

MONTEREY PENINSULA FIXED GUIDEWAY SERVICE



Project Benefits

- ▶ Improves access between Monterey and Salinas
- ▶ Improves access to San Francisco and San Jose
- ▶ Provides alternative to traffic congestion
- ▶ Facilitates access to jobs, health care, shopping
- ▶ Reduces commuter stress
- ▶ Promotes economic development around stations

PROJECT DESCRIPTION



The Monterey Peninsula Fixed Guideway Service will provide light rail transit service using the existing Monterey Branch Line alignment, which was purchased by the Transportation Agency in 2003 for \$9.3 million. The 16-mile corridor extends between Monterey and Castroville on the publicly owned tracks adjacent to Highway 1. The first phase of the project will run between Monterey and north Marina with key stations in Monterey, Seaside, Sand City, Marina/CSUMB, and connecting bus service to Pacific Grove and Carmel to the south and Salinas to the east. Later phases will extend service to the planned commuter rail station in Castroville and increase the frequency of trains. TAMC is currently in the environmental review process for this project.

COST ESTIMATE

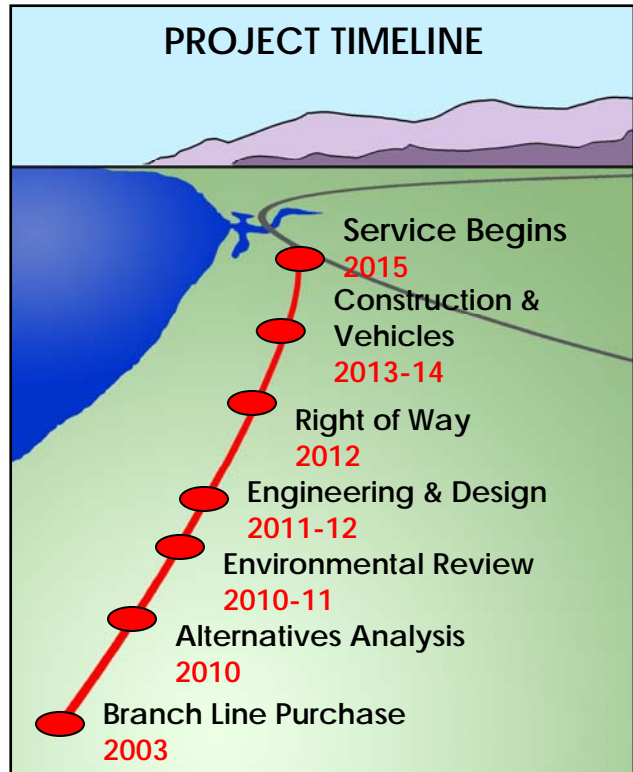
Total Project Cost Range:
\$145,000,000
Annual Estimated Operating Cost:
\$4,300,000

In partnership with:



Monterey Branch Line tracks(R) and typical congestion along Highway 1 in Marina

PROJECT TIMELINE

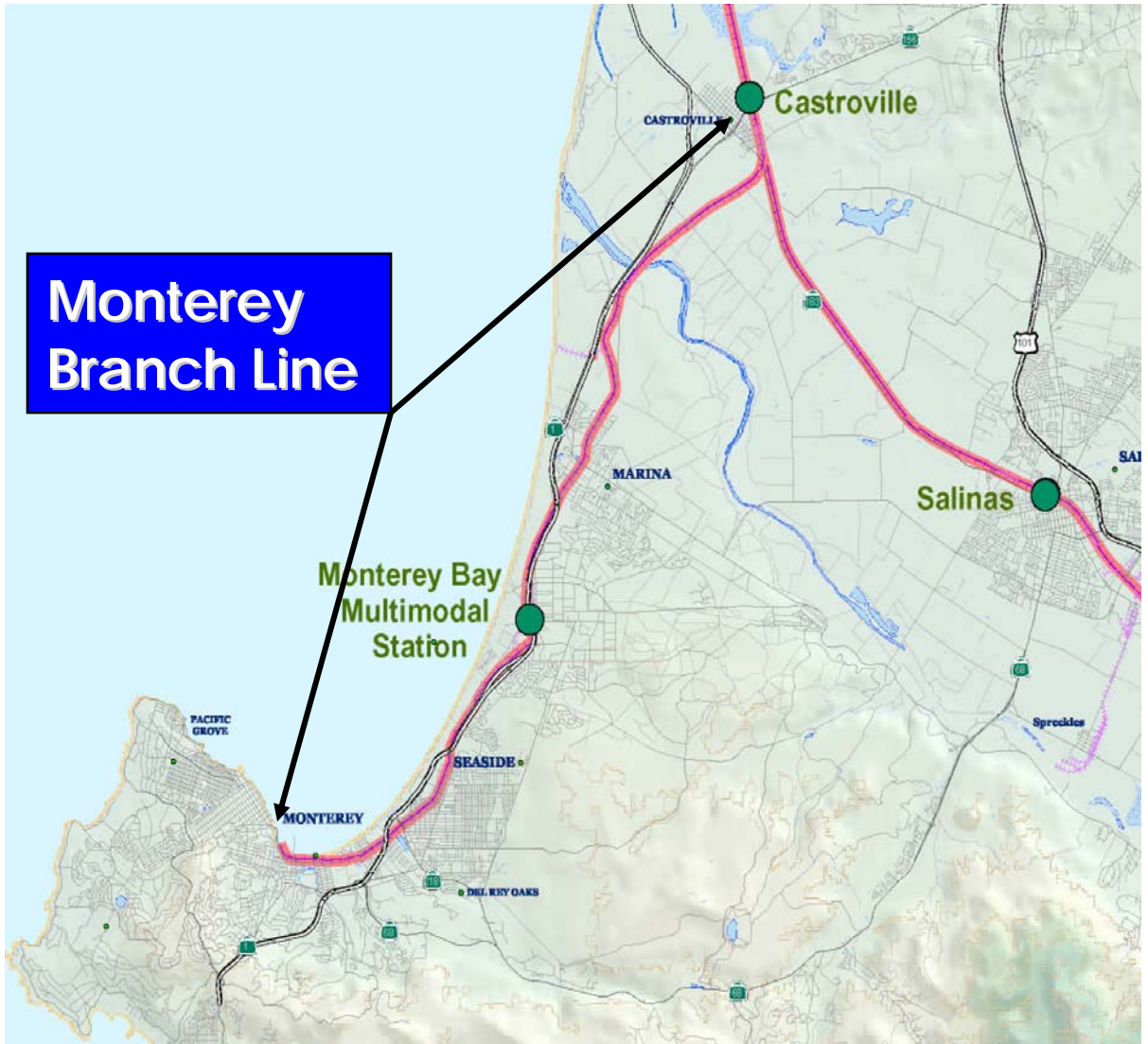


Estimated schedule - subject to revision



PROJECT LOCATION

Monterey Branch Line



Light rail transit was selected for this corridor based on its ability to provide superior transportation in the long-term while best meeting the vision and future plans for each of the peninsula cities. Light rail vehicles hold more riders than bus rapid transit vehicles and, have the ability to add train cars at a nominal operating cost, which will be beneficial when ridership increases in the future. Light rail transit was also only 10% more expensive than bus rapid transit in this corridor.

