



Monterey Bay Area Network Integration Study

Rail Policy Committee

April 5, 2021



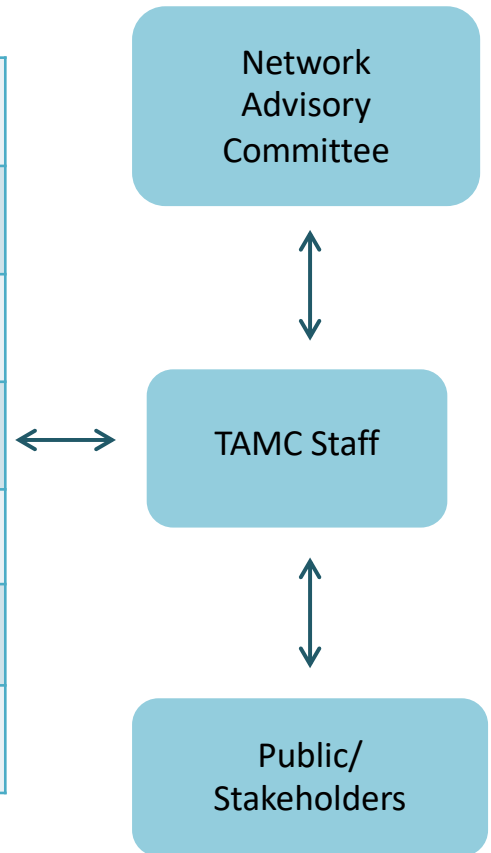
Agenda

1. Update on Schedule and Deliverables
2. Ridership Results
3. Funding, Finance & Grants Strategy
4. Next Steps



Project Schedule

Existing Conditions	Recent studies, demographics, travel demand, planned improvements	April 2020
Future Service Vision	Strategic corridor identification, service planning, network integration	April 2020
Network Modeling	Scenario development, modeling results analysis – Future Service Vision Memo	August 2020
Governance Models	Current jurisdictions, governance strategy, operator strategy	December 2020
Implementation Planning	Cost estimate, ridership, fleet strategy	February 2021
	Funding/finance and grants strategy, technical materials	March 2021
Benefits Assessment	Transportation, environmental, economic	April 2021




Draft Network Integration Study – May 2021
Final Network Integration Study – June 2021



Completed Deliverables

- Existing and Future Conditions
- Future Network Service Vision
- Public Sentiment Survey
- Governance and Operations Models
- Fleet Strategy
- Cost Estimate
- Ridership

tamcmonterey.org/monterey-bay-area-rail-network-integration-study

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PROGRAMS & PROJECTS

- BIKE AND PEDESTRIAN
- BUS TRANSIT
- CALL BOXES
- COMPLETE STREETS
- HIGHWAY SAFETY
- FREEWAY SERVICE PATROL
- FUNDING AND PLANNING
- RAIL
 - MONTEREY BAY RAIL NETWORK INTEGRATION STUDY
 - MONTEREY BRANCH LINE
 - MONTEREY COUNTY RAIL EXTENSION
 - COAST RAIL PROJECT
- REGIONAL CONSERVATION INVESTMENT STRATEGY
- REGIONAL DEVELOPMENT IMPACT FEE
- ROUNDBOUTS
- SAFE ROUTES TO SCHOOLS
- TRAFFIC COUNTS

Monterey Bay Area Rail Network Integration Study

TAMC is developing a **Monterey Bay Area Rail Network Integration Study**. This work is funded by a [Transit and Intercity Rail Capital Program \(TIRCP\) grant](#). The purpose of this study is to lay the groundwork for implementing the [2018 California State Rail Plan](#) in the Monterey Bay Area by determining the optimal options for rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City. A draft of the study is anticipated to be published in winter 2020-21.



Source: 2018 California State Rail Plan

A Spanish-language interview about the survey on Radio Bilingue is available [here](#).

Deliverables under this contract will be posted here when available:

- [Existing and Future Conditions Memo \(6MB\)](#)
- [Future Network Service Vision Presentation](#)
- [Future Network Service Vision Memo](#) - with [Appendices](#) and [Rail/Bus Schedules](#)
- [Public Sentiment Survey Memo](#)
- [Fleet Strategy Memo](#)
- Governance and Operations Models Memo
- Benefits Assessment Memo
- Network Integration Study

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Next Deliverables

- **In Progress:**
 - Funding, Financing & Grants Strategy
- **Next Steps:**
 - Benefits Assessment
- **Final Report:**
 - Draft Network Integration Study
 - Final Network Integration Study



Rail over Elkhorn Slough
Source: Jim Toy, trainweb.org

Ridership Results



General Approach

- Pre-COVID data
- Capitol Corridor and Pacific Surfliner connections
- Fare Models
 - Caltrain
 - Pacific Surfliner
 - SMART



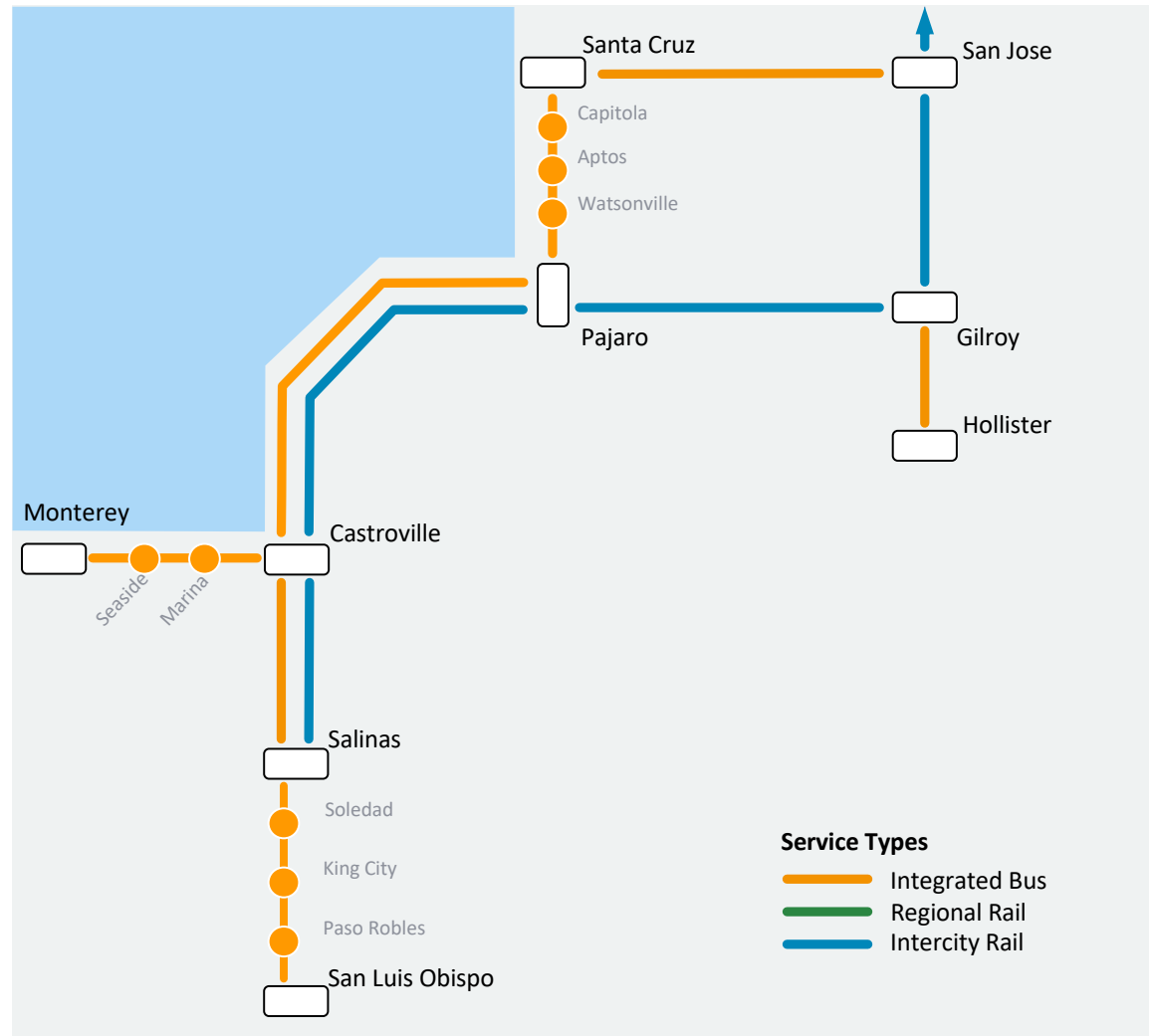
Initial Service Concept

■ Infrastructure

- Storage tracks at Salinas station
- New hub stations:
 - Pajaro
 - Castroville

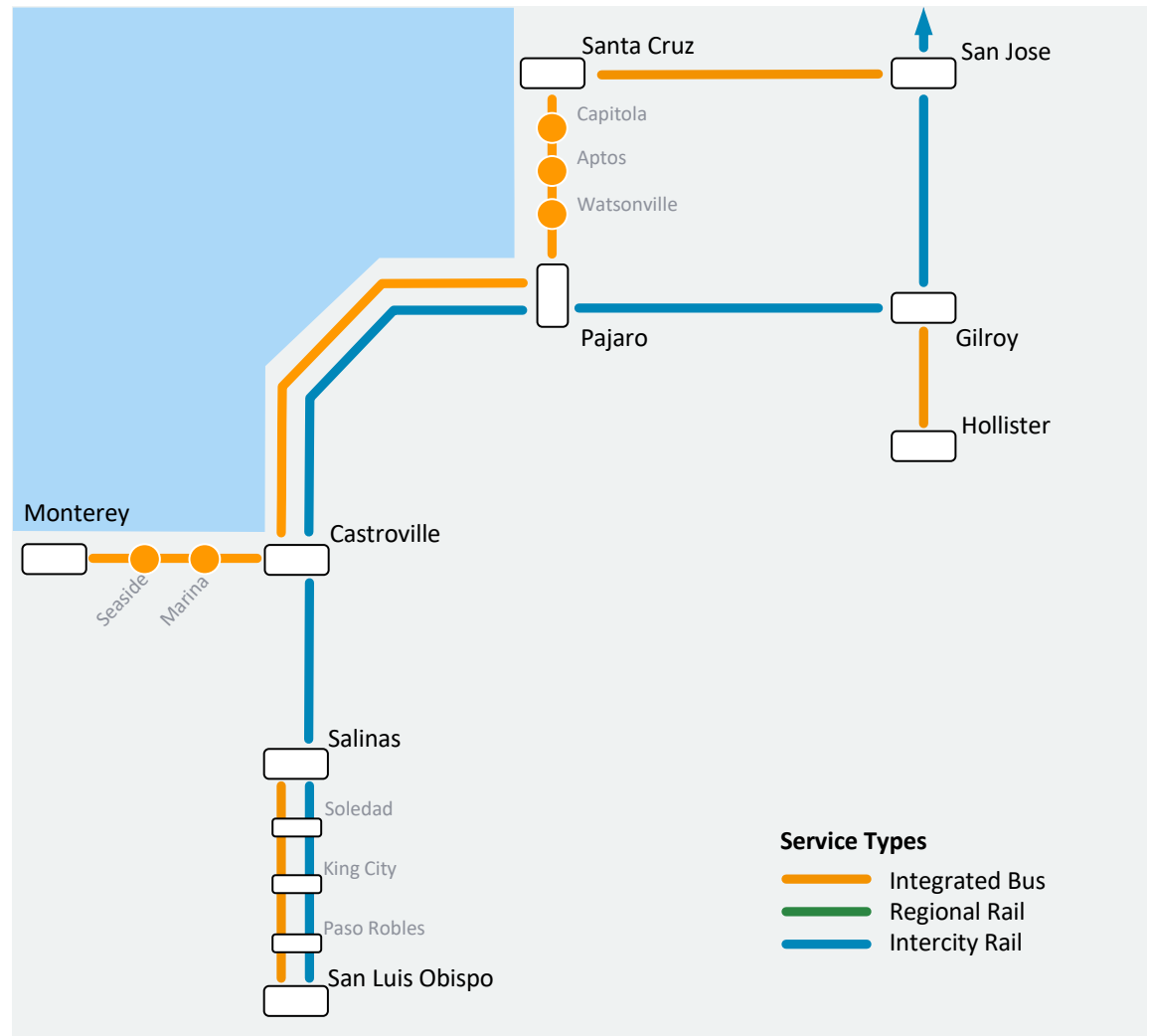
■ Train equipment

- 3 conventional diesel-hauled trains
- Contract operations with Caltrain



Phased Service Concept

- **Soledad Station**
 - Side platform
 - 200 parking spaces
- **King City Station**
 - Side platform
 - 200 parking spaces
- **Mainline Siding**
 - South of Salinas



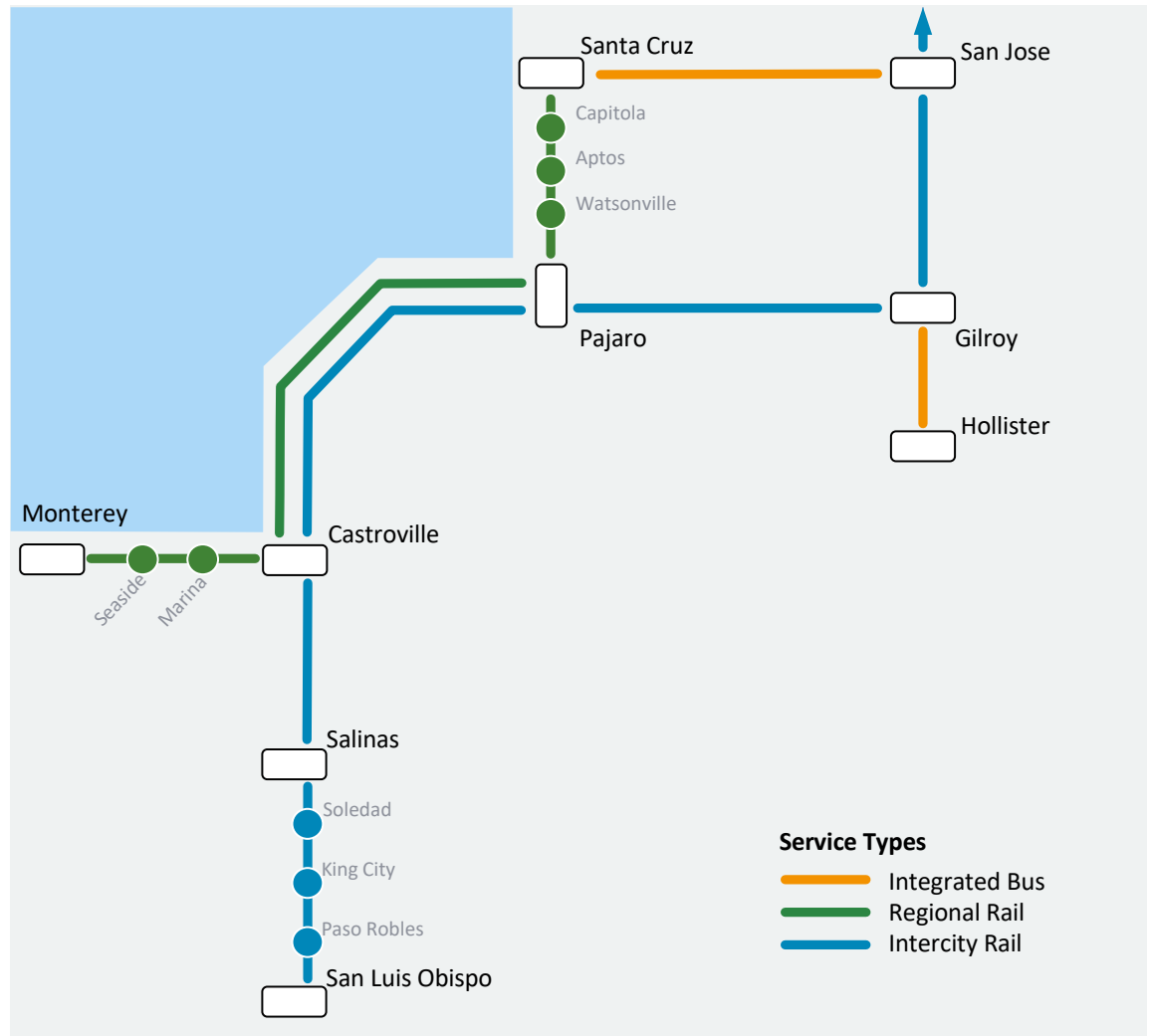
Vision Service Concept

■ Mainline

- Two additional sidings south of Salinas
- 1 additional trainset

■ Monterey-Santa Cruz

- Track upgrades
- New stations
- 5 trainsets
- Maintenance Facility



Annual Ridership – Mainline

Stations	Initial	Phased		Vision
San Luis Obispo	3,000	7,800	4,400	15,800
Paso Robles	1,100	9,900	5,300	20,200
King City	200	1,900	1,000	3,700
Soledad	400	3,000	2,500	6,000
Salinas	31,700	58,300		67,600
Castroville	20,900	43,200		50,000
Pajaro	30,100	72,500		84,800
Gilroy	3,700	13,100		17,200
San Jose	32,500	84,600		98,700
[through San Jose]	14,100	51,400		60,900
San Francisco	27,400	42,800		49,800
Bus Ridership	4,700	13,200		n/a
Rail Ridership	160,300	388,300		474,400
“Through” Rail Trips	28,500	123,000		142,000
Total Rail Ridership	188,800	506,300		616,800

Annual Ridership – Monterey-Santa Cruz

Stations	Phased	Vision
Monterey	54,100	97,900
Seaside	54,500	97,600
Marina	58,300	106,500
Castroville	23,700	44,000
Pajaro	45,000	83,400
Watsonville	107,100	198,500
Aptos	71,800	125,200
Capitola	33,600	62,300
Santa Cruz	58,400	108,900
Total Ridership	506,300	924,100

Funding, Financing, and Grants Strategy



Funding and Financing

- **Assessment**
 - Benefits
 - Challenges
 - Other considerations
 - Capital vs. O&M
 - Phase
- **Prioritization**
- **Funding Range**



Initial Service – Federal Sources



- Formula Grants
 - FTA 5307 Urbanized Formula Grants: \$1.75 million annually (operations)
 - 5337 State of Good Repair Grants: \$1.83 million annually (maintenance)

- Discretionary Grants
 - CRISI: \$250,000 - \$16.3 million (capital); \$500,000 (planning)
 - FTA 5309 Small Starts: \$33.8-76.8 million (capital)

Initial Service – State Sources



– Discretionary Grants

- Low Carbon Transit Operations Program: \$13K-\$6M (capital & ops)
- Solutions for Congested Corridors: \$25-100 million (capital)
- Transit and Intercity Capital Program: \$1-40 million (capital)

Initial Service – State Sources



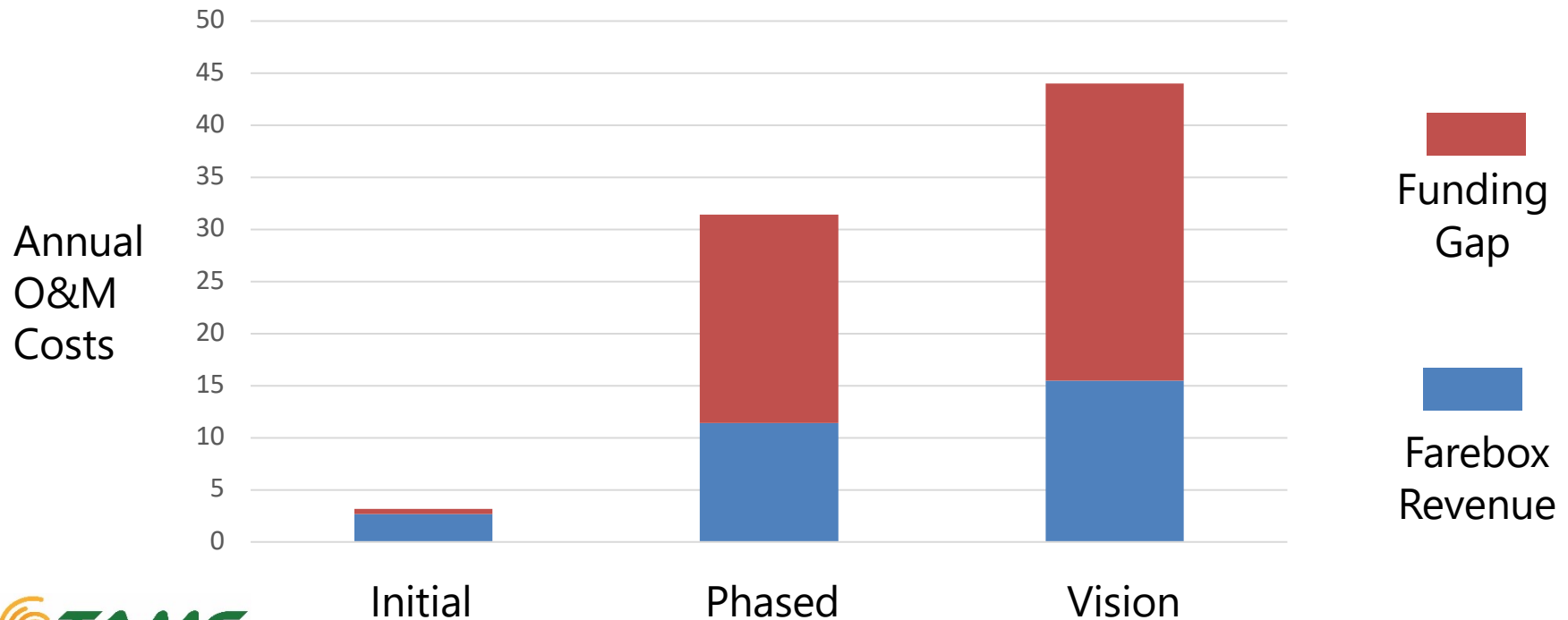
– Formula Grants

- SB1 State Rail Assistance (SRA): \$500K-\$1.2M (capital & ops)
- State Transportation Improvement Program (STIP)
 - Interregional Share: \$500K-\$1.25 million annually (O&M)
 - Regional Share: \$500K-\$1M annually (capital & ops)
- Local Transportation Fund (LTF): \$2-4.1 million annually (O&M)
- State Transit Assistance (STA): \$1.5-3 million annually (capital & ops)

Local Sources – Farebox Revenue

Annual revenue in millions:

- Initial Service: \$2.7 of \$3.2
- Phased Service: \$11.4 of \$31.4
- Vision Service: \$15.5 of \$44.0



Initial Service Costs

Capital Cost: \$102.4 million

- High-Priority Sources: \$67-250 million
 - \$5-10.5 million annual allocations through State formula programs
 - California's Solutions for Congested Corridors Program
 - FTA Capital Investment 5309 Small Starts Grants

Operations & Maintenance Cost: \$3.2 million annually

- High-Priority Source (Farebox Revenue): \$2.7 million annually
- State operating support

Next Steps – Federal Sources



– Capital Investment Grant – Small Starts

- Bus or station projects
- Determine whether to pursue
- Express interest to FTA, submit request to enter Project Development

Next Steps – State Sources



- Low Carbon Transit Operations Program
- Solutions for Congested Corridors Program
 - Participate in US-101 Corridor Development Plan
 - Quantify benefits
- Transit and Intercity Rail Capital Program
 - Quantify benefits (GHG reduction)
- State Rail Assistance

Next Steps – Local Sources

- Potential future sales tax or fees/assessments
 - Timing
 - Political priorities
 - Community support



Discussion and Next Steps





Thank You!

