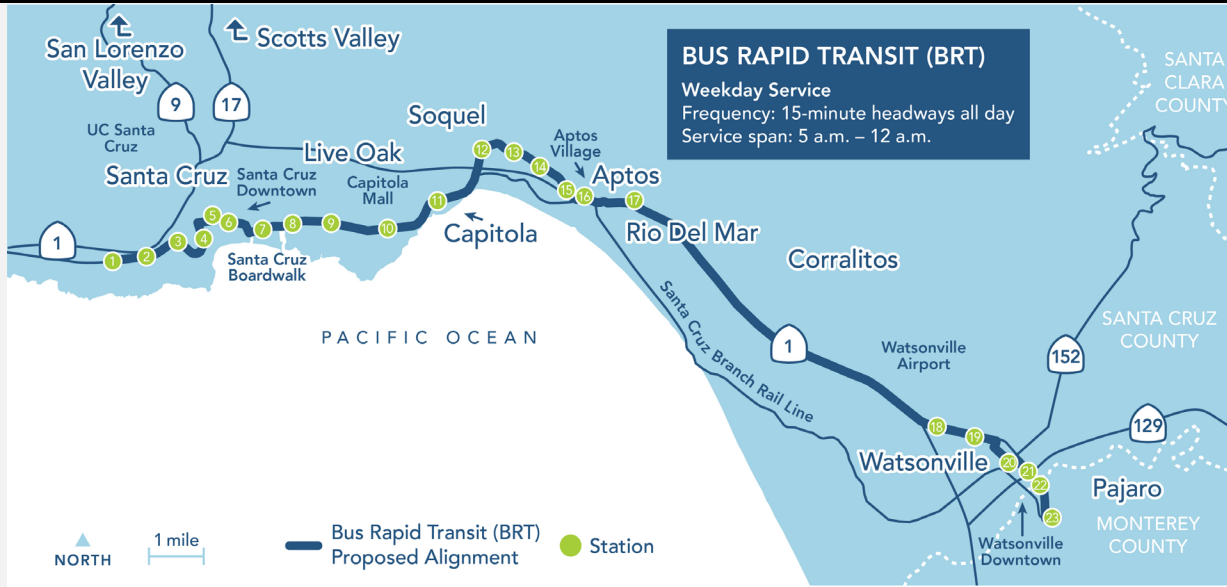


Project	TCAA/RNIS - Bus Rapid Transit Watsonville to Santa Cruz on Rail ROW with portions of route on parallel roadways
Limits	Watsonville Transit Center to Natural Bridges Drive on West side of Santa Cruz
Description	BRT can be described by a fixed-route bus system that could operate on the Santa Cruz Branch Rail Line as a dedicated right-of-way, as well as on Highway 1 bus on shoulders/auxiliary lanes and the local roadway network. BRT systems typically provide an urban or interurban service. These systems also have defined passenger stations, short headway bidirectional services for a substantial part of weekdays and weekend days, and separate branding of the service. Agencies typically use off-board fare collection as well to reduce travel times.

Scope/Map



Station #	Name	Station #	Name	Station #	Name
1	Natural Bridges Station	9	17th Avenue Station	17	Rio Del Mar/Soquel Station
2	Fair/Almar Avenue Station	10	41st Avenue Station	18	Main/Green Valley Station
3	Bay Street Station	11	Capitola Village	19	Ramsay Park Station
4	Depot Park Station	12	Soquel/Park Station	20	Watsonville Transit Center Station
5	SC Metro Transit Center Station	13	Cabrillo College Station	21	Main/Riverside Station
6	Riverside/San Lorenzo Station	14	Soquel/Mar Vista Station	22	Porter/San Juan Station
7	Seabright/Murray Station	15	Rancho Del Mar Center Station	23	Pajaro Station
8	7th Avenue Station	16	Aptos Village Station		

TCAA/RNIS BRT Capital Costs

Earthwork and Pavement	\$	25,266,000
Drainage	\$	7,260,000
Specialty Items (Retaining Walls, Fencing, Curbs, Rail Removal, Platforms, Signal Priorities and Queue Jumps, Other)	\$	35,201,100
Environmental (Mitigation, Landscape, Irrigation, Erosion Control)	\$	9,735,700
Traffic (Electrical, Signing, Striping, Traffic Management, Construction, Handling)	\$	19,628,000
Minor Items (ADA Compliance, Connections to Trails)	\$	11,650,900
Roadway Mobilization	\$	10,874,200
Supplemental Work	\$	5,437,100
State Furnished	\$	4,349,700
Contingency	\$	64,701,400
Structures	\$	50,400,000
ROW	\$	13,650,000
Bus Vehicles (16)	\$	19,968,000
Support (PA/ED, PS&E, ROW and Construction Support)	\$	102,394,500
Proposition 116 Payback to CTC	\$	28,000,000
TOTAL PROJECT COST- CAPITAL	\$	410,000,000