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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, June 1, 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=5H1jbqyq0SHIKyLgd9Wh93DoHLNxCb.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 May 4, 2026.

- Maria Montiel

*The draft minutes of the May 4, 2026, Rail Policy Committee meeting are attached for review.*

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

- Christina Watson

- 3.3. **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.*

- 3.4. **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.*

#### 4. Central Coast Rail Corridor

1. **RECEIVE** 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
2. **RECOMMEND** 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

*The Transportation Agency is a member of the Coast Rail Coordinating Council (CRCC), including the regional planning agencies along the Central Coast rail corridor between San Jose and Los Angeles. The CRCC Policy Committee met on May 15, 2026 to discuss planning and implementation steps for new intercity passenger rail service in*

*the corridor, coordination with the intercity rail operating partner agencies, and next steps for advancing a proposal to support pilot passenger rail service in the corridor for the 2028 Olympic Games.*

5. **RECEIVE** information about existing services at the Salinas Train Station.

- Blythe Wilson

*This report presents an overview of transit options at the Salinas Rail Station, including Amtrak Coast Starlight trains, Amtrak Thruway buses, MST service, and Flixbus (formerly Greyhound).*

6. **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).*

7. **ANNOUNCEMENTS** and/or **COMMENTS**

8. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Committee meeting  
**Monday, August 3, 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:** June 1, 2026  
**Subject:** Draft RPC Minutes

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### **RECOMMENDED ACTION:**

**APPROVE** the draft Rail Policy Committee Minutes for May 4, 2026.

### **SUMMARY:**

The draft minutes of the May 4, 2026, Rail Policy Committee meeting are attached for review.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

### **ATTACHMENTS:**

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

### **WEB ATTACHMENTS:**

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

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of May 4, 2026*

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

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

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

Dominic Dursa	Speaker Rivas office	Leonie Gray	District 3 office
Javier Gomez	District 1 office	Michael Groves	Sand City Consultant
Vibeke Norgaard	Sand City staff	Nick McIlroy	Sand City staff
Paul Dyson	Public	Matt Johnson	Public
Roland LeBrun	Public		

**2. PUBLIC COMMENTS**

Paul Dyson, resident, noted that he is in strong support for rail service plans and happy to write letters of support.

**3. CONSENT AGENDA**

**M/S/C** Carbone/ Church/ unanimous

**3.1** Approved minutes of April 6, 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 project activities.

**3.4** Received media clippings attached online.

**END OF CONSENT AGENDA**

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

The Committee provided directions 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 services.

Mike Zeller, Director of Programming & Project Delivery, reported that 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 portion of the corridor. The current proposal requires building parts of the trail and parking projects on top of the current track's alignment. He noted that the goal has been to maintain flexibility for long-term mass 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.

The Committee had the following input and comments related to the policies for the use of the Monterey Branch Line corridor by others:

- Consensus that agreements could have 20-year terms with extensions, but the policy should consider that term may be shorter for future agreements when we are closer to beginning a mass transit project.
- Consider preserving enough width and space
- Sand City understands that if rail is coming, they'll move their trail
- The draft use agreements will stipulate rail is primary use of corridor
- Primary use is transportation (rail), parking is a non-transportation use, treated as a lease subject to market rate rents, maintenance requirements
- Board can consider changing leasing rates
- Consider the draft agreement considers trail a transportation use and parking is treated separately as non-transportation use
- Consider memorializing in agreement instead of policy
- Concerns about institutional rail memory
- Consider incorporating committee input into real property policies
- Consider clear definition of preferred alignment within the corridor and clear deadlines, to prevent future conflicts over the use of the corridor

Public comment:

Roland LeBrun, member of public asked Agency staff to post maps for the Monterey Branch Line and the engineering standards.

Vibeke Norgaard, City of Sand City, noted that the city would prep for rail, clean it up and remove the tracks.

Michael Groves, City of Sand City consultant, mentioned that the project proponents support the rail project and will leave some signage that is a reminder of the history and the planned future rail service.

Executive Director Todd Muck highlighted that staff would bring back the Real Property Policies and the Use Agreement. He noted that the Active Transportation Plan deadline is June 22.

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

The Committee received an update on the Salinas 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. She mentioned that the final tenant on TAMC-owned property in Salinas has vacated the property and staff are preparing for demolition of that structure to allow for utility relocation along New Street. She noted that Amtrak's Americans with Disabilities Act (ADA) Platform upgrades at the Salinas train station are anticipated to begin construction this summer and is scheduled for a 12-month construction timeline. Ms. Watson noted that Monterey-Salinas Transit and the City of Salinas are collaborating on redesigning the Salinas train station parking lot to accommodate 12 MST buses.

**6. 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.

Andy Cook, Principal Transportation Planner, reported staff is coordinating with King City staff to transfer the existing design contract with RailPros to TAMC advance design review activities with Union Pacific Railroad, and execute a contract for environmental review. He noted that based on the design requirements, TAMC and King City staff directed RailPros to complete and resubmit 25% of design updates incorporating Union Pacific Railroad comments with Transportation Agency moves forwards to execute arrangements need to assume the lead agency role.

Mr. Cook noted that the Coast Rail Coordinating Council (CRCC) working group met virtually on April 17 and discussed proposed pilot passenger rail device on the Coast Route between San Francisco Bay Area and Los Angeles for the 2028 Olympic Games in Los Angeles, among other interagency reports and legislative updates. He noted that the next CRCC Policy meeting is scheduled for May 15, 2026, in Oakland.

Committee Member Daniels asked about the proposed pilot train for the Olympics. Mr. Cook replied that the frequency and operations have not been determined and the operators could be Capitol Corridor or the Pacific Surfliner. He noted one goal is for the service to show support for long-term operations scenarios to Salinas and San Luis Obispo.

**7. CALIFORNIA PASSENGER RAIL SUMMIT**

The Committee received an update on the 2026 Passenger Rail Summit.

Christina Watson, Director of Planning, reported that Transportation Agency staff and TAMC Board members attended the 2026 California Passenger Rail Summit in Sacramento April 29-May 1, 2026. The summit was a three-day, in person convening of intercity passenger rail professionals from across California.

Committee Member Daniels noted that it was a great Rail Summit. She noted that it was exciting to hear about the growth in intercity passenger rail connecting cities and with our extension, we would be connected to services to the North. Ms. Daniels mentioned that she was thinking about plans for service and the opportunity to acquire old trains when other agencies are retiring fleet in the process of upgrading their fleet technology.

Executive Director Todd Muck noted that it focused on California passenger rail and attendees were able to have one-on-one conversations with staff from existing operators.

Chair LeBarre noted that the increase in rail passenger ridership during the weekends is going gangbusters on all routes. He also noted that the state is making structural changes to support rail efforts. He noted that Shannon Simonds at Caltrans has been an amazing advocate for the Central Coast.

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

Committee Member Carbone announced that she attended the American Public Transit Association (APTA) Legislative Conference in Washington DC and was disappointed to hear that federal funds were taken from California's high-speed rail project.

**9. ADJOURN**

Chair LeBarre adjourned the meeting at 3:24 p.m.

## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** June 1, 2026  
**Subject:** Media Clippings

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### RECOMMENDED ACTION:

RECEIVE media clippings attached online.

### SUMMARY:

### FINANCIAL IMPACT:

### DISCUSSION:

### ATTACHMENTS:

None

### WEB ATTACHMENTS:

- [April 16, 2026 item on KCBX, "A pilot train service would connect San Luis Obispo to the Bay Area"](#)

**Memorandum**

**To:** Rail Policy Committee  
**From:** Alissa Guther, Associate Transportation Planner  
**Meeting Date:** June 1, 2026  
**Subject:** Pajaro/ Watsonville Multimodal Station Project Update

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**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 May 20, 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 a twenty-four month time extension of the TIRCP grant award at the June 2026 California Transportation Commission meeting.

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:** June 1, 2026  
**Subject:** Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

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**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 Sustainable Transportation Planning Grant Climate Adaption 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 a Steering Committee meeting on May 11, 2026. Attendees received a presentation on outreach, the sea level rise existing conditions memo, draft alternatives screening criteria and the first list of draft alternatives.

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 June 8, 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:** Andy Cook, Principal Transportation Planner  
**Meeting Date:** June 1, 2026  
**Subject:** **Central Coast Rail Corridor Project Update**

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**RECOMMENDED ACTION:****Central Coast Rail Corridor**

1. **RECEIVE** 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
2. **RECOMMEND** 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.

**SUMMARY:**

The Transportation Agency is a member of the Coast Rail Coordinating Council (CRCC), including the regional planning agencies along the Central Coast rail corridor between San Jose and Los Angeles. The CRCC Policy Committee met on May 15, 2026 to discuss planning and implementation steps for new intercity passenger rail service in the corridor, coordination with the intercity rail operating partner agencies, and next steps for advancing a proposal to support pilot passenger rail service in the corridor for the 2028 Olympic Games.

**FINANCIAL IMPACT:**

There is no financial impact to the agency budget associated with this action. Capital and operating costs for implementing new Central Coast Rail services are under evaluation by federal and state planning and operating partners.

**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 are available on the CRCC website (**Web Attachment**).

The CRCC Policy Committee met at a meeting hosted by the Capitol Corridor Joint Powers Authority at its offices in Oakland on May 15, 2026. Significant topics discussed by the Policy Committee include the following:

- **Ridership Trends Supporting Intercity Passenger Rail Expansion:** The State-supported intercity passenger rail corridors, including the Pacific Surfliner and Capitol Corridors, are

experiencing strong and steady ridership gains now approaching or exceeding pre-COVID ridership levels. The LOSSAN Rail Corridor Agency noted that ridership on the additional round trip to San Luis Obispo implemented on May 4 is very strong. The Capitol Corridor in particular is experiencing weekend ridership representing long-distance, non-commute intercity trips that are 30% above pre-COVID levels, which is a trend supporting CRCC efforts to expand service offerings into the Central Coast market.

- **State Operational Funding Challenges:** The State intercity passenger rail operating budget is approaching another fiscal cliff in 2027 when augmentation funding approved in the State budget supporting return to pre-COVID service and the expanded Pacific Surfliner service to San Luis Obispo will expire, which poses a significant risk to active plans to expand service by the CRCC member agencies. The respective corridor managing agencies are seeking support and are interested in new ideas for improving intercity service as they seek to fund and maintain these services.
- **State Budget Opportunities and Funding Needs:** The State announced a budget surplus for FY 2026-27 of up to \$54 million that presents an opportunity to support intercity passenger rail operations. However, the State is proposing changes to the Cap and Invest (formerly Cap and Trade) funding program that have the effect of significantly reducing what has been a primary source of capital funding for intercity rail and transit over the past decade, including the Transit and Intercity Rail Capital Program (TIRCP).
- **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 and submitted a member request to Senator Laird for \$2 million in operations funding support. The pilot service is intended to leverage legislative interest in the Olympics 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. Based on input from the State and the intercity rail operating partners, the CRCC members agreed to support a proposal from SLOCOG to develop the operating plan needed to coordinate with the intercity corridors and host railroad, including evaluation of different operating concepts, and to advance official resolutions expressing support for the pilot service and intercity rail operations funding. The Capitol Corridor JPA expressed support for developing an operating plan, but highlighted its priority is to continue implementation planning for the initial passenger rail extension to Salinas, which the State and partner agencies plan to initiate prior to the Olympics.

Staff will provide a verbal update on all activities at the meeting and is requesting that the Committee recommend that the Board of Directors approve a resolution supporting pilot passenger rail service in the Central Coast Rail Corridor for the 2028 Olympic Games (see draft resolution, **attached**).

#### **ATTACHMENTS:**

1. DRAFT 2026-07 - Coast Rail Olympics Pilot Resolution

#### **WEB ATTACHMENTS:**

1. [Coast Rail Coordinating Council](#)



**RESOLUTION NO. 2026-07  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
  
SUPPORT FOR PILOT RAIL SERVICE CONNECTING  
LOS ANGELES AND THE SAN FRANCISCO BAY AREA  
FOR THE SUMMER 2028 OLYMPICS**

**WHEREAS** the Coast Rail Coordinating Council is comprised of coastal transportation planning agencies advocating for rail improvements for 30 years along the Pacific Coast Route;

**WHEREAS**, the 2028 Olympics Games will be hosted in Los Angeles, and official venues will be located in other large metropolitan areas such as San Jose and San Diego;

**WHEREAS** the 2028 Olympics Games attract millions of domestic and international tourists that will choose to take rail or air service between southern and northern California;

**WHEREAS** there is a gap in state-supported passenger rail service connecting Southern and Northern California. Specifically, there are no state-supported trains that connect Los Angeles and the San Francisco Bay Area. The gap is service between San Luis Obispo and San Jose on the Pacific Coast Route;

**WHEREAS** existing rail infrastructure could support an additional passenger train frequency if train equipment and rail crews can be provided;

**WHEREAS** the Coast Rail Coordinating Council is now identifying the funding need to support planning, capital, and operations of a passenger rail pilot service during the Olympics; and

**WHEREAS**, State-supported intercity passenger rail operations, including new passenger rail services now operating between Los Angeles & San Luis Obispo, and San Luis Obispo to San Diego on the *Pacific Surfliner* trains are funded only through June 2027 and should be continued through the Summer 2028 Olympics.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Transportation Agency for Monterey County supports fully funding the Business Plan's for the Capitol Corridor and Los Angeles-San Luis Obispo-San Diego corridor to maintain pre-COVID passenger service levels and allow for planned expansion of State-

supported intercity passenger rail service in the Central Coast Rail Corridor; and

2. The Transportation Agency for Monterey County supports efforts by the Coast Rail Coordinating Council to provide “pilot” passenger train service between Los Angeles-San Luis Obispo-San Francisco Bay Area during the 2028 Olympics Games.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24<sup>th</sup> day of June 2026, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**CHAPS PODURI, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**TODD A. MUCK, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

## Memorandum

**To:** Rail Policy Committee  
**From:** Blythe Wilson, Transportation Planning Intern  
**Meeting Date:** June 1, 2026  
**Subject:** Salinas Train Station Existing Services

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### RECOMMENDED ACTION:

**RECEIVE** information about existing services at the Salinas Train Station.

### SUMMARY:

This report presents an overview of transit options at the Salinas Rail Station, including Amtrak Coast Starlight trains, Amtrak Thruway buses, MST service, and Flixbus (formerly Greyhound).

### FINANCIAL IMPACT:

No financial impact.

### DISCUSSION:

The Amtrak Coast Starlight (**web attachment 1**) runs once daily in each direction between Seattle and Los Angeles. The southbound train departs at 12:06 P.M. and stops in cities including San Luis Obispo, Santa Barbara, and Los Angeles. The northbound train departs at 6:13 P.M. and stops in cities including San Jose, Oakland, Sacramento, Portland, and Seattle.

An Amtrak Thruway Bus (**web attachment 2**) operating between San Jose and Santa Barbara stops at the Salinas station, providing connections to the Capitol Corridor and Pacific Surfliner. The northbound bus stops at the Salinas station at 1:00 P.M. on weekdays and 1:10 P.M. on Saturdays and Sundays. The southbound bus stops at the station at 4:40 P.M. on weekdays and 4:15 P.M. on Saturdays and Sundays.

The only Monterey-Salinas Transit route that connects directly to the Salinas Intermodal Transit Center is Route 59 (**web attachment 3**), which connects to Gilroy with four buses per day in each direction, Monday through Friday. Buses depart Salinas at 5:30 A.M., 8:15 A.M., 1:15 P.M., and 5:45 P.M. They arrive in Salinas at 7:46 A.M., 10:06 A.M., 3:09 P.M., and 7:42 P.M.

The train station is one block from MST's Lincoln Ave./W. Market St. stop and two blocks from the Salinas Transit Center. Both stops connect to routes throughout Salinas, as well as Route 29 to Watsonville via Prunedale, Route 28 to Watsonville via Castroville, Route 20 to Monterey, Route 25 to California State University, Monterey Bay, and Route 23 to King City (**web attachment 4**).

There is no consistent Flixbus schedule, but the company often provides one daily bus in each direction between San Jose and Los Angeles (**web attachment 5**).

### ATTACHMENTS:

None

**WEB ATTACHMENTS:**

1. [Amtrak Coast Starlight](#)
2. [Amtrak Thruway Bus — via Capitol Corridor](#)
3. [MST Route 59](#)
4. [MST transit app](#)
5. [Flixbus bus tracker — Salinas train station](#)

**Memorandum**

**To:** Rail Policy Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** June 1, 2026  
**Subject:** **Salinas Rail Kick Start Project Update**

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**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.

### **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.

Staff will provide a verbal update at the meeting.

### **ATTACHMENTS:**

None

### **WEB ATTACHMENTS:**