



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, March 2, 2026

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

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum

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

Alternate Locations with Zoom Connection Open to the Public

*2616 1st Avenue, Marina, California 93933
Supervisor Askew's Office*

*11140 Speegle St., Castroville
Supervisor Church's Office*

*168 West Alisal Street, 2nd Floor, Salinas
Supervisor Alejo's Office*

*248 Main Street, Soledad, CA 93960
Mayor Velazquez, Soledad City Hall*

*1200 Aguajito Road, Ste. 1, Monterey
Supervisor Daniels' office*

Members of the public & non-voting members may join meeting online at:

<https://us02web.zoom.us/j/84406868796?pwd=5H1jbqyq0SHIKyLqd9Wh93DoHLNxGb.1>

OR

By teleconference at: +1 669 900 6833

Webinar ID: 844 0686 8796

Passcode: 255234

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 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 January 12, 2026.

- Maria Montiel

The draft minutes of the January 12, 2026, Rail Policy Committee meeting are attached for review.

3.2. RECEIVE update on changes to Brown Act as per Senate Bill (SB) 707 and **VOTE** to enable the Committee to use the provisions for Eligible Subsidiary Bodies.

- Christina Watson

Senate Bill (SB) 707, signed into law on October 3, 2025, makes significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California.

3.3. RECEIVE correspondence.

- Christina Watson

3.4. RECEIVE media clippings attached online.

- Christina Watson

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

- Christina Watson

Recent activities on this project include a meeting of the Coast Rail Coordinating Council Policy Committee.

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

- Christina Watson

Activities on the Salinas Rail Kick Start project since the last update include operations scenario discussions and design coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

6. **RECEIVE** update on the 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.

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

- Alissa Guther

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.

8. **ANNOUNCEMENTS** and/or **COMMENTS**

9. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting

Monday, April 6, 2026, at 2:00 p.m.

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

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
TEL: 831-775-0903
EMAIL: 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: March 2, 2026
Subject: **Draft RPC Minutes**

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for January 12, 2026.

SUMMARY:

The draft minutes of the January 12, 2026, Rail Policy Committee meeting are attached for review.

FINANCIAL IMPACT:

None.

DISCUSSION:**ATTACHMENTS:**

1. Draft_RPC_Minutes_January_2026_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of January 12, 2026

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room
 Alternate locations: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office
 11140 Speegle Street, Castroville CA, 95012, Supervisor Church's Office
 168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office
 248 Main St., Soledad, CA 93960, Mayor Velazquez's Office
 1200 Aguajito Rd. Suite 1, Monterey, CA 93940 Supervisor Daniels' Office

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

STAFF	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25	JUL 25	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26
R. Bigelow, Contracts and Grants	-	-	-		-	-		-	P (VC)	P (VC)	P (VC)	A
D. Bilse, Principal Engineer	P (VC)	P	A	L	P (VC)	P (VC)	T	A	A	P (VC)	A	A
A. Guther, Transp. Planner	P	P	P	L	P	P (VC)	I	P	A	P	P	P
A. Hernandez, Transp. Planner	A	A	A		A	A		A	A	A	A	P (VC)
J. Kise, Director of Finance and Admin	A	A	A		A	A		A	P (VC)	P (VC)	A	A
M. Montiel Admin Assistant	P	P	P	C	P	P	E	P	P	E	P	P
T. Muck, Executive Director	P	P	P	C	P	P	N	P	P	P	P	P
M. Park, Finance Officer/Analyst	A	P (VC)	A		A	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)	A
J. Strause, Senior Transp. Planner	A	A	A	D	P (VC)	A	G	P (VC)	A	A	P (VC)	P (VC)
C. Watson, Director of Planning	P	P	P	A	P	P	O	P (VC)	P	P	P	P
L. Williamson, Senior Engineer	A	A	A	E	A	P	E	P	P	E	P	P (VC)
M. Zeller, Director of Programming & Project Delivery	P (VC)	P (VC)	P (VC)	N	P (VC)	P (VC)	M	P	P	P	P	P (VC)

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

1. QUORUM CHECK AND CALL TO ORDER

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

OTHERS PRESENT

Linda Gonzalez	District 1 office	Kimbley Craig	District 5 office
Javier Gomez	District 1 office	Roland LeBrun	Public
Adam Cuellar	Caltrans		

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Smith / Oglesby / unanimous

3.1 Approved minutes of November 3, 2025, Rail Policy Committee meeting.

3.2 Received correspondence.

3.3 Received media clippings attached online.

END OF CONSENT AGENDA

4. COAST CORRIDOR RAIL PROJECT UPDATE

M/S/C Smith/ Alejo / unanimous

Committee Member Smith nominated Dave Potter as the TAMC representative to the CRCC Policy Committee and Chair LeBarre as his alternate, and the motion was seconded by Supervisor Alejo.

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles; and recommended the Board of Directors appoint representatives to the Coast Rail Coordinating Council Policy Committee.

Christina Watson, Director of Planning, reported that the CRCC Policy Committee met on November 21, 2025, in King City and discussed a potential application for Federal Railroad Administration funding for projects supporting passenger rail service on the coast rail corridor. She noted that the application is due February 6, 2026. Ms. Watson noted that the next CRCC Policy Committee meeting is planned for February 20, 2026, in San Luis Obispo.

Committee Member Daniels expressed her interest in attending CRCC meetings. She noted that should Mr. Potter choose to step down, she would be very interested in serving in this role for TAMC.

Committee Member Velazquez noted that she wants to keep the City of Soledad in the CRCC vision for a station in the future, and that she is interested in taking on a role on the CRCC.

Chair LeBarre mentioned that if Board members want to attend meetings they can be reimbursed for their travel, even if they are not an official representative.

Committee Member Daniels mentioned the Salinas train station needs train arrival information at the station. Executive Director Todd Muck replied that Agency staff will work with the City of Salinas and bring back this issue at a future meeting.

Committee Member Alejo noted that the County/ Salinas ad-hoc committee is working on signage and it does not seem like it would be expensive to upgrade.

Committee Member Donohue noted that the train station has risen in strategic importance to the city and mentioned that Monterey-Salinas Transit is involved.

5. PAJARO/ WATSONVILLE MULTIMODAL STATION PROJECT UPDATE

The Committee received an update on the Pajaro/ Watsonville Multimodal Station Project.

Alissa Guther, Associate Transportation Planner, reported that the 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. She reported that the Santa Cruz County Regional Transportation Commission (SCCRTC) accepted the Zero-Emission Passenger Rail Trail (ZEPRT) Project Concept Report and pledged their support for passenger rail as a long-term improvement, while directing staff to pursue the interim trail configuration between San Lorenzo River in Santa Cruz and State Park Drive in Aptos. The next phase of the ZEPRT rail project is to secure funds to complete preliminary engineering and environmental analysis. Ms. Guther noted that Agency staff are coordinating with SCCRTC staff on a potential joint meeting with the Rail Policy Committee.

Committee Member Alejo recommended continued advocacy for rail funding. He noted that Senator Laird is budget chair and there is an opportunity to request funds. Ms. Watson replied that she is working with TAMC's legislative analyst, Gus Khori, to consider putting in an ask for an eligible project.

Committee Member Church noted that Pajaro needs investments in advance of the train station project. He noted that the County is trying to get Union Pacific Railroad assistance in abating illegal activities on their property.

6. SALINAS RAIL KICK START PROJECT UPDATE

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

Christina Watson, Director of Planning, reported on the Monterey County Rail Extension Project. Ms. Watson noted that Union Pacific Railroad responded with comments on Gilroy plans in December 2025 and requested a resubmittal. She noted that the team anticipates submitting 30% plans for the Salinas layover facility in early 2026. Ms. Watson noted that TAMC, Caltrans, HDR, and UPRR are discussing the potential for a siding in vicinity of the Watsonville yard as a near-term improvement to support freight service and passenger rail on-time performance.

Mike Zeller, Director of Programming and Project Delivery, reported that staff is working on installing fencing and a gate on New Street.

Roland LeBrun, member of public noted that an opportunity to reach out to Altamont Corridor Express (ACE) about extending their trains southward.

7. HIGHWAY 1 ELKHORN SLOUGH CORRIDOR CLIMATE RESILIENCY PROJECT

The Committee received an update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency project activities.

Alissa Guther, Transportation Planner reported that the Planning and Environmental Linkages Study will focus on an eight-mile stretch of Highway 1 and the parallel five miles of rail tracks traversing Elkhorn Slough. She noted that the team held a site visit to observe the overtopping of the tracks during King Tides in December. She reported that the team would be initiating outreach efforts in March, including in-person meetings and an online survey.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced that the Agency is considering cancelling the February 2 meeting. The next meeting is scheduled for March 2, 2026.

9. ADJOURN

Chair LeBarre adjourned the meeting at 3:15 p.m.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: March 2, 2026
Subject: **Brown Act Update**

RECOMMENDED ACTION:

RECEIVE update on changes to Brown Act as per Senate Bill (SB) 707 and **VOTE** to enable the Committee to use the provisions for Eligible Subsidiary Bodies.

SUMMARY:

Senate Bill (SB) 707, signed into law on October 3, 2025, makes significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California.

FINANCIAL IMPACT:

No financial impact.

DISCUSSION:

Attached is a memo describing the impacts of the Brown Act revisions in SB 707 on TAMC and its Committees. Please note that this memo is specific to TAMC, and if you sit on another body, you should refer to your legal counsel.

Key new provisions include:

- One aspect of the law took immediate effect, and TAMC is now providing a link to the Brown Act on all agendas.
- New video and teleconferencing provisions took effect on January 1, 2026, changing how the agendas and minutes for the TAMC Board and its Committees are prepared, and expanding the options for Board and Committee members to use videoconferencing.
- The Board must adopt a resolution to enable the Board and its Committees to use these provisions.

The TAMC Board of Directors is scheduled to consider approval of a resolution authorizing Eligible Subsidiary Bodies to use the new provisions at their February 2026 meeting. If approved by the Board, the Committee must then proactively vote to enact the provisions of the revised Brown Act to enable the Committee to utilize certain teleconferencing provisions. Other provisions, such as the ADA accommodations, are in effect regardless of whether the Committee takes action. The Committee can also choose not to take action, thus reverting to the usual way of doing business and posting the locations of all remotely participating Committee members on the agenda and keeping those locations open to the public.

ATTACHMENTS:

1. SB 707 Memo

WEB ATTACHMENTS:

Brown Act Update

How SB 707 Impacts the Transportation Agency for Monterey County

Senate Bill (SB) 707, signed into law on October 3, 2025, makes significant changes to the Ralph M. Brown Act, which governs open meetings for local government agencies in California. SB 707 can generally be broken down into three parts:

1. The “Eligible Legislative Body” requirements, which do not apply to TAMC.
2. The new teleconferencing rules under Section 54953.8 (there are now nine teleconferencing options, but not all apply to TAMC).
3. The remaining changes to the Brown Act.

One aspect of the law took immediate effect, and TAMC is now providing a link to the Brown Act on all agendas.

Teleconferencing Rules under Section 54953.8

As amended by SB 707, the Brown Act has new sections relating to teleconferencing, Government Code sections 54953.8.1 through 54953.8.7. All these requirements are effective January 1, 2026. Below is a section-by-section description of the key changes:

Section 54953.8.2 – State of Emergency (AB 361)

The teleconferencing requirements under this Section reflect COVID-19 pandemic era Assembly Bill (AB) 361, except with one new twist, that local agencies may now declare local emergencies. State-of-Emergency teleconferencing requires a body to find that an emergency exists that creates a risk or danger if meeting in person. This finding must be revisited at least every 45 days.

Section 54953.8.3 – Just Cause (AB 2449)

SB 707 maintains the “Just Cause” reason for using teleconferencing to attend meetings as established under AB 2449. (SB 707 omitted the very similar “Emergency Circumstances” teleconferencing rules.) The rules for “Just Cause” require:

- A) A quorum of the body must attend from one physical location.

- B) The Member requesting the “Just Cause” exemption must report the general need for teleconferencing by the start of the meeting, citing one of seven definitions of Just Cause:
- 1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely.
 - 2) A contagious illness that prevents a member from attending in person.
 - 3) A need related to a physical or mental condition.
 - 4) Travel while on official business of the legislative body or another state or local agency.
 - 5) An immune-compromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.
 - 6) A physical or family medical emergency that prevents a member from attending in person.
 - 7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.
- C) The Member must use both audio and visual technology during the meeting.
- D) Limited uses per calendar year – for TAMC, Members are limited to using this clause no more than twice per year.
- E) TAMC must note the usage of Just Cause in the meeting minutes, citing which definition of Just Cause the Member claimed. For example, the minutes could cite “JC4”.

Section 54953.8.6 – Eligible Subsidiary Bodies

Eligible Subsidiary Body (“ESB”) teleconferencing is the headliner of SB 707. Generally, the ESB has been billed as a way for committees to meet remotely, but the application of this option is more complex than what may have been initially assessed. This section expires on January 1, 2030.

An ESB is defined as a Brown Act Legislative Body which serves exclusively in an advisory capacity, lacks authority to take final action, and lacks primary subject matter jurisdiction on elections, budgets, police oversight, privacy, public library material access, or taxes or related spending proposals. Legal counsel has determined that all of TAMC’s Committees, the Technical Advisory Committee (TAC), the Bicycle and Pedestrian Facilities Advisory Committee (BPC), the Executive Committee, the Rail Policy Committee (RPC), and the Measure X Citizens Oversight Committee, known as the eXcellent Transportation Oversight Committee (XTOC), qualify as ESBs.

ESB teleconferencing entails a two-entity approval process. First, the Parent Legislative Body (i.e., the TAMC Board of Directors) must approve the ESB using teleconferencing every six months. Second, after the Parent Legislative Body approves the use, but before the ESB can use teleconferencing, the ESB must approve teleconferencing. TAMC staff will prepare agenda items for all relevant meetings to that effect.

The requirements are generally:

- The Committee must designate one physical location where the public can attend, and
- Teleconferencing Members should appear using audio and visual technology during the meeting. If the Committee Member turns off their camera, they must announce the reason (e.g., internet connectivity issues).

There are two additional elements of this section of import. First, elected officials who sit on a Committee by virtue of their elected office cannot teleconference under this Code section (unless they can claim “Just Cause”). Second, a Committee may request to present recommendations to the Board, which then must appear on the regular agenda of the next Board meeting for discussion, with action on the issue on the following Board meeting agenda.

Section 54953.8.7 – Multijurisdictional Body

A “Multijurisdictional Body” is defined as either a legislative body which includes representatives from more than one county, city, city/county, or special district, or a legislative body formed as a Joint Powers Entity. This definition applies to the TAMC Board and the Coast Rail Coordinating Council, among others. The rules for “Multijurisdictional Body” require:

- The body must adopt a resolution in open session to allow teleconferencing.
- At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more locations within the jurisdiction open to the public.
- Compensated Members cannot use teleconference (“compensation” excludes reimbursement of expenses).
- Teleconferencing Members must be named in agenda.
- Teleconferencing Members must use audio and visual technology.
- Teleconferencing location is more than 20 miles away from in-person locations.
- Limited to using twice per year if the body meets once per month or less.

Section 54953.8 – General Requirements

For each of the above teleconference rules, the legislative body must comply with the following rules:

- Use two-way video or teleconference technology.
- Place the link on the agenda.
- No action if there is an internet disruption.
- Allow public comment.
- Allow the public time to unmute themselves and raise hands during public comment.
- In the minutes, include the name of any teleconferencing Member and the code section they used to appear remotely.
- Implement a procedure for receiving and resolving reasonable accommodation requests and adhere to civil rights and non-discrimination laws.
- Announce anyone over 18 and relationship at remote location.

Other Brown Act Changes

Below is a quick summary of some other Brown Act changes, though three items deserve some additional comments. First, the Traditional Brown Act Teleconferencing Rules are unchanged. Second, there is a new teleconferencing statute for use with the Americans with Disabilities Act, and this statute allows teleconferencing as a reasonable accommodation – the only requirements are that the member use audio and visual technology if possible (very loose requirement) and that the teleconferencing member report if anyone over the age of 18 is appearing at the location and their relationship. Finally, there is a complex statute which allows a Brown Act body not to take public comment, but use of this statute is not advisable. Below are other changes to the Brown Act:

- TAMC is required to give members a copy of Brown Act.
- Social Media is only considered a meeting if members interact with each other.
- Emergency situations notice requirements include an email option.
- Special meetings notice and waivers include a telephone option.
- Reporting out for department head closed sessions.
- No special meetings for salary extended to legislative body.
- “Zoom-bombing” called out as disruptive.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: March 2, 2026
Subject: **Correspondence**

RECOMMENDED ACTION:

RECEIVE correspondence.

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

1. 2026-01-12 Email from Gunnar Henrioulle

WEB ATTACHMENTS:

From: [Gunnar L Henrioulle](#)
To: [Christina Watson](#)
Cc: [Maria Montiel](#); [Alissa Guther](#); info@ca.doj.gov
Subject: Re: REMINDER: AGENDA: Rail Policy Committee Meeting Jan 12, 2026 at 2PM @ TAMC/hybrid
Date: Sunday, January 11, 2026 11:38:45 PM

From Railway Historian Gunnar Henrioulle: (Board Member R & LHS)

Hoping RR people there have an eagle eye on the EMP wartime horizon, plus watching trucking industry travails!

Dormant rail in Monterey County, any dormant rail line rebuildable for FRA minimum speed freight haul should be considered high priority for hold and rebuild! Famine hedge is the highest and best use for branch rail corridors including many historic AG district corridor with rail already removed. Please be familiar with northern county rail lines such as Capay Valley, Colusa, Placerville and the Healdsburg/Eureka corridor. All such dormant food district rail lines should be catalogued, and partnership with recommissioned Federal Railway Battalions negotiated. See Army Railway Battalion template still extant at Ft. Eustis VA..

Removing National Rail connection to Crissy Field at San Francisco Presidio was shortsighted, if not downright treasonous... The State Belt connection to aviation was a textbook (read Robust) disaster remediation asset! *ITEM:* Mayor Newsome was offered retired Battleship Iowa but refused for his political reasons. Restored Iowa represented an unmatched Civil Defense asset, a bulletproof (*Disaster Proof*) communication filter center situated heart of downtown at a location near China Basin. CAL OES slept through this episode... In fact, OES is not stellar regarding grasp of railway in the strategic arena...

Yes, Russian River is a challenge! This northern coast RR line should be rebuilt with slide deflectors & shed sections where required. It is disappointing to see continuing planning agency reverie in the context of existential threats growing in Europe, Asia, and South America. Please investigate. Millions of undocumented military age men have insinuated into the USA thanks to Biden & Mayorkas and represent a time on target threat to all levels of infrastructure, calling for rail line matrix rebuild with all due haste.

Reluctantly transmitted, on good authority. Many knowledgeable officials in Government and strategic think tanks are losing sleep over these things. Hoover Institution at Stanford University, for example.

Sincerely

Gunnar Henrioulle, Member,
Board Of Directors, Pacific Coast Chapter
Railway & locomotive Historical Society
P.O. Box 2020
Colfax CA 95713

(530-847-8156)

On Fri, Jan 9, 2026 at 8:47 AM Christina Watson <Christina@tamcmonterey.org> wrote:

~ Just a reminder ~

From: Christina Watson <Christina@tamcmonterey.org>

Sent: Wednesday, January 7, 2026 11:28 AM

To: Christina Watson <Christina@tamcmonterey.org>

Cc: Maria Montiel <maria@tamcmonterey.org>; Alissa Guther <alissa@tamcmonterey.org>

Subject: AGENDA: Rail Policy Committee Meeting Jan 12, 2026 at 2PM @ TAMC/hybrid

Dear Rail Policy Committee and Interested Parties:

The Rail Policy Committee meeting is scheduled for Monday, January 12, 2026, at 2:00 p.m., at the TAMC conference room at 55-B Plaza Circle in Salinas.

There are five alternate locations with a zoom connection open to the public:

- Supervisor Alejo's Office: 168 West Alisal Street, 2nd Floor, Salinas
- Supervisor Askew's Office: 2616 1st Avenue, Marina
- Supervisor Church's Office: 11140 Speegle St., Castroville
- Supervisor Daniels' Office: 1200 Aguajito Rd., Suite 1, Monterey
- Soledad City Hall: 248 Main Street, Soledad

There is a zoom link posted on the agenda for non-voting members and the public.

The RPC agenda is available online:

- View agenda online with links to reports and attachments:
https://bit.ly/RPC_Jan12
- View full agenda packet (25 pages): https://bit.ly/RPC_Jan12_Packet

Alternatively, you could find these on our website:

<https://www.tamcmonterey.org/2026-01-12-rail-policy-committee-meeting>

Please notify me if you would like an outlook calendar invite.

Please let me know if you have any questions.

Sincerely,

Christina Watson

Director of Planning

Transportation Agency for Monterey County

christina@tamcmonterey.org

831-775-4406

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: March 2, 2026
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

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

None

WEB ATTACHMENTS:

- [Winter 2025 edition of Steel Wheels](#)
- [February 6, 2026 article in the Monterey Herald, "Monterey County Rail Extension project nearer to Caltrain connection"](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: March 2, 2026
Subject: **Coast Corridor Rail Project Update**

RECOMMENDED ACTION:

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

SUMMARY:

Recent activities on this project include a meeting of the Coast Rail Coordinating Council Policy Committee.

FINANCIAL IMPACT:

The Coast Rail project capital and operation costs are under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a multi-agency advisory and planning organization focused on improving the rail corridor between Los Angeles and the San Francisco Bay Area along the California Central Coast. Members of the Council include Regional Transportation Planning Agencies along the Central Coast – all of which have a strong interest in improving rail service and the rail infrastructure along the Central Coast’s portion of the California Coast Passenger Rail Corridor.

The CRCC Policy Committee met on February 20, 2026 in San Luis Obispo and discussed legislative issues and the California Passenger Rail Summit scheduled for April 29 - May 1, 2026 in Sacramento (**web attachment 1**), among other topics. The agenda for the meeting and the schedule of future meetings are available on the CRCC website (**web attachment 2**). The next CRCC Policy Committee meeting is planned for May 15, 2026, in Oakland.

The City of King has requested that TAMC become the project sponsor for the Multimodal Transportation Center project, with the departure of several City staff with many years of experience working on the project. The City of King has secured funding for the project from the State Rail Assistance, Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program (TIRCP), and Senate Bill 125. This action was considered by the City of King City Council on February 24 and by the TAMC Board of Directors on February 25, 2026.

Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

1. [California Passenger Rail Summit 2026](#)
2. [Coast Rail Coordinating Council](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: March 2, 2026
Subject: **Salinas Rail Kick Start Project Update**

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Kick Start project.

SUMMARY:

Activities on the Salinas Rail Kick Start project since the last update include operations scenario discussions and design coordination efforts with key stakeholders on Packages 2 (Salinas layover facility) and 3 (Gilroy track connections).

FINANCIAL IMPACT:

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and improvements in Santa Clara County), is estimated to total \$87 million for all phases of work. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance and is currently in the final design phase.

DISCUSSION:

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project has wrapped up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and Gilroy track improvements (Package 3) are now in final design.

Final Design

HDR Engineering prepared the 100% plans, specifications and estimates 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. HDR submitted revised 25% plans for the Gilroy track connection project (package 3) on October 17, 2025; UPRR responded with comments on December 22, 2025 and requested a resubmittal at the 25% level. The team anticipates submitting 30% plans for the Salinas layover facility (package 2) in early 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 City of Salinas finalized the New Street vacation and TAMC staff is preparing a contract to fence off the end of the road, with a gate for access by utility companies and the railroad.

Operations Discussions

Staff have participated in discussions with Caltrans, Caltrain, and Capitol Corridor related to operations scenarios. The current anticipated timeline shows an operating plan by mid-2026 for the Capitol Corridor extension to Salinas to begin service as early as 2028, following the current operations strategy of the Amtrak Coast Starlight and serving only Salinas until other improvements can be constructed to enable the train stopping in Gilroy.

UPRR is working on the project to implement Positive Train Control in the corridor between Gilroy and Salinas, initiating construction in early 2026 with an anticipated timeline of 2027 for completion, with construction to San Luis Obispo taking until approximately 2029.

Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Associate Transportation Planner
Meeting Date: March 2, 2026
Subject: **Pajaro/ Watsonville Multimodal Station Project Update**

RECOMMENDED ACTION:

RECEIVE update on the Pajaro/ Watsonville Multimodal Station Project.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

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

TAMC's consultant, HDR Engineering, is developing environmental review documentation. To date, HDR has completed the scoping report and noise analysis, as well as conceptual plans pending review by Union Pacific Railroad. Technical studies including hydrology, cultural and biological are underway. Project-related activities and meetings attended since the most recent Rail Policy Committee meeting update include a meeting with Union Pacific Railroad representative where the Pajaro station submitted comments were discussed. The comments from Union Pacific are still pending as of February 18, 2026. This has caused progress on the project to slow as alternatives can not be further developed until feedback from Union Pacific is received.

Staff is coordinating with SCCRTC staff on a potential joint meeting with the RPC in April 2026. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Associate Transportation Planner
Meeting Date: March 2, 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:

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.

FINANCIAL IMPACT:

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

DISCUSSION:

This project focuses on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough. Providing multimodal options and integrating nature-based solutions are top priorities for this project. The corridor traverses Elkhorn Slough, a major estuary located in Monterey Bay, California, that provides valuable habitat area for hundreds of aquatic birds, fish, marine mammals, and invertebrate species. Tidal estuarine habitats within the Slough, and the ecosystem services they provide, are at risk of substantial degradation and losses from sea level rise. Coastal Resilience Monterey predicts sea level rise to be 5.2 feet by 2100. The rail tracks through Elkhorn Slough, owned by Union Pacific railroad, carries freight rail traffic and Amtrak Coast Starlight passengers. The Central Coast Highway 1 Climate Resiliency study examined the climate impacts on the rail corridor and recommended an elevated trestle through the slough. This, along with other alternatives, will be considered during the Planning and Environmental Linkages Study (PEL Study) process.

A key component of the PEL study is to gather input and build consensus among internal and external stakeholders to shape the proposed corridor transportation vision. This is a comprehensive approach that involves resource and regulatory agencies, tribes, local stakeholders and engaging the

public on an ongoing basis in meetings, workshops and public hearings and notices. Thus, staff will receive important feedback and input from stakeholders as key milestones of the project are reached.

The Highway 1 Elkhorn Slough Corridor Climate Resiliency Project's public engagement strategy and actions will occur throughout the planning process. A stakeholder advisory committee has been assembled to balance the diverse interests, expertise, and experiences of the community members, agencies, and organizations that are impacted by the resilience of the corridor. The aim is to have early and frequent engagements to ensure a collaborative process that will shape the outcomes of the planning work to find feasible alternatives for the Highway 1 Elkhorn Slough corridor.

Project activities commenced in May 2025. The Kimley-Horn consultant team has been conducting initial tasks, including gathering existing conditions materials, writing a draft outreach plan, doing stakeholder analysis, and planning upcoming outreach efforts. TAMC created a steering committee including the project proponent organizations, the California Coastal Commission, Monterey County Planning and public works, and the Association of Monterey Bay Area Governments (AMBAG), and scheduled monthly meetings.

Since the last Rail Policy Committee meeting, the consultant team has finalized the outreach plan and traffic memo and is completing the Existing Conditions report, including hydrologic and geotechnical analysis. Coordination with key partners continues. Planning for future outreach, including an Advisory Group meeting, Technical Working Group meeting and drop in public outreach and tabling are underway and planned for March and April 2026. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

None

WEB ATTACHMENTS: