



---

Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways and Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

**Rail Policy Committee**

**Monday, May 4, 2026**

**\*\*2:00 PM\*\***

**MEETING LOCATION**

Voting members must attend a physical meeting location to count towards quorum  
55B Plaza Circle, Salinas, California 93901  
Transportation Agency Conference Room

**Members of the public & Committee may join meeting online at:**

**<https://us02web.zoom.us/j/84406868796?pwd=5H1jbqyq0SHIKyLgd9Wh93DoHLNxGb.1>**

**Webinar ID: 844 0686 8796**

**Passcode: 255234**

**OR**

**By teleconference at: +1 669 900 6833**

**If you join the meeting by phone and would like to make a public comment on an item, please dial \*9 to raise your hand.**

**Pursuant to Government Code Section 54952.7:**

**Please find Chapter 9, also known as the Ralph M. Brown Act:**

**[https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5)**

*Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chairperson.*

*Please see all the special meeting instructions at the end of this agenda*

*Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair-accessible facilities, sign language interpreters, Spanish language interpreters, 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.*

*Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande, braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.*

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 an 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 6 of the following members: Askew, Alejo, Carbone, Church, Daniels, Delgado, Donohue, LeBarre, Oglesby, Smith, and Velazquez.**

**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 COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed two minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

#### **COMENTARIOS DEL PÚBLICO:**

Cualquier miembro del público podrá dirigirse a la Comité sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Comité para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comité antes de la reunión.

### **3. 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** the draft Rail Policy Committee Minutes for April 6, 2026.

- Maria Montiel

*The draft minutes of the April 6, 2026, Rail Policy Committee meeting are attached for review.*

3.2. **RECEIVE** update on the Pajaro/ Watsonville Multimodal Station Project.

- Alissa Guther

*Activities on the Pajaro/ Watsonville Multimodal Station project include a Project Development Team Meeting and meetings with Caltrans staff to discuss Transit and Intercity Rail Capital Program (TIRCP) funding allocation and contract schedule.*

3.3. **RECEIVE** update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities.

- Alissa Guther

*Progress on this project since the last update to the Committee includes a Technical Working Group meeting and a public outreach drop-in event in April.*

3.4. **RECEIVE** media clippings attached online.

- Christina Watson

4. **PROVIDE DIRECTION** to staff on whether TAMC should maintain its long-standing policy prohibiting development within the rail alignment of the Monterey Branch Line or allow greater flexibility for interim uses, while ensuring long-term preservation of future passenger rail service.

- Michael Zeller

*Sand City is proposing to construct a multi-use trail and parking within the Monterey Branch Line right-of-way and has submitted a draft Use Agreement requesting long-term, exclusive rights to use portions of the corridor. This has similarities to the Agency's Use Agreement with MST for the SURF Busway project, but otherwise represents a shift from TAMC's historic practice of prohibiting development within the rail alignment while still seeking to preserve future passenger rail potential.*

5. **RECEIVE** update on the Salinas Rail Kick Start project.

- Christina Watson

*Activities on the Salinas Rail Kick Start project since the last update include operations*

***scenario discussions and design coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).***

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

- Andy Cook

***Recent activities on this project include a meeting with the Coast Rail Coordinating Council Working Group and meetings with the San Luis Obispo Council of Governments to discuss pilot passenger rail service on the Coast Route for the upcoming 2028 Olympic Games in Los Angeles.***

7. **RECEIVE** update on the 2026 California Passenger Rail Summit.

- Christina Watson

***TAMC Board members and staff attended the 2026 California Passenger Rail Summit in Sacramento and will provide a verbal update at the meeting.***

8. **ANNOUNCEMENTS and/or COMMENTS**

9. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Committee meeting  
**Monday, June 1, 2026, at 2:00 p.m.**  
Transportation Agency for Monterey County  
Conference Room  
55-B Plaza Circle, Salinas CA 93901

There will be a zoom link for hybrid participation.

If you have any items for the next agenda, please submit them to:  
Christina Watson, Rail Program Coordinator  
[Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org)

#### Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County  
[www.tamcmonterey.org](http://www.tamcmonterey.org)  
55B Plaza Circle, Salinas, CA 93901  
TEL: 831-775-0903  
EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

**Memorandum**

**To:** Rail Policy Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 4, 2026  
**Subject:** Draft RPC Minutes

---

**RECOMMENDED ACTION:**

**APPROVE** the draft Rail Policy Committee Minutes for April 6, 2026.

**SUMMARY:**

The draft minutes of the April 6, 2026, Rail Policy Committee meeting are attached for review.

**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Draft\_RPC\_Minutes\_April\_2026\_Meeting

**WEB ATTACHMENTS:**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of April 6, 2026*

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room

	APR 25	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	<b>C</b>	P(A) (VC)	P	<b>N</b>	P	P(A) (VC)	P(A) (VC)	P	P	<b>C</b>	P	P
G. Church, Dist. 2 ( <del>M. Vierra</del> , L. Gray)	<b>A</b>	P(VC) )	P(A) (VC)	<b>O</b>	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	<b>A</b>	P (VC)	P (VC)
W. Askew, Dist. 4 (Y. Anderson, <del>E. Mora</del> )	<b>N</b>	P(VC) )	P(A) (VC)	<b>M</b>	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	<b>N</b>	P(A) (VC)	P(A) (VC)
K. Daniels, Dist. 5, (K. Craig)	<b>C</b>	P(VC) )	P(VC) )	<b>E</b>	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	<b>C</b>	P	P (VC)
M. LeBarre, King City, Chair (C. DeLeon)	<b>E</b>	P	P	<b>E</b>	P	P	P	P	P	<b>E</b>	P	P
B. Delgado, Marina (J. McAdams L. Visscher)	<b>L</b>	P(VC) )	A	<b>T</b>	P	P(A) (VC)	P (VC)	A	P(A) (VC)	<b>L</b>	P (VC)	P (VC)
E. Smith, Monterey (G. Garcia, M. Garcia, A. Easterling)	<b>L</b>	P	P	<b>I</b>	P	P	P	A	P	<b>L</b>	E	P
D. Donohue, Salinas, (M. D'Arrigo)	<b>E</b>	P	A	<b>N</b>	P	P	P	A	P	<b>E</b>	P	P
M. Carbone, Sand City (J. Blackwelder)	<b>D</b>	P	P	<b>G</b>	P	E	P (VC)	P(A) (VC)	E	<b>D</b>	P (VC)	P
I. Oglesby, Seaside (D. Pacheco)		P	P		P	P	P	A	P		P	P
A. Velazquez, Soledad (F. Ansaldo-Sanchez)		P(VC) )	A		P	P (VC)	E	A	P (VC)		P (VC)	P (VC)
M. Twomey, AMBAG ( <del>H. Adamson</del> , P. Hierling)		P(A) (VC)	P(A) (VC)		A	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)		A	P(A) (VC)
A. Lopez, Caltrans District 5		A	A		P (VC)	A	A	A	A		A	A
C. Sedoryk, MST (L. Rheinheimer/ <del>M. Overmeyer</del> )		P(A) (VC)	A		P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)		A	P(A) (VC)
<b>STAFF</b>	<b>APR 25</b>	<b>MAY 25</b>	<b>JUN 25</b>	<b>JUL 25</b>	<b>AUG 25</b>	<b>SEP 25</b>	<b>OCT 25</b>	<b>NOV 25</b>	<b>JAN 26</b>	<b>FEB 26</b>	<b>MAR 26</b>	<b>APR 26</b>
O. Barajas, Transportation Planner	<b>C</b>	-	-	<b>N</b>	-	-	-	-	-	<b>C</b>	P	A
R. Bigelow, Contracts and Grants	<b>A</b>	-	-	<b>O</b>	-	P (VC)	P (VC)	P (VC)	A	<b>A</b>	P (VC)	P (VC)
D. Bilse, Principal Engineer	<b>N</b>	P (VC)	P (VC)	<b>M</b>	A	A	P (VC)	A	A	<b>N</b>	A	A
A. Cook, Principal Planner	<b>C</b>	-	-	<b>E</b>	-	-	-	-	-	<b>C</b>	-	P*
A. Guther, Assoc. Transp. Planner	<b>E</b>	P	P (VC)	<b>E</b>	P	A	P	P	P	<b>E</b>	P	E

A. Hernandez, Transp. Planner	L	A	A	T	A	A	A	A	P (VC)	L	A	A
J. Kise, Director of Finance and Admin	L	A	A	I	A	P (VC)	P (VC)	A	A	L	P (VC)	A
M. Montiel Admin Assistant	E	P	P	N	P	P	E	P	P	E	P	P
S. Linnevers Transp. Planner	D	-	-	G	-	-	-	-	-	D	-	p*
T. Muck, Executive Director		P	P		P	P	P	P	P		P	A
M. Park, Finance Officer/ Analyst		A	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)	A		A	P (VC)
J. Strause, Senior Transp. Planner		P (VC)	A		P (VC)	A	A	P (VC)	P (VC)		P (VC)	P (VC)
C. Watson, Director of Planning		P	P		P (VC)	P	P	P	P		P	P
L. Williamson, Senior Engineer		A	P		P	P	E	P	P (VC)		A	P
M. Zeller, Director of Programming & Project Delivery		P (VC)	P (VC)		P	P	P	P	P (VC)		P (VC)	E

P = Present    A = Absent    P(A) = Alternate Present    E = Excused    (VC) = Video Conference    \* = New representative

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

Chair LeBarre called the meeting to order at 2:02 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

**OTHERS PRESENT**

Jasmine Mejia Cortez	District 1 office	Kera Panni	District 4 office
Margaret D’Arrigo	Salinas	Evan Snider	Public
Jerome Landesman	Public	Roland	Public

**2. PUBLIC COMMENTS**

None



**3. CONSENT AGENDA**

**M/S/C** Alejo/ Smith/ unanimous

- 3.1** Approved minutes of March 2, 2026, Rail Policy Committee meeting.
- 3.2** Received update on the Pajaro/Watsonville Multimodal Station Project.
- 3.3** Received update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency.
- 3.4** Received media clippings attached online.

**END OF CONSENT AGENDA**

**4. ALLOWABLE USES WITHIN THE MONTEREY BRANCH LINE RIGHT-OF-WAY**

The Committee deferred this item to May.

**5. COAST CORRIDOR RAIL PROJECT UPDATE**

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

Christina Watson, Director of Planning, reported that the Coast Rail Coordinating Council met virtually on March 26 and discussed legislative issues and the California Passenger Rail Summit, scheduled for April 29 – May 1, 2026, in Sacramento. Ms. Watson noted that the next CRCC Policy Committee meeting is planned for May 15, 2026, in Oakland.

Ms. Watson noted that at the March RPC meeting, the Committee asked for a fact sheet and Transportation Agency staff prepared the attached “Central Coast Passenger Rail Partnerships and Responsibilities” document.

Andy Cook, Principal Planner, reported that staff is working with the City of King on the Multimodal Transportation Center project. The next steps on this project include transferring the design contract with RailPros from King City to TAMC and executing a contract for the environmental review.

Committee Member Daniels asked if anyone has circled with Julius McEntire from Rivas' office since the February meeting. She noted that we need to circle back about the potential Coast Rail Corridor project and stay in touch with Rivas' office with project updates.

Roland, member of the public, noted that he is interested in Capitol Corridor service extension.

**6. SALINAS RAIL KICK START PROJECT UPDATE**

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

Christina Watson, Director of Planning, reported on the Monterey County Rail Extension Project. Ms. Watson noted that the Kick Start project is proceeding with secured state funding under the adopted state environmental clearance and is currently in the final design phase. She noted that staff submitted a budget allocation request to Senator Laird for \$1.5 million for improvements at the Salinas train station.

Committee Member Alejo noted that the Executive Committee last week approved submitting budget requests, requesting retroactive approval by the TAMC Board at the April 22 meeting.

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

Christina Watson, Director of Planning, announced new TAMC staff Sophia Linnevers. She introduced herself.

**8. ADJOURN**

Chair LeBarre adjourned the meeting at 2:30 p.m.

**Memorandum**

**To:** Rail Policy Committee  
**From:** Alissa Guther, Associate Transportation Planner  
**Meeting Date:** May 4, 2026  
**Subject:** Pajaro/ Watsonville Multimodal Station Project Update

---

**RECOMMENDED ACTION:**

**RECEIVE** update on the Pajaro/ Watsonville Multimodal Station Project.

**SUMMARY:**

Activities on the Pajaro/ Watsonville Multimodal Station project include a Project Development Team Meeting and meetings with Caltrans staff to discuss Transit and Intercity Rail Capital Program (TIRCP) funding allocation and contract schedule.

**FINANCIAL IMPACT:**

Pre-construction work began in 2024 with state-secured funding for environmental review. In April 2023, the California State Transportation Agency (CalSTA) approved a \$2.3 million TIRCP grant to cover the cost of California Environmental Quality Act and National Environmental Policy Act documentation. This documentation will allow TAMC to pursue further state and federal funding for the design update and right of way work. The total estimated cost of pre-construction work for the Pajaro/ Watsonville Multimodal Station Project, which includes environmental review, design, and right of way, is \$19.5 million.

**DISCUSSION:**

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 2 is the Pajaro/ Watsonville Multimodal Transit Hub. The proposed Pajaro/ Watsonville station will be the connection point for Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area, as well as a hub for future round-the-bay service. The Santa Cruz County Regional Transportation Commission (SCCRTC) is developing the proposed Zero Emission Passenger Rail and Trail (ZEPRT) project on the Santa Cruz Branch Line, connecting at Pajaro.

TAMC's consultant, HDR Engineering, is developing environmental review documentation. To date, HDR has completed the scoping report and noise analysis, as well as conceptual plans pending review by Union Pacific Railroad. Technical studies including hydrology, cultural and biological are underway. The comments from Union Pacific are still pending as of April 22, 2026. This has caused progress on the project to slow as alternatives can not be further developed until feedback from Union Pacific is received. TAMC staff is coordinating with Caltrans Headquarters on the need to request an extension of the grant award in June 2026 for 24 months.

Staff is coordinating with SCCRTC staff on a potential joint meeting with the RPC in September 2026.

Staff received confirmation in April 2026 that SCCRTC commissioners will be available for that meeting.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

**Memorandum**

**To:** Rail Policy Committee  
**From:** Alissa Guther, Associate Transportation Planner  
**Meeting Date:** May 4, 2026  
**Subject:** Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

---

**RECOMMENDED ACTION:**

**RECEIVE** update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities.

**SUMMARY:**

Progress on this project since the last update to the Committee includes a Technical Working Group meeting and a public outreach drop-in event in April.

**FINANCIAL IMPACT:**

TAMC received \$2,250,000 from a Caltrans Sustainable Transportation Planning Grant Climate Adaption Grant program grant to prepare a Planning and Environmental Linkages (PEL) study and related documents, expanding on existing feasibility studies on nature-based and multimodal solutions to climate change impacts on the corridor. This money will be used to pay TAMC, The Nature Conservancy (TNC), the Elkhorn Slough National Estuarine Research Reserve (ESNERR), and consultant expenses. The local match funds are from State funds.

**DISCUSSION:**

The Transportation Agency for Monterey County (TAMC), working collaboratively with The Nature Conservancy (TNC) and the Elkhorn Slough National Estuarine Research Reserve (ESNERR) will evaluate the risk of sea level rise impacting a key transportation corridor in north Monterey County and develop multimodal and nature-based transportation adaptation solutions to address this vulnerability. This project will focus on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough.

This project focuses on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough. Providing multimodal options and integrating nature-based solutions are top priorities for this project. The corridor traverses Elkhorn Slough, a major estuary. Coastal Resilience Monterey predicts sea level rise in the corridor to be 5.2 feet by 2100. The rail tracks through Elkhorn Slough, owned by Union Pacific railroad, carries freight rail traffic and Amtrak Coast Starlight passengers and are also at risk of flooding and damage from sea level rise.

The PEL study will provide technical analysis of existing data, new models, expand and add to alternatives thusly developed, and gather input and build consensus among internal and external stakeholders to shape the proposed corridor transportation vision. This is a comprehensive approach that involves resource and regulatory agencies, tribes, local stakeholders and engaging the public on an ongoing basis in meetings, workshops and public hearings and notices.

Since the last Rail Policy Committee meeting, the consultant team held a Technical Working Group virtual meeting on April 7, 2026. Attendees received a comprehensive presentation on the existing conditions and modeling work that has been completed by GEI Engineering Consultants, the subconsultant to Kimley Horn conducting the hydrologic and technical alternatives analysis work. Attendees discussed potential flood reduction infrastructure options and received information on the Elkhorn Slough National Estuarine Research Reserve restoration work.

On April 22, 2026, a public information session was held in the Sea Harvest parking lot. This was publicized as a "drop in" informal tabling event as an opportunity for the public to hear about the project approach, learn about the background to the project, and speak to the project team.

Staff will continue to share project documents with the steering committee and solicit comments and feedback, with the next Steering Committee meeting to be held on May 11, 2026. The project team is planning for an Advisory Group meeting and public workshop to discuss alternatives in Summer 2026.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 4, 2026  
**Subject:** **Media Clippings**

---

**RECOMMENDED ACTION:**

**RECEIVE** media clippings attached online.

**SUMMARY:****FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

- [April 23, 2026 article in Monterey County Weekly Now, "Before Highway 1 in Moss Landing is submerged in Elkhorn Slough by sea level rise, county transportation planners are taking a proactive step"](#)

## Memorandum

**To:** Rail Policy Committee  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** May 4, 2026  
**Subject:** Allowable Uses Within the Monterey Branch Line Right-of-Way

---

### RECOMMENDED ACTION:

**PROVIDE DIRECTION** to staff on whether TAMC should maintain its long-standing policy prohibiting development within the rail alignment of the Monterey Branch Line or allow greater flexibility for interim uses, while ensuring long-term preservation of future passenger rail service.

### SUMMARY:

Sand City is proposing to construct a multi-use trail and parking within the Monterey Branch Line right-of-way and has submitted a draft Use Agreement requesting long-term, exclusive rights to use portions of the corridor. This has similarities to the Agency's Use Agreement with MST for the SURF Busway project, but otherwise represents a shift from TAMC's historic practice of prohibiting development within the rail alignment while still seeking to preserve future passenger rail potential.

### FINANCIAL IMPACT:

There is no financial impact associated with the requested policy direction. Future consideration of Sand City's proposed Use Agreement will require TAMC staff time to review designs, coordinate easement modifications, and amend existing leases, which would be addressed in a subsequent action.

### DISCUSSION:

Sand City is advancing a one-mile multi-use trail project intended to fill a gap between northern and southern sections of the Monterey Bay Coastal Trail (see **attachments**). The City's proposed alignment runs largely within the Monterey Branch Line right-of-way because it offers the most direct, contiguous, and publicly controlled route for achieving the project's safety and connectivity goals. Using the corridor avoids private property constraints, reduces the need to route trail users along busy streets, and provides a continuous facility linking housing, employment centers, and the regional trail network. The City also proposes to expand city parking supply within the Monterey Branch Line right-of-way. The TAMC Board of Director's expressed support for earlier conceptual designs for these projects that included a 40-foot buffer for the current track alignment. The current proposal requires building parts of the trail and parking projects on top of the current track alignment. This proposal moves the proposed trail and parking within the Monterey Branch Line right-of-way to allow adjacent leaseholders to continue to use a subset of their leased areas. Sand City is ready to start final engineering for their trail and parking projects and therefore needs clarity regarding TAMC's willingness to authorize construction within the corridor.

Historically, TAMC has prohibited permanent development within the Monterey Branch Line rail alignment to protect the corridor for potential future passenger rail service. TAMC inherited from



Union Pacific Rail Road several leases to adjacent Sand City and Seaside businesses. TAMC continued the practice of leasing to adjacent businesses with terms that specified their temporary nature until needed for a transportation project. The goal has been to maintain flexibility for long-term transit planning, generate revenue to cover Monterey Branch Line maintenance costs, avoid costly future removal of improvements, and ensure the corridor remains intact as a unified transportation asset. These restrictions have been applied consistently to jurisdictions and developers along the corridor to maintain consistency with the requirements of Proposition 116 Rail Bond funds, which provided the funding to purchase the rail corridor. However Agency staff are reassessing how the corridor might better serve interim community needs with the recent removal of the Proposition 116 restrictions, the SURF! Busway project removing existing tracks between Marina and Sand City, and no near-term passenger rail service planned on this segment.

The central question for the Rail Policy Committee is whether TAMC should continue enforcing its strict no-build policy or adopt a more flexible framework that allows interim public uses within the right-of-way that may conflict with the existing track alignment while safeguarding the corridor for long-term passenger rail service. TAMC's Use Agreement with MST for the SURF Busway project commits to bus service for a minimum of twenty years before rail service can be resumed on the track alignment. A draft Use Agreement submitted by Sand City illustrates the types of outcomes that could emerge if TAMC chooses a more flexible approach. Key points of discussion in the draft agreement relate to establishing long-term use by the City for the trail; how future rail service will be enabled; how maintenance responsibilities will be assigned; and how existing leases in the corridor will be addressed.

These types of provisions reflect one possible model of interim use, but they also raise questions about how much control TAMC should retain over the corridor and what conditions should apply if interim uses are allowed. For example, TAMC would need to determine whether exclusive rights or long-term easements are appropriate, how to insure future rail has clear priority over trail and parking facilities, what relocation obligations should exist, and how the Agency wants to structure maintenance responsibilities, access rights, lease terms, and design review.




Staff is requesting the Rail Policy Committee provide direction on whether the Agency is open to interim development within the rail alignment and, if so, what level of flexibility or control is appropriate to maintain. That direction will guide staff in evaluating the City's requested provisions and determining whether and how to proceed with negotiating a Use Agreement that balances community mobility needs with the long-term preservation of the Monterey Branch Line for passenger rail service.




**ATTACHMENTS:**

1. Sand City Multi Use Trail - Map
2. Monterey Branch Line - Map
3. Diaz-Lal\_MPCC-Sand\_City\_trail

**WEB ATTACHMENTS:**



-  City Limit
-  Potential Parking Locations
-  South of Tioga Development

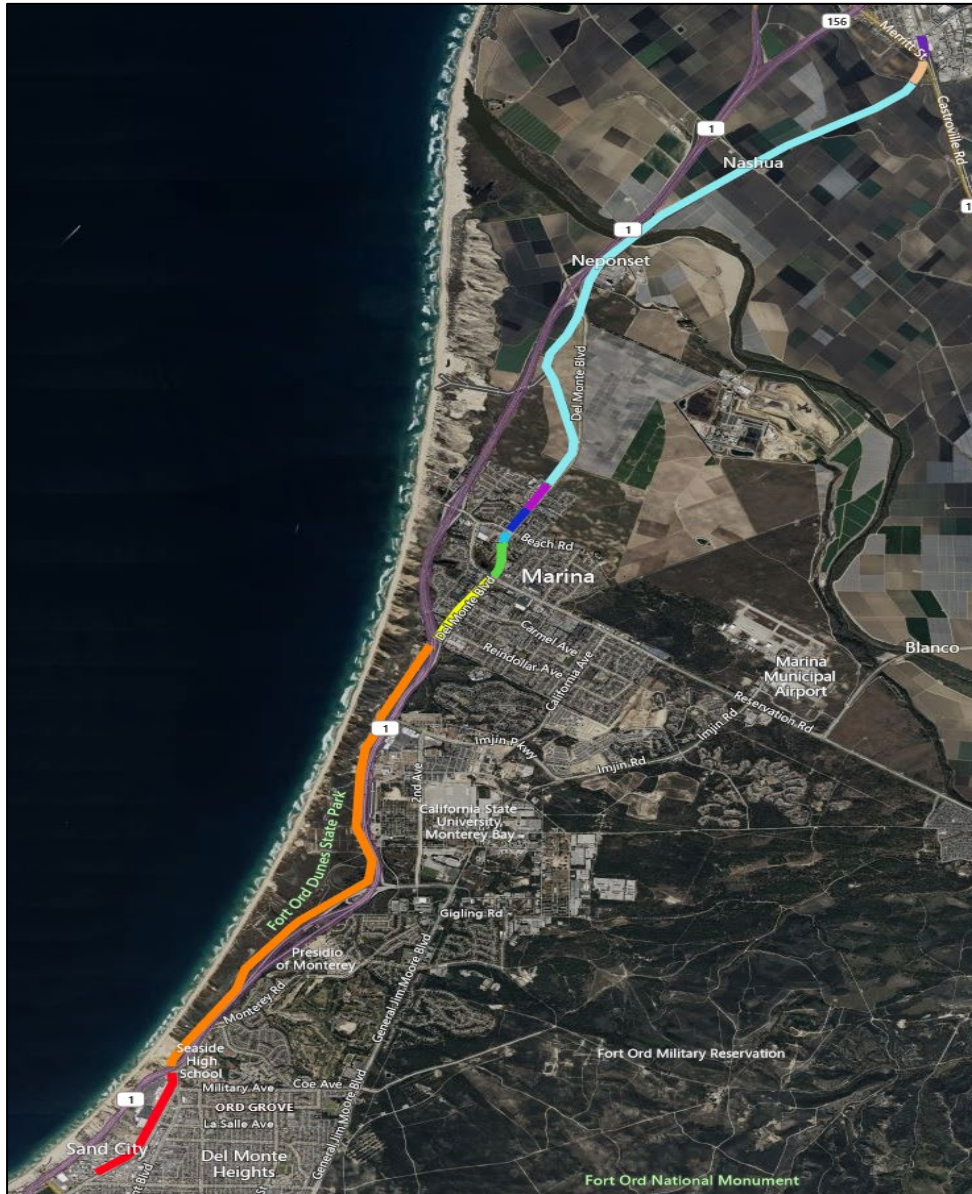
-  Proposed Bike Trail Route
-  Connection to Monterey Recreational Trail
-  MST SURF Line Station

Source: Monterey County GIS 2023, Google Earth 2023



Figure 1  
**Proposed Multiuse Trail Alignment**  
 Sand City Multiuse Trail

AERIAL MAP



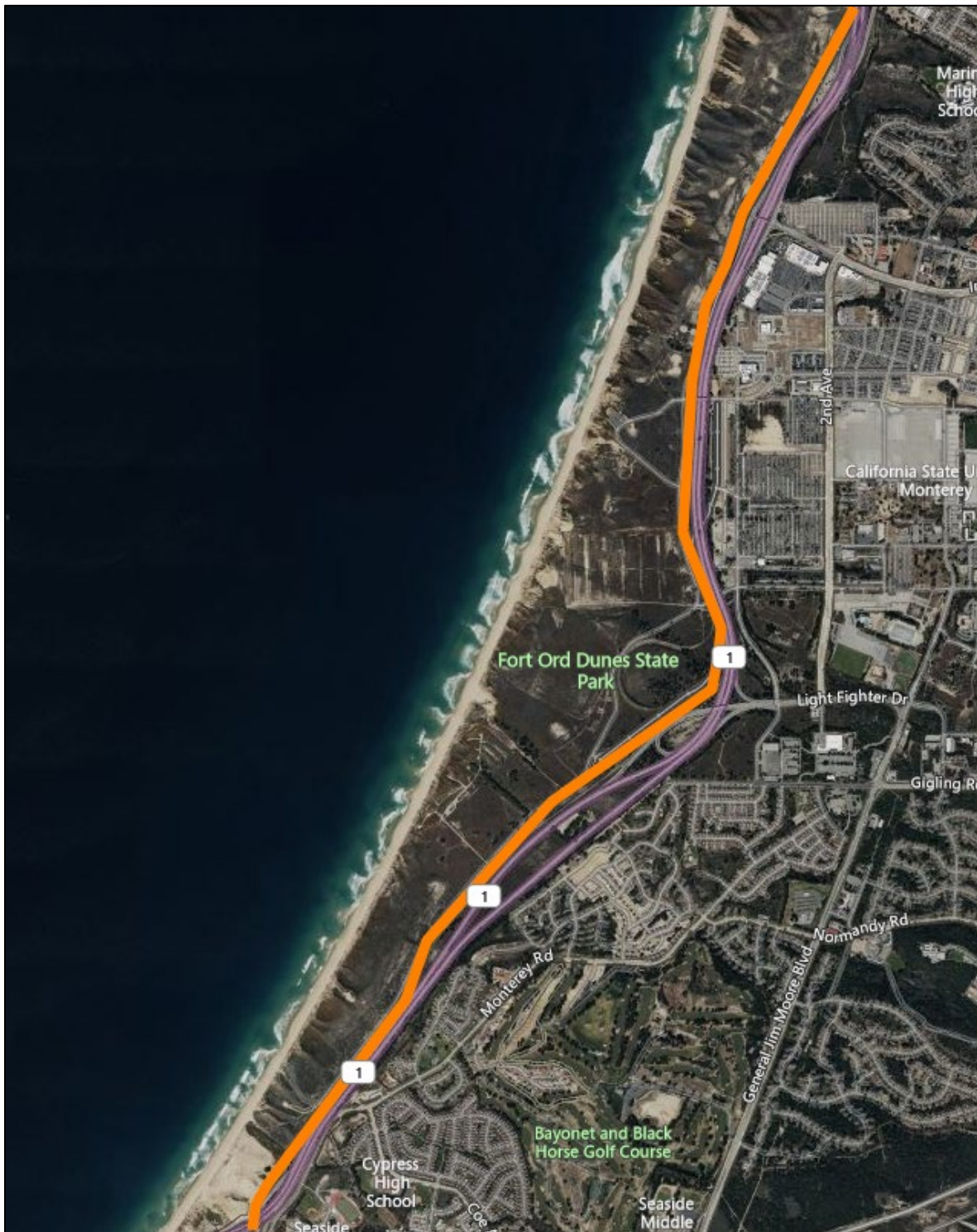
Segment	Zoning Type
Zone A	Commercial
Zone B	Open Space
Zone C	Multifamily Residential
Zone D	Open Space
Zone E	Retail/Service
Zone F	Single-Family Residential
Zone G	Light Industrial
Zone H	Agricultural 40 AC
Zone I	Residential Spec
Zone J	Industrial

**Segment A (Mile Post 123.3 to approximately Mile Post 122.2±)**



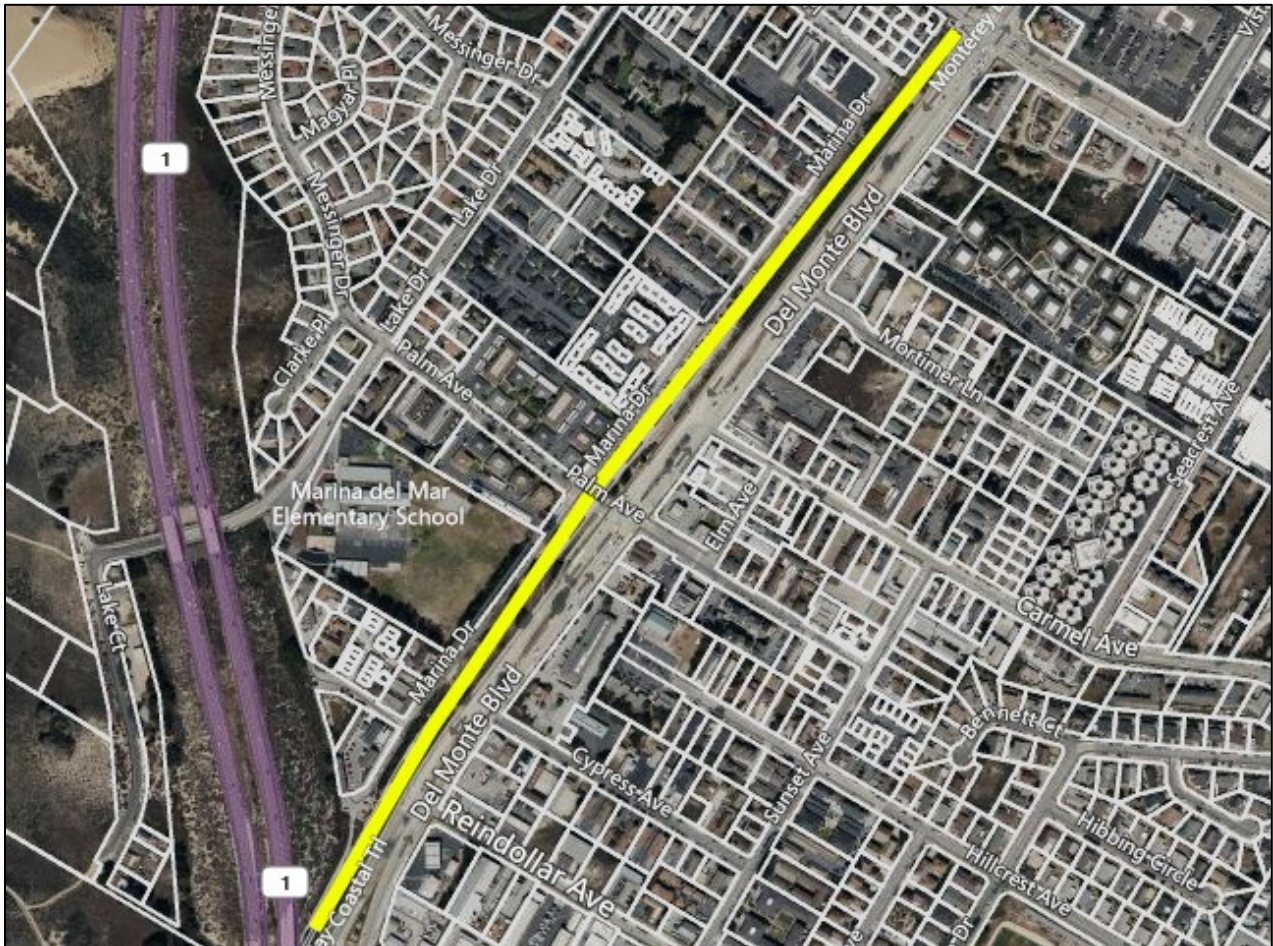
The segment includes the corridor area which totals approximately 12.66± net acres.

**Segment B (Mile Post 122.5± to approximately Mile Post 117.75±)**



The segment includes the corridor area which totals approximately 54.88± net acres.

**Segment C (Mile Post 117.75± to Mile Post 117.10±)**



The segment includes the corridor area which totals approximately 7.48± net acres.

**Segment D (Mile Post 117.10± to approximately Mile Post 116.40)**



The segment includes the corridor area which totals approximately 8.06± net acres.

**Segment E (Mile Post 116.40± to approximately Mile Post 116.50±)**



The segment includes the corridor area which totals approximately 1.15± net acres.

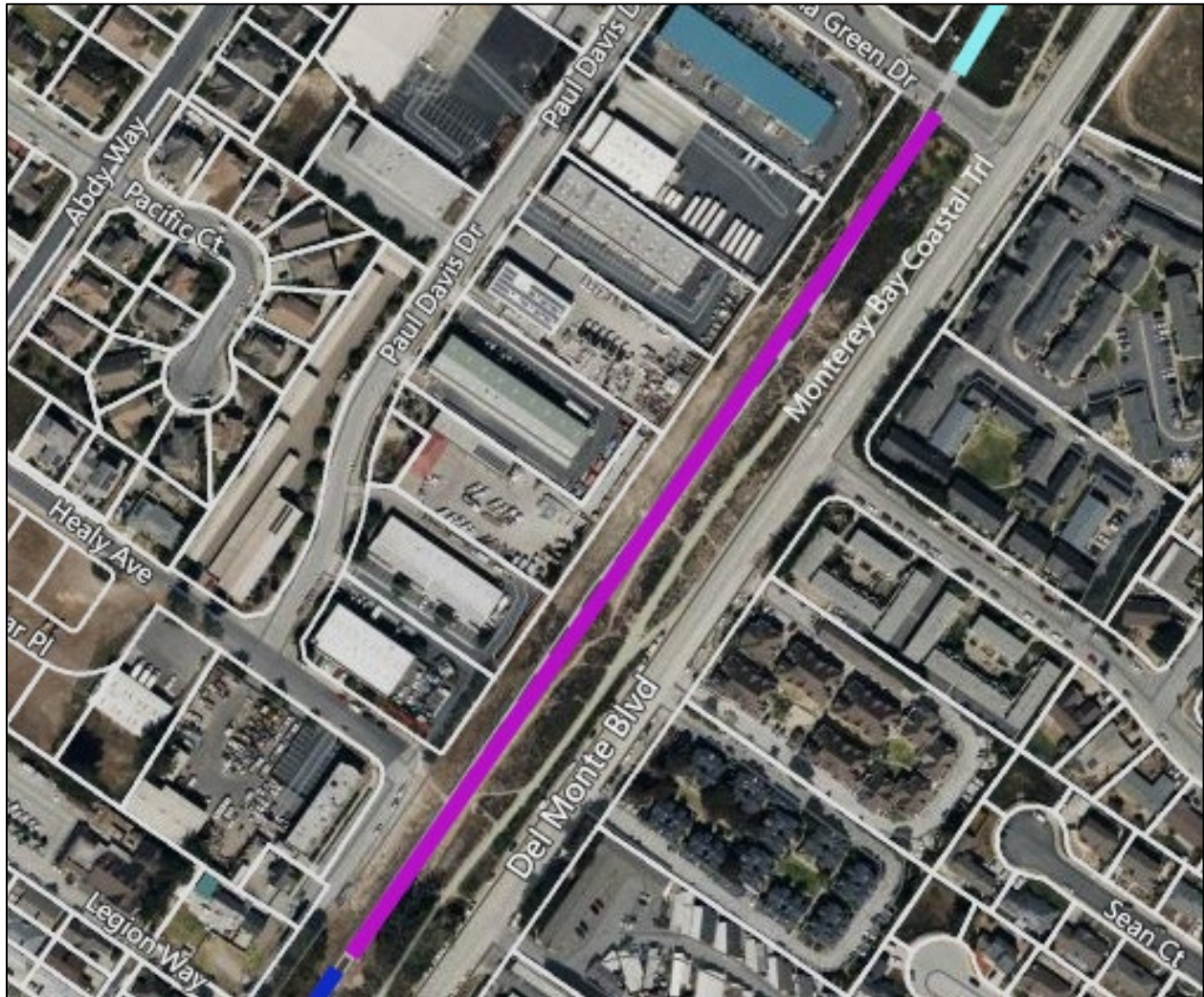


**Segment F (Mile Post 116.50± to approximately Mile Post 116.24)**



The segment includes the corridor area which totals approximately 2.99± net acres.

**Segment G (Mile Post 116.24± to approximately Mile Post 115.97±)**



The segment includes the corridor area which totals approximately 3.11± net acres.

**Segment H (Mile Post 115.97± to approximately Mile Post 111.06±)**



The segment includes the corridor area which totals approximately 56.75± net acres.

**Segment I (Mile Post 111.06± to approximately Mile Post 110.85)**



The segment includes the corridor area which totals approximately 2.42± net acres.

**Segment J (Mile Post 110.85± to approximately Mile Post 110.80)**



The segment includes the corridor area which totals approximately 0.58± net acres.



**MONTEREY  
PENINSULA  
CHAMBER of  
COMMERCE**

**2026 BOARD OF DIRECTORS**

BOARD CHAIR

**Elizabeth Diaz**

Armanasco Public Relations

BOARD CHAIR ELECT

**Anne Sierra**

Del Monte Shopping Center

IMMEDIATE PAST BOARD CHAIR

**Kathryn Avila**

Avila Construction

**Nick Del Pozzo**

Hyatt Regency Monterey

**Daniel Faith**

Community Foundation for Monterey County

**Erin Harwayne**

Denise Duffy & Associates

**Patrick Kelly**

Pebble Beach Resorts

**Melissa Langley**

Leavitt Insurance Services

**Mike LaPlante**

Cal State Monterey Bay

**Bradley Levang**

Fenton & Keller

**Michele Melicia-Young**

Montage Health

**Geoffrey Morgan**

CHISPA Housing, Inc.

**Tania Santos**

Platinum Multiservices

**Jeff White**

KRML

**Bill Wilson**

Monterey County Bank

**N. Monica Lal**

President/CEO

Rail Policy Committee

Transportation Agency for Monterey County (TAMC)

55 Plaza Cir B

Salinas, CA 93901

April 2, 2026

**Re: TAMC Rail Policy Committee Meeting - April 6, 2026 –  
Item 4 - Allowable Uses Within the Monterey Branch Line  
Right-of-Way**

Dear Rail Policy Committee:

Two of the categories of Government Affairs goals for the Monterey Peninsula Chamber of Commerce are "Transportation Improvements" and "Quality of Life Issues." Sand City is proposing a one-mile multi-use trail project intended to fill a gap between northern and southern sections of the Monterey Bay Coastal Trail. It has submitted a draft Use Agreement to TAMC requesting long-term, exclusive rights to use portions of the corridor for the trail and associated parking.

This proposal from Sand City would advance the Chamber's goals for transportation improvements and quality of life issues. The Chamber is impressed with TAMC's progress in helping to develop a network of trails that residents and visitors can use for recreation. These trails are also expanding commute routes for people who would prefer to travel to and from work without a personal passenger vehicle.

This proposed "permanent development" within the Monterey Branch Line rail alignment is not vertical construction of structures and could be replaced without significant expense if a rail line was built on the trail in the future. And while the Chamber is aware of the excitement derived from the possibility of a railroad to the Monterey Peninsula, at this time we do not see how such a project could obtain public and private investment to move forward.

We are aware of the 2010 Hydrology, Floodplain, Water Quality, and Stormwater Runoff Impact Analysis for the Monterey Peninsula Light Rail, the 2010 Draft Historic Resources Inventory and Evaluation Report for the Monterey Peninsula Light Rail Transit Project, the 2012 TAMC Alternatives Analysis for the Monterey Peninsula Fixed-Guideway Corridor Study, the 2019 discussions at the TAMC Rail Policy Committee concerning privately-run passenger train to Monterey, the 2021 TAMC Monterey Bay Area Network Integration Study, the 2023 TAMC Letter to MST responding to "Coastal Commission - SURF Project Impacts on Future Light Rail along the Monterey Branch Line," the 2024 Train Riders Association of California (TRAC) Proposal to TAMC for Rail Service, and the 2024 Monterey Branch Line Appraisal.



**MONTEREY  
PENINSULA  
CHAMBER of  
COMMERCE**

**2026 BOARD OF DIRECTORS**

BOARD CHAIR

**Elizabeth Diaz**

Armanasco Public Relations

BOARD CHAIR ELECT

**Anne Sierra**

Del Monte Shopping Center

IMMEDIATE PAST BOARD CHAIR

**Kathryn Avila**

Avila Construction

**Nick Del Pozzo**

Hyatt Regency Monterey

**Daniel Faith**

Community Foundation for Monterey County

**Erin Harwayne**

Denise Duffy & Associates

**Patrick Kelly**

Pebble Beach Resorts

**Melissa Langley**

Leavitt Insurance Services

**Mike LaPlante**

Cal State Monterey Bay

**Bradley Levang**

Fenton & Keller

**Michele Melicia-Young**

Montage Health

**Geoffrey Morgan**

CHISPA Housing, Inc.

**Tania Santos**

Platinum Multiservices

**Jeff White**

KRML

**Bill Wilson**

Monterey County Bank

**N. Monica Lal**

President/CEO

The Chamber recommends that TAMC create a website dedicated to the vision of a Monterey Branch Line that includes these reports and studies, along with a simple list of the valid reasons why the rail project is not feasible at this time. This will allow the public to understand that the dream of a rail line to the Monterey Peninsula remains alive, but will not happen unless public and private interests are willing to lose a lot of money on it. Perhaps a wealthy rail hobbyist will see the website and offer an unsolicited proposal to develop it. In the meantime, Sand City's proposal to fill the gap in the Monterey Bay Coastal Trail is a good one.

Sincerely,

Elizabeth Diaz  
2026 Board Chair

N. Monica Lal  
President/CEO

## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 4, 2026  
**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 include operations scenario discussions and design coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

### **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 to total \$87 million for all phases of work. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance and is currently in the final design phase.

### **DISCUSSION:**

The Monterey County Rail Extension Project will extend 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 has wrapped up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and Gilroy track improvements (Package 3) are now in final design.

### **Final Design**

HDR Engineering prepared the 100% plans, specifications and estimates (PS&E) for stakeholder review on September 1, 2022, and has gathered stakeholder input on those plans. Since the last report to this Committee, the design team has continued to coordinate design review with Union Pacific Railroad (UPRR) and the City of Salinas. UPRR has a design review process that is separate from the Caltrans PS&E process; once the UPRR design review is complete, the final track plans will be integrated into the final PS&E to prepare for construction bid documents. HDR submitted 30% plans for the Salinas layover facility and platform (package 2) to UPRR on April 24, 2026, and anticipates submitting the revised 25% plans for the Gilroy track connections and roadway crossings (package 3) to UPRR in May-June 2026. TAMC, Caltrans, HDR, and UPRR are also discussing the potential for a siding in the vicinity of the Watsonville yard as a near-term improvement to support freight service and passenger rail on-time performance.



## **Property Acquisition**

Four parcels remain that are potentially required for the layover facility and Gilroy track improvements, which are owned by Union Pacific. Property rights negotiations have been on hold pending Union Pacific's review of the design plans. TAMC staff requested permission to begin discussions with the Union Pacific real estate division and are coordinating this effort with the Agency's right-of-way consultants of Bender Rosenthal and Nossaman. The final tenant on TAMC property in Salinas has now vacated the property and staff is preparing for demolition of that structure to allow for utility relocation along New Street.

## **Operations Discussions**

Staff have participated in discussions with Caltrans, Caltrain, and Capitol Corridor related to operations scenarios. Caltrans is working with UPRR to review four operations scenarios: 1) one round trip midday on Capitol Corridor between San Jose and Salinas, 2) one midday Capitol Corridor and two commute hour Caltrain trains, 3) two Capitol Corridor and one Caltrain trains, and 4) three Capitol Corridor trains. All service scenarios are dependent on equipment availability and a track rights agreement with UPRR.

## **Positive Train Control**

UPRR is working on the project to implement Positive Train Control (PTC) in the corridor between Gilroy and Salinas. PTC safety technology is required on freight lines with more than two passenger round trips. The PTC project is awaiting Federal Railroad Administration (FRA) approval of the National Environmental Policy Act (NEPA) document and execution of an interagency agreement between Caltrans and Amtrak before construction can begin.

## **Amtrak Platform Upgrades**

On April 15, 2026, staff participated in a site visit with Amtrak and their construction team to prepare for the Americans with Disabilities Act (ADA) upgrades of the Amtrak-owned platform at the Salinas train station. The anticipated construction schedule is from July 2026 - July 2027.

## **Salinas Station Improvements**

On April 10, 2026, staff submitted a state budget request to Senator Laird for \$1.5 million to fund improvements at the Salinas train station, such as a changeable message sign (see **attachments**).

Staff will provide a verbal update at the meeting.

## **ATTACHMENTS:**

1. Laird - Salinas Train Station Budget Request
2. Heritage\_Park\_Brief
3. ITC\_SNS\_Project\_List

## **WEB ATTACHMENTS:**



April 10, 2026

The Honorable John Laird  
Senate Budget and Fiscal Review Committee, Chair  
1020 N Street, Room 502  
Sacramento, CA 95814

Via email to: [SBUD.Committee@senate.ca.gov](mailto:SBUD.Committee@senate.ca.gov)

**RE: Salinas Train Station Improvements – Member’s Budget Request - \$1.5 Million**

Dear Chair Laird:

On behalf of the Transportation Agency for Monterey County (TAMC), the Regional Transportation Planning Agency for Monterey County, I write to request a state budget allocation of \$1.5 million for improvements at the Salinas Train Station to support current and future passenger rail service to Monterey County.

The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County. TAMC is the state-designated rail planning agency for Monterey County. TAMC is leading several projects to expand passenger rail service, including an extension of Caltrain service from Gilroy to Salinas and an extension of Capitol Corridor service from San Jose to Salinas, with the goal of extending it to San Luis Obispo, as envisioned in the 2024 State Rail Plan.

Today, the Salinas train station is served by the Amtrak Coast Starlight and connecting Thruway bus service, as well as Monterey Salinas Transit and Greyhound/ Flix bus service. The station needs upgrades, including an electronic message sign indicating the train and bus schedules.

Thank you for your consideration. If you have any questions, please contact our legislative advocate, Gus Khouri, Khouri Consulting, at 916-605-8975 or [gus@khouriconsult.com](mailto:gus@khouriconsult.com), or Christina Watson, TAMC’s Director of Planning, at 831-775-4406 or [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org).

Sincerely,

for Todd Muck  
Executive Director

# SALINAS CITY HERITAGE PARK

ALIFORNIA

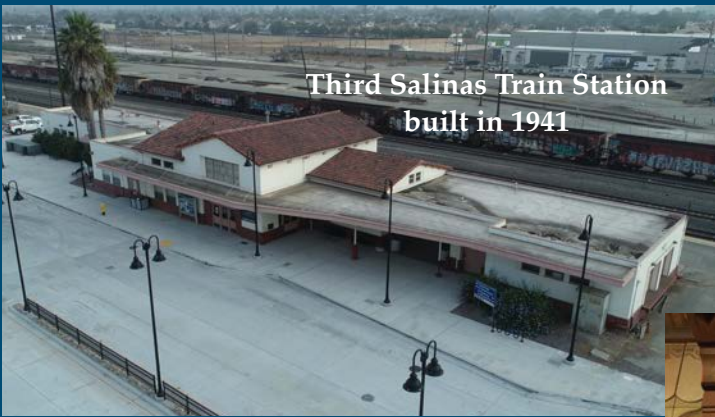


Salinas City Heritage Park structures are all located along the Juan Bautista De Anza National Historic Trail.

“The march of Salinas City is still onward, and it will be until the town grows into a large city. There is not an inland town in the State of California with prospects better than this. The railroad will soon be in its borders and is destined to be the county seat of one of the largest and soon richest counties on the coast. Salinas in five years, will be unlike the city of today. It will be to this valley what San Jose is to Santa Clara Valley.”  
 — Salinas City Index, July 12, 1872



First Salinas Train Station built in 1873



Third Salinas Train Station built in 1941

Murals depicts agriculture, rodeo, soldiers, Southern Pacific Streamliner and Daylight Trains



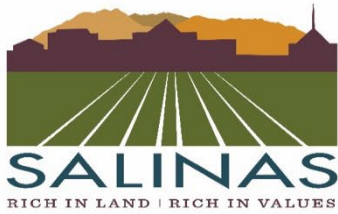
Muralist John MacQuarrie, San Francisco

Amtrak Station	
Exterior painting	\$50,000
Signage	\$50,000
Pavement rehab	\$50,000
Foodservice amenities	\$500,000
Shelters, benches trackside	\$250,000
Automated ticket vending station	\$250,000
Trackside security lighting, cameras	\$250,000

“Caltrain coming to Salinas and its multimodal Heritage Park will offer travelers more choices than the new Monterey Airport. The station and its surroundings will be a destination for economic development and, maybe the best train stop in the State..”  
 — Congressman Sam Farr (Retired)



Foodservice Element Grab & Go



# City of Salinas

OFFICE OF THE CITY MANAGER • 200 Lincoln Ave • Salinas, California 93901

(831) 758-7201 (P) • (831) 758-7368 (F) • [cityofsalinas.org](http://cityofsalinas.org)

March 10, 2026

## **List of possible improvements at the Intermodal Transportation Center (ITC)**

### **Safety & Security:**

- The City increased private security patrols to 4pm to 12am seven days a week. COMPLETED
- Security Camera installation: IN PROGRESS
- Lighting ??
- Union Pacific: Request increased removal of unhoused on the railroad tracks.

### **FACILITIES:**

- Fencing: Continuation of wrought iron fencing from the First Mayors House past the Salinas Valley Railroad Museum to the end of the Locomotives.
- Paint: The Amtrack Building needs to be painted
- Landscaping
- Trash Enclosure: A new enclosure for the dumpsters to prevent the general public from throwing their trash inside.
- ADA improvements at the Train Museum

### **SIGNAGE**

- Signage on the Amtrack Building
- Directional Signage

**Memorandum**

**To:** Rail Policy Committee  
**From:** Andy Cook, Principal Transportation Planner  
**Meeting Date:** May 4, 2026  
**Subject:** **Coast Corridor Rail 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:**

Recent activities on this project include a meeting with the Coast Rail Coordinating Council Working Group and meetings with the San Luis Obispo Council of Governments to discuss pilot passenger rail service on the Coast Route for the upcoming 2028 Olympic Games in Los Angeles.

**FINANCIAL IMPACT:**

Capital and operating costs for implementing Coast Rail services are under evaluation.

**DISCUSSION:**

TAMC is actively coordinating with partner agencies to plan and implement new passenger rail service on the California Coast Passenger Rail Corridor between Los Angeles and the San Francisco Bay Area through the Coast Rail Coordinating Council (CRCC). Members of the Council include Regional Transportation Planning Agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast’s portion of the corridor. The schedule of future meetings are available on the CRCC website (**web attachment 1**). The next CRCC Policy Committee meeting is planned for May 15, 2026, in Oakland.

The CRCC working group met virtually on April 17, 2026 and discussed a proposed pilot passenger rail device on the Coast Route between the San Francisco Bay Area and Los Angeles for the 2028 Olympic Games in Los Angeles, among other Interagency reports and legislative updates. The San Luis Obispo Council of Governments (SLOCOG) is coordinating Interagency discussions regarding the Olympics service, which was discussed with legislative representatives and State partners at the last Coast Rail lobbying visit in Sacramento in March. SLOCOG convened preliminary meetings with TAMC staff and Amtrak to discuss operational questions for implementing the service. Next steps include coordination with the Capitol Corridor Joint Powers Agency, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and Caltrans to discuss the service plan, operational requirements and costs needed to support a possible legislative member request for State operations funding. The pilot proposal is an opportunity to support concurrent planning with the State to initiate an extension of intercity passenger rail service to San Luis Obispo in the same timeframe.

The City of King has requested that TAMC become the project sponsor for the Multimodal

Transportation Center project. This action was approved by the City of King City Council on February 24 and by the TAMC Board of Directors on February 25, 2026. Staff is working with SLOCOG and the State to transfer the balance of the State Rail Assistance funding secured for design and environmental clearance work to TAMC and plans to request Board approval of an Interagency agreement with the State as early as the May 2025 Board of Directors meeting. Staff is also coordinating with City staff to transfer the existing design contract with RailPros to TAMC, advance design review activities with UPRR, and execute a contract for environmental review. Based on the status of design updates and direction already provided by Union Pacific Railroad (UPRR) on phased design requirements, TAMC and City staff directed RailPros to complete and resubmit 25% design updates incorporating UPRR comments while TAMC moves forward to execute arrangements needed to assume the lead agency role.

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

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

1. [Coast Rail Coordinating Council](#)

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 4, 2026  
**Subject:** **California Passenger Rail Summit**

---

**RECOMMENDED ACTION:**

**RECEIVE** update on the 2026 California Passenger Rail Summit.

**SUMMARY:**

TAMC Board members and staff attended the 2026 California Passenger Rail Summit in Sacramento and will provide a verbal update at the meeting.

**FINANCIAL IMPACT:**

Board member and staff travel are covered in the Agency's travel budget.

**DISCUSSION:**

Board Members Kate Daniels and Mike LeBarre, Executive Director Todd Muck, Director of Planning Christina Watson, Principal Transportation Planner Andy Cook, and Associate Transportation Planner Alissa Guther attended the California Passenger Rail Summit in Sacramento on April 29-May 1, 2026. The summit is a three-day, in person convening of intercity passenger rail professionals from across California. The conference brings together industry leaders, policymakers, and stakeholders to discuss current issues affecting intercity passenger rail, coordinate on state and federal funding strategies, explore emerging and new rail technologies, and share best practices.

Participation in this summit supports TAMC's ongoing and planned rail initiatives by providing staff with direct engagement opportunities related to intercity rail planning, project delivery, service integration, and policy development. Attendance also allows staff to build and strengthen relationships with partner agencies, operators, and decision makers working at the intersection of intercity, regional, and freight rail, helping to advance the State's passenger rail vision while addressing the specific needs and projects within Monterey County.

The agenda is online as a **web attachment**. Committee Members and staff will report back on the summit at the meeting.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

- [California Passenger Rail Summit Agenda](#)