



TAMC

Transportation Agency for Monterey County

Monterey Peninsula to San Francisco Passenger Rail Service



— Project Need —

Transportation alternatives are needed for visitors to Monterey County, California, to improve interregional access to the San Francisco Bay Area, and to relieve congestion on the County's overburdened interregional highway connections. Tourism is a \$1.75 billion per year industry, and the second largest in Monterey County. The majority of the County's visitors originate in the Greater San Francisco Bay Area by private automobile. The health of this important regional industry relies on the County's few interregional transportation connections to the Bay Area.

Today, visitors to Monterey County traveling from the San Francisco Bay Area must use US Route 101, State Route 156, or State Route 1 to reach Monterey County:

- **US 101** is at congested levels in San Francisco, San Mateo, and Santa Clara counties and in Monterey County is at **Level of Service (LOS) "D"**, on a scale of A-F, from Salinas to the northern county line.
- *State Highway Routes 101, 156, 1, and 183 in Monterey County will be at **LOS F** by 2015.*

It is critical for the long-term health of the state and regional economy that Monterey County develop transportation alternatives for the County's visitors.

Project Description

Provide new intercity rail service between San Francisco and the Monterey Peninsula

- Uses existing 12.65 mile Union Pacific Monterey Branch Line to connect to the Monterey Peninsula.
- 2 roundtrips per weekday
- 3 roundtrips per day on weekends
- Anticipated Annual Patronage: 97,220

Capital Improvements

- Station construction at Pajaro, Castroville, and Fort Ord.
- Rail replacement and rehabilitation, upgrade of Salinas River Bridge, signals, and roadbed

Project Status

TAMC has come to an agreement with Union Pacific for purchase of the rail right of way between Castroville and Seaside. TAMC will soon initiate environmental review for the service, stations, and track improvements.

Monterey Branch Line



Project Benefits

- Alternative to automobile congestion
- Economic development benefits
- Air quality benefits
- Increased recreational trips to Monterey County
- Enhanced connections to the San Francisco Bay Area
- Station development facilitates reuse of the former Fort Ord Army Base

Timeline / Milestones

Sept 03	Branch Line acquisition & related costs	\$ 9.4 m
May 05	Environmental clearance for operations & stations	\$ 1.3 m
May 08	Engineering & Design	\$ 2.0 m
May 09	Construction complete	\$25.3 m
	TOTAL CAPITAL COST	\$38.0m
June 09	Service begins	

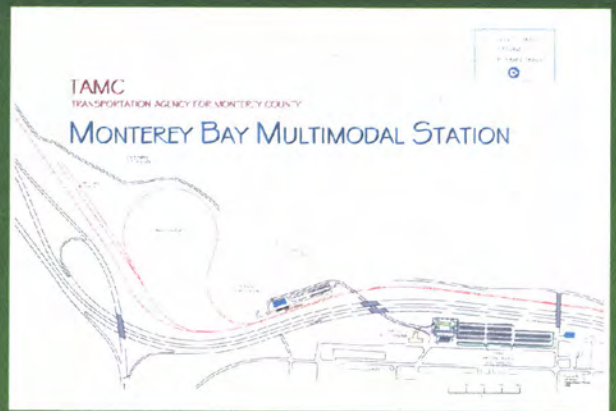
Operating cost

Fare revenues \$1.1 m

Subsidy required \$4.5 m

Total annual operating costs \$5.7 m*

*Source Amtrak & AECOM



Proposed Rail/Multimodal station for the Monterey Peninsula to be located at the former Fort Ord Army Base.



For more information, contact:

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