MONTEREY COUNTY PLANNING COMMISSION

Meeting: July 27, 2011 **Time:** 9:00 A.M	**Agenda Item No.:** 2
Project Description: Workshop to discuss proposed train stations in Castroville and Pajaro.	
Project Location: Castroville – Del Monte Avenue west of Blackie Road Pajaro – 499 Salinas Road	**APNs:** Castroville - APN 030-231-008-000 Pajaro - APN 117-272-001-000
Planning File Numbers: PLN100489 and PLN100491	**Owner:** Union Pacific Railroad **Agent:** Transportation Agency of Monterey County (TAMC)
Planning Area: North County Area Plan	**Flagged and staked:** No
Zoning Designations: : Castroville – CP (Community Plan) Pajaro – HI (Heavy Industrial)	
CEQA Action: Addendum to Final Environmental Impact Report (EIR)	
Department: RMA - Planning Department	

RECOMMENDATION:
Staff recommends that the Planning Commission accept a report on the Commuter Rail Extension to Monterey County Project, including the proposed train stations in Castroville and Pajaro.

PROJECT OVERVIEW:
The Planning Commission's role in the Commuter Rail Extension to Monterey County Project will be to make decisions on the Combined Development Permit (CDP) applications that have been filed by TAMC for the Castroville and Pajaro train stations. An Addendum to the Final EIR that was prepared in 2006 is being prepared by TAMC and will serve as the environmental document for those applications.

Both the Castroville and Pajaro stations are located in County Redevelopment Areas (RDAs) and are being reviewed in light of relevant RDA efforts, including the Castroville Community Plan as it relates to the Castroville station. Additionally, the Redevelopment and Housing Office is involved from the standpoint of leveraging these train station opportunities to further redevelopment efforts in the Castroville and Pajaro communities. The Redevelopment Citizen's Advisory Committees (CACs) in Castroville and Pajaro have received presentations from TAMC on the train station projects in their communities.

DISCUSSION:
The attached memorandum from the Transportation Agency of Monterey County (TAMC) is intended to provide an update on the status of the Commuter Rail Extension to Monterey County Project. Information attached to the memorandum includes a project flyer with an overall service map, location maps and preliminary designs for the Castroville and Pajaro stations, a visual simulation of the Pajaro station and a summary of the traffic impact analysis.

OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this project:

√ RMA - Public Works Department
√ RMA - Office of Redevelopment and Housing

√ Transportation Agency of Monterey County (TAMC)

Bob Schubert

Bob Schubert, AICP, Senior Planner
(831) 755-5183, schubertbj@co.monterey.ca.us
July 12, 2011

cc: Front Counter Copy; Planning Commission (10); Chad Alinio, Public Works; Marti Noel, Office of Redevelopment and Housing; Taven Kinison Brown, Planning Services Manager; Bob Schubert, Project Planner, Christina Watson, TAMC; Planning File Nos. PLN100489 and PLN100491.

Attachment: Exhibit A Memorandum from Christina Watson, TAMC

This report was reviewed by Taven Kinison Brown, Planning Services Manager

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Monterey County Planning Commission

From: Christina Watson, Senior Transportation Planner

Meeting Date: July 27, 2011

Subject: **Commuter Rail Extension to Monterey County Project Update**

RECOMMENDED ACTION

RECEIVE update on the Commuter Rail Extension to Monterey County project.

SUMMARY

The purpose of this report is to update the Monterey County Planning Commission on the status of the Commuter Rail Extension to Monterey County project.

FINANCIAL IMPACT

The project is estimated to cost $110 million in year-of-expenditure dollars for the planning, design, engineering, right-of-way acquisition and construction of the three stations and improvements to the mainline track. Various factors, including designs and negotiations with the Capitol Corridor Joint Powers Authority and Union Pacific, could change this estimate, but it is unknown to what degree or in which direction.

DISCUSSION

The Transportation Agency for Monterey County has been planning the extension of commuter rail service to Monterey County to serve stations at Pajaro/ Watsonville, Castroville and Salinas. The Commuter Rail Extension to Monterey County project would operate on existing Union Pacific Railroad right-of-way as an extension of the Capitol Corridor service now operating between Sacramento and San Jose. The project includes the construction of two new stations at Pajaro/Watsonville and Castroville as well as the expansion of the existing Salinas Intermodal Transportation Center, which includes construction of a layover yard for overnight storage of trains. The service will start with two round trips per weekday in 2015 and could be increased to up to six round trips as passenger demands require. Attached is a flyer for this project, which includes an overall service map of the region.

55-B Plaza Circle • Salinas, California 93901-2902
(831) 775-4406 FAX (831) 775-0897 • E-mail: christina@tamcmonterey.org
www.tamcmonterey.org

The Pajaro/Watsonville Station would be constructed on the west side of the railroad tracks, between the tracks and Salinas Road near Lewis Road, with a side platform along the westerly mainline track, with direct interface to the Santa Cruz branch line track. Attached are a location map, preliminary design layout, and a pictorial representation of the station. A total of 416 parking spaces and a bus turnout area would be provided. This station would serve primarily Santa Cruz County (mainly Watsonville) residents, and represent approximately 30% of the riders boarding in Monterey County.

The Castroville Station would be located along Del Monte Avenue between Blackie Road and Wood Street. The station design is proposed as a side platform configuration. Attached is a preliminary design plan for this station. A total of 236 off-street and 42 on-street parking spaces and a bus turnout area would be provided. The parking at the station could be constructed in phases. This station would serve primarily Castroville and the Monterey Peninsula communities, and represents approximately 10% of the riders boarding in Monterey County. This ridership number does not take the future Monterey Branch Line project into account, which is likely to increase ridership at this station in the form of cross-platform transfers from the light rail service.

Physical amenities to be provided at both new stations include:

- Rail passenger loading platforms
- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays and landscaping
- Track, turnouts and railroad signaling, as required
- Site drainage, lighting, and landscaping
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Bicycle facilities, sidewalks, and circulation roadways

The project has the following schedule:

- Completion of the environmental compliance phase (2011)
- Completion of Project Development (2012)
- Right-of-Way Acquisition (2013)
- Construction (2014)
- Initiation of revenue operation (2015)

To meet state requirements, the Transportation Agency completed a Traffic Impact Analysis in 2005, a Project Study Report in 2006, and an Environmental Impact Report in 2006. To meet federal requirements, the Agency completed an Alternatives Analysis and Ridership Validation Report in 2009 and is in the process of finalizing an administrative draft Environmental Assessment, hoping to circulate that document this fall and finalize it in late 2011. The project has also begun the design phase, incorporating information gleaned from all of these studies. At the request of the Monterey County planning and public works departments, the Agency updated the Traffic Impact Analysis in June 2011, finding no new impacts. Attached is the Executive Summary from the updated analysis.

The Transportation Agency has studied this project intensively and found that a train providing commute-hour service between Salinas and the Silicon Valley will have ridership in the range of 530,000-770,000 riders a year. Using the lower ridership numbers to be conservative, the Agency estimates the project will reduce the annual vehicle miles travelled by at least 32 million miles, taking cars off the highway network, and decreasing commensurate air

pollutants by over 106 tons of carbon dioxide as well as 125 tons of carbon monoxide and 3 tons of volatile organic compounds annually. Rail service will provide greater accessibility to the Silicon Valley and San Francisco Bay Area for all travelers, whether they are commuting to jobs or seeking access to health care or education. The project is also expected to create 825 new jobs and save about $7 million in avoidance of highway accidents. Train service is also shown to spur mixed-use, transit-oriented development around the stations.

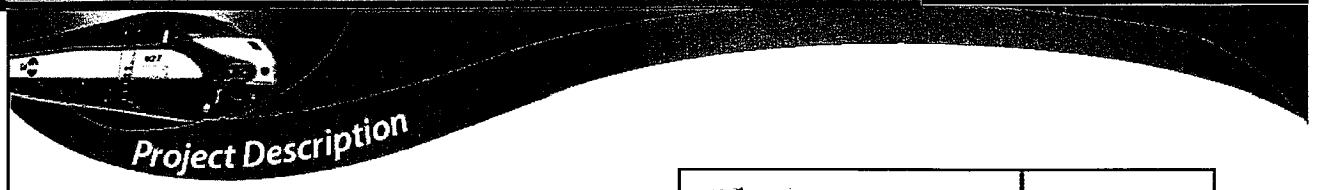
The Agency has secured approximately $35 million, primarily from state sources, of the total $110 million needed for the capital phase of the project. The Agency plans to apply for $75 million from the Federal Small Starts grant program this year to fully fund the project. The gross operating and maintenance costs are estimated to be in the range of $5-6 million per year, revenues are estimated at around $4 million per year, requiring a net public subsidy of $1-2 million per year. These estimates are preliminary and are currently under review by the Capitol Corridor Joint Powers Authority. Funding for the operations of the service could come from Transportation Development Act or State Intercity Passenger Rail Funds.

The Agency has made several presentations to both the Castroville and Pajaro area citizen advisory committees on this project. Comments received at those meetings have been considered and incorporated in most cases into the project designs. The communities are extremely supportive of this service.

Attachments:

- Project flyer with overall service map
- Location maps for Pajaro/Watsonville and Castroville stations
- Preliminary design plans for Pajaro/Watsonville and Castroville stations
- Visual Simulation image for the Pajaro station
- Executive Summary from the June 2011 Traffic Impact Analysis

COMMUTER RAIL TO MONTEREY COUNTY



Project Description

Extends existing San Francisco-San Jose-Gilroy passenger rail service to Pajaro, Castroville & Salinas in Monterey County.

Utilizes 38 miles of existing Union Pacific Coast Mainline track between Gilroy and Salinas to provide an alternative to the highly congested US 101 corridor.

Capital improvements:

- Train layover facility, intermodal bus facility & commuter parking in Salinas
- New platforms & parking in Castroville & Pajaro

Concept: Caltrain engine at Salinas Station

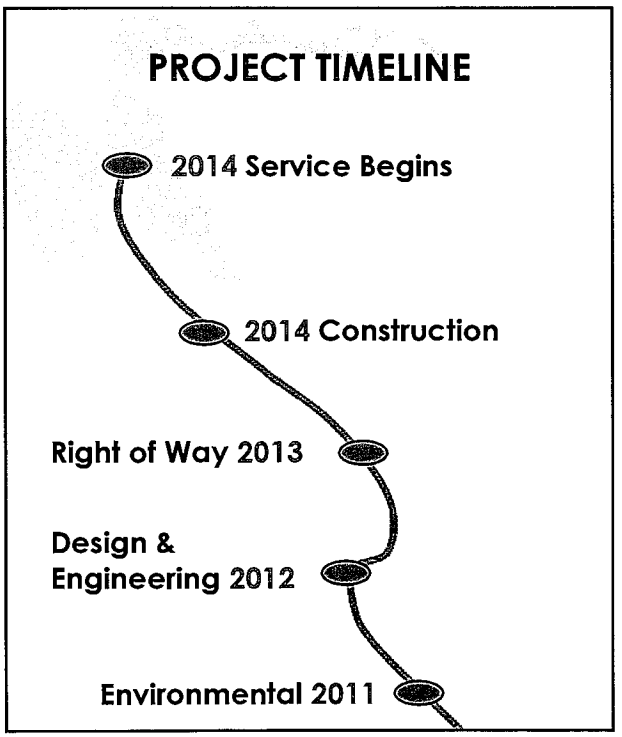
PROJECT BENEFITS

- Improves commuter access between Salinas and San Jose, San Francisco
- Provides alternative to traffic congestion
- Facilitates access to jobs, health care, shopping
- Enhances productivity and air quality
- Expands transportation options for the elderly, young, and disabled
- Reduces commuter stress
- Promotes economic development around stations

COST ESTIMATE

Total Capital Project Cost:	$110,000,000
Secured Funds	$35,000,000
Net Annual Operating Cost:	$1,200,000

PROJECT TIMELINE



Estimated schedule - subject to revision

In partnership with: MST, Caltrans, Capitol Corridor, Caltrain

Transportation Agency for Monterey County
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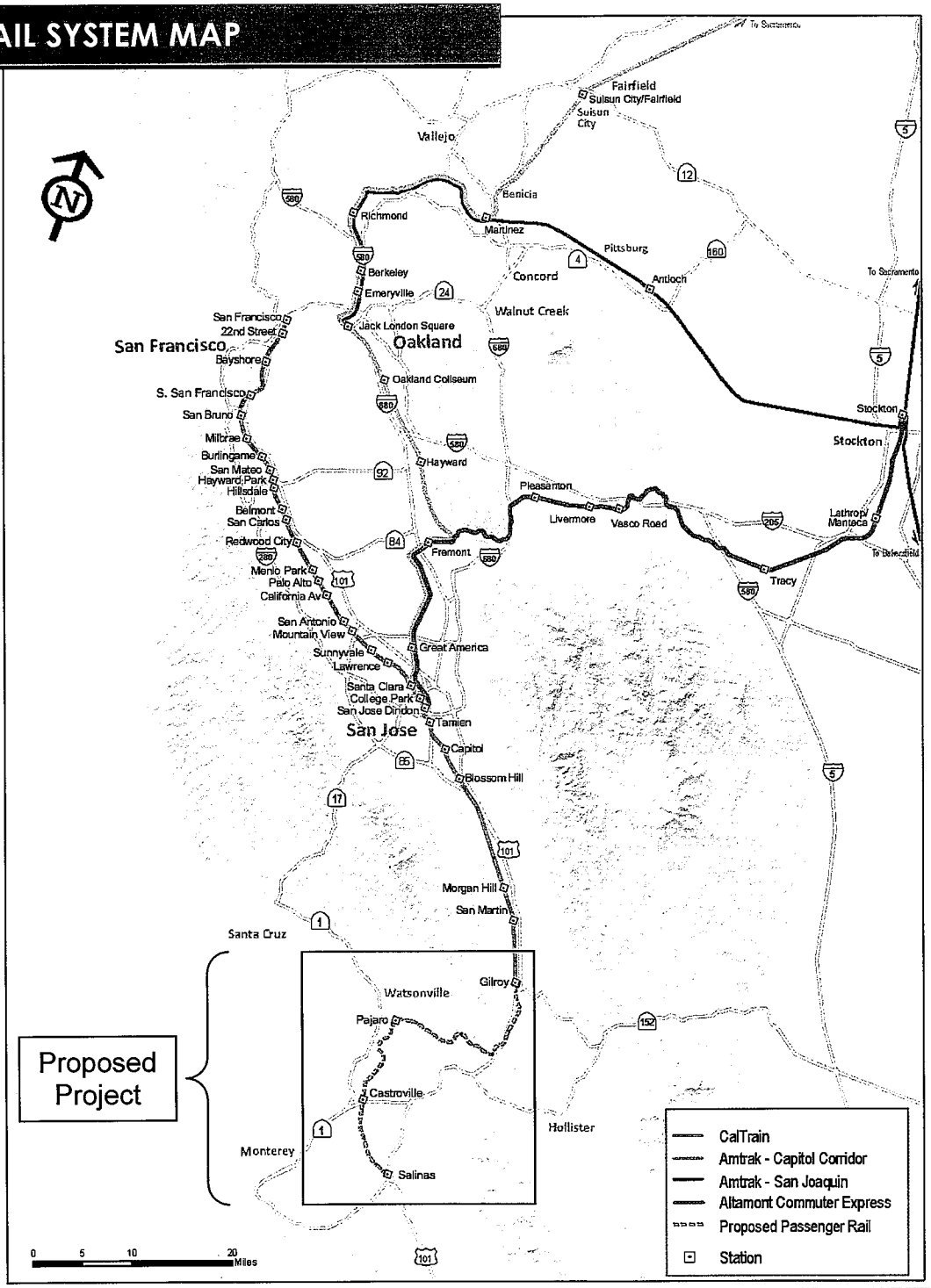
TAMC

COMMUTER RAIL TO MONTEREY COUNTY

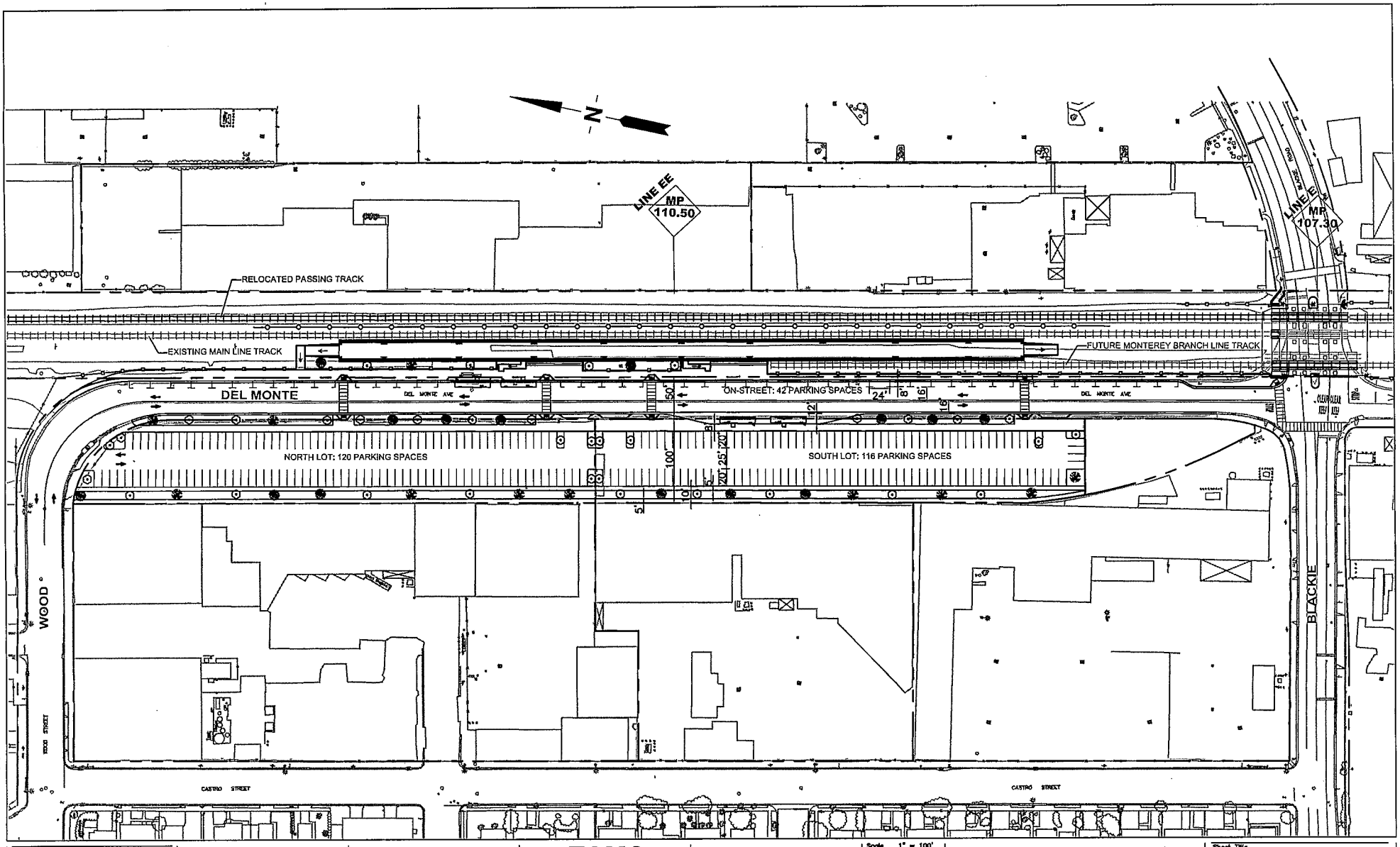
RAIL SYSTEM MAP



Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

Source: Parsons and Google Earth, 2011

Figure 1-3: Castroville Station Location



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P0035443

Revision	By	Approved	Date

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B Plaza Circle
Salinas, CA 93901

PARSONS
100 West San Fernando Street, Suite 450
San Jose, California 95113

Scale	1" = 100'
Drawn By	BO'K
Approved By	
Date	June 14, 2011

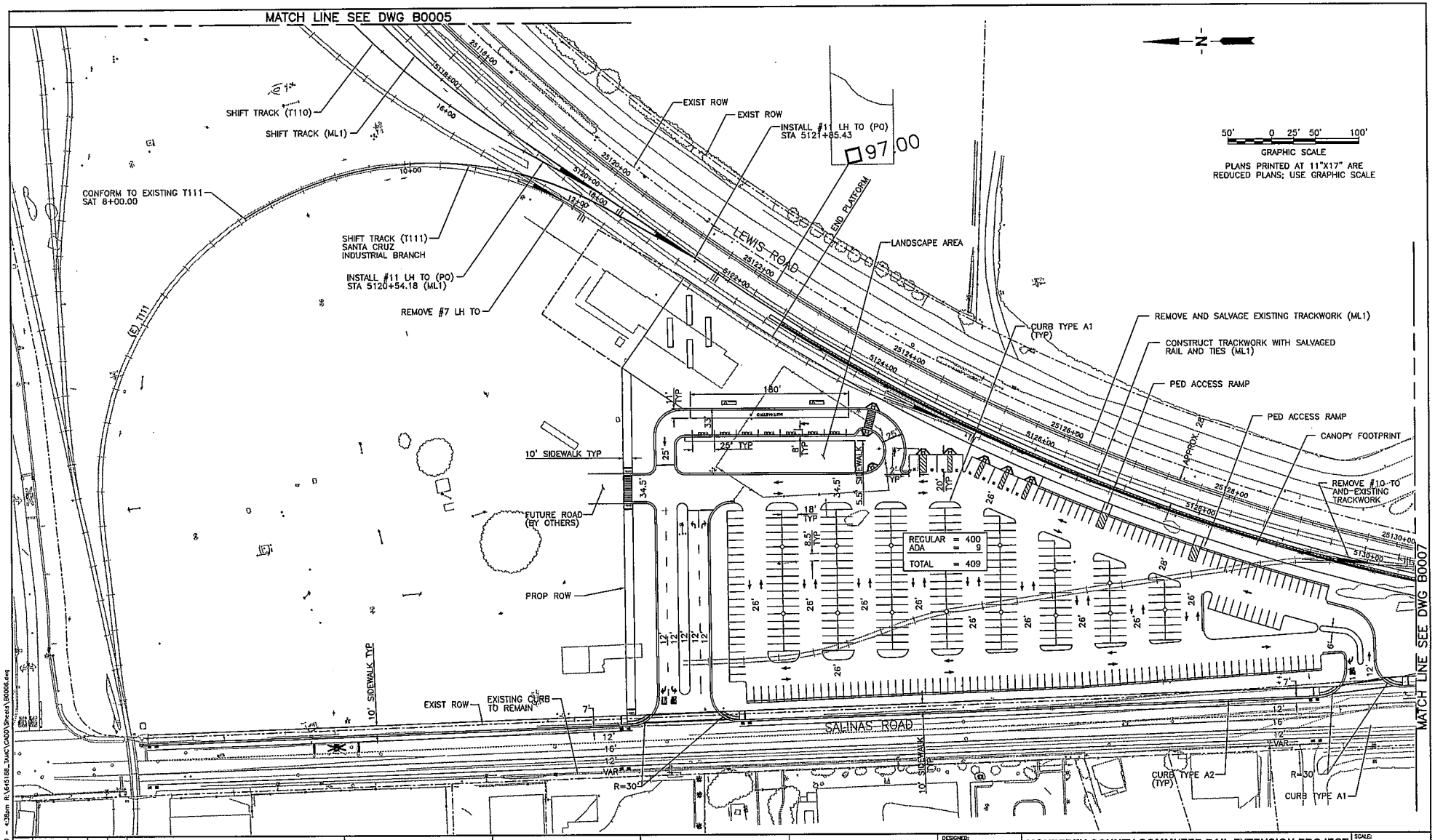
MONTEREY COUNTY COMMUTER RAIL EXTENSION

Sheet Title
CASTROVILLE STATION
CONCEPTUAL SITE PLAN

Project Number	Sheet Number
645188	1

Source: Parsons and Google Earth, 2011

Figure 1-1: Pajaro/Watsonville Station Location



REV	DATE	BY	SUB	APP	DESCRIPTION

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B Plaza Circle
Salinas, CA 93901

PARSONS
100 West San Fernando Street
Suite 450
San Jose, California 95113

DESIGNED: R. POWELL
DRAWN: R. POWELL
CHECKED: M.SANTOS
DATE: 073010

MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT

PAJARO STATION

GENERAL SITE PLAN
SHEET 3 OF 4

SCALE: 1"=50'
CONTRACT NO: 680-999-20002-04C
DRAWING NO: B0006
SHEET NO: ____ OF ____

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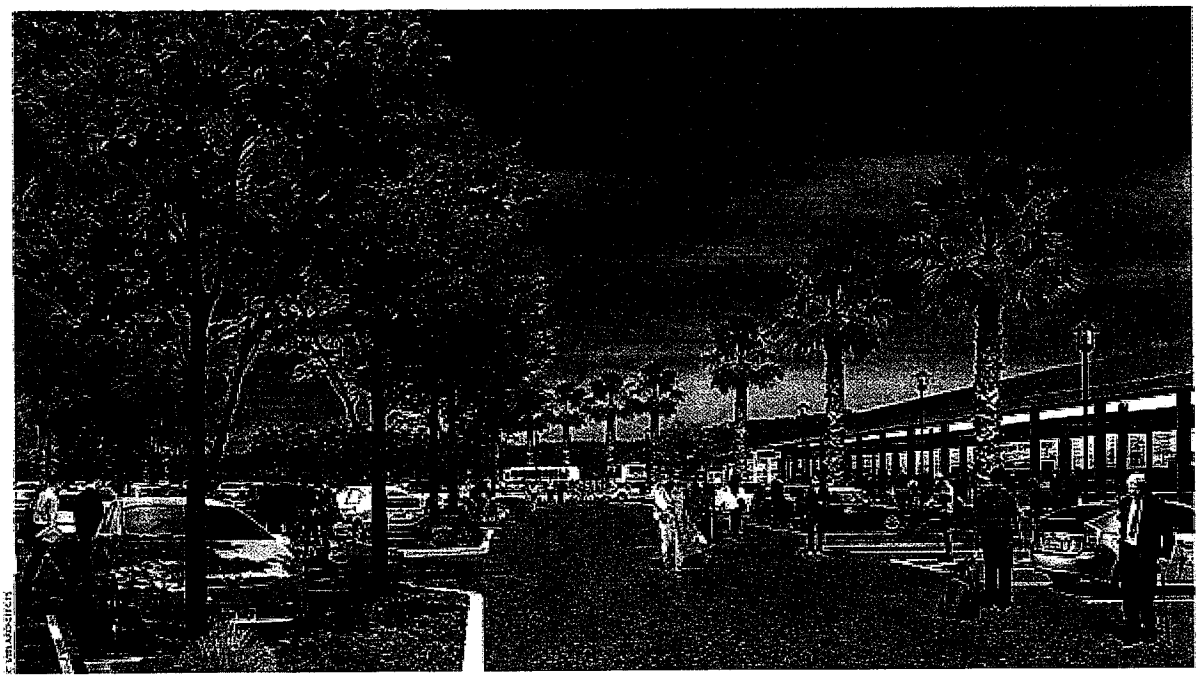

TAMC

COMMUTER RAIL EXTENSION TO MONTEREY COUNTY PROJECT

PAJARO / WATSONVILLE TRAIN STATION

Executive Summary

This report provides technical data to the addendum to the *Commuter Rail Extension to Monterey Environmental Impact Report*. That document, in turn, is an addendum to the *Environmental Impact Report for the Caltrain Extension to Monterey County Passenger Rail Stations Project*, currently known as the Commuter Rail Extension to Monterey County Project. These changes are a result of new information or requirements resulting from coordination among the County of Monterey, Transportation Agency for Monterey County (lead agency), and design modifications necessary to accommodate commuter rail coaches at the Pajaro Passenger Station.

The Commuter Rail Extension to Monterey County Project is a 37-mile long passenger rail project that will extend commuter rail service from the existing terminus in Gilroy to Monterey County, including stations in Pajaro, Castroville and Salinas. At its inception, the service would consist of two or three round trips per weekday running from Salinas to Gilroy and would be increased to four or more round trips after five years or as passenger demands require. The proposed project would require the expansion of the Salinas Intermodal Transportation Center, construction of two new stations, a train layover facility in Salinas, minor track improvements, and limited equipment acquisitions.

The *Environmental Impact Report* considered two location options for the construction of the Pajaro Station. Site 1 was proposed to be located at the Watsonville Junction within an area bordered by Salinas Road on the west, Lewis Road on the south, and Railroad Avenue on the north. This location was identified in the Environmental Impact Report as the locally preferred alternative.

Since preparation and adoption of the Environmental Impact Report, a number of minor changes to various project components have become necessary. These changes include the following: rail passenger loading platforms would be 800 feet by 20 feet instead of 700 feet by 20 feet and a signal would be installed at the Salinas Road/Lewis Road intersection rather than at the Salinas Road/Railroad Avenue intersection.

The development of the proposed station entails construction of rail passenger loading platforms, platform shelters, bus or shuttle berths and shelters, parking, bicycle facilities, sidewalks, and

circulation roadways. Regional access to the station is proposed via two driveways on Salinas Road.

To assess traffic impacts, traffic volumes were counted at key intersections adjacent to or near the proposed station site. The traffic counts were conducted in 2011 and these volumes were increased by a growth factor of one (1) percent per year to represent future conditions when the commuter rail service was projected to be operating. For the purpose of this assessment, traffic operating conditions were analyzed without the project (termed background conditions) and with the project (project conditions) for the year 2020. Traffic operations were also assessed for the year of the traffic counts (2011).

AM and PM peak-hour operations of the study intersections were evaluated for the following scenarios:

Scenario 1: *Baseline Conditions.* Peak-hour volumes for 2011, for the projected peak hours of both the commuter rail station and the surrounding roadway network.

Scenario 2: *Background Conditions.* Baseline conditions plus projected peak-hour volumes from future growth. Background conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon) scenario. The background conditions are those conditions caused by existing traffic and future growth. The background analysis represents the "no project" condition.

Scenario 3: *Project Conditions.* Background conditions plus estimated project-generated traffic. Project conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon with a daily service of four trains) scenario.

A total of four (4) intersections were evaluated for this project using SYNCHRO software. Existing intersection traffic volumes were obtained by performing manual turning-movement counts at the study intersections in March 2011. Cycle lengths are commonly-used default values. Project trip generation is based on methodology reported in *Ridership Estimates for Caltrain Extension.* In addition, 7-day, 24-hour counts were conducted at two locations in the project vicinity. Two proposed driveways on Salinas Road were analyzed for the project conditions.

The results of the level of service analysis for all intersections during all conditions are presented in the table at the end of this executive summary.

Base Year Conditions

The results of the level of service analysis indicate that under base year conditions, one study intersection in Pajaro does not operate at an acceptable level of service and with excess capacity during the network peak hour (Salinas Road at Railroad Avenue). The stop-controlled approach

of Railroad Avenue at Salinas Road operates at LOS F during the existing PM network peak hour.

Background Conditions

In the background scenario, traffic operations will occur with slightly increased delay but relatively close to the same levels of service as during the base year scenario. Due to the growth rate applied to the base year traffic volumes, the delays may increase causing some levels of service to decline. Where this decline occurs is at Porter Drive and San Juan Road during the network AM peak, Salinas Road and Railroad Avenue during the network AM peak and Salinas Road and Lewis Road during the network PM peak.

Project Conditions

In conjunction with the development of a passenger rail station at the locally preferred site, installation of signalized traffic control at the Salinas Road/Lewis Road intersection is proposed. The traffic signal would be required solely as a result of this station project, whereby the westerly yard lead track is moved closer to Salinas Road.

In the project scenario, almost all Pajaro Valley intersections will continue to operate at the pre-project levels projected by the background scenario or better during all peak periods with the exception of Salinas Road at Railroad Avenue during the station PM peak.

Intersection Level of Service Summary

Intersection	Peak	Peak Hour	Condition					
			Baseline LOS	Delay, sec[a]	10-Year Background LOS	Delay, sec[a]	10-Year Project LOS	Delay, sec[a]
Pajaro Valley								
Porter Drive at San Juan Road	Train AM	5:30-6:30	B	15.9	B	10.8	B	10.8
	Network AM	7:15-8:15	B	19.8	C	20.5	B	15.6[b]
	Train PM	5:45-6:45	C	20.6	C	21.8	C	21.8
	Network PM	4:30-5:30	C	20.5	C	19.3	B	19.3
Salinas Road at Matiasevich Lane	Train AM	5:30-6:30	A	3.5	A	3.6	A	3.8
	Network AM	7:15-8:15	A	7.4	A	8.8	A	7.6[b]
	Train PM	5:45-6:45	A	4.9	A	5.6	A	4.0[b]
	Network PM	4:30-5:30	A	7.3	A	5.8	A	5.3[b]
Salinas Road at Railroad Avenue (westbound leg)	Train AM	5:30-6:30	B	10.4	B	10.7	B	11.9
	Network AM	7:15-8:15	C	25.0	D	32.7	D	28.7[b]
	Train PM	5:45-6:45	C	16.9	C	19.0	D	28.0
	Network PM	4:30-5:30	F	55.1	F	—	F	—
Salinas Road at Station Driveway 1 (westbound leg)	Train AM	5:30-6:30	N/A		N/A		B	12.2
	Network AM	7:15-8:15					C	22.8
	Train PM	5:45-6:45					D	29.1
	Network PM	4:30-5:30					D	28.1
Salinas Road at Station Driveway 2 (westbound leg)	Train AM	5:30-6:30	N/A		N/A		A	9.7
	Network AM	7:15-8:15					C	18.0
	Train PM	5:45-6:45					C	19.9
	Network PM	4:30-5:30					C	21.5
Salinas Road at Lewis Road[c]	Train AM	5:30-6:30	B	10.5	B	10.7	A	5.9
	Network AM	7:15-8:15	C	20.2	C	23.8	A	9.0
	Train PM	5:45-6:45	B	13.8	B	14.8	A	7.4
	Network PM	5:00-6:00	B	13.9	C	15.1	A	9.3

Source: Parsons

Notes:

Observations at these intersections indicate that spillback conditions sometimes bring traffic flow to a standstill, reducing traffic flow and the resulting counts. This condition can result in analysis results that do not accurately reflect conditions.

[a]Delay in seconds. This number represents the average intersection delay at signalized intersections and the approach delay at unsignalized intersections.

[b] Some slight reductions may occur in delay between scenarios as a result of minor signal timing changes and small adjustments in operations from intersection to intersection.

[c]Level of service results are based upon unsignalized conditions for the Baseline and Background scenarios for the westbound leg of the intersection. For the Project Long-Term scenario, intersection signalization was assumed for project purposes. This is reflected in the level of service calculations.