



# Rail Transit Study

## Fact Sheet

The **Rail Transit Feasibility Study** analyzes a range of public transportation service options using the publicly owned Santa Cruz Branch Rail Line, which roughly parallels Highway 1 and the coast in Santa Cruz County (over for map). The study was initiated to answer questions about how rail transit might further transportation goals for Santa Cruz County. This planning-level study focuses on the most populated sections of the rail corridor between Santa Cruz and Watsonville. The RTC purchased the rail corridor in 2012 in order to expand transportation options for the community now and into the future.

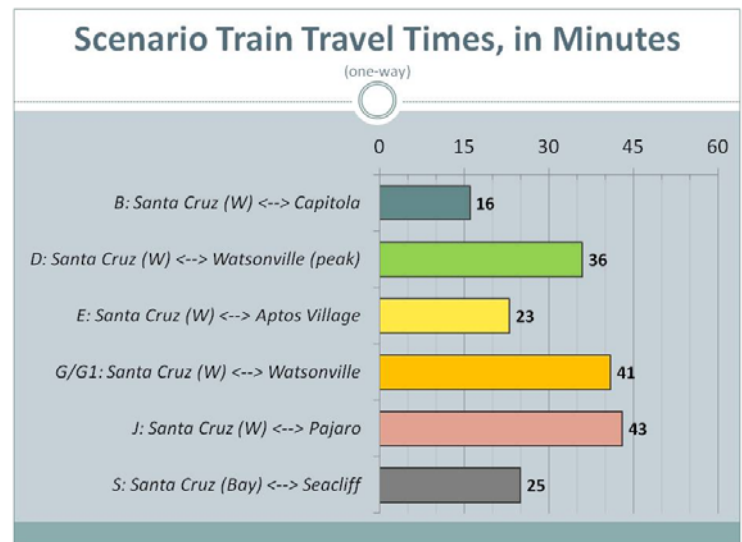
The Study is available online: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)

Public input gathered throughout the analysis helped shape this study which includes:

- **Introduction** on why consider rail transit, history of the rail line, and rail trail coordination.
- **Goals and Objectives** used to evaluate the feasibility of each scenario to expand access and mobility, enhance communities and the environment, and support economic vitality
- **Service Scenarios** representing a range of distances, station locations, service hours, frequency, vehicle types.
- **Technical Assessment** of seven sample service scenarios (list on other side)
  - Capital Cost Estimates
  - Operations & Maintenance Cost Estimates
  - Ridership Forecasts - how many people would ride trains
  - Funding Assessment - how it could be funded
- **Evaluation** of how well each scenario advances community goals and objectives
- **Suggested Parameters for Service and Implementation**

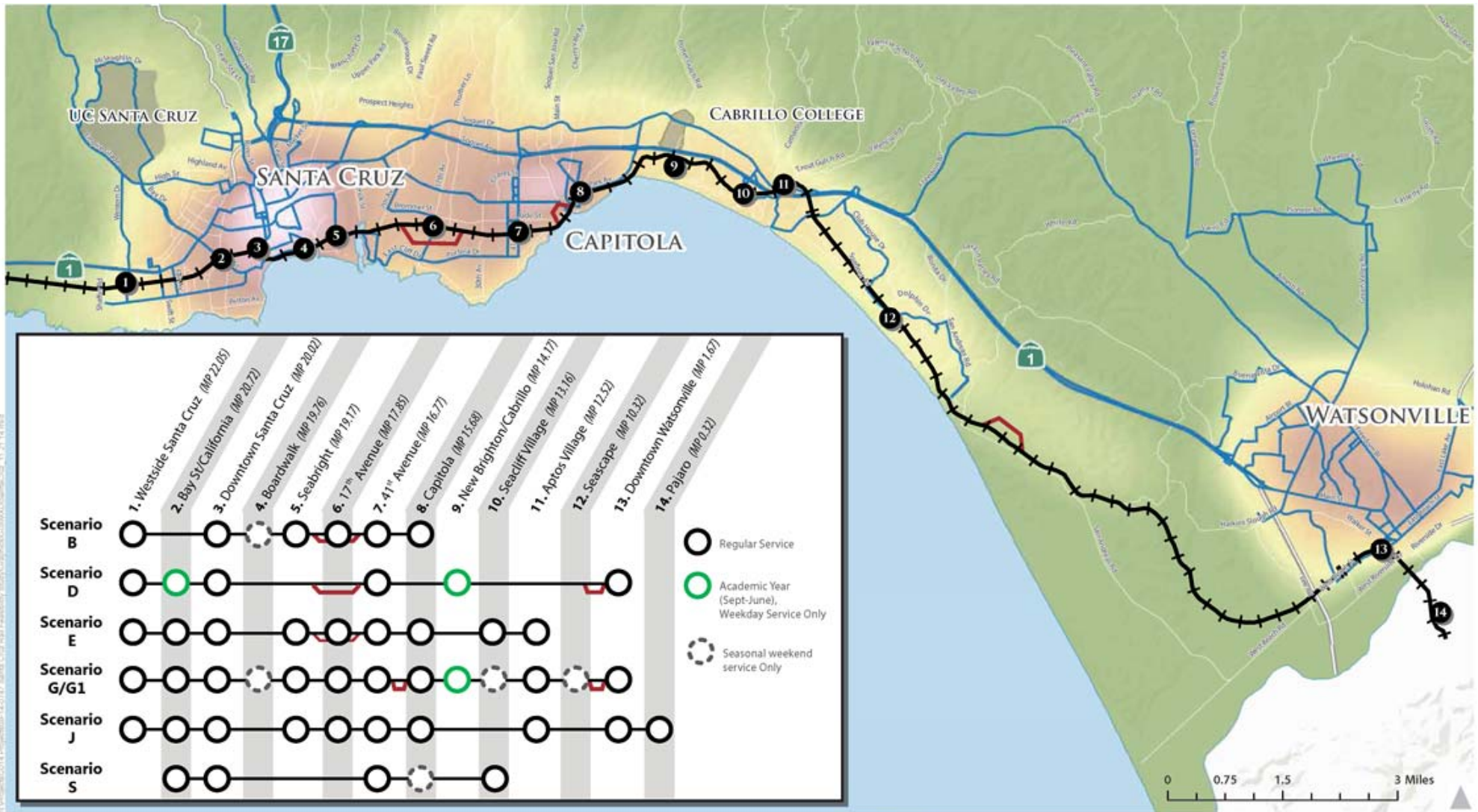
### Key Findings

- Rail transit service would: expand travel options and provide an alternative to traveling on congested roadways; increase the number of people using public transportation and reduce the number of cars on Highway 1 and local roads; improve connectivity between Santa Cruz, Watsonville, and communities in between – increasing access to jobs, schools, shopping, recreational and other locations along the corridor; provide more predictable travel times; include safety measures to avoid conflicts between rail transit vehicles and cars, bicyclists or pedestrians; be built parallel to the Monterey Bay Sanctuary Scenic Trail Network (MBSST) – Rail Trail.
- Ridership: Estimates range from 480,000 to 1,413,000 annually (in initial year).
- Travel Times: Range from 16 minutes to 41 minutes between the west side of Santa Cruz and Capitola or Watsonville, respectively (see chart).
- Funding for construction would need to be secured from competitive grants.
- Funding for operation would need to be secured from fares and a local transportation ballot measure.
- **The final report recommends parameters for rail transit service between downtown Santa Cruz and downtown Watsonville, with service initially limited to 5 stations every 30 minutes during morning and evening commute periods and less frequent service at other times.**



On December 3, 2015, the RTC received the final report which provides additional information and clarification based on over 400 comments and 2600 responses to an online survey received during the public comment period. Prior to implementing rail transit service, future steps would include: securing funding, environmental review, detailed engineering/design, construction, rail vehicle technology evaluation and purchases, and scheduling (in coordination with bus service).

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<http://www.sccrtc.org/about/esubscriptions/>.



# Potential Station    Santa Cruz Branch Line    Santa Cruz Metro Transit Routes    Transit Likelihood: High (red) to Low (green)    Santa Cruz Branch Line Passing Sidings\*



\*Passing siding locations subject to change based on start/end times and service frequency.