

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.