



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

Rail Policy Committee

Monday, August 3, 2026

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

MEETING LOCATION

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.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.

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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 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 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 June 1, 2026.

- Maria Montiel

The draft minutes of the June 1, 2026, Rail Policy Committee meeting are attached for review.

- 3.2. **RECEIVE** correspondence.

- Christina Watson

- 3.3. **RECEIVE** media clippings attached online.

- Christina Watson

4. **RECEIVE** presentation on the Central Coast Service Deployment Playbook.

- Andy Cook

TAMC is coordinating with the Caltrans Division of Rail and partner operating agencies to develop a service implementation plan for the initial extension of intercity rail service to the Central Coast, including the Monterey County Rail Extension. The Central Coast Service Deployment Playbook will serve as a basis for State-led negotiations with the Union Pacific Railroad and passenger rail operators to secure operating agreements needed to initiate the new rail services in the Central Coast Rail Corridor. Caltrans Division of Rail staff will present an overview of the Central Coast Service Deployment Playbook and its findings.

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** an update on the implementation plans for new passenger rail service along the Central Coast Rail Corridor between the San Francisco Bay Area and Los Angeles.

- Andy Cook

The Transportation Agency is a member of the Coast Rail Coordinating Council (CRCC), which includes the regional agencies planning passenger rail improvements along the

Central Coast rail corridor between San Jose and Los Angeles. Activities for improvements to service south of Salinas include progress in advancing design plans for the King City Multimodal Transportation Center and coordination with the San Luis Obispo Council of Governments to develop an operating plan for pilot passenger rail service in the corridor for the 2028 Olympic Games in Los Angeles.

7. **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 Steering Committee meeting and initiation of the draft alternatives and draft alternatives screening criteria.

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

- Andy Cook

TAMC staff scheduled a site visit with Union Pacific Railroad (UPRR) on June 15 and follow-up coordination meetings to receive direction sought from the host railroad on design concepts for the planned Pajaro/Watsonville station, which is needed to advance conceptual design work and initiate environmental studies. Staff coordinated with Caltrans to request a time extension for the Transit and Intercity Rail Capital Program (TIRCP) funding allocation needed to accommodate the project schedule.

9. **ANNOUNCEMENTS and/or COMMENTS**

10. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting
Monday, September 14, 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

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

55B Plaza Circle, Salinas, CA 93901

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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: August 3, 2026
Subject: **RPC Draft Minutes**

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for June 1, 2026.

SUMMARY:

The draft minutes of the June 1, 2026, Rail Policy Committee meeting are attached for review.

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

1. Draft_RPC_Minutes_June_2026_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of June 1, 2026

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

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

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

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 2:00 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

OTHERS PRESENT

Jasmine Mejia Cortez	District 1 Office	Margaret D'Arrigo	City of Salinas Alternate
Paul Dyson	Public	Rob Cunningham	Caltrans Division of Rail
Sahar Elias	District 4 Intern	Vibeke Norgaard	Sand City

2. PUBLIC COMMENTS

None

3. CONSENT AGENDA

M/S/C Oglesby / Carbone/ unanimous

- 3.1** Approved minutes of May 4, 2026, Rail Policy Committee meeting with an edit to delete the 5th bullet under item 4.
- 3.2** Received media clippings attached online.
- 3.3** Received update on the Pajaro/Watsonville Multimodal Station Project.
- 3.4** Received update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities.

END OF CONSENT AGENDA

4. CENTRAL COAST RAIL CORRIDOR PROJECT UPDATE

M/S/C Carbone / Donohue/ unanimous

Committee Member Carbone motioned to recommend that the Board of Directors approve a resolution supporting passenger rail pilot service in the Central Coast Rail Corridor for the 2028 Olympic Games, to include reference to Salinas Rail Station extension, and directed staff to provide resolution templates to cities. The motion was seconded by Committee Member Donohue.

The Committee received a report on implementation plans for new passenger rail service along the Central Coast Rail Corridor between the San Francisco Bay Area and Los Angeles; and recommended that the Board of Directors adopt Resolution 2026-07 in support of pilot rail service connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics.

Andy Cook, Principal Transportation Planner, reported that the Coast Rail Coordinating Council met on May 15, 2026 to discuss planning and implementation steps for new intercity passenger rail service in the corridor, reported on coordination with the intercity rail operating partner agencies, and noted that the next steps include advancing a proposal to support pilot passenger rail service in the corridor for the 2028 Olympic Games. Mr. Cook noted that the San Luis Obispo Council of Governments is coordinating Interagency discussions regarding a pilot intercity rail service between the San Francisco Bay Area and Los Angeles for the

upcoming 2028 Olympics and submitted a member request to Senator Laird for \$2 million in operations funding support.

Chair LeBarre noted that the Salinas Train Station and the King City Station have priority and other cities can adopt a resolution to focus on tourism with access to the Monterey Peninsula via train service.

Committee Member Oglesby noted Agency staff should present at the Mayor's Association Meeting. He stressed the importance of rallying the region to work together to advocate for rail service. Executive Director Muck replied that Senator Laird is expecting to see a budget set-aside for the 2028 Olympics; and SLOCOG is developing the operations plan that outlines expectations and funding options.

Committee Member Daniels noted that we should push for the pilot program and request funds from the state's Olympics budget. Mr. Muck responded that the state is expecting a transit operations funding shortfall after 2027.

Committee Member Donohue noted that the region needs to work together to get rail service that connects to Monterey-Salinas Transit to serve the entire region.

Committee Member Velazquez noted adding the Salinas Rail Station to the resolution strengthens the resolution.

Paul Dyson, member of the public, noted that a shift in travel patterns can be a strong case for coordinated strategy to request an increase in funding.

5. SALINAS TRAIN STATION EXISTING SERVICES

The Committee received information about existing services at the Salinas Train Station.

Blythe Wilson, Transportation Planning Intern, presented an overview of transit options at the Salinas Rail Station, including Amtrak Coast Starlight trains, Amtrak Thruway buses, Monterey-Salinas Transit service, and Flixbus (formerly Greyhound).

Ms. Wilson highlighted the following transit options:

- Amtrak Coast Starlight runs once daily in each direction between Seattle and Los Angeles.
- Amtrak Thruway Bus operating between San Jose and Santa Barbara stops at the Salinas station, providing connections to the Capitol Corridor and Pacific Surfliner.

- The only Monterey-Salinas Transit route that connects directly to the Salinas Intermodal Transit Center is Route 59, which connects to Gilroy with four buses per day in each direction.
- There is no consistent Flixbus schedule, but the company often provides one daily bus in each direction between San Jose and Los Angeles.

Committee Member Church asked for ridership data and noted that it is important to understand the demand that may exist. Executive Director Todd Muck noted that the agency will seek ridership statistics.

Lisa Rheinheimer noted that Monterey-Salinas Transit has seen a 20% ridership increase from last year, possibly due to gas prices increasing.

Committee Member Daniels noted that we need to make Salinas Station more user friendly for future riders to find their best travelling option easier.

Paul Dyson, member of the public, noted that it can be confusing when buying a rail ticket to ride the Amtrak Thruway bus and that recent legislation should enable a bus trip with no rail ticket.

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. She noted that the 30% Salinas layover facility track, and structure plans were submitted to Union Pacific in April 2026 and expects submitting the revised 25% plans for the Gilroy track connections and roadway crossings to Union Pacific and Railroad in June 2026. She mentioned that staff working on preparing for demolition of a structure to allow for utility relocation along New Street. Ms. Watson noted that Agency staff have participated in discussions with Caltrans, Caltrain, and Capitol Corridor related to operations scenarios. All service scenarios depend on equipment availability and a track rights agreement with Union Pacific and Railroad.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Alissa Guthier, Transportation Planner announced that the Santa Cruz County Regional Transportation Commission (SCCRTC) proposed a Joint lunch meeting for September 21, 2026,

11am - 1 p.m., in Watsonville. Transportation Agency staff Maria Montiel will email Committee members for their availability.

Christina Watson, Director of Planning, announced the next meeting is scheduled for August 3, 2026 and there is no meeting in July.

8. ADJOURN

Chair LeBarre adjourned the meeting at 2:57 p.m.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 3, 2026
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence.

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

1. 2026-06-22 Sundaram to TAMC
2. CCJPA_Letter_to_Caltrans_Kyle G 7-27-2026

WEB ATTACHMENTS:

Harish Griffin Sundaram
10965 Corte Mejillones
San Diego, CA 92130
6-22-2026

Todd Muck
Transportation Agency for Monterey County (TAMC)
Letter of restoration to bring excursion trains to the Monterey & Salinas Valley Railroad
Museum on abandoned Monterey Branch Line
55 Plaza Circle, Suite B
Salinas, CA 93901

Dear Todd Muck,

I'm a transportation enthusiast for excursion train lover with a strategy idea to restore an abandoned rail line Monterey Branch Line for the Monterey & Salinas Valley Railroad Museum to start running an excursion train history on a mile train tour of the railroad history of Central Coast of California.

I would like to enclose a letter description of a possibility of bringing an excursion train to Monterey & Salinas Valley Railroad Museum on abandoned Southern Pacific Coast Line running from Castroville to Pacific Grove of Monterey County for tourists and railfans to enjoy and have a good time to support heritage railroads in the United States will boost local economy.



I hope to hear your response from you very soon as possible when you are free to answer my response letter restoration restores and start running excursion trains in California State rail history to these coming generations.

Sincerely,

A handwritten signature in black ink, reading "Harish Griffin Sundaram". The signature is written in a cursive, flowing style.

Harish Griffin Sundaram

Bring Excursion Trains to Monterey & Salinas Museum

As a passionate advocate in Railroad history, I would like to suggest Monterey & Salinas Valley Railroad Museum officials to restore abandoned Monterey Branch railway line bringing excursion trains to the public on some short railtours running from Castroville to Pacific Grove.

The Monterey Branch was built in 1879 when opened to traffic in January 1880 which linked San Francisco to Hotel Del Monte and Pebble Beach. It branched from Southern Pacific Coast Line from a wye at significant Castroville, just north of Salinas. It's a significant part of our community heritage containing rehabilitation on it's entire miles of track. However, the state proposal of disrepair is not only historical legacy and potenial for daily excursion train services could boost local economy.

I hope this restoration of Monterey Branch line will contribute to economic growth by attracting new tourists to the beautiful Coast of California. Hopefully, it's a dream of opportunity to preserve history paving the ways for coming generations to appreciate railroad history.



July 27, 2026

Kyle Gradinger

Chief, Division of Rail and Mass Transportation

California Department of Transportation

1120 N Street, MS-75, Sacramento, California 95814

Re: Requesting an Integrated Project Delivery Schedule for the Capital Requirements Ahead of Salinas First Round-Trip Service

Dear Mr. Gradinger:

Thank you for the continued work you, your team, Transportation Agency for Monterey County (TAMC), and the Deutsche Bahn E. C. O. North America (DB) team have put into the Central Coast Service Deployment Playbook and the service concepts developed so far for a first round-trip between San Jose and Salinas. CCJPA will require some additional information to support delivery of this service and remain in compliance with CCJPA Board objectives.

To do this, we need:

1. Integrated project schedules that include funding securement, sources, agreement execution, construction, and delivery for Positive Train Control (PTC) and Centralized Traffic Control (CTC) installations on the Coast Subdivision, and the Watsonville special track improvements.
2. An equipment deployment plan that accounts for the expansions in this playbook.
3. Projected State funding source(s) for this initiative, by activity and year.
4. The long-term strategy around integrating this corridor into the CCJPA Board of Directors Board and Interagency Transfer Agreement.

Specifically, we'd like to understand the timing for: execution of the respective Construction & Maintenance (C&M) Agreements; completion of environmental review and design; full construction funding being secured; and project delivery to Union Pacific Railroad (UPRR) under the appropriate procurement or delivery agreements. Alongside that, we also need parallel confirmation on whether Capitol Corridor's rolling stock plans are on track to support the added service once the infrastructure is ready.

That schedule inclusive of the various project elements matters directly to how CCJPA plans its own involvement, including projecting CCJPA labor costs and funding requirements. CCJPA staff support needs to scale up and down at different points: helping with C&M and track access discussions, taking part in environmental and design review, helping secure funding commitments, and later incorporating Salinas

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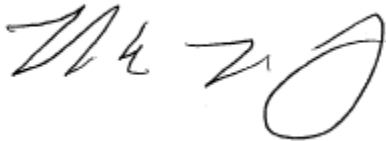
Kyle Gradinger
July 27, 2026
Page Two of Two

into the Amtrak Operating Agreement, preparing crews, fare systems, and marketing ahead of launch.

We'd like to work with you and your staff and TAMC to put together an integrated project delivery schedule covering both the PTC and Watsonville projects, spanning C&M agreement execution, environmental and design completion, funding commitments, and project delivery, alongside a look at fleet readiness. Even a preliminary version showing target dates and known funding gaps would let us plan our involvement and come to Caltrans for the right support at the right time.

We appreciate your partnership on this and would welcome the chance to talk through timing directly. I am happy to have my staff set up a call or meeting whenever works for you.

Sincerely,

A handwritten signature in black ink, appearing to read 'R Padgette', with a large, stylized loop at the end.

Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority

cc: Rob Cunningham, Division of Rail and Mass Transportation, Caltrans
Christina Watson, TAMC

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 3, 2026
Subject: Media Clippings

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

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

1. June 1, 2026 article in Monterey Herald, "Salinas City Council to discuss renaming Intermodal Transit Center"

WEB ATTACHMENTS:

- [June 8, 2026 article in the Monterey County Weekly, "Salinas Infrastructure Summit unites local, state and federal leaders to advance regional projects"](#)

LOCAL NEWS

Salinas City Council to discuss renaming Intermodal Transit Center



The historic former Southern Pacific freight depot, far left, which houses the California Welcome Center and Salinas City Regional Heritage Center museum, at 1 Station Place in Salinas, is part of the revamped Salinas train station area now known at the Intermodal Transportation Center in downtown Salinas. (James Herrera/Monterey Herald file)



By **CHRIS HAMILTON** | chamilton@montereyherald.com

PUBLISHED: June 1, 2026 at 2:10 PM PDT | UPDATED: June 2, 2026 at 8:29 AM PDT

SALINAS – At the Salinas City Council meeting Tuesday, the council will be considering changing the name of the Intermodal Transportation Center to the Salinas City Heritage Park.

The 9-acre city-owned property is a short walk from downtown Salinas and serves as the main hub for passenger trains and buses in Monterey County.

Included in the proposed park are attractions like the Monterey and Salinas Valley Railroad Museum, the first mayor's house and the California Welcome Center.

The city of Salinas calls these, "significant cultural and historical structures which are part of Salinas' foundation and rich history."

It's part of a broader effort to create regional tourist attractions and events to integrate Salinas into the tourism menu of Monterey County, joining other nearby attractions like the National Steinbeck Center, Steinbeck House and businesses on South Main Street.

All costs of the renaming will be paid for by the Heritage Park Stakeholders, which suggested the change.

Also on the agenda will be a resolution to officially add a referendum on the repeal of four rent-related ordinances to next November's general election. The election will take place on Nov. 3.

The council decided to put the four ordinances in front of voters last September after a back-and-forth dispute beginning in 2024, when the ordinances were first passed with a unanimous vote.

After the makeup of the council changed, the current council members moved to repeal the ordinances at the beginning of 2025, but this was stopped by a successful petition calling for a referendum.

On Sept. 23, 2025, the council voted 4-3 to place the four ordinances – which include rent stabilization, tenant protection measures and a rental registry system – in front of voters.

The council will also be deciding whether to add a renewal on Measure G, a general transaction and use tax of one cent to the Nov. 3 ballot.

The one-cent sales tax in Salinas was first put into effect in 2014 to create funds for infrastructure like roads and sidewalks. The sales tax brings more \$30 million in revenue per year and provides for ongoing capital project needs and staffing.

Currently, Measure G is set to expire in 2030. If an extension is approved, the Measure will stand until voters decide to repeal or amend it.

The Salinas City Council meeting begins at 4 p.m. on Tuesday at the Salinas Rotunda, 200 Lincoln Avenue. The meeting can be watched via Zoom at <https://cityofsalinas.zoom.us/j/83472763925>

Chris Hamilton is a California Local News fellow covering Salinas and the Salinas Valley for The Herald. To find out more about the California Local News Fellowship, visit <https://fellowships.journalism.berkeley.edu/cafellows/>

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Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: August 3, 2026
Subject: **Central Coast Service Deployment Playbook**

RECOMMENDED ACTION:

RECEIVE presentation on the Central Coast Service Deployment Playbook.

SUMMARY:

TAMC is coordinating with the Caltrans Division of Rail and partner operating agencies to develop a service implementation plan for the initial extension of intercity rail service to the Central Coast, including the Monterey County Rail Extension. The Central Coast Service Deployment Playbook will serve as a basis for State-led negotiations with the Union Pacific Railroad and passenger rail operators to secure operating agreements needed to initiate the new rail services in the Central Coast Rail Corridor. Caltrans Division of Rail staff will present an overview of the Central Coast Service Deployment Playbook and its findings.

FINANCIAL IMPACT:

There is no financial impact to the agency budget associated with this action. The playbook establishes operating cost estimates for the State intercity passenger rail program budget and confirms phased capital infrastructure requirements.

DISCUSSION:

The Central Coast Passenger Rail Corridor between San Jose and San Luis Obispo in Monterey County is defined in State law as one of the State's intercity passenger rail corridors, but no State-supported intercity passenger rail service operates in a gap between San Jose and San Luis Obispo. TAMC has historically served as the lead agency for coordinating with the State and potential rail operating partners to secure commitments needed to operate new passenger rail service as part of the agency's planned Monterey County Rail Extension between San Jose and Salinas, envisioned as an extension of either Caltrain or the State-supported intercity Capitol Corridor services, that terminate in Gilroy and San Jose, respectively. The Caltrans Division of Rail has most recently provided support for the TAMC rail program through service planning and funding as part of the State Rail Plan and subsequent state-funded "network integration" service development planning, which established the Monterey County Rail Extension and an initial extension of service to San Luis Obispo as near-term priorities for capital investment by the State to fill the gap in service on this existing rail line.

Staff is partnering with the Caltrans Division of Rail to advance the Monterey County Rail Extension into the implementation stage as a State-led initiative through the Caltrans Central Coast Deployment Playbook. The purpose of the Playbook is to provide the operating plan needed to negotiate with rail operators for starting new service to Salinas, including development of passenger rail timetables

based on up-to-date market analysis, capital infrastructure requirements, equipment and crew requirements, and operating cost estimates. The Playbook was designed as a platform for bringing the partner operating agencies to the table under a State umbrella to provide input on an action plan with roles and responsibilities for starting service, and engage with the Union Pacific Railroad (UPRR) to clarify its operating and capital requirements. A goal of the analysis was also to identify options for phasing the implementation of service to Salinas, including the minimum viable project needed to implement an initial round trip to Salinas as soon as possible. Since the extension of service to San Luis Obispo and the new station at King City are also identified as near-term State Rail Plan priorities, Caltrans built off of the proposed operating plan for Salinas service to evaluate requirements for scheduling and extending trains to San Luis Obispo as part of the study.

The Central Coast Deployment Study includes the following recommendations for review and approval by the host railroad:

- **Operating Plan and Timetables** — Schedule trains to and from Salinas to serve an interregional, midday travel market based on Caltrans market viability assessment of peak travel flows through Monterey County.
- **Initial Round Trip Service to Salinas** — Implement an initial extension of service to Salinas as an extension of the Capitol Corridor without the capital improvements included in the Monterey County Rail Extension Project, utilizing an operating window that avoids impacts to existing freight rail operations to and from the Aromas Quarry. UPRR required that Positive Train Control (PTC) be completed to add any new service in the Coast Corridor and the start of the initial round trip to Salinas is tied to the completion of the Caltrans PTC project to Salinas, which is expected in 2027.
- **Monterey County Rail Extension** — Implement up to three additional round trips to Salinas as an extension of both Caltrain and Capitol Corridor service, with timing dependent on completion of the capital projects being delivered as part of the TAMC Monterey County Rail Extension project and equipment availability. The timing of the UPRR requirement to construct an extension of the existing siding track at Control Point Logan not originally included as part of the Monterey County Rail Extension program of projects is subject to further review and agreement by UPRR.
- **Service Extension to San Luis Obispo** — Extend service to San Luis Obispo dependent on completion of the PTC project by Caltrans to San Luis Obispo, the King City station project and second platform required by UPRR last year, as well as upgrades to the existing Serrano siding on the Cuesta Grade in San Luis Obispo County to accommodate train meets identified at those locations in the operating plan.

Caltrans has concluded technical work on the Playbook, which included input from TAMC staff, the Capitol Corridor Joint Powers Authority (CCJPA), Caltrain, and San Luis Obispo Council of Governments (SLOCOG). Further input from the Committee and TAMC regarding the proposed service and schedules will be factored into refinement of the operating plan and schedules as part of the implementation steps — the playbook will be used by Caltrans to initiate operator engagement to initiate the service over the next year, including submittal of the operating plan to Amtrak for operational review.

Caltrans Division of Rail staff will present an overview of the Central Coast Service Deployment Playbook and its findings to the Rail Policy Committee at the August 3 meeting. The Playbook is included as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Central Coast Service Deployment Playbook Final](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: August 3, 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. Staff is requesting an extension of the expenditure deadline on state funding set aside for right-of-way acquisition at the August California Transportation Commission (CTC) meeting.

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, securing UPRR permission to proceed to the 90% plan stage for Salinas in June. HDR submitted revised 25% plans for the Gilroy track connections and roadway crossings (package 3) to UPRR on June 19, 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.

Utility Relocation

HDR is coordinating with Caltrans and various utilities on relocation plans, aiming to get CalWater and PG&E relocated to New Street in early 2027.

Operations Discussions

Staff have participated in discussions with Caltrans, Caltrain, and Capitol Corridor related to operations scenarios. Caltrans is working with UPRR to review operations scenarios. All service scenarios are dependent on equipment availability and a track rights agreement with UPRR.

The project website is online as a **web attachment**. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Salinas Rail Kick Start project website](#)

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: August 3, 2026
Subject: **Central Coast Rail Corridor Project Updates**

RECOMMENDED ACTION:

RECEIVE an update on the implementation plans for new passenger rail service along the Central Coast Rail Corridor between the San Francisco Bay Area and Los Angeles.

SUMMARY:

The Transportation Agency is a member of the Coast Rail Coordinating Council (CRCC), which includes the regional agencies planning passenger rail improvements along the Central Coast rail corridor between San Jose and Los Angeles. Activities for improvements to service south of Salinas include progress in advancing design plans for the King City Multimodal Transportation Center and coordination with the San Luis Obispo Council of Governments to develop an operating plan for pilot passenger rail service in the corridor for the 2028 Olympic Games in Los Angeles.

FINANCIAL IMPACT:

There is no financial impact associated with this action. Staff is coordinating with partner funding and operating agencies to evaluate costs for implementing planned service in the corridor.

DISCUSSION:

TAMC is actively coordinating with partner agencies to plan and implement new passenger rail service on the Central Coast 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 that are planning and developing improvements to passenger rail service and upgrades to rail infrastructure between San Jose and Los Angeles. The schedule of future meetings is available on the CRCC website (**web attachment**). TAMC activities for implementing new service in the intercity corridor south of Salinas are summarized below.

King City Multimodal Transportation Center

Staff coordinated with the San Luis Obispo Council of Governments to transfer the State Rail Assistance funding being used to fund the active design engineering contract for the King City station project. TAMC successfully coordinated to have UPRR complete its review of 25% track design plans for the station project and is coordinating with UPRR to approve and execute a new design review agreement between the railroad and TAMC to reimburse the railroad for its review costs, which is needed to continue formal coordination with UPRR to approve and deliver the project. Staff expects the design review cost through the new agreement to increase given that the prior estimate was developed approximately five years ago with less familiarity with the project and staff will be reviewing the capacity of the project funding plan to absorb an additional design review cost. Staff anticipates

requesting Board approval of the new design review agreement at its August meeting.

Olympic Pilot Service on the Coast Rail Corridor

The San Luis Obispo Council of Governments (SLOCOG) is coordinating Interagency discussions regarding a pilot intercity rail service between the San Francisco Bay Area and Los Angeles for the upcoming 2028 Olympics, which leverages legislative interest in this international event to demonstrate the value of new passenger rail service in the Corridor and implementation of the permanent, regularly scheduled service being advanced by the CRCC members. Since receiving support from the CRCC member agencies last May, SLOCOG approved a consulting contract to develop the operating plan for the Olympic pilot and kicked-off project activities in coordination with the stakeholder agencies, including TAMC, Caltrans and the intercity corridor operating agencies. The draft operating concept developed for the pilot service so far determined that an extension of the Pacific Surfliner service to San Jose was the most operationally feasible option, which also has the benefit of providing a one-seat ride service between San Jose and Los Angeles during the Olympics time period.

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

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Coast Rail Coordinating Council meeting schedule](#)

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Associate Transportation Planner
Meeting Date: August 3, 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 Steering Committee meeting and initiation of the draft alternatives and draft alternatives screening criteria.

FINANCIAL IMPACT:

TAMC received \$2,250,000 from a Caltrans Climate Adaptation 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 California Legislature member designated funding.

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. 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.

Since the last Rail Policy Committee meeting, the consultant team held meetings with Caltrans, the Coastal Commission and Monterey County Planning Department to discuss alternatives development and coordination of planned improvements from all agencies. A joint Advisory Group and Steering Committee meeting was held on June 8, 2026. These meetings resulted in a deeper understanding of the goals of the partner agencies, and provided partner agencies with more details about the alternatives. Participants were asked to fill out a survey on alternative evaluation screening criteria. The next milestone will be presenting the final proposed alternatives list and exhibits to the Steering Committee and Technical Working Group. TAMC staff will continue to meet on a one-on-one basis with partners as needed to gain insight and receive resources needed to further the alternatives development and selection.

The project website is online as a **web attachment**. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Elkhorn Slough project website](#)

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: August 3, 2026
Subject: Pajaro/Watsonville Multimodal Station Project Update

RECOMMENDED ACTION:

RECEIVE update on the Pajaro / Watsonville Multimodal Station Project.

SUMMARY:

TAMC staff scheduled a site visit with Union Pacific Railroad (UPRR) on June 15 and follow-up coordination meetings to receive direction sought from the host railroad on design concepts for the planned Pajaro/Watsonville station, which is needed to advance conceptual design work and initiate environmental studies. Staff coordinated with Caltrans to request a time extension for the Transit and Intercity Rail Capital Program (TIRCP) funding allocation needed to accommodate the project schedule.

FINANCIAL IMPACT:

There is no financial impact to the agency budget with this update. 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. The Pajaro/Watsonville Multimodal Station project is being developed as part of Phase 2 of the Rail Extension. The proposed station will be the connection point for Santa Cruz County to the Central Coast intercity passenger rail service corridor, including future plans for rail service between Santa Cruz and Pajaro/Watsonville on the Santa Cruz Branch line as identified in the California State Rail Plan. 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 that would provide a connection at Pajaro.

TAMC's consultant, HDR Engineering, is developing environmental review documentation. To date, HDR has completed the scoping report and the environmental analysis that could be completed pending receipt of comments from UPRR on the conceptual design options that came out of the scoping stage. TAMC proposed two conceptual station options based on public input: the Watsonville junction site owned by UPRR as the agency's preferred option given its proximity to the Pajaro

community, and a second option with a station located just south of the junction that avoids impacts to existing UPRR operations and facilities, but carries more impacts to adjacent farmland and vehicle traffic at a relocated grade crossing adjacent to Salinas Road. UPRR provided its initial comments on May 27, which raised questions about impacts to existing UPRR operations in Option 1. Staff was able to review and discuss the options and potential solutions with UPRR staff as part of a June 15 visit requested by UPRR at the Pajaro station site. Based on TAMC's responses to comments, UPRR directed the agency to submit a proposal for Option 1 including 10% design level plans and options for relocating UPRR facilities at the site so UPRR can formally provide the direction needed by TAMC at this stage in the environmental process.

Staff intends to work with HDR Engineering to submit the design proposal requested by UPRR and coordinate review discussions with the goal of finalizing a station concept and project description by this fall. Staff coordinated with Caltrans Headquarters to request a maximum 24-month time extension of the TIRCP grant award — this time extension is needed to address schedule delays incurred as a result of the lengthy design review process, and accommodate the remaining environmental review schedule by the extended 2028 grant deadline. The California Transportation Commission approved a partial 12-month time extension at its June meeting with direction to submit a follow-up extension before June 2027 for the remaining time needed.

Earlier this year, the RPC directed staff to schedule a second joint meeting between SCCRTC and the RPC to coordinate on plans for the ZEPRT project and future connection at the Pajaro/Watsonville Station, which is scheduled on September 21. Staff confirmed that a quorum of the RPC will be present at this meeting and is coordinating with SCCRTC staff to identify a suitable meeting location for noticing purposes.

The project website is online as a **web attachment**. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Pajaro/Watsonville Multimodal Station project website](#)