



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, November 2, 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.

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 September 14, 2026.

- Maria Montiel

The draft minutes of the September 14, 2026, Rail Policy Committee meeting are attached for review.

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

- Christina Watson

- 3.3. **RECEIVE** correspondence attached online.

- Christina Watson

- 3.4. **APPROVE** the 2027 schedule of Rail Policy Committee meetings.

- Christina Watson

The proposed schedule of Rail Policy Committee meetings for 2027 follows the existing pattern of meetings on the first Monday of the month at 2:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and January and September, when the meeting is on the second Monday due to the New Years or Labor Day holiday.

- 3.5. **RECEIVE** the call for nominations for the 25th Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

- Theresa Wright

The Transportation Agency for Monterey County would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in the county by awarding Transportation Excellence Awards.

- 3.6. **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).

- 3.7. RECEIVE** update on the Pajaro-Watsonville Multimodal Station Project.

- Andy Cook

Staff is moving forward to complete technical studies for the Pajaro-Watsonville Station Environmental Impact Report (EIR) based on the agency's preferred station option at the Watsonville Junction in Pajaro, including two options for relocating existing Union Pacific Railroad facilities. The environmental team is scheduling community outreach for the project on November 6, including a presentation at La Casa De Cultura in Pajaro, to provide information about the project and environmental review process since the first round of community outreach that TAMC staff conducted last year.

- 3.8. RECEIVE** an update on Coast Rail Coordinating Council plans for implementing and improving intercity passenger rail service in 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. The CRCC continues to coordinate and advocate for operation of a pilot passenger rail service on the Central Coast Rail Corridor during the 2028 Olympics, and agreed to coordinate with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Managing Agency (LOSSAN) to evaluate local, bus-only ticketing on the Thruway connecting bus route that it operates between Santa Barbara and San Jose in the US 101 corridor with stops in King City and Salinas.

- 3.9. RECEIVE** update on the King City Multimodal Transportation Center project.

- Andy Cook

TAMC is the lead agency responsible for the King City Multimodal Transportation Center project, which will complete a new passenger rail station and connecting bus facility for the Amtrak long-distance Coast Starlight service and planned State-supported intercity passenger rail service between the San Francisco Bay Area and San Luis Obispo. Staff is anticipating a need for additional funding to complete construction of the project on schedule and submitted a grant application to the California State Transportation Agency requesting construction funding in response to a competitive funding announcement for the State Rail Assistance program announced since the last Committee meeting.

4. **RECEIVE** presentation from Monterey-Salinas Transit (MST) on the Salinas Rapid Bus and Transit Center Relocation Study.

- Christina Watson, Michelle Overmeyer (MST)

Michelle Overmeyer, MST's Director of Planning and Innovation, will present an update on the Salinas Rapid Bus and Transit Center Relocation Study and share feedback that was received from the public during two rounds of outreach.

5. **RECEIVE** presentation 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 finalization of the draft alternatives and draft alternatives screening criteria.

6. **REVIEW** and **PROVIDE COMMENTS** on the draft 2027 Legislative Program.

- Christina Watson

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

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

ANNOUNCEMENTS

Next Committee meeting
Monday, January 11, 2027, 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

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: November 2, 2026
Subject: Draft RPC Minutes

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for September 14, 2026.

SUMMARY:

The draft minutes of the September 14, 2026, Rail Policy Committee meeting are attached for review.

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

1. Draft_RPC_Minutes_September_2026_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of September 14, 2026

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

	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26	JUN 26	AUG 26	SEP 26
L. Alejo, Dist. 1 (L. Gonzalez, ~~J. Gomez~~)	P	P(A) (VC)	P(A) (VC)	P	P	C	P	P	P(A) (VC)	E	P	P(A) (VC)
G. Church, Dist. 2 (~~M. Vierra~~ , L. Gray)	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
W. Askew, Dist. 4 (~~Y. Anderson~~ , K. Panni)	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)	P(A) (VC)	P(A) (VC)
K. Daniels, Dist. 5, (K. Craig)	P	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	C	P	P (VC)	P (VC)	P (VC)	E	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	P	P	P	P	P	E	P	P	P	P	P	P
B. Delgado, Marina (J. McAdams L. Visscher)	P	P(A) (VC)	P (VC)	A	P(A) (VC)	L	P (VC)	P (VC)	A	P (VC)	P	P (VC)
E. Smith, Monterey (G. Garcia, ~~M. Garcia~~ , ~~A. Easterling~~)	P	P	P	A	P	L	E	P	P(A) (VC)	A	E	P
D. Donohue, Salinas, (M. D'Arrigo)	P	P	P	A	P	E	P	P	P	P	P	P
M. Carbone, Sand City (J. Blackwelder)	P	E	P (VC)	P(A) (VC)	E	D	P (VC)	P	P	P	P	P (VC)
I. Oglesby, Seaside (D. Pacheco)	P	P	P	A	P		P	P	P	P	P	P
A. Velazquez, Soledad (F. Ansaldo-Sanchez)	P	P (VC)	E	A	P (VC)		P (VC)	P (VC)	E	P (VC)	P (VC)	P (VC)
M. Twomey, AMBAG (~~H. Adamson~~ , P. Hierling)	A	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)		A	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	E
A. Fukushima, Caltrans District 5	P (VC)	A	A	A	A		A	A	P* (VC)	P (VC)	P (VC)	P (VC)
C. Sedoryk, MST (L. Rheinheimer/ ~~M. Overmeyer~~)	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)	P(A) (VC)	P(A) (VC)
STAFF	AUG 25	SEP 25	OCT 25	NOV 25	JAN 26	FEB 26	MAR 26	APR 26	MAY 26	JUN 26	AUG 26	SEP 26
O. Barajas, Transportation Planner	-	-	-	-	-	C	P*	A	A	A	A	A
A. Cook, Principal Planner	-	-	-	-	-	N	-	P*	P	P	P	P
A. Guther, Assoc. Transp. Planner	P	A	P	P	P	C	P	E	E	P	P (VC)	A
A. Hernandez, Transp. Planner	A	A	A	A	P (VC)	E	A	A	A	P (VC)	E	A
J. Kise, Director of Finance and Admin	A	P (VC)	P (VC)	A	A	L	P (VC)	A	P	A	E	A
M. Montiel Admin Assistant	P	P	E	P	P	L	P	P	P	P	P	P

S. Linnevers Transp. Planner	-	-	-	-	-	E	-	P*	A	A	E	A
T. Muck, Executive Director	P	P	P	P	P	D	P	A	P	P	P	P
M. Park, Finance Officer/ Analyst	P (VC)	P (VC)	P (VC)	P (VC)	A		A	P (VC)	P (VC)	P (VC)	P	P (VC)
M. Sheehan, Accounting Assistant	-	-	-	-	-		-	-	P (VC)	A	E	A
J. Strause, Senior Transp. Planner	P (VC)	A	A	P (VC)	P (VC)		P (VC)	P (VC)	P (VC)	P (VC)	E	A
C. Watson, Director of Planning	P (VC)	P	P	P	P		P	P	P	P	P	P
B. Wilson Transp Planning Intern	-	-	-	-	-		-	-	-	P*	E	A
L. Williamson, Senior Engineer	P	P	E	P	P (VC)		A	P	P	A	P	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P (VC)		P (VC)	E	P	P	P (VC)	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 2:00 p.m. Maria Montiel, Administrative Assistant, called the roll and confirmed a quorum was established.

OTHERS PRESENT

Jasmine Mejia Cortez District 1 Office Roland LeBrun Public

2. PUBLIC COMMENTS

Roland LeBrun expressed concerns regarding the High-Speed Rail Authority's ability to comply with the requirements of Prop 1A.

3. CONSENT AGENDA

M/S/C Smith / Craig / unanimous

3.1 Approved minutes of August 3, 2026, Rail Policy Committee meeting.

3.2 Received correspondence.

3.3 Received update on the Highway 1 Elkhorn Slough Corridor Climate Resiliency Project activities.

END OF CONSENT AGENDA

4. PAJARO/ WATSONVILLE MULTIMODAL STATION PROJECT UPDATE

M/S/C Smith / Carbone / unanimous

The Committee received an update on the Pajaro-Watsonville Multimodal Station Project; and appointed members to represent the agency on ad hoc group for coordination with Santa Cruz County Regional Transportation Commission members.

Committee Member Smith nominated Chair LeBarre and Committee Members Alejo, Church, Daniels, and Oglesby to serve on ad-hoc committee; the motion was seconded by Vice Chair Carbone.

Andy Cook, Principal Transportation Planner, reported that the environmental team for the Pajaro-Watsonville Station project completed and submitted a proposal to Union Pacific Railroad (UPRR) in August, requesting input and direction from the railroad on the agency's preferred alternative to locate the planned station within the Watsonville Junction property, including options for mitigating impacts to its existing freight rail facilities.

Mr. Cook noted that Agency staff continues to coordinate with Santa Cruz County Regional Transportation Commission (SCCRTC) staff to schedule a special inter-agency meeting with Rail Policy Committee members to discuss Santa Cruz and Monterey County rail priorities and build regional support for implementing the Pajaro-Watsonville Station and a planned connection to a regional service on the Santa Cruz Branch Line. He noted that Agency staff is recommending that the committee appoint members to serve as an ad hoc group representing the agency in future meetings.

Mr. Cook reported that staff met with California High Speed Rail Authority (CHSRA) staff to discuss the potential for the CHSRA to use their federally designated authority to review

National Environmental Policy Act (NEPA) documents to help with the Pajaro/ Watsonville station environmental review, given that the federal Corridor Identification and Development (Corridor ID) process has stalled.

Committee Members asked the following questions:

- Would engaging with the CHSRA to do the NEPA review of the Pajaro station project be confusing to the public, since the project is not along the high-speed corridor?
- Would engaging the CHSRA speed up NEPA approval?
- Please provide the Committee with a timeline for the project's environmental review.
- Please provide information on which property owners may be affected by the project.

Public Comment:

- Roland LeBrun, public, noted that a High Speed Rail station in Gilroy was seeming increasingly unlikely without the involvement of the private sector.

5. CENTRAL COAST RAIL CORRIDOR PROJECT UPDATES

The Committee received 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, Principal Transportation Planner, provided an update on the King City Multimodal Transportation Center project. Mr. Cook noted that TAMC has assumed the role of lead agency for the King city train station project and is engaged in a competitive procurement for consulting services to complete state and federal environmental review for the project. He noted that staff are evaluating all options for streamlining environmental review to ensure that TAMC secures environmental clearance consistent with the current schedule for the project. The start date for construction is currently scheduled for early 2028.

Mr. Cook noted that the San Luis Obispo Council of Governments (SLOCOG) completed a draft operating plan for the proposed pilot passenger train for the 2028 Olympics in coordination with the Coast Rail Coordinating Council (CRCC) member agencies and the intercity corridor managing agencies. He noted that the plan recommends that the service either be delivered as an extension of existing Pacific Surfliner trains or as a special event service operated by Amtrak, both of which would be provided once daily through agreements between the State, Amtrak, and Union Pacific Railroad (UPRR). The plan will be used to further coordinate with the State and operating partners to secure operating funding and equipment needed for the

service and determine the length of time that it will operate. Mr. Cook reported the next Coast Rail Coordinating Council Policy meeting is scheduled for November 20, 2026, in Los Angeles.

Chair LeBarre noted public comments received to encourage Amtrak to add rail cars to the existing long-distance Coast Starlight to support transportation during the Olympics.

Committee Member Church asked if there was a drop-dead date to secure train equipment. Mr. Cook replied that a deployment plan for assigning State intercity rail equipment has to be confirmed as soon as possible but clarified that the equipment is most likely not available based on input from the State and the corridor managing agencies, and that Amtrak may be in the best position to operate the service.

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 that activities on the Salinas Rail Kick Start project since the last update includes a Union Pacific site visit to Gilroy on September 10, 2026, and permission to move into 30% design. Ms. Watson noted that Union Pacific approved moving into 90% design for the Salinas layover facility and platform. She noted that Marina Concrete vacated the 20 New Street property, cars were towed, and the structure demolition is expected to begin soon. The utility relocation plans aim to get CalWater and PG&E relocated to New Street in 2027.

Committee Member Church asked about project funding concerns, given TAMC's experience with escalating costs on other projects. Ms. Watson replied that staff is concerned that delays in the Union Pacific/ Caltrans led Positive Train Control project could delay the Salinas Kick Start project.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Director of Planning, announced the cancelation of the October 5 meeting. She noted that the next meeting is scheduled for November 2.

8. ADJOURN

Chair LeBarre adjourned the meeting at 2:52 p.m.

Memorandum

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

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

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

None

WEB ATTACHMENTS:

- [August 26, 2026, news release from the Santa Cruz County Regional Transportation Commission, "RTC Welcomes Chicago Rock Island & Pacific Railroad as New Freight Rail Operator for Watsonville Branch Line"](#)
- [September 8, 2026, article in the Monterey Herald, "Marina City Council backs plan to boost rail for 2028 Olympic Games"](#)
- [September 16, 2026, corrected article in the Monterey Herald, "Marina City Council backs plan to boost rail for 2028 Olympic Games"](#)

Memorandum

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

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

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

None

WEB ATTACHMENTS:

- [August 25, 2026 email from Roland LeBrun to Caltrain et al, re: Battery Electric Multiple Unit trains](#)
- [September 22, 2026 email from Roland LeBrun to the Metropolitan Transportation Agency \(MTC\) et al, re: Public Private Partnership Proposal](#)
- [October 19, 2026 email from Roland LeBrun to Caltrain et al, re: Battery-Electric Locomotives](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: November 2, 2026
Subject: **2027 Calendar of Meetings**

RECOMMENDED ACTION:

APPROVE the 2027 schedule of Rail Policy Committee meetings.

SUMMARY:

The proposed schedule of Rail Policy Committee meetings for 2027 follows the existing pattern of meetings on the first Monday of the month at 2:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; and January and September, when the meeting is on the second Monday due to the New Years or Labor Day holiday.

FINANCIAL IMPACT:

None

DISCUSSION:

Please mark your calendars for the 2027 meeting schedule as follows (*second Monday):

- January 11*
- February 1
- March 1
- April 5
- May 3
- June 7
- August 2
- September 13*
- October 4
- November 1

Per tradition, the RPC does not meet in July due to summer holidays nor in December due to winter holidays. The January meeting will be on January 11, since the first Monday is close to the winter holidays, and the September meeting will be on September 13, since the first Monday is Labor Day. The meeting time will remain the same: 2:00 p.m.

On occasion, after consultation with staff, the Chair may cancel individual RPC meetings, based on the status of rail items. In those situations, staff will notify the Committee and interested persons at least a week in advance of such cancellation.

The meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or another location to be determined in advance of each meeting (the agenda will specify).

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Rail Policy Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: November 2, 2026
Subject: **Transportation Excellence Awards**

RECOMMENDED ACTION:

RECEIVE the call for nominations for the 25th Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

SUMMARY:

The Transportation Agency for Monterey County would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in the county by awarding Transportation Excellence Awards.

FINANCIAL IMPACT:

None.

DISCUSSION:

With the Transportation Excellence Awards, the Transportation Agency shows its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, and programs or projects. Examples of potential awards include but are not limited to:

- Projects that exemplify TAMC's mission to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County.
- Innovative activities that promote safer or more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of commute options as alternatives to driving alone.
- Transportation employees who excel at their jobs and go the extra mile to improve our transportation system.

The nomination form is attached to this staff report and is also available on the Transportation Agency website. Board members are encouraged to distribute nomination forms and submit nominations. The form can be submitted online, mailed to Transportation Agency offices or emailed to Theresa Wright (at theresa@tamcmonterey.org). The deadline for nominations is December 11, 2026. The Transportation Agency Executive Committee will select the awards recipients at its January 2027

meeting, and the awards ceremony will take place during the regular January 26, 2027, Transportation Agency Board meeting.

ATTACHMENTS:

1. Transportation Excellence Awards Nomination Form 2026

WEB ATTACHMENTS:



Transportation Excellence Awards

Awards Program Nomination form (Please fill out form completely)

1. Name of Nominee

Give name and address of individual (provide title), firm, group, or organization.

Nominee: _____

Category: (circle one)	Individual	Business/Group	Program	Project
Address:			Email:	
City:		Zip	Phone:	
If Nominee is a firm, group or organization, provide contact name:				
Title:			Phone:	
			Email:	

2. Description:

Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

3. Date or duration of program:

When did this program take place? When was it completed? If ongoing, when did it start?

4. Significance/Result:

State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

5. Person Submitting Nomination:

Name:	Phone:
Title:	Email:
Organization:	
Address:	
City:	Zip:

Please return by **noon, December 11, 2026** via online, fax: 831-775-0897; email: Theresa@tamcmonterey.org; or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright, 55-B Plaza Circle, Salinas CA, 93901. For additional information, please call 831-775-4403.

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: November 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. Staff is expecting to bring a contract amendment with HDR to the December Board 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), Caltrain, the City of Gilroy, 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 secured UPRR permission to proceed to the 90% plan stage for the Salinas layover facility and platform (package 2) in June 2026. HDR secured UPRR permission to proceed to the 30% plan stage for the Gilroy track connections and roadway crossings (package 3) in July 2026 and held a site visit on September 10, 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.

HDR's contract expires on December 31, 2026. Staff is working with HDR and Caltrans on a contract extension and aims to bring it to the TAMC Board on December 2, 2026.

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 2027. In October, UPRR initiated biweekly meetings to discuss the relocation of fiber within the UPRR rights of way in Gilroy.

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**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

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

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: November 2, 2026
Subject: Pajaro-Watsonville Multimodal Station Project Update

RECOMMENDED ACTION:

RECEIVE update on the Pajaro-Watsonville Multimodal Station Project.

SUMMARY:

Staff is moving forward to complete technical studies for the Pajaro-Watsonville Station Environmental Impact Report (EIR) based on the agency's preferred station option at the Watsonville Junction in Pajaro, including two options for relocating existing Union Pacific Railroad facilities. The environmental team is scheduling community outreach for the project on November 6, including a presentation at La Casa De Cultura in Pajaro, to provide information about the project and environmental review process since the first round of community outreach that TAMC staff conducted last year.

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 Transit and Intercity Rail Capital Program (TIRCP) grant to cover the cost of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation. This documentation will allow TAMC to pursue further state and federal funding for the design update and right of way work.

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 planned service on the Santa Cruz Branch Rail Line to the Central Coast Rail Corridor. 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 connect to intercity corridor service at the Pajaro-Watsonville Station and allow for through-running, "around the bay" regional service on the Monterey Branch Line consistent with the long term service vision in the California State Rail Plan.

As part of the environmental review process, TAMC will complete an Environmental Impact Report (EIR) and environmental studies meeting California Environmental Quality Act (CEQA) requirements. The agency must complete the environmental document with deadlines imposed by the TIRCP grant awarded by the State to complete the environmental review phase document. TAMC completed the scoping phase of the environmental process in early 2025, but paused environmental review work

pending direction needed from UPRR to refine the definition of station options and environmental alternatives. The schedule of remaining environmental review milestones are below:

Completion of Technical Studies:	February 2027
Administrative Draft EIR:	May 2027
Public Draft EIR:	Summer / Fall 2027
Final EIR and Project Approval:	Spring 2028

At this time, staff has not determined which lead agency will approve environmental documentation meeting federal National Environmental Policy Act (NEPA) requirements. As reported at the October meeting, staff consulted with the California High Speed Rail Authority NEPA assignment team to understand the Authority's process for determining whether it would accept the NEPA lead agency role and approve the NEPA documentation. After further evaluation, staff does not believe the environmental review schedule allows sufficient time for that determination to be made. As such, staff and the HDR environmental team under contract with TAMC recommend and are moving forward with an approach to complete and approve the CEQA environmental document and additional environmental documentation meeting NEPA requirements that allow TAMC to identify a NEPA lead agency and complete NEPA if and when the agency secures federal funding for the station project.

Coordination Activities

TAMC conducted an initial round of community engagement in early 2025 as part of the environmental scoping phase. Staff is coordinating with the environmental team to plan another round of outreach to provide updates on the project and the preferred station alternative and design options that are now the focus of the environmental review, and provide an opportunity to provide input at this stage in the process. As part of this outreach, staff is planning to have a table at the Pajaro Valley Farmers Market on November 6 and has scheduled a presentation at La Casa De Cultura in Pajaro at 5 pm that evening. Staff will convene the next Interagency Project Development Team meeting on November 19 to provide updates on the project and community input received to date.

The project website can be accessed online as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

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

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: November 2, 2026
Subject: Coast Rail Coordinating Council Update

RECOMMENDED ACTION:

RECEIVE an update on Coast Rail Coordinating Council plans for implementing and improving intercity passenger rail service in 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. The CRCC continues to coordinate and advocate for operation of a pilot passenger rail service on the Central Coast Rail Corridor during the 2028 Olympics, and agreed to coordinate with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Managing Agency (LOSSAN) to evaluate local, bus-only ticketing on the Thruway connecting bus route that it operates between Santa Barbara and San Jose in the US 101 corridor with stops in King City and Salinas.

FINANCIAL IMPACT:

There is no financial impact associated with this action.

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). The San Luis Obispo Council of Governments (SLOCOG) staffs and leads the CRCC and its Policy Committee and Working Group meetings. 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 in the corridor. The schedule of meetings is available on the CRCC website (online as a **web attachment**). TAMC activities for implementing new service in the intercity corridor south of Salinas are summarized below.

SLOCOG continues to coordinate inter-agency discussions about implementing a pilot intercity rail service between the San Francisco Bay Area and Los Angeles along the Union Pacific Railroad (UPRR) Coast Route 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 permanent, regularly scheduled service being supported and developed by the CRCC members. The CRCC Policy Committee approved a feasibility study and operating plan that identified a temporary special event service operated by Amtrak as the preferred and most feasible

option for deploying this service for a time period of up to three months straddling the two-week event. Agreements between Amtrak, UPRR and potentially the State are required to allow the service to be operated and rail rolling stock and locomotives have to be sourced. Amtrak is the operating partner most likely to have equipment available. SLOCOG is coordinating with the Caltrans Division of Rail to receive assistance and guidance for coordinating with Amtrak and agreed to initiate direct discussions with Amtrak about the Olympic service and operating plan.

TAMC staff made a request through the CRCC Working Group to explore opportunities for coordinating intercity and Amtrak Thruway connecting bus service in the US 101 corridor with the goal of improving intercity bus options available to Monterey County residents. Currently, LOSSAN does not provide the option of purchasing a bus-only ticket between station pairs on the Amtrak Thruway connecting bus route it operates between Santa Barbara and San Jose, which includes station stops at King City and Salinas with timed connections to the Capitol Corridor in San Jose, and Pacific Surfliner service in San Luis Obispo and Santa Barbara. Tickets on those routes can only be purchased if they include a connecting rail segment on one of the intercity corridors. Senate Bill 742 (2019) allows the State-supported intercity rail operating agencies to sell bus-only tickets on their Amtrak Thruway connecting routes, after completing a consultation process with intercity bus operators along the routes, to determine that the Amtrak Thruway services will not negatively impact other operators if opened to local ticketing. TAMC staff will be participating in meetings that SLOCOG agreed to schedule and facilitate with LOSSAN to investigate actions needed to approve bus-only ticketing on its Santa Barbara-San Jose bus route.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Coast Rail Coordinating Council Meeting Schedule](#)

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: November 2, 2026
Subject: King City Multimodal Transportation Center Project

RECOMMENDED ACTION:

RECEIVE update on the King City Multimodal Transportation Center project.

SUMMARY:

TAMC is the lead agency responsible for the King City Multimodal Transportation Center project, which will complete a new passenger rail station and connecting bus facility for the Amtrak long-distance Coast Starlight service and planned State-supported intercity passenger rail service between the San Francisco Bay Area and San Luis Obispo. Staff is anticipating a need for additional funding to complete construction of the project on schedule and submitted a grant application to the California State Transportation Agency requesting construction funding in response to a competitive funding announcement for the State Rail Assistance program announced since the last Committee meeting.

FINANCIAL IMPACT:

Staff is monitoring costs for the King City MMTC project, currently estimated at \$61 million, and evaluating options for securing funding that may be required to complete the project.

DISCUSSION:

TAMC is serving as the lead agency for overseeing planning, funding, environmental review, and design engineering for the King City Multimodal Transportation Center (MMTC) project. The project has been divided into three phases starting with construction of the basic single platform for a new Amtrak Coast Starlight stop, a station siding and associated track improvements, and improvements to grade crossings through King City between San Antonio Drive and San Lorenzo Creek. The design engineering consultant under contract with TAMC completed revisions to 25% design plans for Phase 1 in response to Union Pacific Railroad (UPRR) comments that were resubmitted in September through the new design review agreement between UPRR and TAMC. Staff expects that the railroad will approve 30% design plans for the MMTC project sometime in the coming months.

The design team updated its cost estimate for the project at this development milestone point to reflect its understanding of UPRR comments on the design, which introduced a possible new requirement to relocate operations and maintenance storage track space at the station site that is being removed as part of the project. The issue is subject to further review and discussion with UPRR to determine whether the project needs to carry costs associated with this requirement, but the updated cost estimate conservatively includes additional costs for UPRR to relocate the impacted operations in question. Staff identified a \$13 million shortfall in the project funding plan as a result of the update and is evaluating options, including additional funding, for ensuring that the Phase 1 project has a full funding plan through construction. Construction is scheduled to start in early 2028.

Staff is moving forward to pursue available funding opportunities. The California State Transportation Agency (CalSTA) released a Notice of Funding Opportunity on September 8 for its second cycle of Flexible funding through the State Rail Assistance (SRA) program. The State established this component of the intercity rail share of the funding program to provide a dedicated source of funding for capital, operating, or planning costs for service on new or "emerging" rail corridors, including the Central Coast. Caltrans, rail operating agencies, and regional planning agencies with responsibilities for supporting intercity rail service are all eligible to receive this SRA funding. The Flexible SRA funding is awarded competitively statewide and the timing for releasing these funds is at the discretion of CalSTA. The first cycle of flexible SRA funding was awarded in 2018. CalSTA released this call for projects to provide a mechanism for Caltrans to secure the funding it required from SRA to complete the Coast Positive Train Control (PTC) project, which is TAMC's top rail priority. Given the amount of funding required by the PTC project alone, CalSTA chose to make an additional four years of funding available to other eligible agencies and prioritized construction funding for emerging corridor projects in an advanced stage of development. Staff reviewed the status of its priority capital projects and selected the King City MMTC project for this grant opportunity, anticipating a need for additional funding. Staff submitted a funding request for \$13.188 million in construction funding to CalSTA on October 19 to meet its deadline.

Staff is formally initiating the environmental review process for the MMTC project this month, upon Board approval of the contract on October 28. The first task in the environmental scope includes a determination of the level of environmental review to be conducted for the project within the first 30 days of the process, which staff intends to streamline with the goal of synchronizing environmental review with the active design engineering work and approving an environmental document before UPRR approves final 100% design plans. The MMTC project was included in the programmatic Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) approved by the Federal Railroad Administration (FRA) and the San Luis Obispo Council of Governments (SLOCOG) for the Coast Rail Corridor in 2016, which means that TAMC can tier the environmental review off that programmatic review. The project website is linked as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [King City MMTC Project Website](#)

Memorandum

To: Rail Policy Committee

From: Christina Watson, Director of Planning, Michelle Overmeyer (MST)

Meeting Date: November 2, 2026

Subject: Salinas Rapid Bus and Transit Center Relocation Study

RECOMMENDED ACTION:

RECEIVE presentation from Monterey-Salinas Transit (MST) on the Salinas Rapid Bus and Transit Center Relocation Study.

SUMMARY:

Michelle Overmeyer, MST's Director of Planning and Innovation, will present an update on the Salinas Rapid Bus and Transit Center Relocation Study and share feedback that was received from the public during two rounds of outreach.

FINANCIAL IMPACT:

MST was awarded a Caltrans Sustainable Transportation Planning Grant and began a study in 2025 on the feasibility of implementing bus rapid transit (BRT) in Salinas and relocating the Salinas Transit Center to a larger site.

DISCUSSION:

Monterey-Salinas Transit (MST) is the public transit operator in Monterey County and provides bus transit service within the incorporated cities, around the unincorporated areas of Monterey County and into the surrounding counties. It serves a population of over 435,000 people across 168 square miles. MST operates out of major transit hubs in Salinas, Monterey, Sand City, and Marina so passengers can transfer buses and travel regionally. As Monterey County communities have grown, more demand has been placed on MST services, which are at capacity.

Salinas serves as the primary transit hub for many residents traveling throughout the region. With a population of more than 161,000 people (U.S. Census Bureau, July 1, 2022), the city generates a significant share of the county's transit demand and is home to the busiest transit facilities in the MST system. Continued population and employment growth, combined with increasing demand for regional travel, have placed additional pressure on existing transit services and infrastructure. As a result, improving the efficiency, capacity, and connectivity of transit in Salinas has become a key priority for meeting both current and future mobility needs across Monterey County.

A number of studies have focused on the downtown area and East Alisal community, but aside from noting increased transit service as an important step for revitalizing these communities, none have focused on implementing BRT service or identifying a site to relocate the Salinas Transit Center in order to better serve the surrounding priority populations and facilitate future increases in transit service. MST was awarded a Caltrans Sustainable Transportation Planning Grant to study the feasibility of implementing BRT in Salinas and relocating the Salinas Transit Center to a larger site,

and the study began in 2025.

MST owns and operates the downtown Salinas Transit Center, a main passenger transit station serving transit riders traveling within and around Salinas. Previous planning efforts by the City of Salinas and TAMC have both recommended relocating the Salinas Transit Center to the Salinas Intermodal Transit Center (ITC). In all cases, significant operational barriers to this recommendation have been identified. The current planning study has evaluated the feasibility of attempting to overcome these barriers to relocate the Salinas Transit Center to ITC and evaluating alternative locations. MST has a long-term vision to develop a county-wide BRT system, and this project directly supports this vision. The project website is online as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Project website: Salinas Rapid Bus and Transit Center Relocation Study – Monterey-Salinas Transit](#)

Memorandum

To: Rail Policy Committee
From: Alissa Guther, Associate Transportation Planner
Meeting Date: November 2, 2026
Subject: Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

RECOMMENDED ACTION:

RECEIVE presentation 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 finalization 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), The Nature Conservancy (TNC), and the Elkhorn Slough National Estuarine Research Reserve (ESNERR), are evaluating the risk of sea level rise impacting a key transportation corridor in north Monterey County to develop recommendations for multimodal and nature-based transportation adaptation solutions to address this vulnerability. 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. The PEL study includes technical analysis of existing data, creates new models, expands and adds to alternatives, gathers input, and builds consensus among internal and external stakeholders to shape the proposed corridor transportation vision.

Since the last Rail Policy Committee meeting, the project team has held two meetings with the Steering Committee and one Technical Working Group meeting to present the final proposed alternatives list and exhibits. In those meetings, attendees discussed the alternatives and used the evaluation screening criteria to better evaluate the alternatives, and filled out a survey after the meeting detailing feedback on the alternatives. These meetings resulted in a deeper understanding of the goals of the partner agencies, and provided partner agencies with more details about the alternatives. The next milestone will be the public open house where alternatives will be presented to the public on December 3. 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**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Elkhorn Slough project website](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: November 2, 2026
Subject: Draft 2027 Legislative Program

RECOMMENDED ACTION:

REVIEW and **PROVIDE COMMENTS** on the draft 2027 Legislative Program.

SUMMARY:

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

FINANCIAL IMPACT:

The recommended action has no direct financial impact.

DISCUSSION:

The draft 2027 legislative program (**attached**) continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2027 legislative session.

Items of particular interest to this Committee include:

State:

- 4S. Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 7S. Support an increase in State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 13S. Support legislation that promotes transit-oriented development, complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.

Federal:

- 2F. Support adequate funding for the following transportation priorities: (2) Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
- 4F. Coordinate with regional military installations to seek funding for transportation projects

with a nexus to operations at those installations.

- 9F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 10F. Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.

The Executive Committee discussed this draft legislative program on October 7, 2026, and on October 28, 2026, the Board approved releasing it to Committees for input. The Rail Policy Committee, Bicycle and Pedestrian Facilities Advisory Committee, and Technical Advisory Committee will review the draft in November. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program in January, the final program will come back to the Board on January 27, 2027, for adoption.

ATTACHMENTS:

1. DRAFT TAMC 2027 Leg Program

WEB ATTACHMENTS:

DRAFT 2027 Legislative Program

State Priorities

- 1S.** Preserve funding for all modes of transportation projects, including the extension of grant programs, maximize formula funding to regions, and preserve regional discretion and priority-setting for infrastructure needs, particularly safety projects, and the delivery of voter-approved programs and projects.
- 2S.** Support the fair application of vehicle miles traveled metrics in rural and suburban areas that seek to complete multi-modal corridors or highway safety projects in underserved communities and address the jobs housing imbalance.
- 3S.** Leverage Measure X funds and partner with state agencies to pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 4S.** Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, through funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 5S.** Support funding for zero-emission fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, electrical grid reliability, hydrogen hubs, and incentives for electric bike and vehicle purchases.
- 6S.** Support replacement funding mechanisms to the gas and diesel tax for transportation investments, such as a pay-by-the-mile user fee, full conversion to a vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas and take climate impacts into account.
- 7S.** Support an increase in State rail funding to implement and maintain new state-supported passenger rail service on the Coast Route to help the State meet transportation and

greenhouse gas emission reduction goals, including pilot passenger rail service to accommodate international tourism during the 2028 Olympic and Paralympic Games.

- 8S.** Support legislation that increases roadway safety on state highways and local roads by implementing Vision Zero strategies such as speed limit reductions, improving driver safety training, and Caltrans policies related to complete streets, especially where state highways serve as main streets and major connectors.
- 9S.** Support sustainable funding for the oversubscribed Active Transportation Program.
- 10S.** Support streamlining project delivery, including early engagement of oversight agencies, simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 11S.** Coordinate with the Monterey-Salinas Transit District (MST) to participate in the implementation of recommendations from the transit transformation task force as it relates to Transportation Development Act (TDA) reform and augment state transit funding programs to provide ongoing operational support.
- 12S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 13S.** Support legislation that promotes transit-oriented development, complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects, such as Safe Routes to Schools programs, and:
 - a. Support legislation allowing Caltrans or local or regional agencies to integrate complete streets elements into disaster repair projects.
 - b. Support legislation requiring Caltrans to prioritize coordination with local jurisdictions to include complete streets and the needs of pedestrians, bicyclists, and transit users in state highway projects.
- 14S.** Support legislation enabling Caltrans to fund and maintain improvements on the State highway system and related infrastructure within State-owned Right-of-Way, including road signage, pavement markings, and drainage infrastructure; and allowing Caltrans to acquire needed equipment for this purpose without requiring reductions in existing inventory.
- 15S.** Support legislation and investments in critical infrastructure and airspace access to support carbon neutral advanced air mobility solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.

- 16S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

DRAFT 2027 Legislative Program

Federal Priorities

- 1F.** Support congressionally directed federal funding for Agency transportation priorities.
- 2F.** Support adequate funding for the following transportation priorities:
 - 1. Monterey-Salinas Transit (MST) District capital projects, vehicles, and operations.
 - 2. Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
 - 3. Zero-emission vehicle infrastructure for transit and personal vehicles manufactured in the United States.
 - 4. Active transportation projects, including Vision Zero.
- 3F.** Support reauthorization of the federal transportation funding bill, to include the following priorities:
 - 1. Stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.
 - 2. Reauthorize programs that support transportation infrastructure projects, including the Better Utilizing Investments to Leverage Development (BUILD), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Defense Community Infrastructure Program (DCIP), Highway Bridge, Safe Streets for All (SS4A) grant programs, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 - 3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 4F.** Coordinate with regional military installations to seek funding for transportation projects with a nexus to operations at those installations.

- 5F.** Support applications for Department of Transportation discretionary grant and resiliency, climate resiliency, and adaptation grant programs for projects on the California Central Coast.
- 6F.** Preserve regional discretion and priority-setting for infrastructure needs.
- 7F.** Support programmatic flexibility in federal funding for infrastructure.
- 8F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 9F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 10F.** Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 11F.** Support legislation and investments in critical infrastructure and airspace access to support carbon neutral advanced air mobility solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.
- 12F.** Support legislation allowing agencies to integrate complete streets elements into disaster repair projects.
- 13F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.