

# CAPITOL CORRIDOR EXTENSION TO SALINAS

## PROJECT OVERVIEW, OPERATIONS PLAN & INSTITUTIONAL ARRANGEMENTS

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas.

The project would function as an extension of existing state-sponsored Capitol Corridor intercity passenger rail service, operated and maintained by the Capitol Corridor Joint Powers Authority.

The service will start with two round trips, expanding to up to six round trips as demand warrants.

## CAPITAL IMPROVEMENTS

### Kick-Start:

- A downsized Salinas station: Lincoln Avenue extension, improved car and bike parking facilities, two-train layover facility
- Track and platform improvements at Gilroy, Morgan Hill, and Tamien

### Future Phases:

- A new station at Pajaro/ Watsonville (connection to the Santa Cruz branch line)
- Expansion of the Salinas train station and layover facility
- A new station at Castroville (connection to the Monterey branch line)

Track access rights and track improvements to 38 miles of existing Union Pacific Coast Mainline track between Gilroy and Salinas.

## PROJECT BENEFITS

Provides an alternative to the highly congested US 101 corridor to access to jobs, education, health care and interregional transportation in Silicon Valley and the San Francisco Bay Area.

Promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around the three stations.

**825** new jobs created in an area with high unemployment

**\$2.2 million** saved annually in avoidance of highway accidents.

**40** tons annual reduction in carbon monoxide, a smog-forming toxic gas.

**34** tons annual reduction of carbon dioxide, a greenhouse gas and contributing factor in global climate change, as a result of reducing total vehicle miles traveled on the regional road and highway network.

**1** ton annual reduction in volatile organic compounds, also smog-forming toxic gases.

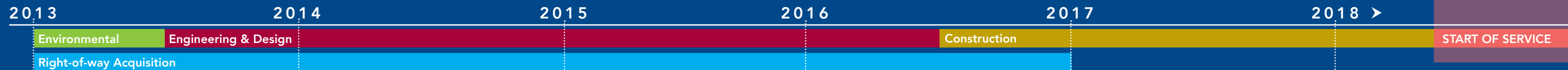
**150,000** estimated annual ridership.

**66%** estimated farebox recovery.

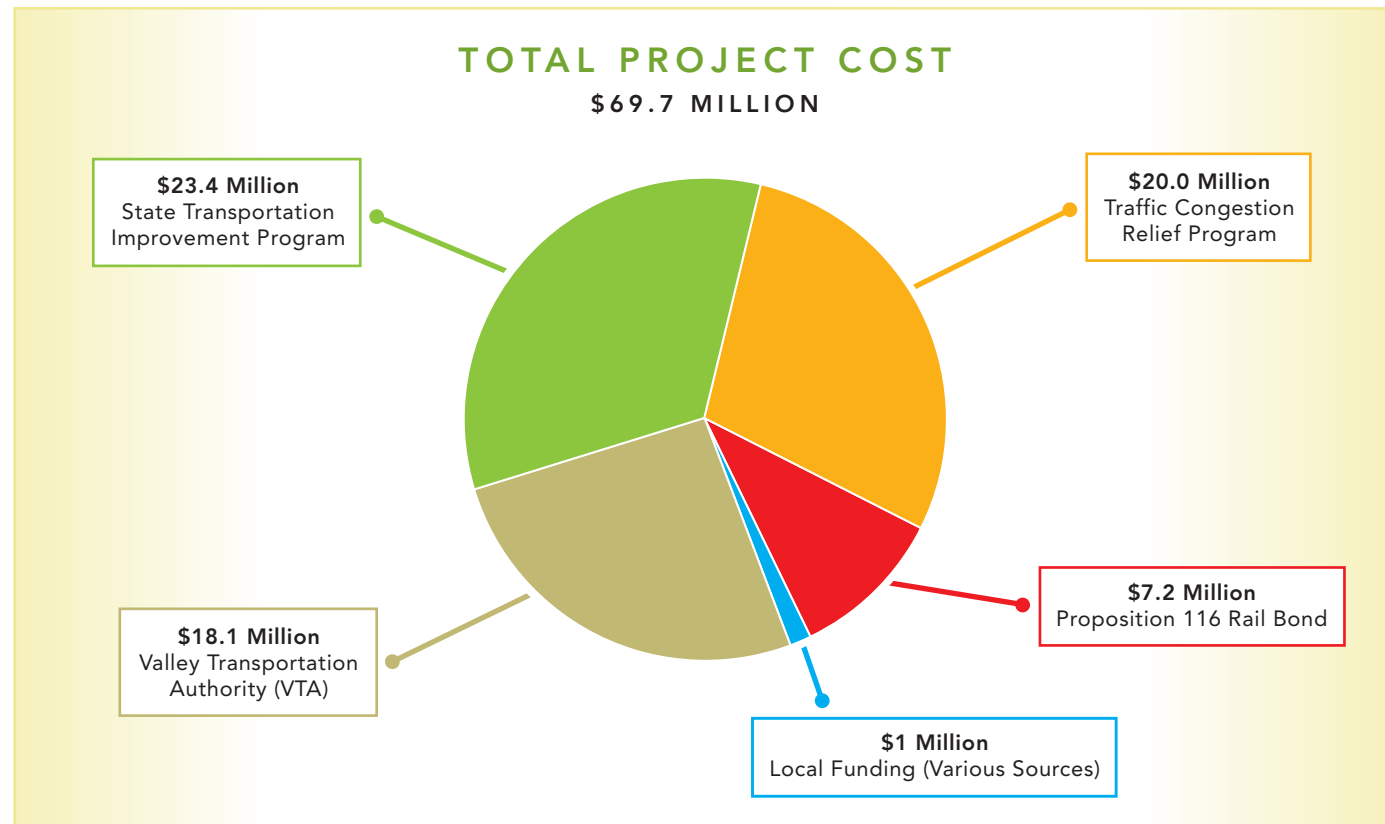
Extensively collaborative endeavor and has regional and statewide support, as well as support from every Congressional Representative along the rail corridor.



## PROJECT TIMELINE



# CAPITOL CORRIDOR EXTENSION TO SALINAS: FUNDING PLAN



Project costs do not include required new trainsets to support the Capitol Corridor service extension.



## CAPITOL CORRIDOR EXTENSION TO SALINAS



### DRAFT TRAIN SCHEDULE Note: weekend times will vary.

Station	Train #1	Train #2	Station	Train #1	Train #2
<b>NORTHBOUND (AM)</b>			<b>SOUTHBOUND (PM)</b>		
Salinas	5:06 a	6:01 a	Sacramento	2:10 p	3:35 p
Castroville	5:16 a	6:11 a	Oakland	4:03 p	5:28 p
Pajaro/Watsonville	5:31 a	6:26 a	San Jose Diridon	5:14 p	6:45 p
Gilroy	6:00 a	6:55 a	Tamien	5:19 p	6:50 p
Morgan Hill	6:14 a	7:09 a	Morgan Hill	5:37 p	7:08 p
Tamien	6:32 a	7:27 a	Gilroy	5:51 p	7:22 p
San Jose Diridon	6:37 a	7:32 a	Pajaro/Watsonville	6:20 p	7:51 p
Oakland	7:43 a	8:40 a	Castroville	6:35 p	8:06 p
Sacramento	9:48 a	10:40 a	Salinas	6:45 p	8:16 p

### DISTANCES & TRAVEL TIME

Proposed Project	Miles	Time
Salinas-Gilroy	38	54 minutes
Salinas-San Jose (skip stop)	68	1 hour, 31 minutes

Existing Services	Miles	Time
Gilroy-San Jose (Caltrain)	30	approx. 51 minutes
San Jose-San Francisco (Caltrain)	47	min. 1 hour (Baby Bullet)
San Jose-Sacramento (Capitol)	133	min. 3 hours, 5 minutes

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 Updated October 2014

