

TAMC'S MILESTONES FOR THE MONTEREY BRANCH LINE

- **Sept 2003:** **TAMC purchases Monterey Branch Line using \$9.82 M in State Proposition 116 Rail Bond funding**
- Feb-Mar 2009: Rail Policy Committee (or Committee) discusses Draft Alternatives Analysis submittal to Federal Transit Administration (FTA), prerequisite for Federal funds
- **Sept-Oct 2009:** **Committee recommends TAMC Board select Light Rail as the Locally Preferred Alternative: Cost estimate for Phase 1 (Monterey-Marina): \$128.5 M capital; \$4.5 M/yr operating**
- 2010/11: Branch Line environmental studies and public outreach phase: Committee approves Light Rail simulation on branch line showing it will not block Window on the Bay; many Monterey residents still oppose
- March 2010: Committee recommends TAMC Board request CTC allocate remaining Proposition 116 funds to the Salinas Rail Extension project to avoid losing the funds (of the total \$17 M authorized, \$9.82 M used to buy MBL)
- July 2010: TAMC Chair urges Monterey Mayor not to hold a referendum on Light Rail
- **April 2011:** **TAMC submits the Alternatives Analysis to FTA for review**
- May 2011: Committee receives updated cost info for Light Rail Phase 1: \$165 M capital; \$3.7 M/yr operations.
- 2011/12: Committee receives information on draft Small Starts application, preliminary draft EIR
- April 2012: FTA requests more information on ridership
- Oct 2012: Committee receives updated LRT ridership estimates that confirm prior est. at 2,100 – 2,950 boardings/day
- **Aug 2013:** **FTA still has not accepted the light rail Alternatives Analysis; suggests MST initiate low-cost Bus Rapid Transit on Branch Line; cost est.: \$30 M**
- Sept 2013: Committee considers MST request to support low cost busway. Staff report: *"The 2010 Monterey Branch Line Alternatives Analysis identified light rail operation between Monterey and Castroville as the preferred alternative for the corridor. However, this project has been put on hold due to federal and local funding constraints. Until funding is identified staff proposes that the Transportation Agency consider short-term uses that will build transit ridership along the corridor in preparation for light rail service."*
- March 2014: **TAMC Board votes to authorize the Committee to send a letter to FTA supporting interim Bus Rapid Transit on the Monterey Branch Line**
Staff report notes: *"TAMC Board selected light rail service as the preferred alternative for the use of the branch line in 2009 and the Monterey Peninsula*

Fixed Guideway Study was completed in 2011. TAMC staff supports the express busway for further study but have not had extensive discussions with MST on this proposal. Before a transit easement could occur, staff would need to explore several issues, including the implications of the proposed use of the Monterey Branch Line as match and how that would affect future light rail grant applications. Staff expects to be coordinated with throughout the grant application and study process. If the express busway service is successful, it would help build the case for light rail service in the future."

- May 2014: MST submits draft application for Very Small Starts Funding to FTA
- March 2015: MST updates Committee on status of Very Small Starts application, seeking state Cap & Trade monies for 50% match
- Dec 2015: TAMC Board Places Highway 1 Busway in Early Draft Transportation Safety and Investment Plan for Public Review
- **June 2016: TAMC Board adopts Transportation Safety and Investment Plan with \$15 million for Highway 1 Rapid Bus Corridor; places on Nov 2016 ballot**
- Nov 2016 Measure X approved by 67.71% of voters
- **2017/18: FTA administration ends Very Small Starts program**
- August 2017 In presentation to Committee on Sonoma-Marina Area Rail Transit field trip, Director Hale notes, *"SMART is a good model for the Monterey Branch Line project."*
- August 2018: MST gives Committee presentation on Bus on Shoulder/Branch Line study; committee minutes note that: *"Director Hale said that this project is a precursor for light rail service."*
- 2018: RPC learns that California State Rail Plan includes near-term money for Santa Cruz to Monterey bus and rail study; long-term for rail service.
- Nov 2018: SB 1 upheld by voters; includes Transit Intercity Rail Capital Improvement Program which could pay for remaining Busway cost, future light rail
- Dec 2018: TAMC approves Rail Network Integration Study scope of work, which will analyze:

"... Development of improved connections to the proposed extension of passenger rail from the San Francisco Bay Area to the Monterey Bay Area with other rail and transit services, specifically: Extension of Caltrain, Capitol Corridor, and/or Altamont Corridor Express service to Monterey County, Development of a new independent service in the Monterey Bay Area similar to the Sonoma-Marina Area Rail Transit (SMART) system, and New rail service along the Central Coast connecting to Gilroy and San Luis Obispo."
- **April 2019: TAMC Board approves Rail Network Integration Study consultant contract.**
- **October 2019: MST initiates environmental review of busway on Monterey Branch Line, from Marina thru Sand City**