

Transportation 1970-79

# SF Bay Area To Monterey Train Route Study Near

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The operating costs, and who will pay them, for the proposed Del Monte Special train service from San Francisco to Monterey could be ready in one month, officials were told this morning in Santa Cruz.

Representatives of county boards of supervisors, city councils and state representatives met at DeLaveaga Lodge to continue study, and iron out problems, of bringing the rail service back between the two bay areas.

The train line, now proposed to run one round-trip per day, would cut its way through five counties—San Francisco, Alameda, Santa Clara, Santa Cruz and Monterey and what the

proportionate share of local costs would be will be decided in a State CalTrans study.

Santa Clara County Supervisor Dan McCorquodale told local officials, including Santa Cruz County Supervisor Cecil Smith and Santa Cruz Councilwoman Charlotte Melville, that costs could be in the range of \$3 million per year to operate the system, and that "originally Amtrak was to provide one-third of the annual loss" support. It was said the state, then, would pick up one-third and the local counties would have to share the other one-third cost-losses.

How much this is predicted to be will be projected in the CalTrans study that could be finished in one month.

The County of Santa Cruz does not have a train station stop on the proposed train service, however, there is a station in the Watsonville area, but it is within Monterey County.

Santa Cruz County Supervisor Ed Borovatz previously stated that this county should hold out from entering any cost-share agreement unless the other counties agreed to help finance restoration of the Santa Cruz to Watsonville line to link the services.

A state representative this morning indicated that no certain dates for studying the Santa Cruz to Watsonville line (possibly involving the old Sun Tan Special line from San Jose to Santa Cruz) had been set, and that when that study was done, "it will be a feasibility, and not a marketing, study."

Officials were told that restoration of the Del Monte Special would not be worthwhile if it

## Supervisors Agree With Bike Group

County supervisors joined with a county bicycle group to

cannot provide "attractive, pleasant, clean and competent service."

Amtrak has stated that if only 80 passengers each day each way used the train on an average, it would break even, but if the service cannot get the 80-person average, the system should not be implemented.

Officials discussed keeping the number of stops the train makes each way to a minimum to make the service more attractive.

Smith said that people who now can jump in their cars and drive to San Francisco in 90

minutes will not use a train service that takes three hours to get to San Francisco from Watsonville.

He pointed out that many of those people would also first have to drive from Santa Cruz to Watsonville to get on the train.

Smith brought up the question of why Santa Cruz County should pay a loss-share as there is no station in this county, and state officials indicated they were looking at a boarding fee concept that would charge counties according to the benefits they receive.

That system would estimate how many travelers from this county will use the service and then assign a cost proportion to Santa Cruz County.

Amtrak has told the interested counties that its con-

tracts do not oblige contracts beyond a single year, and that the Del Monte Special service could be implemented on a one year trial basis.

The group of officials set April 28 as its next meeting to be held in San Jose.

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Page 35