

TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



ALTERNATIVE EVALUATION RESULTS



GOAL: Fiscal Feasibility

METRIC:	BRT	CRT	LRT	ART
CAPITAL COSTS	\$410,000,000	\$478,000,000	\$465,000,000	\$720,000,000
CAPITAL COST/MILE	\$18,000,000	\$22,000,000	\$21,000,000	\$31,000,000
CAPITAL COST/RIDER/30 YEARS	\$6.40	\$9.70	\$8.90	\$14.60
CAPITAL COST/PASSENGER MILE/30 YEARS	\$1.40	\$1.20	\$1.00	\$1.70
OPERATIONS & MAINTENANCE (O&M) COSTS/YEAR	\$19,540,000	\$25,000,000	\$25,000,000	\$28,000,000
O&M COSTS/MILE/YEAR	\$875,000	\$1,126,000	\$1,106,000	\$1,217,000
O&M COST/RIDER	\$9.20	\$15.20	\$14.3	\$17.00
O&M COST/PASSENGER MILE	\$1.20	\$2.10	\$1.90	\$2.20
% FUNDING LIKELY FROM EXISTING SOURCES	64%	59%	61%	36%
FUNDING LIKELY FROM POTENTIAL FUTURE SOURCES	<p>While difficult to predict what future funding sources will be available for each alternative, Governor Newsom's recent Executive Order (EO N-79-20) directs state agencies to "build toward an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all." Future funding is likely to increase for each alternative, but unknown to what extent.</p> <p>\$380M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> <p>\$530M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> <p>\$510M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> <p>\$910M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p>			

GOAL: Well-integrated transportation system that supports economic vitality

WILL THE PROJECT INCREASE DEVELOPMENT ALONG THE CORRIDOR?	Likely to increase transit-oriented development (TOD) in segments along rail ROW where BRT guideway is built, less likely where BRT runs on roadway network	More likely to generate TOD on entire route	More likely to generate TOD on entire route	More likely to generate TOD on majority of route
TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED THROUGH CONSTRUCTION IN THE NEAR TERM	4,100	5,100	4,900	7,400
TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED LONGER TERM THROUGH O&M ACTIVITY	210	270	270	300
IMPACTS ON FREIGHT RAIL OPERATIONS	<ul style="list-style-type: none"> Assumes freight rail can only be accommodated between Pajaro up to Park Ave. at Coronado St. in Capitola Converts railway to a paved guideway between Park Ave. in Capitola & Natural Bridges Dr. Freight would need to be abandoned north of Park Ave. 	<ul style="list-style-type: none"> Allows freight & passenger rail to comeingle with positive train control Freight rail can run outside of passenger service hours Passenger rail frequency may make it more challenging to run freight at same time as passenger rail, but can be accommodated 	<ul style="list-style-type: none"> Can run with or without FRA-compliant vehicle With: freight impact same as CRT Without: freight cannot comeingle with passenger rail & required to be temporally separated 	<ul style="list-style-type: none"> Assumes freight rail can only be accommodated within Watsonville up to Lee Rd. Converts railway to a paved guideway between Lee Rd. in Watsonville & Natural Bridges Dr. in Santa Cruz Freight rail would need to be abandoned north of Lee Rd.



GOAL: Well-integrated transportation system that supports economic vitality

METRIC:	BRT	CRT	LRT	ART
IMPACTS ON SANTA CRUZ BIG TREES & PACIFIC RAILWAY (SCBG)	<ul style="list-style-type: none"> Expected to bypass boardwalk area via San Lorenzo Blvd. & Laurel St. to access Pacific Ave. Metro Transit Center allowing SCBG to continue accessing boardwalk via east leg of the Wye Utilizes west leg of Wye & thus alternatives would be needed for SCBG to turn their trains Eliminates access for SCBG to bring rail cars in/out of greater rail network via Pajaro 	<ul style="list-style-type: none"> Shares same set of tracks with SCBG if scheduling allows, since vehicles are both FRA-compliant <ul style="list-style-type: none"> Siding may be beneficial for SCBG in boardwalk area to allow commuter rail to pass SCBG while boarding/alighting SCBG benefits from separate set of tracks from east leg of Wye to boardwalk to reduce scheduling challenges between high frequency commuter and freight rail If there are scheduling challenges with high frequency commuter rail & freight rail equipment, SCBG could benefit from separate set of tracks from east leg of Wye to boardwalk area. <ul style="list-style-type: none"> Expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible Another option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business Allows SCBG & Pacific Railway to bring rail cars in/out via Pajaro as long as there is proper coordination with passenger & freight rail services 	<ul style="list-style-type: none"> With FRA-compliant vehicle has same impact on SCBG as CRT (see explanation under CRT) If not FRA-compliant, SCBG & LRT can share same set of tracks if there's temporal separation between vehicles <ul style="list-style-type: none"> Length of time may be short enough to allow this but needs further investigation Technological changes in rail signaling may also reduce time even further If need for temporal separation is too limiting or there are scheduling challenges between SCBG with high frequency light rail, SCBG could benefit from a separate set of tracks from east leg of Wye to boardwalk area <ul style="list-style-type: none"> Expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible Another potential option is for SCBG boarding/alighting to occur at Depot Park station although this is not of interest to SCBG given potential significant impact on their business With non-FRA compliant vehicle, allows SCBG to bring rail cars in/out via Pajaro as long as there's proper coordination with passenger & freight rail service 	<ul style="list-style-type: none"> Requires paved, dedicated guideway through boardwalk area, along Beach St. & up to Depot Park Station SCBG existing route served with a set of tracks parallel to ART guideway from east leg of Wye to boardwalk area Beach St. would need to accommodate one set of tracks, a cycle track for bikes, one vehicle lane at minimum, & sidewalks on both sides that may be infeasible A set of tracks & ART guideway crossing through Wharf roundabout challenging, but SCBG boarding/alighting at Depot Park Station could occur although this is not of interest to SCBG given potential significant impact on their business <ul style="list-style-type: none"> Alternative configurations would be needed for SCBG to reverse their trains as they currently use entire Wye Eliminates access for SCBG to bring in/out rail cars or locomotives of greater rail network via Pajaro
IMPACTS ON EXISTING & FUTURE FREIGHT RAIL BUSINESSES & RAIL VOLUMES	<ul style="list-style-type: none"> Not compatible with freight rail north of Park Ave. near Highway 1 Increased freight rail volumes limited between Park Ave. near Highway 1 & Lee Rd. in Watsonville with exception of Buena Vista Landfill that could benefit from freight rail Potential freight customers include Buena Vista Landfill plus existing & future customers in Watsonville including agricultural, fuel, lumber & food products 	<ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville 	<ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville 	<ul style="list-style-type: none"> Freight Rail would be limited to freight customers between Lee Rd. in Watsonville to Pajaro Freight volumes in Watsonville & Pajaro could increase from existing & future customers including additional agricultural, fuel, lumber & food carloads
WHAT IS THE LEVEL OF RISK THAT THE CORRIDOR WILL NOT REMAIN CONTINUOUS? WILL ALTERNATIVE BEST UTILIZES RAIL CORRIDOR & PRESERVE FUTURE OPTIONS?	<ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Park Ave. & to railbank <ul style="list-style-type: none"> There are no guarantees the petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW 	<ul style="list-style-type: none"> Utilizes 22.2 miles of rail ROW from Pajaro Station to Natural Bridges Dr., thus has no risks of losing rail corridor continuity 	<ul style="list-style-type: none"> Utilizes 22.6 miles of rail ROW from Pajaro Station to Natural Bridges Dr. & if freight rail continues, has no risks of losing rail corridor continuity 	<ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Lee Rd. & to railbank <ul style="list-style-type: none"> There are no guarantees petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW



GOAL: Promotes active transportation

METRIC:	BRT	CRT	LRT	ART
BICYCLE CAPACITY ON TRANSIT/EVERY 30 MINUTES DURING PEAK PERIOD	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per articulated BRT (eight bicycles for two BRT every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Example: Marin's SMART has space for 12 bicycles per car with 36 bicycles for each 3-car train set every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Siemens S70 has 24 bikes for each 3-car trainset every 30 minutes) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Flexible design to include seats, space for bicycles and mobility devices
LEVEL BOARDING ABILITY FOR BICYCLISTS	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations along rail ROW Stops along roadway alignment may not accommodate level boarding due to space limitations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations
EFFECTS ON RAIL TRAIL & CALIFORNIA COASTAL TRAIL	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor station adjustments where passing sidings may be needed Single guideway in two narrow sections of ROW (California St. to Laurel St. & 30th Ave. to 47th Ave.) with two-way signalled operation so both transit and trail could coexist 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor adjustments at siding locations A few potential locations identified for passing sidings where coastal rail trail may need to be shifted to immediately adjacent public way & physically separated from traffic 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of passing sidings and station locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of siding locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic

GOAL: Supports safer transportation for all modes

ANNUAL COLLISIONS BY TRANSIT ALTERNATIVE PER YEAR	2.00	0.05	0.91	0.80
CHANGE IN TOTAL ANNUAL COLLISIONS PER YEAR (CONSIDERING REDUCED AUTO TRAVEL)	0.46	-1.89	-1.18	-1.16
ANNUAL CHANGE IN COST OF COLLISIONS	-\$62,700	-\$612,800	-\$52,100	-\$92,600



GOAL: Provides accessible & equitable transportation system that is responsive to the needs of all users

METRIC:	BRT	CRT	LRT	ART
TOTAL NUMBER OF STATIONS/STOPS	23	11	13	11
NUMBER OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS	17	10	12	10
% OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS	74%	91%	92%	91%
NUMBER OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS	22	11	13	11
% OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS	96%	100%	100%	100%
TRANSIT FREQUENCY (# PER HOUR) OFF PEAK	4	1	2	2
TRANSIT PASSENGER CAPACITY MILES TRAVELED <i>Based on transit frequency per hour, transit capacity per vehicle (bus/train) & hours of service per day</i>	204,000	209,800	299,000	262,000
TRANSIT FARE <i>Fare range depending on distance traveled</i>	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2-5 per one-way trip (based on average of Santa Cruz METRO & five San Francisco Bay Area transit agencies) • Average fare per trip assumed to be \$3.50 for estimating funding revenues 	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2.75-5.75 per one-way trip (based on average of seven CA commuter rail systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues 	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$1.75-3.25 per one-way trip (based on survey of five CA light rail & two Pacific Northwest systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues 	<ul style="list-style-type: none"> • No data available for ART system so LRT fares assumed to be representative of an ART fare • Average fare per trip assumed to be \$4.50 for estimating funding revenues
MOBILITY DEVICE CAPACITY ON TRANSIT EVERY 30 MINUTES DURING PEAK PERIOD	<ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per articulated BRT (four seats for two BRT every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per car (six seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices
INDEPENDENT ACCESSIBILITY FOR ALL AGES & ABILITIES INCLUDING LEVEL BOARDING	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations along rail ROW • Stops along roadway alignment may not accommodate level boarding due to space limitations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at stations between Natural Bridges Dr. & Lee Rd. Station • Local bus connection from Lee Rd. Station to downtown Watsonville & Pajaro Station with no level boarding



GOAL: Offers reliable & efficient transportation choices that serve the most people on average

METRIC:	BRT	CRT	LRT	ART
TRANSIT TRAVEL TIME DURING PEAK PERIODS <i>Average end-to-end Travel Time in minutes (includes station dwell time)</i>	90	45	55	62
AUTO TRAVEL TIME ON HWY 1 NB A.M. PEAK (MINS)	60	60	60	60
AUTO TRAVEL TIME ON HWY 1 SB A.M. PEAK (MINS)	30	30	30	30
AUTO TRAVEL TIME ON HWY 1 NB P.M. PEAK (MINS)	35	35	35	35
AUTO TRAVEL TIME ON HWY 1 SB P.M. PEAK (MINS)	61	61	61	61
NUMBER OF AT-GRADE CROSSINGS & MITIGATION MEASURES	<ul style="list-style-type: none"> • 34 grade crossings (26 public/8 private) • Assumes an appropriate active warning devices, traffic signal interconnects & improved sight distances 	<ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes an appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances 	<ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes an appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances 	<ul style="list-style-type: none"> • 62 grade crossings (35 public/27 private) • Assumes an appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances
IMPACTS AT-GRADE CROSSINGS – ESTIMATED TRAFFIC DELAY EACH TIME TRANSIT PASSES GRADE CROSSING (SECONDS)	60	90	75	75
REGIONAL CONNECTIVITY	<ul style="list-style-type: none"> • Would connect with planned regional & intercity rail service at Pajaro Station via a transfer from BRT to rail 	<ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • An FRA-compliant vehicle would allow "one-seat" ride on proposed regional service between Santa Cruz & Monterey 	<ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • A non-FRA-compliant vehicle would require separate set of tracks into Pajaro station & cross platform transfer to regional service to Monterey. • If FRA-compliant vehicle, connection would be same as CRT 	<ul style="list-style-type: none"> • On Santa Cruz Branch Rail Line would need transfer to local bus service at Lee Rd. plus transfer from bus to regional & intercity rail service at Pajaro Station



GOAL: Offers reliable & efficient transportation choices that serve the most people on average

METRIC:	BRT	CRT	LRT	ART
TRAVEL TIME RELIABILITY DURING PEAK PERIODS <i>The 95th percentile planning reliability time (in mins) in 2040 conditions, estimated using reliability factors presented in Highway Capacity Manual</i>	132	56	69	78
TRAVEL TIME RELIABILITY DURING PEAK PERIODS	<ul style="list-style-type: none"> • Lowest time reliability due to traveling on mixed traffic roadways 70% of route • Utilizes exclusive 6.7 miles guideway on ROW • Operates in mixed traffic for 6.6 miles on Highway 1 between Airport & Rio Del Mar Blvds. • Travels in bus shoulders/auxiliary lane for 1 mile on Highway 1 between Freedom & Rio Del Mar Blvd. & on local roadways in Watsonville, Aptos, Soquel & downtown Santa Cruz • Utilizes bus priority system designs (i.e. queue jumps & signal priority) at many of the nine miles of local road intersections to provide travel time reliability benefits 	<ul style="list-style-type: none"> • Highest time reliability due to traveling nearly exclusively on dedicated facility • Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz 	<ul style="list-style-type: none"> • Highest time reliability due to traveling nearly exclusively on dedicated facility • Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz 	<ul style="list-style-type: none"> • Highest time reliability due to traveling nearly exclusively on dedicated facility • Delays may occur for travelers using bus connector service at Lee Rd. Station to downtown Watsonville & Pajaro Station due to mixed traffic operations • Utilizes bus priority system designs (i.e. queue jumps & signal priority) at many of the 3.2 miles of local road intersections to provide travel time reliability benefits



GOAL: Promotes a healthier environment

Will project substantially increase transit ridership?

METRIC:	BRT	CRT	LRT	ART
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 (DAILY)	6,650	5,150	5,450	5,150
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - CONSIDERS FUTURE GENERAL PLAN UPDATES (DAILY)	7,650	7,150	7,300	7,000
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - ASSUMES 10% ADDITIONAL RIDERSHIP DUE TO TRANSIT ORIENTED DEVELOPMENTS ONCE TRANSIT FACILITY IS OPERATIONAL (DAILY)	8,400	7,900	8,000	7,700
WEEKEND TRANSIT RIDERSHIP IN CORRIDOR - LOCAL/REGIONAL TRIPS IN 2040 (DAILY)	3,400	2,800	3,000	2,800
COUNTYWIDE TRANSIT RIDERSHIP (DAILY)	37,500	34,500	34,300	34,100
TRANSIT PASSENGER CAPACITY/3-HOUR PEAK PERIOD	1,440	2,700	2,650	2,650

Does project support the goal of minimizing emissions? How long will the project take to implement?

AUTO VEHICLE MILES TRAVELED REDUCED/DAY	-16,280	-20,490	-22,020	-20,650
REDUCTION IN GREENHOUSE GAS EMISSIONS - IN ANNUAL METRIC TONS IN YEAR 2040	3.00	3.78	4.06	3.78
LENGTH OF TIME TO IMPLEMENT (IN YEARS) <i>High level planning estimates without details for the final design, funding plan, construction schedules, etc.</i>	15-17	11-13	11-13	20-24
CRITERIA POLLUTANTS - IN ANNUAL METRIC TONS IN YEAR 2040	0.0070	0.0088	0.0094	0.0088

Will project adapt to climate change?

CLIMATE CHANGE RESILIENCY <i>Length of alignment with potential for coastal erosion impacts due to 88 cm sea level rise with 100 year storm event (miles)</i>	0.57	1.85	1.85	1.85
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ALTERNATIVE EVALUATION RESULTS: ENVIRONMENT

GOAL: Promotes a healthier environment

Are there effects of the project on biological resources, visual, noise & vibration?

METRIC:	BRT	CRT	LRT	ART
EFFECTS ON BIOLOGICAL RESOURCES, VISUAL, NOISE & VIBRATION	<ul style="list-style-type: none"> • Electric BRT much quieter than typical diesel powered bus • Not visually obstructive & least likely to cause vibration • Least impact on environmentally sensitive areas as it's primarily in vicinity of the sloughs in Watsonville 	<ul style="list-style-type: none"> • Noisier than other alternatives, but pursued quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville 	<ul style="list-style-type: none"> • Moderate noise level, but pursued quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville 	<ul style="list-style-type: none"> • Noise level unknown, but no sound horns at roadway crossings needed due to rubber wheel option • Not visually obstructive & least likely to cause vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville

Does project support the goal of reduced energy usage?

REDUCTION OF ENERGY/FUEL CONSUMPTION BASED ON AUTO MODE SHIFTS TO THE ALTERNATIVES (AVERAGE BTU/PASSENGER MILE)	1,957	1,528	1,500	1,500-1,957
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GOAL: Addresses project-specific concerns

METRIC:	BRT	CRT	LRT	ART
IS PROJECT TECHNICALLY FEASIBLE?	Traditional, tested technology & technically feasible	Traditional, tested technology & technically feasible	Traditional, tested technology & technically feasible	Existing, testing infrastructure, but not traditional & introduces new technological risks
IS PROJECT CONSISTENT WITH OTHER LOCAL, STATE & FEDERAL PLANNING EFFORTS?	<ul style="list-style-type: none"> • SCC Regional Trans Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • SCC Regional Trans Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • SCC Regional Trans Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • CA State Rail Plan • MBSST Master Plan
IS PROJECT CONSISTENT WITH: • SB 375, OTHER GHG LEGISLATION, • CA STATE RAIL PLAN GUIDELINES CALTRANS - ACTIVE TRANSPORTATION	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • FAST Act (travel time reliability)
DOES PROJECT INTEGRATE INTO EXISTING TRANSPORTATION INFRASTRUCTURE?	<ul style="list-style-type: none"> • Connects with local bus service at Santa Cruz Metro Center & Watsonville Transit Center • Existing local bus service connects at four future stations & local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at seven future stations (Watsonville Downtown, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at eight future LRT stations (Watsonville Downtown, Ohlone Parkway, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at six future ART stations (Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations • Local bus connector service from Lee Rd. station to Pajaro would also connect to Watsonville Downtown Transit Center
DOES PROJECT HAVE ABILITY TO ADAPT TO FUTURE TECHNOLOGY?	<ul style="list-style-type: none"> • More flexible infrastructure • Lower vehicle cost with shorter useful life • More flexibility adapting to new technologies 	<ul style="list-style-type: none"> • Less flexible due to fixed route • Higher vehicle cost with longer useful life • Less flexibility adapting to new technologies 	<ul style="list-style-type: none"> • Less flexible due to fixed route • Higher vehicle cost with longer useful life • Less flexibility adapting to new technologies 	<ul style="list-style-type: none"> • More flexible infrastructure due to pavement • Higher vehicle cost with longer useful life • Moderate flexibility adapting to new technologies
HOW EASILY CAN PROJECT BE INTEGRATED INTO EXISTING RIGHT-OF-WAY?	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities that require more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space