



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, September 14, 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

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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 August 3, 2026.

- Maria Montiel

The draft minutes of the August 3, 2026, Rail Policy Committee meeting are attached for review.

- 3.2. **RECEIVE** correspondence.

- Christina Watson

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

- Alissa Guther

Progress on this project since the last update to the Committee includes a Steering Committee meeting and initiation of the draft alternatives and draft alternatives screening criteria.

4. **Pajaro-Watsonville Multimodal Station Project:**

1. **RECEIVE** update on the Pajaro-Watsonville Multimodal Station Project; and
2. **APPOINT** members to represent the agency on an ad hoc group for coordination with Santa Cruz County Regional Transportation Commission members.

- Andy Cook

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.

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

- Andy Cook

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

Obispo Council of Governments to develop an operating plan for pilot passenger rail service in the corridor for the 2028 Olympic Games in Los Angeles.

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

- Christina Watson

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

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting
Monday, October 5, 2026, at 2:00 p.m.
Transportation Agency for Monterey County
Conference Room
55-B Plaza Circle, Salinas CA 93901

There will be a zoom link for hybrid participation.

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

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
55B Plaza Circle, Salinas, CA 93901
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: September 14, 2026
Subject: Draft RPC Minutes

RECOMMENDED ACTION:

APPROVE the draft Rail Policy Committee Minutes for August 3, 2026.

SUMMARY:

The draft minutes of the August 3, 2026, Rail Policy Committee meeting are attached for review.

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

1. Draft_RPC_Minutes_August_2026_Meeting

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

Draft Minutes of August 3, 2026

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

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

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

OTHERS PRESENT

Dave Simpson	Herzog	Jasmine Mejia Cortez	District 1 Office
Paul Dyson	Public	Rob Cunningham	Caltrans Division of Rail
Roland LeBrun	Public		

2. PUBLIC COMMENTS

Paul Dyson expressed concern regarding the best way to convince LOSSAN to enable thruway bus ticketing without a rail ticket.

3. CONSENT AGENDA

M/S/C Carbone / Oglesby / unanimous

3.1 Approved minutes of June 1, 2026, Rail Policy Committee meeting.

3.2 Received correspondence.

3.3 Received media clippings attached online.

END OF CONSENT AGENDA

4. CENTRAL COAST SERVICE DEPLOYMENT PLAYBOOK

The Committee received a presentation on the Central Coast Service Deployment Playbook.

Andy Cook, Principal Transportation Planner, introduced Rob Cunningham, Caltrans Division of Rail. Mr. Cunningham reported on a service implementation playbook for the initial extension of intercity rail service to the Central Coast, including the Monterey County Rail Extension. He noted that the Central Coast Service Deployment Playbook will serve as a basis for State-led negotiations with the Union Pacific Railroad (UPRR) and passenger rail operators to secure operating agreements needed to initiate the new rail services in the Central Coast Rail Corridor. The Playbook was designed as a platform for bringing the partner operating agencies to the table under a State umbrella to provide an action plan with roles and responsibilities for starting service and engaging with UPRR to clarify operating and capital requirements.

Committee members raised questions related to travel time, operating funds, ridership demand, project schedules, planning timelines, and benefits for tourism in the region.

Public comment:

Roland LeBrun said that he is excited about the proposed passenger rail service and would like to see the train stop in Gilroy.

Paul Dyson noted expressed frustration with the time it takes to get rail projects implemented.

5. SALINAS RAIL KICK START PROJECT UPDATE

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

Christina Watson, Director of Planning, reported on the Monterey County Rail Extension Project. She noted that the team submitted 30% plans for the Salinas layover facility and platform to UPRR on April 24, 2026, securing UPRR permission to proceed to the 90% plan stage for Salinas in June. Ms. Watson added that the team submitted the revised 25% plans for the Gilroy track connections and roadway crossings to UPRR on June 19 and secured UPRR permission to schedule a site visit and move into 30% design on July 24. She noted that the final tenant on Agency property has now vacated the property and staff is preparing for demolition of that structure. Ms. Watson noted that HDR is coordinating with Caltrans and utilities on relocation plans, aiming to get CalWater and PG&E relocated to New Street in fall 2026 or spring 2027.

6. 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 and Los Angeles.

Andy Cook, Principal Transportation Planner, provided an update on the King City station project. Mr. Cook noted that the Agency successfully coordinated to have UPRR complete its review of 25% track design plans for the station project and is coordinating UPRR to approve and execute a new design review agreement. Mr. Cook noted that staff sent template resolutions of support for the passenger rail pilot project for the 2028 Olympics and Paralympic Games to all Committee Members. Mr. Cook reported the next Coast Rail Coordinating Council is scheduled for September 11, 2026.

Committee members asked staff to send the template resolution of support to all TAMC Board Members and City Managers and asked staff to send template letters of support to regional Chambers of Commerce.

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 Guthier, Associate Transportation Planner, reported that agency staff hosted a joint Advisory Group and Steering Committee meeting on June 8, 2026. She noted that participants were asked to fill out a survey on alternative evaluation screening criteria. Ms. Guthier noted that the next milestone will be presenting the final proposed alternatives to the Steering Committee and Technical Working Group. She noted that Agency staff will continue to meet on a one-on-one basis with partner organizations to gain insight and receive resources needed to further the alternatives development and selection.

8. PAJARO/WATSONVILLE MULTIMODAL STATION PROJECT UPDATE

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

Andy Cook, Principal Transportation Planner, reported that TAMC staff scheduled a site visit with UPRR on June 15 and received feedback on design concepts for the planned Pajaro/Watsonville station. Mr. Cook noted that staff coordinated with Caltrans to request a 24-month extension of the TIRCP grant. The California Transportation Commission (CTC) approved a 12-month extension at its June meeting, and staff plans to submit another extension before June 2027 for the remaining time needed. Mr. Cook noted that the Committee directed staff to schedule a second joint meeting between SCCRTC and the RPC to coordinate plans for future connections at the Pajaro/Watsonville Station, which SCCRTC staff have asked to reschedule for early 2027.

Committee members expressed frustrations related to delaying the meeting, noting the importance of strengthening connections between the agencies.

9. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

None.

10. ADJOURN

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

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: September 14, 2026
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence.

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

1. Bailey SVCC - Olympics Pilot LOS

WEB ATTACHMENTS:



August 12, 2026

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

Subject: Letter of Support – Central Coast Pilot Rail Service

Dear Senator Laird:

On behalf of the Salinas Valley Chamber of Commerce, I am writing to express my support for the Coast Rail Coordinating Council's (CRCC) proposal for pilot rail service connecting Los Angeles and the San Francisco Bay Area for the summer 2028 Olympics and Paralympics.

Our Chamber works on initiatives that build a strong local economy so that people, families, and businesses can prosper. For that reason, we have been consistently supportive of the Monterey County Rail Extension project, which extends passenger rail service from Santa Clara County south to Salinas. This is potentially a transformative project that will revitalize the downtown Salinas train station and surrounding areas, including the new "Heritage Park", making Salinas a gateway to Monterey County and the surrounding region. We also believe that this can help eliminate some of the traffic congestion our area experiences during peak commute periods, taking people out of their cars and into a more environmentally friendly form of transportation. This project has experienced significant delays that have dampened enthusiasm and created skepticism that it will ever materialize. But there is new optimism because of a recent initiative of the Coast Rail Coordinating Council.

The Coast Rail Coordinating Council is comprised of coastal transportation planning agencies advocating for rail improvements along the Pacific Coast Route. The Central Coast rail network currently supports two popular intercity passenger train services, the Pacific Surfliner on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor (the second busiest intercity passenger rail corridor in the United States), and Amtrak's Coast Starlight service, which operates a daily round trip between Los Angeles, California and Seattle, Washington. The 2028 Olympics Games will be hosted in Los Angeles, with official venues in other large metropolitan areas such as San José and San Diego, that will attract millions of domestic and international tourists who would choose to take rail or air service between southern and northern California, if convenient.

The CRCC has analyzed the existing Central Coast rail infrastructure to demonstrate that it could support an additional passenger train frequency if train equipment and rail crews can be provided and is seeking funding to support the planning and operations of a passenger rail pilot service during the Olympics. Passenger rail pilot service for the 2028 Olympic Games would leverage interest in transportation for this international event and serve to complement implementation of ongoing, regular passenger rail service to Monterey County and the Central Coast.

From our perspective, this project could have the additional benefit of energizing support for rail transportation projects in our region making our long-term vision of the Monterey County Rail Extension project a reality.

I greatly appreciate your consideration of this project and the CRCC's request for funding. I look forward to the implementation of this pilot passenger rail service and the benefits it will bring to Monterey County and statewide.

Respectfully,

Colleen Bailey

President & CEO
Salinas Valley Chamber of Commerce
www.salinaschamber.com

Memorandum

To: Rail Policy Committee
From: Alissa Guthrie, Associate Transportation Planner
Meeting Date: September 14, 2026
Subject: Highway 1 Elkhorn Slough Corridor Climate Resiliency Project

RECOMMENDED ACTION:

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

SUMMARY:

Progress on this project since the last update to the Committee includes a Steering Committee meeting and initiation of the draft alternatives and draft alternatives screening criteria.

FINANCIAL IMPACT:

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

DISCUSSION:

The Transportation Agency for Monterey County (TAMC), working collaboratively with The Nature Conservancy (TNC) and the Elkhorn Slough National Estuarine Research Reserve (ESNERR) will evaluate the risk of sea level rise impacting a key transportation corridor in north Monterey County and develop multimodal and nature-based transportation adaptation solutions to address this vulnerability. This project will focus on an eight-mile stretch of Highway 1 through the disadvantaged community of Moss Landing and the parallel five miles of rail tracks traversing Elkhorn Slough. The PEL study will provide technical analysis of existing data, new models, expand and add to alternatives thusly developed, and gather input and build consensus among internal and external stakeholders to shape the proposed corridor transportation vision.

Since the last Rail Policy Committee meeting, the consultant team held meetings with Monterey Salinas Transit, the Nature Conservancy, and the Elkhorn Slough National Estuarine Research Reserve to discuss alternatives development and coordination of planned improvements from all agencies. 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 presenting the final proposed alternatives list and exhibits to the Steering Committee and Technical Working Group. TAMC staff will continue to meet on a one-on-one basis with partners as needed to gain insight and receive resources needed to further the alternatives development and selection.

The project website is online as a **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Elkhorn Slough project website](#)

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: September 14, 2026
Subject: Pajaro/Watsonville Multimodal Station Project Update

RECOMMENDED ACTION:**Pajaro-Watsonville Multimodal Station Project:**

1. **RECEIVE** update on the Pajaro-Watsonville Multimodal Station Project; and
2. **APPOINT** members to represent the agency on an ad hoc group for coordination with Santa Cruz County Regional Transportation Commission members.

SUMMARY:

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.

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 Santa Cruz County to the Central Coast intercity passenger rail service corridor, including future plans for rail service between Santa Cruz and Pajaro/Watsonville on the Santa Cruz Branch line as identified in the California State Rail Plan. The Santa Cruz County Regional Transportation Commission (SCCRTC) is developing the proposed Zero Emission Passenger Rail and Trail (ZEPRT) project on the Santa Cruz Branch Line that would provide a connection at Pajaro.

TAMC's consultant, HDR Engineering, is developing environmental review documentation. Based on direction from UPRR, staff submitted a design proposal to UPRR with a detailed description of options for mitigating impacts to freight railroad operations at the Watsonville Junction site owned by

the railroad with a preference to relocate existing UPRR facilities within its property at the junction. The environmental team identified an option to relocate facilities to a nearby industrial property off-site along Railroad Avenue to the east of the junction that could accommodate the facilities and new track connections. In order to maintain the schedule for completing environmental documentation within the grant deadlines, staff intends to move forward with environmental studies and analysis using the agency's preferred Watsonville Junction station alternative with both options for relocating UPRR facilities, and will refine the environmental review if and when UPRR provides input expressing its preference for one of the options - staff expects to receive input from UPRR by this fall. The design options memo submitted to UPRR is included as **Attachment 1**.

TAMC needs to identify and determine which agency would approve NEPA documentation included in the scope for the environmental review effort and is evaluating whether it can partner with the California High Speed Rail Authority to approve a federal Environmental Impact Statement pursuant to NEPA. Federal environmental clearance is needed to pursue any federal grant funding opportunities available to construct the station. The California High Speed Rail Authority holds a NEPA assignment from the Federal Railroad Administration (FRA) allowing the agency to approve NEPA documentation for both the High Speed Rail project and locally-sponsored rail projects on connecting passenger rail corridors statewide. Staff initiated engagement with the NEPA assignment team with the Authority and will report on its findings at a future committee meeting.

Coordination Activities

Staff presented the design options to the inter-agency Project Development Team on August 20. Staff will coordinate with County of Monterey staff to review and seek input on the design options, which could involve the purchase of right of way properties for UPRR, depending on its evaluation.

Staff continues to coordinate with 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 future regional service on the Santa Cruz Branch Line. Staff is recommending that the committee appoint members to serve as an ad hoc group representing the agency in future meetings.

The project website is online as a **Web Attachment 1**. Staff will provide a verbal update at the meeting.

ATTACHMENTS:

1. 20260806 TAMC PAJ - Response to UP Comments

WEB ATTACHMENTS:

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

Pajaro-Watsonville Multimodal Station Environmental Clearance

Memorandum

To: Andy Cook, TAMC Project Manager

From: Cathy LaFata, AICP CTP, HDR Project Manager
Anthony Gura, P.E., Project Engineer

Project: Pajaro-Watsonville Multimodal Station Environmental Clearance

Subject: Response to Union Pacific Comments

Date: Thursday, August 06, 2026

Introduction

The Transportation Agency for Monterey County (TAMC) is advancing conceptual design and environmental review for the proposed Pajaro-Watsonville Multimodal Station, a new intermodal rail and bus facility that will serve as Phase 2 of the broader Monterey County Rail Extension program. The station would be located on a portion of the Watsonville wye, a property owned by Union Pacific Railroad (UPRR) and used for freight rail operations. Once complete, the station will provide passenger rail service along the Coast Rail line (owned by UPRR) via Caltrain and Amtrak Coast Starlight, connections to Monterey-Salinas Transit (MST) bus service. As envisioned in the 2021 Network Integration Study (NIS)¹, the station would also include long-term accommodation for the future Santa Cruz County Regional Transportation Commission Zero Emission Passenger Rail and Trail (ZEPRT) service, establishing the station as a key multimodal hub serving both Monterey and Santa Cruz Counties. The increased footprint for this accommodation led to a reevaluation of the environmental impacts of the station project.

¹ <https://www.tamcmonterey.org/monterey-bay-area-rail-network-integration-study>

Station design has been developed concurrently with TAMC's environmental review of the project under the California Environmental Quality Act (CEQA), which began with a Notice of Preparation and public scoping period in November 2024, including a public scoping meeting held in the Pajaro community that same month. The project anticipates completing the CEQA environmental review process with a Notice of Determination in early 2028.

TAMC has been planning for a rail extension from the San Francisco Bay Area to Monterey County for over 20 years and certified the Caltrain Extension to Monterey County Passenger Rail Stations Environmental Impact Report (EIR) in 2006. The 2006 EIR identified a preferred alternative for the Pajaro-Watsonville Station that retained Lewis Road at its existing at-grade crossing location (referred to as Alternative 1A for the current project). Under this configuration, every train movement through the area would be confined to a single track, and the crossing itself would present a safety concern based on the number of tracks and the limited storage distance to Salinas Road. Given these safety concerns, TAMC advanced alternative options in 2024 as part of the current work to update the environmental review for the station project, eliminating the original alternative from further consideration and advancing options to relocate and reconfigure Lewis Road.

In December 2024, two station concept drawings identified as Alternative 1 (retaining the station within the wye, currently referred to as Alternative 1B) and Alternative 2 (locating the station south of the wye, currently referred to as Alternative 2A)) were developed and submitted for UPRR and stakeholder review. Following the submittal, and in response to continued public input and coordination with stakeholders, including the Pajaro community, Monterey County, the City of Watsonville, and other agency partners, the project team developed several additional station configurations for consideration. These included multiple concepts for Alternative 1 that retain the station within the wye but relocate the Lewis Road crossing farther south, a second concept for a station located south of the wye (Alternative 2B) that includes a grade-separated Lewis Road crossing, and two different options that locate the station east of the wye and north and south of the rail yard (Alternatives 3A and 3B, respectively).

Each alternative was evaluated against a consistent set of design, transportation, and social/ land use/ environmental screening criteria, addressing factors such as UPRR operational impacts, track and roadway configuration, safety, order-of-magnitude cost, agricultural and business impacts, and community cohesion. Through this screening and alternatives analysis process, completed in May 2025, Alternatives 1B, 2B, 3A, and 3B were eliminated from further consideration, leaving Alternatives 1C, 1D, and 2A to advance for further evaluation. The three remaining alternatives were reviewed by agency and

community stakeholders and Alternative 1D, which includes a Lewis Road one-track crossing at Trafton Road, was preferred by stakeholders. TAMC is confident that station design for Alternative 1D meets railroad operating, safety, and design standards, and is therefore recommending this alternative to advance through environmental review as the Proposed Project.

On May 27, 2026, UPRR provided a comprehensive set of comments on the two alternatives submitted in December 2024, addressing topics including grade crossing geometry and signalization, platform configuration and setbacks, fencing and trespass mitigation, and accommodation of future ZEPRT service. In response to these comments, Alternative 1D was further refined, as seen in the conceptual designs that accompany this response document.

Part of the updated Alternative 1D design includes two potential locations for relocation of the affected UPRR facilities: Proposal 1 which would relocate facilities on UPRR property within the wye (preferred by TAMC) and Proposal 2 which would relocate facilities on private property between Railroad Avenue and the UPRR rail yard as an alternate option should Proposal 1 not be feasible. These options were developed with the understanding that one of the two would be preferred site to carry forward into environmental review and further design. These proposals are discussed in detail later in this document.

The project's rail design team has reviewed and addressed each of UPRR's comments through these subsequent design refinements, as summarized in the sections that follow. The remainder of this design justification presents the technical basis for the current station design, including the specific engineering elements incorporated to satisfy UPRR requirements and to support safe, efficient, and future-ready station operations.

Union Pacific Comments on Alternative 1

The following comments were received related to Alternative 1. The design team's responses are provided for each comment.

Comment 1. The Lewis Road location will be a very complex design for interconnected crossing and signal intersection due to three tracks with short storage to Salinas Road.

Response 1:

- The grade crossing has been relocated farther south in line with the existing Trafton Road where it only crosses one UPRR track.

- The intersection with Salinas Road would be signalized with traffic signal preemption and pre-signals on the Lewis Road approach.
- The single UPRR Main Track is on a tangent in this location, increasing sight distance for train crews.
- Lewis Road has been shifted away from the UPRR tracks to improve the crossing geometry and vehicle sight distance.

Comment 2. Diagnostics will need to be scheduled at all crossings and proposed crossings impacted by the project.

Response 2: This will be performed as design progresses.

Comment 3. Review the need to construct a grade-separated crossing for Lewis Road.

Response 3:

- The proposed project is not anticipated to have a significant impact on the Lewis Road average daily traffic volumes since the Lewis Road crossing would not be used by those needing to access the station under Alternative 1D (which refines Alternative 1 reviewed by UPRR). In contrast, Alternative 2 would direct all traffic to both the Lewis Road community and the station across the Lewis Road crossing. The design team developed a grade-separated concept (Alternative 2B) which was eliminated due to the significant impacts on adjacent land uses and local mobility.
- The proposed relocated grade crossing would be an improvement over the existing crossing, due to the location on a tangent track with improved road geometry, and with the implementation of signal upgrades, trains would preempt traffic at the Lewis Road intersection with Salinas Road.
- The potential need for a grade separation will be discussed at the crossing diagnostics meeting.

Comment 4: The Project will need to provide anticipated ADT for Lewis Road at proposed crossing.

Response 4:

- According to the U.S. DOT Crossing Inventory form for the Lewis Road grade crossing (DOT #752354V) dated 11/19/2024 the Lewis Road AADT was 2,887 in 2016.
- The current ADT traffic counts will be determined as part of the traffic analysis during the 25% design level.

Comment 5: The platform should comply with 713000 General Platform Guidelines which supersedes UPRR STD 6001.

Response 5:

- The project design is compliant with this standard.
- Fencing is proposed in between Main Track 1 and Track 110 extending beyond the platform limits.
- The relocated Lewis Road grade crossing exceeds the 300 feet minimum set back distance.
- All passenger access is via an overpass with at-grade access blocked by fences.
- The platform is in between the two UPRR main tracks, increasing operational flexibility.
- All three UPRR main tracks are on tangents extending at least ten feet beyond the limits of the platform.

Comment 6: The Project will need to incorporate trespass mitigation to UPRR Property outside of the TAMC facilities.

Response 6:

- Fencing has been added within the limits of all proposed trackwork separating UPRR facilities from adjacent streets and the station area.
- Fencing is proposed in between the UPRR tracks extending beyond the platform limits.
- Fencing is proposed in between the proposed Pajaro station parking lot and Track 110.
- The design allows for adding a gate to the UPRR access road near its intersection with Salinas Road.

Comment 7: The Project should provide critical funding milestones and the criteria to meet funding deadlines.

Response 7: TAMC has prepared the following table showing the current anticipated costs of the project and sources of funding.

Funding Milestones

Phase	Cost	Secured Funding	Notes
PA&ED	\$2,274,000	\$2,274,000	Grant awarded 2024; expenditure deadline 6/30/27
PS&E	\$8,781,000	\$8,781,000	Programmed FY 29/230
ROW	\$8,444,000	\$0	Source: 2021 Monterey Bay Network Integration Study
CON (Initial)	\$86,329,000	\$0	Source: 2021 Monterey Bay Network Integration Study (intercity service)
CON (Vision)	\$30,000,000	\$0	Source: 2021 Network Integration Study (Santa Cruz-Monterey service)

Comment 8: Please provide a project schedule with next review.

Response 8: TAMC has prepared the following table showing the current anticipated project schedule.

Current Project Schedule

Milestone	Date
Circulate Draft Environmental Document	12/30/2027
Draft Project Report	3/28/2027
End Environmental Phase (PA&ED Milestone)	06/30/28
Begin Design (PS&E) Phase	09/30/28
End Design Phase (Ready to List for Advertisement Milestone)	12/30/29
Begin Right of Way Phase	03/28/30
End Right of Way Phase (Right of Way Certification Milestone)	06/30/31
Begin Construction Phase (Contract Award Milestone)	02/28/32
End Construction Phase (Construction Contract Acceptance Milestone)	10/31/33
Begin Closeout Phase	12/01/33
End Closeout Phase (Closeout Report)	01/01/34

Comment 9: UPRR would need to relocate/lose most of the facilities and it would require significant track relocation. This location is utilized by multiple UPRR departments (Signal, Track, Bridge, Operating) as well as UPRR customers for unloading and transloading. Mitigation for each of these UPRR groups would be extremely difficult.

Response 9: See separate discussion below for details on potential relocation options.

Comment 10: The design accommodates the future Zero Emissions Passenger Rail and Trail (ZEPRT) passenger service between Pajaro and Santa Cruz as part of a separate project.

Response 10:

- The purple platform along Track 110 would be used by ZEPRT passenger trains to Santa Cruz proposed as part of a separate subsequent project.
- The design accommodates a future stub-ended ZEPRT layover track south of the station splitting off Track 110 minimizing impacts to UPRR operations.
 - This track would be used for ZEPRT passenger trains laying over in between trips so they do not need to park on Track 110 or any other UPRR track.
- The Track 110 / 111 turnout immediately north of the future ZEPRT platform accommodates ZEPRT service along Tracks 110 and 111 without any revisions.
- The Track 104 / 111 right-hand turnout immediately east of the Salinas Road grade crossing is not affected by this project.
 - The future ZEPRT project proposes replacing this with a new left-hand turnout giving Track 111 the straight leg of the turnout rather than Track 104.
- The design accommodates two Number 15 right-hand crossovers to the south of the existing Number 10 left-hand crossover at MM 96.61 potentially allowing trains along the Coast Subdivision main tracks to access the ZEPRT alignment to Santa Cruz or the future platform along Track 110.

Relocation of UPRR Facilities with Alternative 1D

Two proposals have been developed to address UPRR's comment related to the relocation of the facilities within the Watsonville wye that would be impacted with Alternative 1D. TAMC is willing to relocate facilities as needed and work with UPRR departments to fulfill their needs for relocation. These are described below.

Proposal 1: Within the Watsonville Junction Wye (*preferred by TAMC*).

- This site has the advantage of being within the existing UPRR right-of-way.
 - Existing office, maintenance of way, and transloading facilities can be relocated on the site and improvements are made for vehicle access, circulation, and parking as part of the station project.
- The southern/western turnout along Track 713 is removed and a new turnout is installed providing access from the north/east end.

- This change improves vehicle access to the relocated transloading dock and track.
- This change eliminates the need for trains accessing Track 713 to cross Salinas Road.
- Vehicle circulation on the site includes several track crossings (Tracks 111, 714 and 104).
 - The number of trains along Track 111 would greatly increase if and when the Zero Emission Passenger Rail Transit (ZEPRT) Project is implemented on the Santa Cruz Branch Line, introducing potential conflicts between trains and vehicles on the site.
- There is only sufficient space for one-way traffic along the access roads within the UPRR right-of-way, so vehicles must use Railroad Avenue for part of their journey.
- There is inadequate space to accommodate a truck turnaround.

Proposal 2: At the intersection of Railroad Avenue and Allison Street on the north side of the UPRR Watsonville Junction / Pajaro Yard.

- This site has the advantage of compatible land use being zoned for heavy industrial usage.
- This site is located adjacent to the UPRR Watsonville Junction Yard and can be accessed by an extension of Track 014.
- This site is less constrained in terms of space than the alternative location within the wye allowing for more flexibility in space usage.
- There is good vehicle access to Salinas Road and San Juan Road without needing to cross any tracks within the UPRR property.
- The site accommodates a truck turn-around area, improving access to the transloading tracks and dock.
- The existing access road on the north side of the Watsonville Junction Yard is maintained.
- This site has sufficient space that the UPRR yard office building and associated parking lot could be relocated here if desired.
 - Attachments 1 and 2 provide two alternative locations for this building, immediately north of the existing site and adjacent to the relocated facilities.

Reasons to Eliminate Alternative 2 from Further Consideration

Between December 2024 and May 2025, the project team advanced analysis of Option 2 that was provided to UPRR for review (currently referred to as Alternative 2A). The following describe several of the reasons why it is recommended that Alternative 2A would be eliminated from further consideration.

1. Alternative 2A would result in worse station access for vehicles, buses, and bicyclists, increasing travel times and distances.
2. The Pajaro community has objected to placing the station further away from downtown and placing the station facilities on the east side of the UPRR tracks.
3. Alternative 2A would result in increased traffic across the relocated Lewis Road grade crossing, increasing safety concerns.
 - All station traffic would need to cross this track, in addition to preexisting traffic along Lewis Road.
 - Due to limited space, it would not be feasible to build any station access facilities on the west side of the UPRR tracks.
4. Alternative 2A would result in greater adverse impacts to agricultural properties and would result in increased mitigation demands due to agricultural impacts.
5. There is limited distance between the Alternative 2A relocated Lewis Road intersection with Salinas Road and the intersection where Salinas Road and Elkhorn Road split, adversely affecting traffic flow and increasing safety concerns.
6. The Alternative 2A station location is inconsistent with Monterey County plans for investing in the Pajaro area.
7. The access from Salinas Road along the relocated Lewis Road is inconsistent with Monterey County concepts for improving Salinas Road.

Memorandum

To: Rail Policy Committee
From: Andy Cook, Principal Transportation Planner
Meeting Date: September 14, 2026
Subject: **Central Coast Rail Corridor Project Updates**

RECOMMENDED ACTION:

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

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

TAMC is actively coordinating with partner agencies to plan and implement new passenger rail service on the Central Coast Rail Corridor between Los Angeles and the San Francisco Bay Area through the Coast Rail Coordinating Council (CRCC). Members of the Council include Regional Transportation Planning Agencies along the Central Coast that are planning and developing improvements to passenger rail service and upgrades to rail infrastructure between San Jose and Los Angeles. The schedule of meetings is available on the CRCC website (**Web Attachment 1**). TAMC activities for implementing new service in the intercity corridor south of Salinas are summarized below.

King City Multimodal Transportation Center

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. The project was included in the programmatic Environmental Impact Report/Statement for the Coast Corridor, which was completed by the San Luis Obispo Council of Governments (SLOCOG) in 2016. Staff is 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.

Olympic Pilot Service on the Coast Rail Corridor

SLOCOG is coordinating interagency discussions about implementing a pilot intercity rail service between the San Francisco Bay Area and Los Angeles for the upcoming 2028 Olympics, which leverages legislative interest in this international event to demonstrate the value of new passenger rail service in the Corridor and implementation of the permanent, regularly scheduled service being advanced by the CRCC members. Since receiving support from the CRCC member agencies last May, SLOCOG completed a draft operating plan for the proposal in coordination with the CRCC member agencies and the intercity corridor managing agencies. 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 would operate. The draft plan (**Web Attachment 2**) was approved by the CRCC at its September 11 regular Policy Board meeting.

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

ATTACHMENTS:

None

WEB ATTACHMENTS:

1. [Coast Rail Coordinating Council meeting schedule](#)
2. [Draft Central Coast LA28 Special Service Report](#)

Memorandum

To: Rail Policy Committee
From: Christina Watson, Director of Planning
Meeting Date: September 14, 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. On August 21, the California Transportation Commission (CTC) approved a 20-month extension of the expenditure deadline on state funding dedicated for right-of-way acquisition.

DISCUSSION:

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

Final Design

HDR Engineering prepared the 100% plans, specifications and estimates (PS&E) for stakeholder review on September 1, 2022, and has gathered stakeholder input on those plans. Since the last report to this Committee, the design team has continued to coordinate design review with Union Pacific Railroad (UPRR) and the City of Salinas. UPRR has a design review process that is separate from the Caltrans PS&E process. Once the UPRR design review is complete, the final track plans will be integrated into the final PS&E to prepare for construction bid documents. HDR 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 scheduled a site visit for 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.

Property Acquisition

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

Utility Relocation

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

Operations Discussions

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

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

ATTACHMENTS:

None

WEB ATTACHMENTS:

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