

Transportation Agency for Monterey County

Monterey Branch Line Presentation

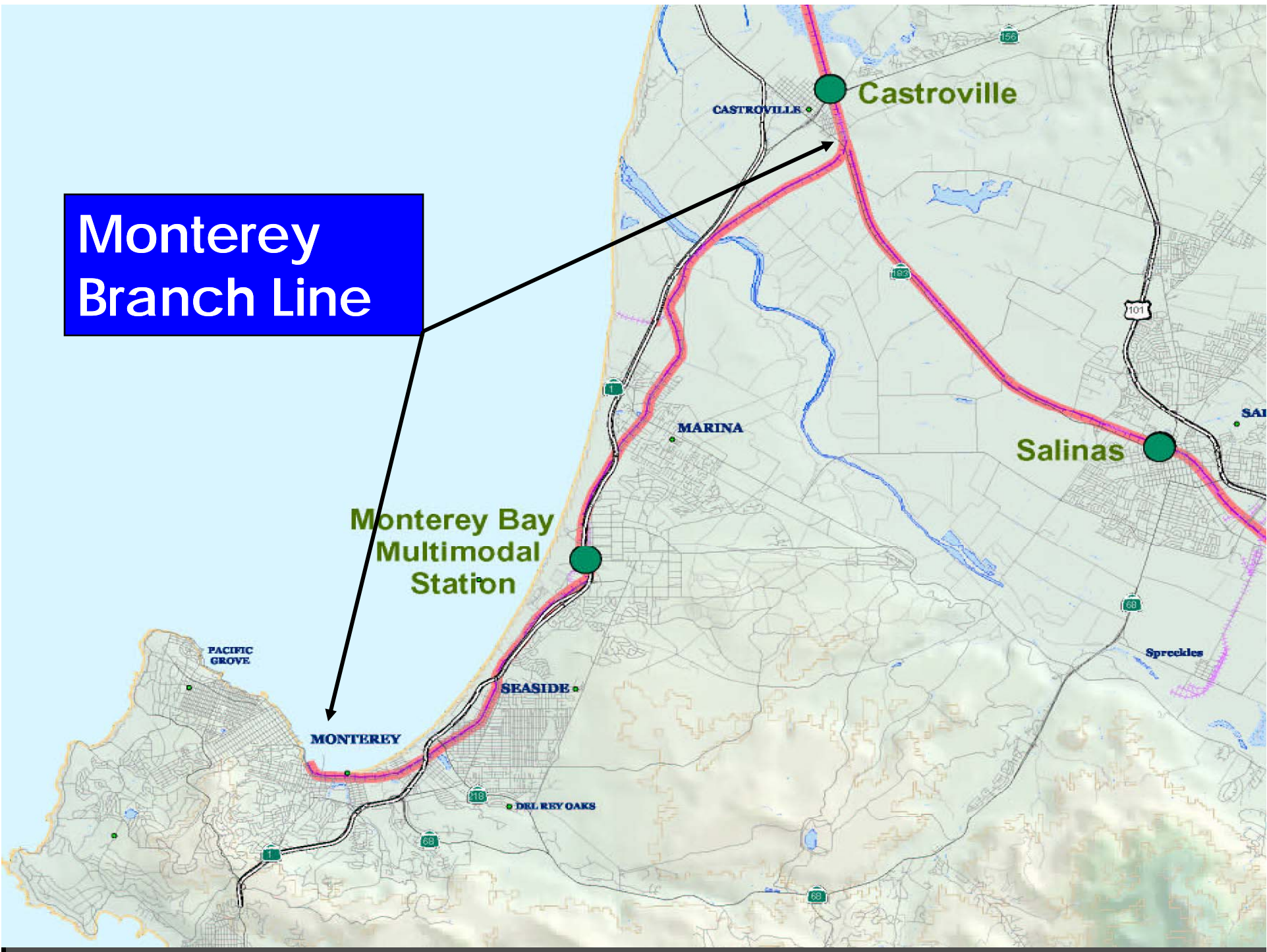


Monterey Branch Line

Monterey Bay Multimodal Station

Castroville

Salinas



Project Steps

- Purchase of corridor
 - Development of alternatives
 - **Selection of alternatives**
 - Environmental review
 - Federal funding approval
 - Project design, construction
 - Start of service: fiscal year 2014/15
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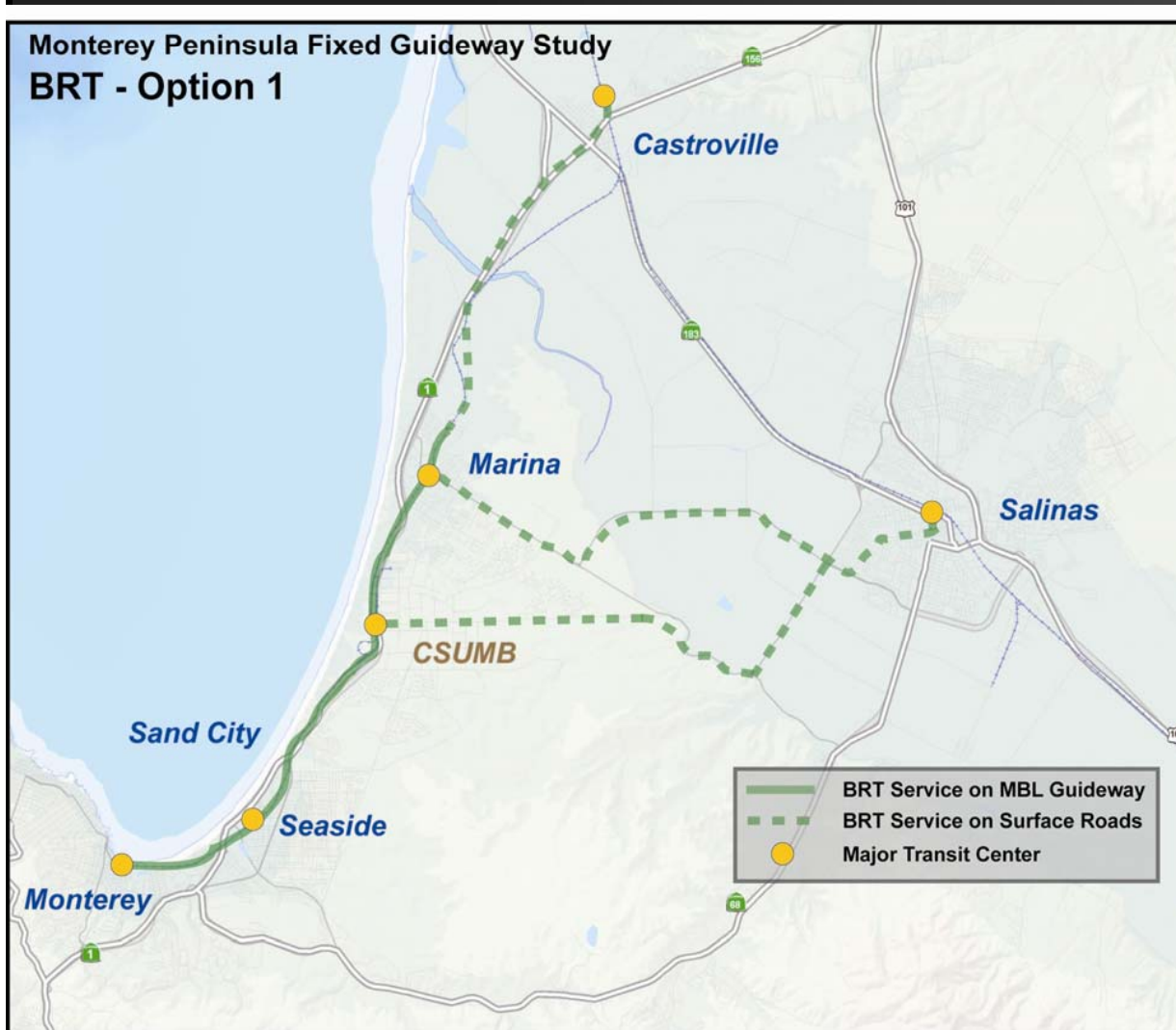
Peninsula Service: Alternatives Considered

- Bus Rapid Transit
- Light Rail & Intercity
- Enhanced Bus



Bus Rapid Transit:

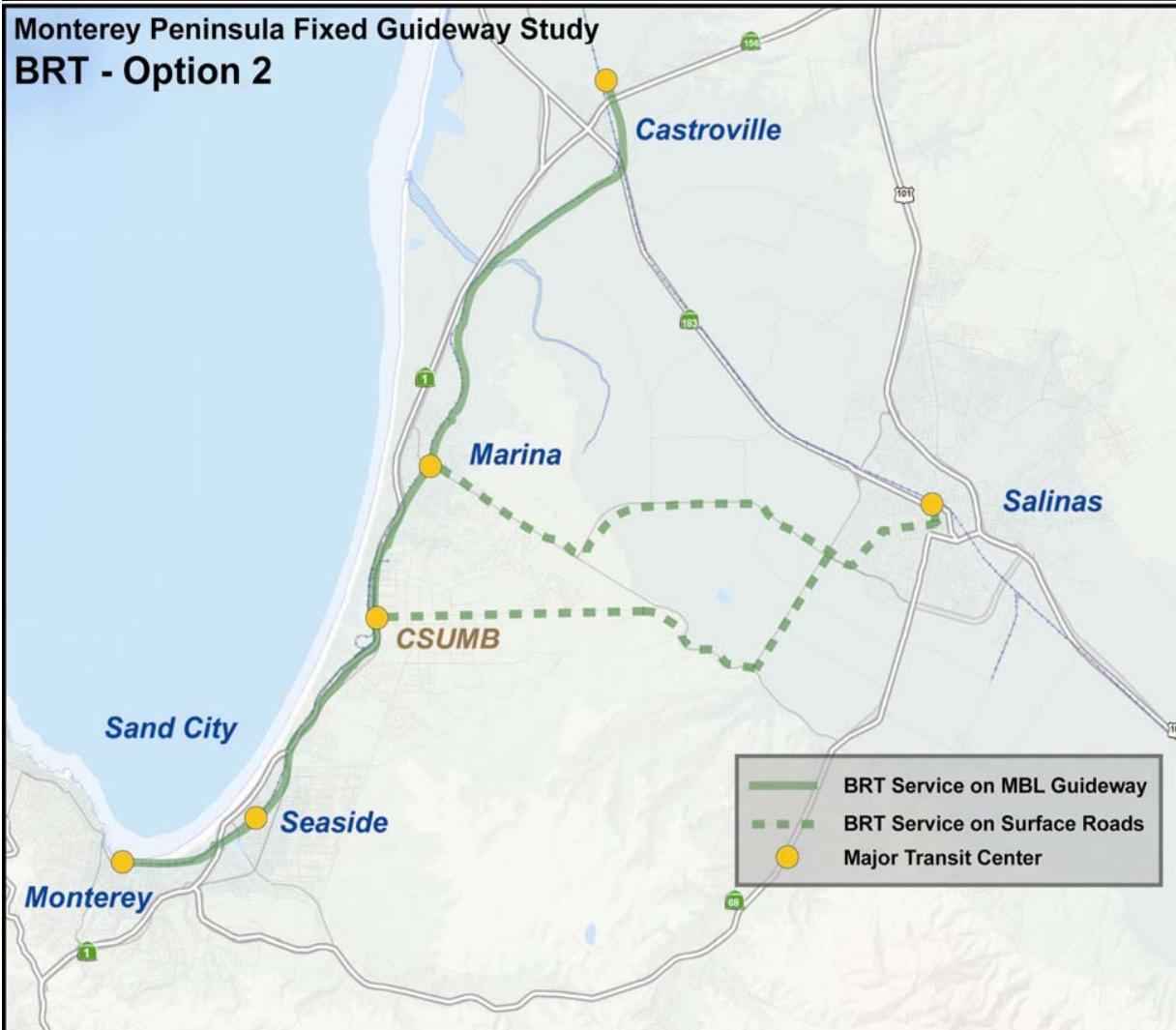
Option 1—Monterey to north Marina on MBL, and on surface streets from north Marina to Castroville and Salinas



- **Capital Cost:**
\$162M
- **Annual Cost:**
\$7.9M
- **Ridership Estimate:**
4,600-4,700

Bus Rapid Transit:

Option 2—Monterey to Castroville on MBL and on surface streets from north Marina to Salinas

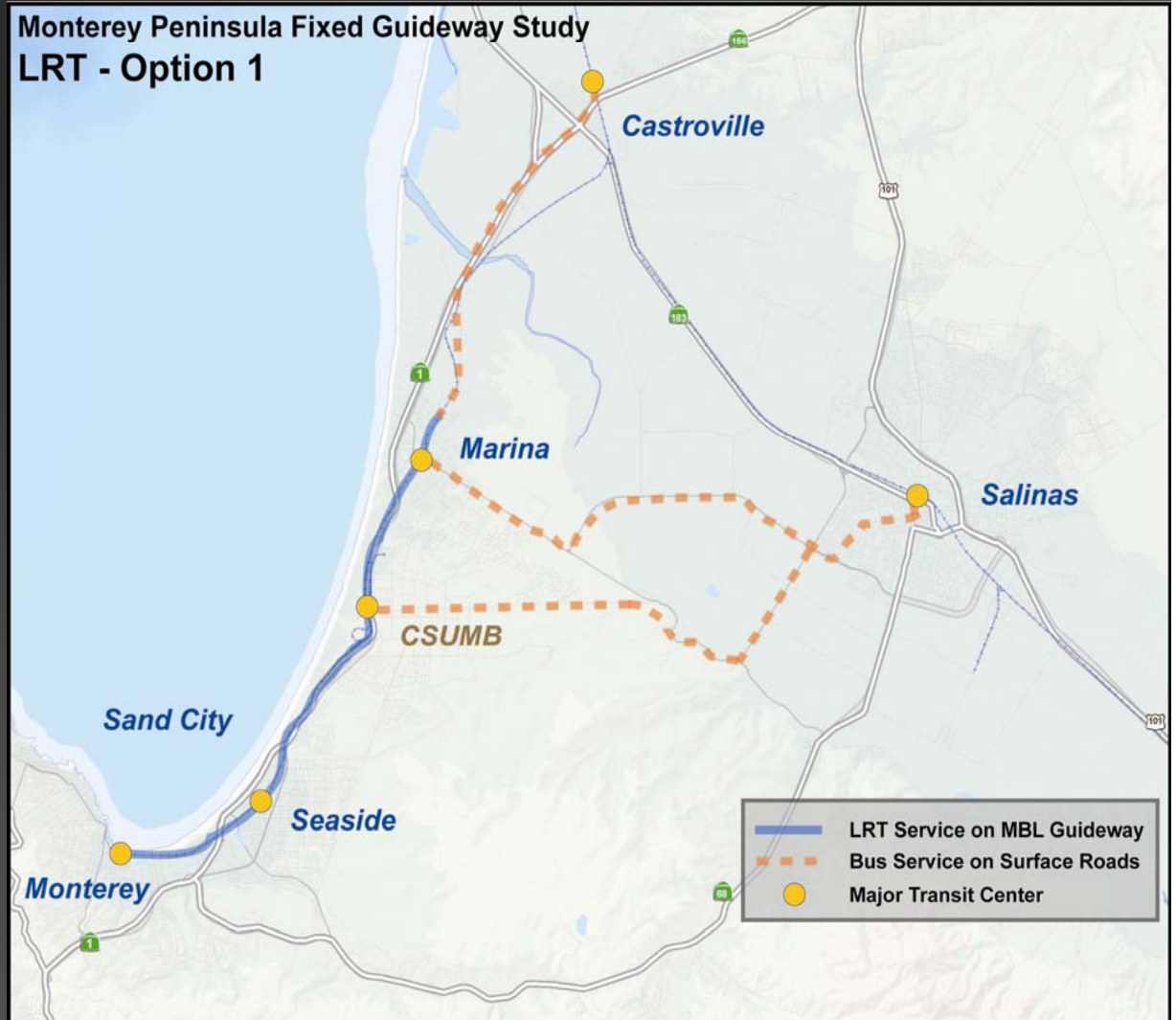


- Incremental
 - Capital Cost: \$33M
 - Annual Cost: \$0.33M
 - Ridership Estimate: 4,600-4,700

Light Rail Transit:

Option 1—Monterey to north Marina on MBL with connecting local bus from Marina to Salinas and Castroville

- **Capital Cost: \$168M**
- **Annual Cost: \$6.07M**
- **Ridership Estimates: 4,600-4,700**

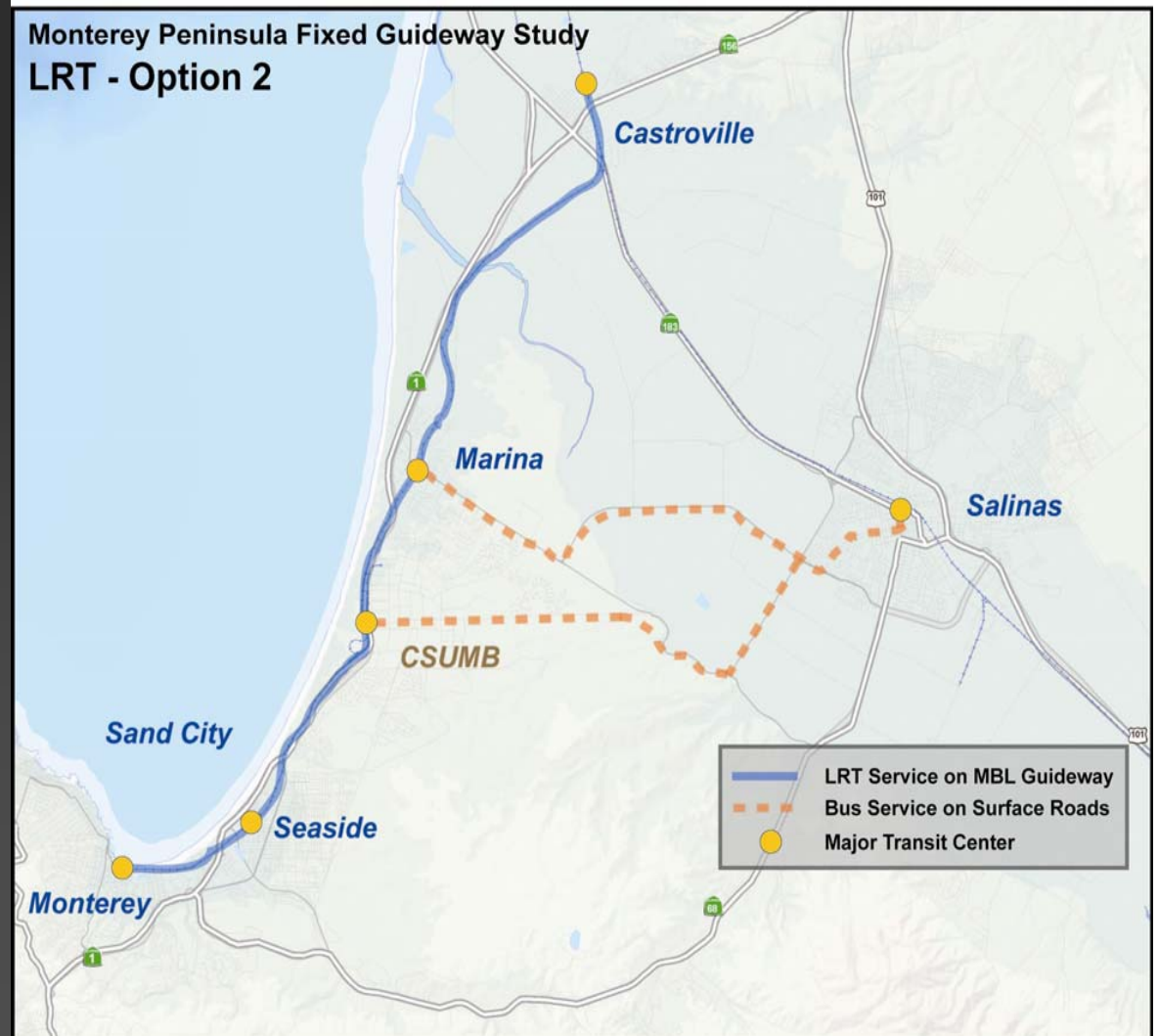


Light Rail Transit:

Option 2—Monterey to Castroville on MBL with connecting local bus from Marina to Salinas

- **Incremental**

- **Capital Cost:**
\$43M
- **Annual Cost:**
\$2.86M
- **Ridership Estimate:**
4,600-4,700



Enhanced Bus Alternative

- **Capital Cost:**
\$46M
- **Annual Cost:**
\$4.2M
- **Ridership
Estimate: 3,500**



Bus Rapid Transit Vehicles



Light Rail Vehicles



Bus Rapid Transit Benefits:

- Ability to drive buses off of the guideway onto local streets.
 - Convenience of a one seat ride from Monterey to Salinas and Castroville.
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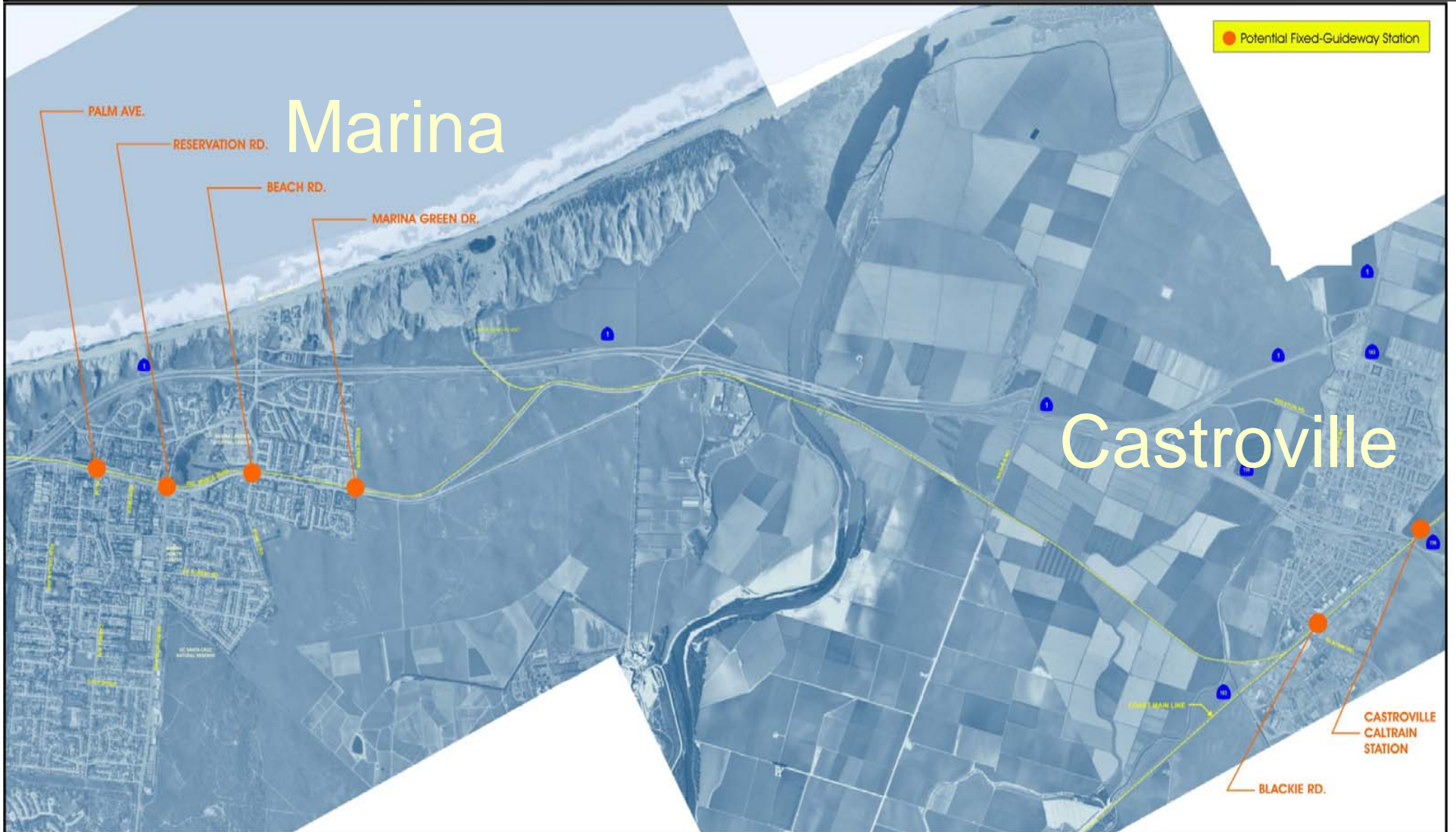
Light Rail Transit Benefits:

- Light Rail appears more permanent than a bus-way.
 - Potential for intercity rail from San Francisco to Monterey in the future.
 - Attractiveness of the light rail to “choice” riders .
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Peninsula Stations (Monterey-Marina)



Peninsula Stations (Marina-Castroville)



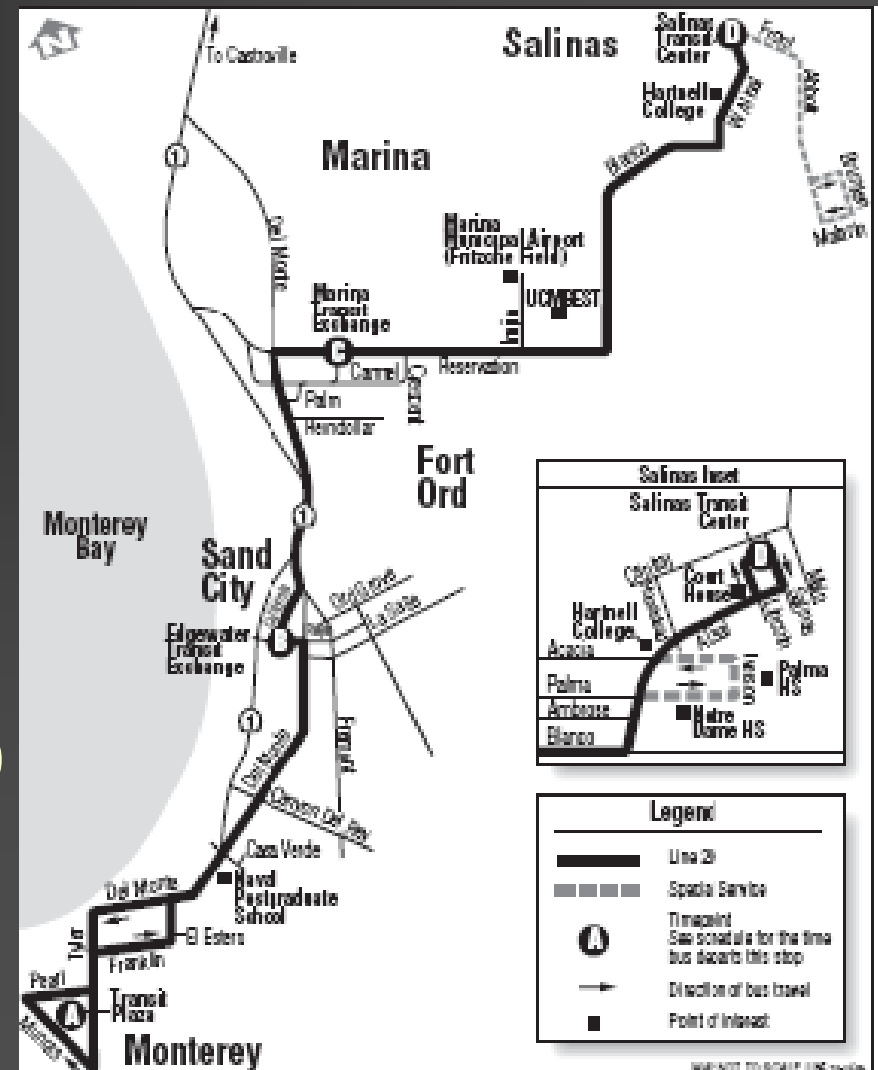
Transit-Oriented Development

- Planned Transit-Oriented Development along Del Monte Blvd.
- Integrate with Rail Project and Bike Path
- Multi-Modal Project



Ridership Estimates

- Route 20 (Monterey to Salinas through Marina): **2,200**
- 2015 Fixed Guideway Estimate:
 - No Build: **2,400**
 - Enhanced Bus: **3,500**
 - BRT or LRT **4,600 - 4,700**



Percentage of Riders Between Cities

Origin	Salinas	Marina	Seaside	Monterey
Salinas	47.60%	0.60%	1.20%	0.80%
Marina	1.90%	1.50%	2.60%	2.90%
Seaside	0.80%	2.30%	6.60%	11.20%
Monterey	1.40%	3.00%	9.80%	6.00%
Movement between Salinas & Peninsula Cities	6.70%			
Movement between Peninsula Cities	45.90%			

Potential Funding Sources

- Capital Costs
 - Federal Funding
 - State Funding
 - FORA Fees
 - Regional Fees
 - Operating Costs
 - Farebox Revenues
 - Lease Revenues
 - State Transit Funds
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Monterey Branch Line: Timeline

(Phase I: Monterey to Marina)

- City Council Meetings Feb/Mar. 2009
- Alternatives Analysis April. 2009
- Select Alternative April 2009
- Environmental Documents 2009-10
- Engineering & Design 2010-12
- Construction 2013-14
- Start of Service 2014/15

Questions?

