposed site for the Seaside train/intermodal station is visible from Highway 1 at the corner of Del Monte Blvd and Canyon Del Rey (State Highway 218) and will provide excellent regional access. The station site is directly adjacent to the popular regional recreational trail which provides primarily off-road pedestrian and bicycle access between Castroville and Pebble Beach, linking Castroville, Marina, Sand City, Seaside, Monterey, and Pacific Grove along the route.

The City of Seaside has secured TCI and PVEA for initial funds for site acquisition and design of the train/intermodal station. City redevelopment funds and developer fees will provide additional funds for the project. The station is a cornerstone in city-wide redevelopment plans and has already generated numerous private development proposals on adjacent properties.

Initially, the intercity rail service will provide round-trip service once a day for a four-day extended weekend (Friday through Monday) between San Francisco and Seaside/Monterey. Once the service is established, the service will be extended to downtown Monterey and expanded to daily service. Future service plans also include an additional daily round trip.





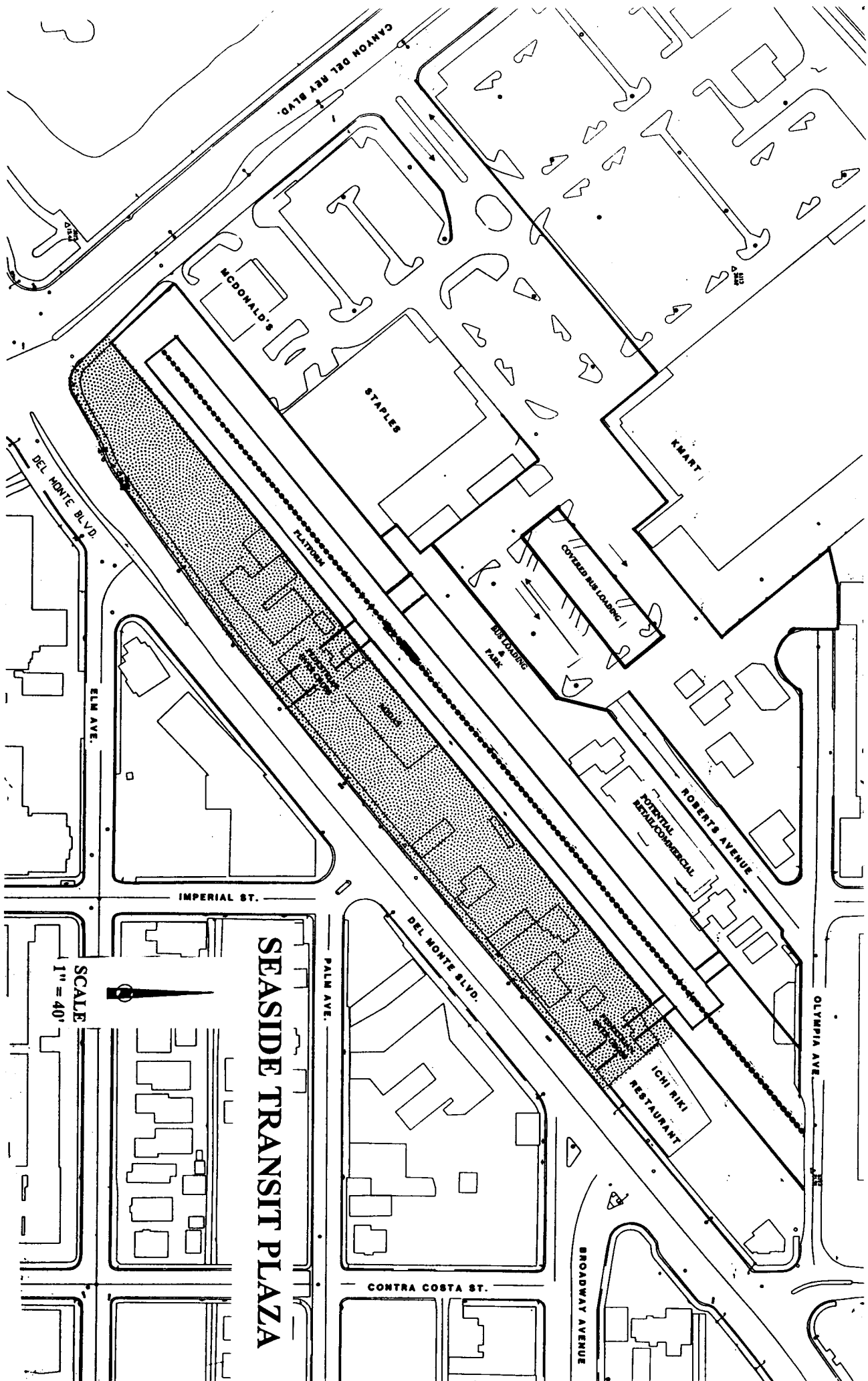
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Monterey Branch Line San Francisco-Monterey Intercity Train Service

Aerial View of Seaside Terminal



Site of Seaside
Train/Intermodal
Center



CANYON DEL REY BLVD.

MCDONALD'S

STAPLES

KMART

DEL MONTE BLVD.

PARKING

COVERED BUS LOADING
BUS LOADING

ELM AVE.

POTENTIAL
RETAIL/COMMERCIAL

ROBERTS AVENUE

IMPERIAL ST.

SEASIDE TRANSIT PLAZA

PALM AVE.

DEL MONTE BLVD.

ICHI RIKI
RESTAURANT

OLYMPIA AVE

SCALE
1" = 40'

CONTRA COSTA ST.

BROADWAY AVENUE

Schematic of Station Design



2.1e(1)

RAIL PASSENGER ASSOCIATION OF CALIFORNIA

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September 17, 1998

California Transportation Commission
1120 N St., Room 2221 (MS-52)
Sacramento, CA 95814

Regarding: Agenda item 2.1e(1) \$450,000 San Francisco-Monterey Intercity Rail Service Preliminary Engineering and Environmental Assessment

Honorable Members of the Commission:

The Rail Passenger Association of California (RailPAC) is a statewide membership organization working for expanded and improved passenger rail service in California and Nevada.

RailPAC supports the proposal submitted by the Transportation Agency for Monterey County (TAMC) to fund the Preliminary Engineering and Environmental Assessment for the proposed San Francisco-Monterey Intercity Rail Service.

Thank you for consideration and your continued support of expanded rail service in California.

Sincerely,



Richard L. Silver, Director
Rail Passenger Association of California

CC: Transportation Agency for Monterey County