

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION		
Applicant/Implementing Agency		Public Agency Sponsor (if different)
Santa Cruz County Regional Transportation Commission		
Contact Name	Phone	E-mail Address
Grace Blakeslee	(831) 460-3219	gblakeslee@scrtc.org
Project Title		
Santa Cruz County Coastal Rail Trail Segments 8-9 and 10-11 Project		
Agency Priority Number (e.g. 1 of 3)		
Description and Scope of Work (attach extra pages to fully describe scope)		
<p>The Coastal Rail Trail Segments 8 & 9 and 10 & 11 Project will add approximately 7 miles of a dedicated and continuous active transportation facilities located within 1 mile of almost 30% of Santa Cruz County's population, or approximately 73,000 residents. It will provide safe and direct bicycle and pedestrian access to the most densely populated areas and key destinations in Santa Cruz County, including providing access to disadvantaged communities. This new bicycle and pedestrian facility will be a Class I facility typically 12 feet wide and include direct bicycle and pedestrian crossings over waterways and riparian areas that currently require lengthy detours. This transformative project is part of a larger multimodal vision for Santa Cruz County, including the completion of the entire 32 -Santa Cruz County Coastal Rail Trail Project that extends the entire length of Santa Cruz County from Pajaro, just south of the Santa Cruz County/Monterey County line through the City of Watsonville to Davenport in the northern part of the county.</p>		
Location, Limits, Length (attach map(s)/photos separately)		

The Project will construct four (4) Coastal Rail Trail segments (Segments 8, 9, 10, & 11) within Santa Cruz County between Pacific Avenue in the City of Santa Cruz and State Park Drive in the unincorporated Santa Cruz County along the Santa Cruz Branch Rail Line. Approximately 73,000 residents live within one mile of the Project as well as 14 schools, 26 parks, and New Brighton and Seacliff State Beaches. The Project will connect to segments of the Coastal Rail Trail that are completed and open to the public north or the Project area and will connect to segments of the Coastal Rail Trail south of the project area in the future. Once constructed, the Project will add 7 miles to the 18 miles of Coastal Rail Trail corridor between Davenport and Aptos that are under development.

Segments 8 & 9 (2.4 miles) will extend from the Beach Street/Pacific Avenue Roundabout on the west to the eastern side of 17th Avenue to the east. Segment 8 (0.8 miles) provides a Class IV on-street bicycle facility and pedestrian sidewalk improvements. Segment 9 (1.6 miles) extends along the Santa Cruz Branch Rail Line corridor and provides a multi-use bicycle and pedestrian trail. Trail construction includes new bicycle and pedestrian crossings at Pilkington Creek, the Santa Cruz Harbor, and Leona Creek, the stream east of Live Oak Avenue to create new connections across these waterways and riparian areas. As part of a previous project, a multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019 and will link Segment 8 and Segment 9 as described above.

Segments 10 & 11 (4.5 miles) extends along the Santa Cruz Branch Rail Line corridor, from the western side of 17th Avenue to the east side of Seacliff Drive. Construction of Segment 10 includes a new bicycle and pedestrian crossing over Rodeo Gulch Creek and at New Brighton State Beach Road. It is anticipated that a portion of the trail extending from Opal Street to Monterey Avenue over Soquel Creek will be completed as a separate project. As currently designed, Segment 10 requires the realignment of sections of the freight railroad tracks.

Roadway Functional Classification (see Caltrans map [link](#)):

Select If Applicable

Summary of Project Benefits, Purpose and Need

The purpose of this Project is to increase the number of people biking and walking, improve safety and mobility of non-motorized users, provide high-quality connections to schools, parks, and community facilities, increase low-cost transportation options, and increase access for all ages and abilities to key destinations. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County and connects neighborhoods, key destinations and recreational opportunities. The Project traverses Santa Cruz County's highest population density locations with a population of 4,371 people per square mile according to 2023 ACS data compared to the average population density of 609 people per square mile. The Project will have a transformative effect in connecting several of the most densely populated regions of Santa Cruz through a continuous active transportation facility.

Funds requested	\$8,260,000	Total Project Cost	\$228	Estimated # of Daily Users	175-550
Are you able/willing to receive federal funds?	Yes				
Was project previously programmed for funds by RTC?	Yes	RTIP ID	TRL8-11		

SCCRTC Consolidated Call for Projects (RSTPX, STIP, LPP)

Project Cost by Mode (list approximate percentage of total project costs)		
Mode	% of Total Cost	
Pavement Preservation (rehab, overlay, etc.)		
Road-Auto serving (not rehab)		
Bicycle	50%	
Pedestrian	50%	
Transit		
Transportation System Management (TSM)		
Transportation Demand Management (TDM)		
Other: <i>Include description</i>		
Total	100%	

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See Attachment 2 of the call for projects for examples of type of information to demonstrate benefits.

Project Title:	Santa Cruz County Coastal Rail Trail Segments 8-9 and 10-11 Project
Generally, what are the benefits of this project?	
Project benefits include expanding affordable and convenient multi-modal travel options, improving safety for vulnerable roadway users, increased connectivity to employment, recreation, and housing opportunities, and reductions in vehicle miles traveled (VMT) that will decrease greenhouse gas (GHG) emissions.	
How does this project address any of the following criteria?	<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>

1	Access for All	<p><u>Multimodal Facilities and Universal Design</u></p> <p>The Project is designed to reduce potential conflict points between automobiles and multimodal users, expand connectivity and increase mobility options. This Project accomplishes this by designing a facility that can be accessed by all ages and abilities and seeking input from a range of transportation system users on design features and access. The Project incorporates design elements that consider but are not limited: the needs of bicycle and pedestrian travelers and individuals using mobility devices; separating the facility from existing roadways to reduce the strain of automobile traffic stress; providing an unobstructed pathway; and, enhancing visibility and signage at roadway crossings. These improvements will be compliant with the Americans with Disabilities Act (ADA), enabling individuals with wheelchairs or other mobility assistance devices to access the new facility. Once complete, the Project will offer the longest continuous ADA pedestrian facility in Santa Cruz County.</p> <p>The Project also increases mobility by providing a low-cost transportation option and an opportunity to reduce household transportation costs associated with owning and operating an automobile, which can be a significant barrier to mobility, particularly for low-income households. RTC estimates that the daily cost per household of owning two automobiles can range from approximately \$46 dollars per day to \$50 dollars per day for a two-automobile household when considering the cost to purchase and operate both vehicles. This can be compared to an estimated \$1 daily cost per household of owning and operating a bicycle. The Project provides opportunities for households to reduce automobile usage, which could result in shifting from a two-automobile household to a one-automobile household, resulting in significant reduction in household transportation costs. For households that do not own a vehicle, the Project will significantly increase opportunities for individuals to transport themselves to daily needs by bicycling and walking.</p>
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2	Collisions and Safety	<p>People who walk and bike in the County are disproportionately involved in collisions compared to the statewide average. The Statewide Integrated Traffic Records System (SWITRS) via Transportation Injury Mapping System (TIMS) notes that in 2021, the County experienced 163 total severe injury collisions, with 27.6% of those injury/fatal collisions involving pedestrians and bicyclists. This is in comparison to the state of California, which experienced 13,166 total severe injury collisions, with only 7.5% of those injury/fatal collisions involving pedestrians and bicyclists. The California Office of Traffic Safety ranked the County the second worst in the state for bicycle collisions resulting in injuries and fatalities in 2021. In 2022, bicyclist and pedestrian fatalities and severe injuries represented 14% and 20% of overall fatalities and severe injuries in Santa Cruz County, respectively.</p> <p>Bicyclists and pedestrians are currently exposed to potential conflicts with automobiles throughout the Project area. The National Highway System (NHS) and Caltrans manuals note the separation of active transportation users from vehicles as an effective treatment to improve safety. Also, installation of a separated pathway is shown to have a collision reduction factor of 80% (Source: Caltrans Local Roadway Safety Manual). Improving bicycle infrastructure with separate bike facilities results in 44% fewer deaths and 50% fewer serious injuries. The Project will implement this strategy to improve safety by providing a separate bicycle and pedestrian facility.</p> <p>Currently, people who walk and bike in the Project area must travel along major arterials that roughly parallel the new bicycle and facility to be constructed by the Project. These parallel routes include Broadway, Brommer Street, Capitola Road, Portola Drive, East Cliff Drive, McGregor Drive, Monterey Avenue, Park Avenue, and Soquel Drive (and their connecting roads). These major east-west arterials and major north-south corridors (Seabright Avenue, 7th Avenue, 17th Avenue, 41st Avenue, Bay/Porter Avenue, and State Park Drive) are the sites of the most collisions involving bicyclists and pedestrians in the Project area.</p>
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3	System Preservation & Infrastructure Condition	<p><u>Design Longevity</u></p> <p>The Project is designed to provide a state of good repair as the trail pavement will have a 20-year design life. The Project has several structures that are expected to have a service life (30-100 years) well beyond the 20-year analysis period as currently designed. These include bridges, viaducts, retaining walls, concrete curbs, stormwater systems, etc.</p> <p>The Project is located within the existing footprint of the Santa Cruz Branch Rail Line right-of-way. The Project is designed to improve the conditions of and maintains the rail line public asset. The Project also considers other transportation uses of the Santa Cruz Branch Rail Line, including maintaining the freight rail tracks within the Santa Cruz Branch Rail Line corridor and considering the alignment of Zero-Emission passenger rail, should it be implemented in the future. The Project recently completed a value engineering analysis in an effort to identify opportunities to reduce costs and is currently evaluating potential scope changes to further reduce project costs.</p> <p><u>Ongoing Maintenance and Operations</u></p> <p>Project maintenance and operations have been considered by RTC and local agencies throughout Project development. The Project traverses several jurisdictions that maintain roadway, bicycle and pedestrian facilities and these entities conduct and provide maintenance for other similar facilities within their jurisdictions. Voters approved maintenance of the Project facilities as an eligible expense of the Santa Cruz County voter-approved Measure D (2016). RTC can consider utilizing these funds to ensure ongoing maintenance and required repairs are made to preserve the Project investment.</p>
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4	System Performance	<p><u>GHG Reduction</u></p> <p>The transportation sector accounts for almost 60% of the total 2009 greenhouse gas (GHG) emissions produced in the County, according to the County’s Climate Action Strategy. This is a result of the emissions generated by automobiles and the number of vehicle miles driven within the Santa Cruz County. One of the primary benefits of the Project is shifting trips from automobiles to bicycling and walking and a reduction of vehicle miles traveled (VMT), in turn decreasing greenhouse gas (GHG) emissions. The Project achieves a reduction in VMT by removing existing barriers to active transportation (i.e., reduces safety concerns and improves comfort) and providing an alternative to driving for short and long trips.</p> <p><u>VMT Reduction</u></p> <p>The Project provides a new bicycle and pedestrian facility that shortens connections between origins and destinations. Already, 65% of trips in Santa Cruz County are five miles or less according to the California Household Travel survey, which is a reasonable distance for new or experienced bicycle riders and walkers to travel when the Project meets other safety, comfort, and convenience criteria. There are 1,064 total miles of publicly maintained roadway in the county. In the urban areas of the county, arterial roads, including major state highways, make up 14 percent of roadway miles but carry over 72 percent of the vehicle miles traveled. The VMT analysis, prepared using RTC and AMBAG models, determined that the Project will reduce VMT by 22,070 miles daily and 8,055,551 miles annually in 2028 after construction. By 2048, this number grows to 30,168 miles reduced daily and 11,011,342 miles reduced annually. These were derived from the daily and annual VMT estimates made for years 2025 and 2045.</p> <p><u>Mode Shift</u></p>
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5	Public Health	<p>The current lack of safe, accessible facilities and complete active transportation networks in Santa Cruz County directly correlates to the local community health outcomes. There is a link between limited use of active transportation, such as biking and walking, and adult and childhood obesity. In Santa Cruz County, 41% of 5th graders and 36% of 9th graders are considered overweight or obese (CDC). According to the Santa Cruz County Community Assessment Project, over the past ten years, rates of obesity and overweight individuals have increased from 50% in 2007 to 62% in 2019. Investing in trails that are safe for all users, convenient to access, and attractive in design are shown to increase the number of people who engage in moderate-to-vigorous physical activity.</p> <p>The Project has the potential to replace commute trips for people who live or work in Santa Cruz County, incorporating exercise into their daily routines. On average, people are willing to commute 3–5 miles by regular bike. With enhanced bike infrastructure, that range increases to 5–7 miles, and it extends even further with the use of e-bikes. For a 160-lb rider, a typical 3-mile bike trip burns about 120 calories. By expanding the distance people are willing to bike, the Project may encourage more individuals to choose biking or walking, increasing calories burned and ultimately contributing to improved health outcomes and reduced obesity rates.</p> <p>Lastly, encouraging individuals to replace vehicle trips with active transportation can reduce exposure to the negative environmental impacts of transportation, such as air and noise pollution and greenhouse gas (GHG) emissions, all of which exacerbate health conditions like asthma. Historically Disadvantaged Communities (HDC) and Areas of Persistent Poverty (APP) are disproportionately impacted by these effects, often due to their proximity to major highways. The Project may help address this underinvestment by promoting a modal shift, reducing exposure to harmful environmental impacts.</p>
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6	Benefits to Equity Priority Communities	<p>The Project provides improved mobility and connectivity for underserved residents in Historically Disadvantaged Communities and Areas of Persistent Poverty by providing an option to utilize non motorized transportation to reach key destinations. Six of the total 16 census tracts bordering the project area are designated as either a Historically Disadvantaged Community or an Area of Persistent Poverty. The U.S. Department of Transportation broadly defines Historically Disadvantaged Communities as “communities that have been marginalized by underinvestment and overburdened by pollution”. Similarly, Areas of Persistent Poverty are defined as counties or census tracts in which 20% or more of the population is living in poverty.</p> <p>Providing an alternative to driving can reduce household transportation costs by way of decreasing the cost of owning and operating a vehicle or potentially shifting from a two to a one car household. The Project benefits related to reducing household transportation costs are discussed in detail under the “Access for All” evaluation measure. At the same time, the Project provides new access and low-cost transportation option for accessing education and employment opportunities and to essential services. Specifically, the Project will connect community members to the Downtown core of Santa Cruz and Capitola which serve as major economic hubs in the region. Reducing household income spent on transportation is essential in the Project area where disparities between residents are exacerbated by Santa Cruz having both the most expensive rental market in the United States and the highest rate of homelessness in California.</p> <p>The Project will attract residents and visitors and as result is expected to inform the location of business and housing investments decisions within Santa Cruz County. The Project will encourage infill development by providing a viable alternative to driving, which can reduce distances between housing and commercial services and further reduce household transportation costs. Several underutilized parcels along and near the Project area will</p>
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7	Climate Change and Resiliency	<p>Climate hazards were considered during the preliminary design and environmental phases. The Project is in a coastal zone and some areas are in potential tidal inundation, flood hazard, and storm flooding areas. The Project considers design elements to protect or adapt to potential flooding, stormwater flows and coastal bluff retreat.</p> <p>Environmental screening was also conducted by local natural resource experts, in coordination with resource agencies. The Project design was modified and adapted to minimize and avoid potential environmental impacts based on the information obtained during environmental screening. Examples of design features that minimize potential impacts to environmentally sensitive areas include alignment selection away from environmentally sensitive areas, incorporating viaducts, and innovative bridge designs. Where impacts cannot be avoided, appropriate mitigations have been developed.</p> <p>The Project also provides an alternative access for emergency vehicle ingress/egress during wildfires along Santa Cruz County's north-south transportation corridor.</p>
8a	<p>Funding- Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.</p>	<p><u>Final design and right-of-way preconstruction costs</u> are funded by a combination of local, state and federal funding. These preconstruction phases will be fully funded should the RTC approve the \$8.26 million requested in this grant application.</p> <p>However, the cost estimates for <u>construction</u> of the Project (August 2025) exceed the available local, state and federal funds previously programmed. Project sponsors will continue to update project cost estimates as the Project develops. Measure D Active Transportation funding could partially fill the funding gap for construction should the RTC program additional funding. However, Measure D is insufficient to fully fill the funding gap for construction based on current Segment 8 & 9 and 10 & 11 construction cost estimates and anticipated Measure D Active Transportation revenues. RTC staff is evaluating options for reducing the Project scope and seeking additional funding to construct the project.</p>

8b	<u>Committed Funding:</u> What other funding has been secured for the project?	The RTC has committed approximately \$20 million for construction of the Project. The City and County have committed approximately \$10 million in funds to the Project. Combined, these local funds leveraged approximately \$120 million in state and federal funds, for a total funding among of \$150 million in funding to date. Additional funds are needed to complete final design and construction, as noted in section 8a. RTC may pursue scope changes and/or additional federal, state and/or local funding needed to deliver the project benefits.
8c	<u>Leveraging:</u> Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	Measure D Active Transportation funding, combined with Measure D Neighborhood funds from the City of Santa Cruz and County of Santa Cruz, were used to leverage approximately \$120 million in state and federal funds for preconstruction and construction of Segments 8 & 9 and 10 & 11. The majority of construction funds need to be obligated by June 2027 per agreements between the City of Santa Cruz and County and Santa Cruz and the California Transportation Commission. Preconstruction activities must be completed by Fall 2026 to meet the state deadline for requesting construction funding, which requires an accelerated timeline to complete final design and subject to this grant request. Although extensions may be requested, they are subject to approval from the California Transportation Commission.
8d	<u>Eligibility for Other Grants:</u> Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	Additional funding is needed to complete preconstruction activities including final design and right-of-way. The earliest these activities could be completed are Fall 2026 if they are initiated in Fall 2025. Any delays may result in the Project not being ready for the June 2027 allocation identified in the agreement between the City of Santa Cruz, the County of Santa Cruz and the California Transportation Commission.
8e	<u>Funding for Cost Increases:</u> How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	Construction cost estimates and actual costs once under construction may increase due to unit costs, escalation, and new information or site conditions. Estimates for construction are updated frequently to allow the RTC and the City of Santa Cruz and County of Santa Cruz to plan for project delivery and funding needs. The state and federal funding amounts committed to the project will not increase even if Project costs increase. Therefore, the City of Santa Cruz and the County of Santa Cruz, in coordination with RTC, are seeking additional funding sources to complete the project or revise the scope to deliver the Project within available revenues and grant funding. RTC, the City of Santa Cruz and the County of Santa Cruz also continue to seek additional grant funding for the Project.

8f	<u>Partial Funding</u> : If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	Project sponsors, the City of Santa Cruz and County of Santa Cruz, need additional funding to complete preconstruction activities including final design and preconstruction right-of-way. The Projects are unable to advance without additional funding for final design and preconstruction right-of way activities. A delay in advancing final design and preconstruction right-of-way activities could delay construction and result in additional escalation costs. Partial funding could allow the Project to move forward towards completing some aspects of pre-construction activities, but are expected to delay the construction start date.
9	Project Readiness and Potential Delivery Risks-	
9a	<u>Schedule</u> : How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?	<p>The Project is scheduled to begin construction in 2027. The construct start date is pending approval of additional funds for preconstruction, which are the subject of this application, and additional funding for construction based on the current cost estimate and schedule. The Project construction is expected to extend for a three-year period.</p> <p>Obtaining additional funding for final design, right of way and construction is a risk to project delivery and could impact the project schedule. RTC is seeking additional funding for final design and right-of-way construction costs as part of this grant application to deliver the Project on the current schedule.</p> <p>Other project risks include permits associated with the California Coastal Act/Local Coastal Development Programs and environmental resource agencies.</p>
9b	<u>Deliverability</u> : Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	RTC, the City, and the County have extensive experience delivering projects in compliance with applicable federal, state, and local requirements. Each agency has completed dozens of infrastructure projects funded through various funding sources. The agencies also have experience working with Caltrans which provides oversight of federally funded projects in California.

9c	<u>Environmental:</u> Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	The Project is located along the California Coast and traverses some environmentally sensitive areas. The minimize environmental risk, RTC, the City of Santa Cruz and the County of Santa Cruz have engaged early with environmental resource and permitting agencies to identify strategies for minimizing environmental impacts and identifying appropriate mitigation strategies. The Project completed environmental review which identified potential impacts and ways to minimize any potential impacts. Development of environmental permits and associated mitigation and monitoring reports are underway for the Project. The Project's analysis and approach to climate hazards is discussed in Section 7 of this application.
9d	<u>Mitigating Risks:</u> What efforts will be undertaken to minimize risks to project implementation.	A thorough analysis of the Project's risks has been developed. Mitigation strategies are being developed with the Project's most significant risks, including right-of-way, utility coordination, coordination and approvals, and environmental permitting. Mitigation is described in <u>Attachment 2 - Risk Mitigation Table</u> .
9e	<u>Other:</u> Describe any other potential risks and plans to mitigate risks.	Risks are described in Section 9c & 9d.
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	Complete Streets policy and design recognize that not all people travel by car and provides direction for designing facilities for all transportation users. A key element of complete streets policy is providing facilities for bicyclists and pedestrians that serve all ages and abilities. The Project accomplishes this complete streets objective by creating a new dedicated off-street transportation facility for bicyclists and pedestrians. The RTC's Complete Streets Guidebook identifies multi-use paths as potential facilities for bicyclists and pedestrians and the Project is consistent with this guidance. The Project provides a vehicle-free multi-use path that when paired with other elements like safe crossings, wayfinding, and connections to streets and transit, becomes an integral part of the Complete Streets system.

11a	<p>Public engagement: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?</p>	<p>Segments 8 & 9 and 10 & 11 of the Coastal Rail Trail, and associated Monterey Bay Sanctuary Scenic Trail Master Plan, is a community-driven vision to transform transportation and access throughout Santa Cruz County. The framework for this Project was defined through a three-year public and stakeholder engagement process, which resulted in the award-winning Monterey Bay Sanctuary Scenic Trail Master Plan adopted in 2013. The Master Plan's extensive community involvement included a series of public workshops to seek public input, as well as gather community priorities and preferences regarding sequence of segment implementation.</p> <p>In November 2016, Santa Cruz County voters approved Measure D – which commits 17% of new sales tax revenues for construction of the Monterey Bay Sanctuary Scenic Trail and Coastal Rail Trail project, maintenance, and management. Voters approved this Measure by over 67%, with various coalitions of active transportation stakeholders coming together to champion Coastal Rail Trail projects.</p> <p>This project has received letters of support from CA Senator Alex Padilla, CA-19 Representative Jimmy Panetta, Justin Cummings (County Supervisor to District of Project), Association of Monterey Bay Area Governments (AMBAG), RTC Bicycle Advisory Committee, Bike Santa Cruz County, City of Capitola, City of Santa Cruz, California Coastal Conservancy, RTC Elderly & Disabled Advisory Committee, Ecology Action, Santa Cruz County Friends of the Rail and Trail, Friends of Santa Cruz State Parks, Santa Cruz County Parks and Recreation, University of California Santa Cruz, and Caltrans.</p>
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11b	<p><u>Outreach</u>: Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)</p>	<p>There is strong community interest in the Coastal Rail Trail projects. RTC seeks input on development of the Coastal Rail Trail projects and engages the community on an ongoing basis. Updates were provided, but not limited to, January 2015, May 2016, September 2017, June 2018, December 2019, March 2023, March/Apil2024, October 2024, September 2025. These updates were provided at meetings open to the public including the Santa Cruz County Regional Transportation Commission meetings, County Board of Supervisors, City of Santa Cruz, RTC's Interagency Technical Advisory Committee, Elderly and Disabled Transportation Advisory Committee, and Bicycle Advisory Committee meetings. Public workshops were held in August 2018, January 2020, July 2021, March 2022, and April 2022, March/April 2024.</p> <p>Draft designs were presented to the public in 2022 to solicit input on the Project. Materials were presented in English and Spanish, and translators were available for monolingual Spanish attendees. Open houses were advertised online, in newspapers, in schools, and with local support groups. Open houses were conducted remotely and in-person, including one at Live Oak Elementary because of its accessibility for HDC families with 79% of students being eligible for meal assistance.</p>
11c	<p><u>Diverse Participation</u>: How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?</p>	<p>Project outreach has been conducted to meaningfully incorporate underserved communities lived experiences into the Project. Specific engagement activities have been designed to meet residents where they are – in familiar gathering venues. To ensure residents' thoughts and questions about the Project were understood, bilingual staff were sent out to survey the community at local events. Staff walked with community members at two Public Health, Cradle 2 Career, and Friends of County Parks-sponsored 'Caminando por el Bienestar' events, which are part of a multi-pronged effort to improve active transportation and local health outcomes by helping families safely walk to important community destinations. Most families at the event were monolingual Spanish speakers, and staff was able to effectively engage with them and record their thoughts on the Project.</p>
12a	<p>RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title</p>	<p>MBSST (Coastal Rail Trail): TRL 8-9a Segment 8 and 9 – RTP 2045 Project ID: TRL 8-9a</p> <p>MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road – RTP 2045 Project ID: TRL 10-11</p>

12b	Consistency with other plans. What other plans is this project listed in, if any?	The Coastal Rail Trail is the spine of the 50-mile Monterey Bay Sanctuary Scenic Trail. The Monterey Bay Sanctuary Scenic Trail Master Plan was developed with extensive community and stakeholder input after purchase of the Santa Cruz Branch Rail Line by the Santa Cruz County Regional Transportation Commission to serve as one of the Santa Cruz County's primary transportation corridors. The Monterey Bay Sanctuary Scenic Trail Master Plan identified the trail alignment, constraints, and opportunities to implement the active transportation spine that extends from the north to the south county-line. The Monterey Bay Sanctuary Scenic Trail Master Plan organized the trail into segments with logical termini to support project delivery. All local jurisdictions through which the trail will traverse have also adopted the award-winning Master Plan as a guide for implementation.
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	The Project is estimated to generate between 175-550 bike and pedestrian peak-hour users per day by 2035. This estimate was developed using as part of the Regional Transportation Commissions Unified Corridor Investment Study (2019).

Segment 8 and 9

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Non-infrastructure projects/programs/plans - see NI tabs

Project Title:	Santa Cruz County Coastal Rail Trail Segments 8-9 and 10-11 Project		
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>		Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed		2022	
Begin Environmental (PA&ED) Phase		2020	
Circulate Draft Env'l Document	Env'l Document	CEQA/NEPA	2022 and 2023
Draft Project Report		NA	
End Environmental Phase (PA&ED Milestone)		2023	
Begin Design (PS&E) Phase		2024	
End Design Phase (Ready to List for Advertisement Milestone)		2026	
Begin Right of Way Phase		2025	
End Right of Way Phase (Right of Way Certification Milestone)		2026	
Ready to List		Spring 2027	
Begin Construction Phase (Contract Award Milestone)		Winter 2027	
Begin Closeout Phase		2030	
End Closeout Phase (Closeout Report)		2030	

Fund No. 3:	Measure D-Local								Funding status
Fiscal Year									Are these funds secured?
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)	300							300	If no, when will you know if funds are secured?
PS&E	150							150	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W								0	
CON			3,000					3,000	
TOTAL	450	0	3,000	0	0	0	0	3,450	

Fund No. 4:	Measure D-Trail								Funding status
Fiscal Year									Are these funds secured?
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)	370							370	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W								0	
CON			2,000					2,000	
TOTAL	370	0	2,000	0	0	0	0	2,370	

Fund No. 5:	SB1-ATP								Funding status
Fiscal Year									Are these funds secured?
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)	2,600							2,600	If no, when will you know if funds are secured?
PS&E	400							400	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W								0	
CON			34,274					34,274	
TOTAL	3,000	0	34,274	0	0	0	0	37,274	

Fund No. 6:	SB1-ATP (SOF)								Funding status
Fiscal Year									Are these funds secured?
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)								0	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W	500							500	
CON								0	
TOTAL	500	0	0	0	0	0	0	500	

Fund No. 7:	RAISE								Funding status
Fiscal Year									Are these funds secured?
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)								0	If no, when will you know if funds are secured?
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	What risks are there to these funds, if any?
R/W								0	
CON				2,786				2,786	
TOTAL	0	0	0	2,786	0	0	0	2,786	

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY**Non-infrastructure projects/programs/plans - see NI tabs**

Project Title:		Santa Cruz County Coastal Rail Trail Segments 8-9 and 10-11 Project		
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>			Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed			2022	
Begin Environmental (PA&ED) Phase			2020	
Circulate Draft Env'l Document	Env'l Document	CEQA/NEPA	2022 and 2023	
Draft Project Report			NA	
End Environmental Phase (PA&ED Milestone)			2024	
Begin Design (PS&E) Phase			2025	
End Design Phase (Ready to List for Advertisement Milestone)			2026	
Begin Right of Way Phase			2026	
End Right of Way Phase (Right of Way Certification Milestone)			2026	
Ready to List			Spring 2027	
Begin Construction Phase (Contract Award Milestone)			Winter 2027	
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase			2030	
End Closeout Phase (Closeout Report)			2030	

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total
E&P (PA&ED)	4,626	200	0	0	0	0	0	4,826
PS&E	2,973	3,400	0	0	0	0	0	6,373
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	1,796	0	0	0	0	0	0	1,796
CON	995	0	74,672	16,714	0	0	0	92,381
TOTAL	10,390	3,600	74,672	16,714	0	0	0	105,376

Fund No. 1:		NEW FUNDS REQUESTED FROM RTC							SCCRTC to consider proposals at its November 6, 2025 meeting
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)		200						200	
PS&E		3,400						3,400	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	3,600	0	0	0	0	0	3,600	

Fund No. 2:		SB1-ATP (SOF)							Funding status	
Fiscal Year									Are these funds secured?	Yes or No
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E	2,973							2,973		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	
R/W	1,796							1,796		
CON	995							995		
TOTAL	5,764	0	0	0	0	0	0	5,764		

Fund No. 3:		SB1-ATP							Funding status	
Fiscal Year									Are these funds secured?	Yes/No
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0	What risks are there to these funds, if any?	
CON			61,835					61,835		
TOTAL	0	0	61,835	0	0	0	0	61,835		

Fund No. 4:		Measure D							Funding status	
Fiscal Year									Are these funds secured?	Yes/No
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)	4,626							4,626	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	
R/W								0		
CON			12,837					12,837		
TOTAL	4,626	0	12,837	0	0	0	0	17,463		

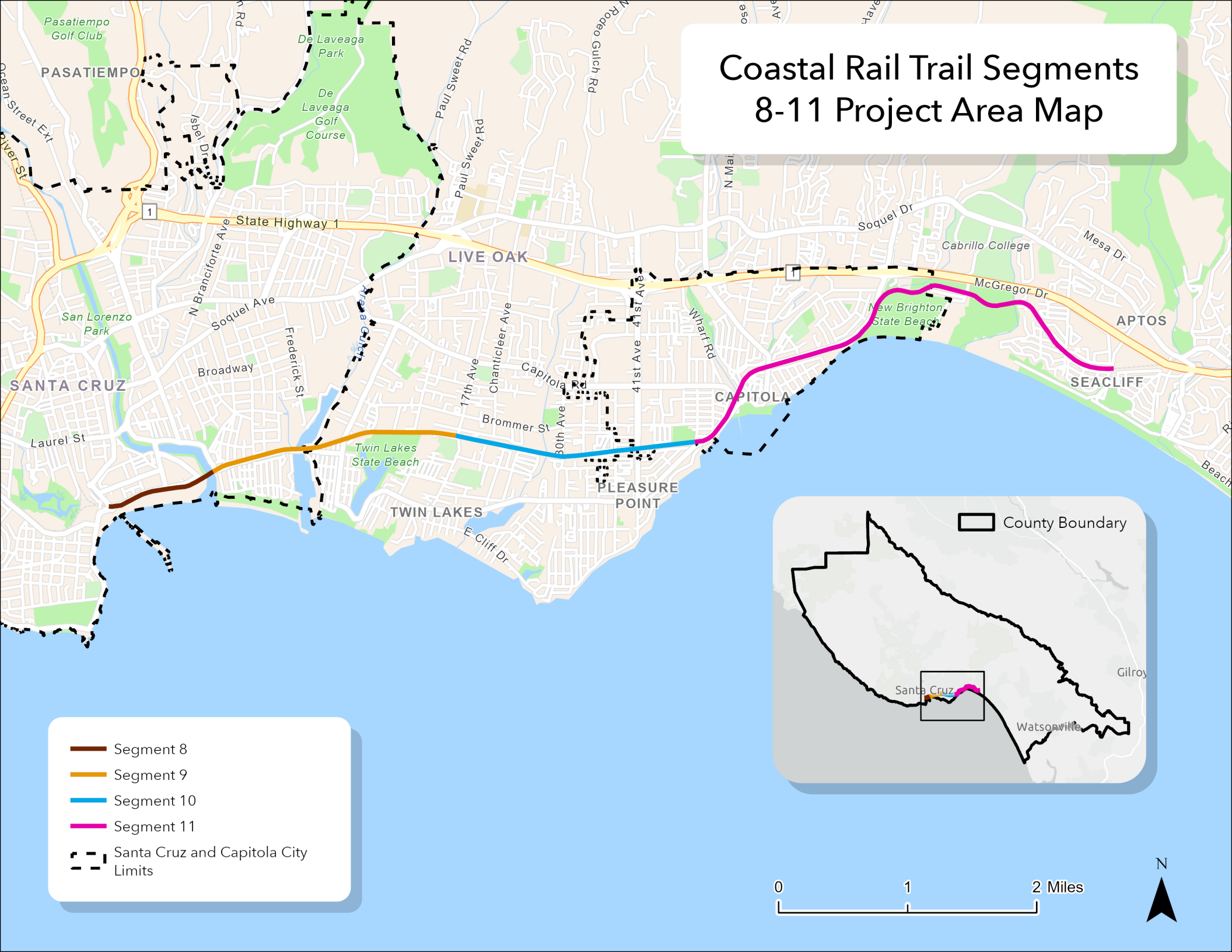
Fund No. 5:		RAISE							Funding status	
Fiscal Year									Are these funds secured?	Yes/No
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0	What risks are there to these funds, if any?	
CON				16,714				16,714		
TOTAL	0	0	0	16,714	0	0	0	16,714		

C2. ENGINEERS ESTIMATE

Replace with categories/format appropriate to your project. Shown below are examples only.

Project:	Santa Cruz County Coastal Rail Trail Segments 8-9 and 10-11 Project				
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$12
5.4					
2	Plans, Specifications, and Estimate				\$8
Right of Way					
3	Right of Way Acquisition				\$22
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
TOTAL RIGHT OF WAY COMPONENT COST					\$22
Construction (Update items to match actual items for project)					
	Item Description	Quantity	Units	Unit Cost	Total
6	Pavement Structural Section Work				\$0
7	AC Overlay				\$0
8	Other AC				\$0
9	Remove & replace localized failed areas				\$0
10	Base materials				\$0
11	Shoulder backing				\$0
12	Other structural section work (Identify)				\$0
13	Hardware Upgrades				\$0
14	Guardrail				\$0
15	Signals and lighting				\$0
16	Other (describe)				\$0
17	Bridge Upgrades				\$0
18	Grading				\$0
19	Drainage Rehabilitation				\$0
20	Utility Relocation				\$0
21	Traffic Control				\$0
22	Traffic stripes, pavement markers and markings				\$0
23	Environmental or potential hazardous materials/waste removal, mitigation, or avoidance				\$0
24	Other (Identify: e.g., Mobilization Cost, Force Account, day labor, etc.,)				\$0
25	Surveys				\$0
26	Construction Support, management and engineering				\$0
27	Surveys				\$0
28	Inspection				\$0
SUBTOTAL CONSTRUCTION ITEMS					\$0
CONTINGENCY				5.0%	\$0
TOTAL CONSTRUCTION COST					\$183
Escalation Rate Used:				%	
Total Cost					\$ 225.70

Coastal Rail Trail Segments 8-11 Project Area Map



Risk	Mitigation
Utilities delay approvals and relocations.	There are existing overhead and underground utilities within the project right-of-way including electrical, gas, petroleum, water, sewer, and telecommunications. The agencies have strong relationships with affected utilities. Utility coordination will follow the Caltrans Right-of-Way Manual, particularly Chapter 13 Utility Relocations. Utility coordination has begun to mitigate schedule delays.
Property owners force design or acquisition changes or are unwilling to sell their right-of-way.	While most of the Project Elements are constructed within the Santa Cruz Branch Rail Line right-of-way owned by RTC, there are right-of-way acquisitions needed in select locations. During PS&E, the right-of-way needs will be refined to reduce impacts and negotiations will begin early with property owners to reduce delays. Right-of-Way negotiations will follow the Caltrans Right-of-Way Manual and adhere to the Uniform Act (49 CFR 24).
Private improvement encroachments into rail right-of-way.	There are several instances where private improvements have encroached into the RTC Santa Cruz Branch Rail Line right-of-way. The agencies are actively coordinating with the adjacent private properties to discuss the project improvements and the removal of their encroachment into the public right-of-way.
Unforeseen permitting issues.	Unforeseen permitting issues may arise. Each Project Element's environmental document has or will identify the required permits. Coordination with permitting and approval agencies has begun or will begin early in the PS&E process to reduce potential schedule delays.
California Public Utilities Commission Approvals	The Project Elements are constructed within the railroad right-of-way owned by RTC. Modifications to existing at-grade and new crossings will require RTC and the California Public Utilities Commission (CPUC) approval. RTC supports the Project Elements being constructed within their right-of-way. The CPUC relies upon the approvals of the railroad owners when issuing approvals and will follow RTC's lead. The Project delivery schedule has included sufficient time to secure these approvals.

Detailed cost estimates by unit are frequently updated and the most current update can be provided upon request.

Segments 8 & 9 Cost Estimates (\$1000s)					
Phase	Description	Estimated Cost 2022	Estimated Cost 2024	Estimated Cost 2025	Estimated Funding Need 2025
PAED	Project Approval and Environmental Documentation	<i>combined with below</i>	<i>combined with below</i>	\$7.64	\$0
PSE	Plans, Specifications, and Estimate	\$4.87	\$4.87	\$2.46	\$2.7
ROW	Right-of-Way - Preconstruction & Acquisitions	\$0.5	\$0.5	\$2.5	\$1.96
ROW	Right-of-Way - Mitigation	<i>combined with above</i>	\$5.0	\$8.56	\$8.56
CON	Construction	\$39.27	\$50.23	\$68.80	\$26.72
TOTAL		\$44.64	\$60.6	\$89.96	\$40.01

Segments 10 & 11 Cost Estimates (\$1000s)					
Phase	Description	Estimated Cost 2022	Estimated Cost 2024	Estimated Cost 2025	Estimated Funding Need 2025
PAED	Project Approval and Environmental Documentation	\$4.5	\$4.5	\$4.8	\$0.2
PSE	Plans, Specifications, and Estimate	\$2.9	\$3.0	\$5.7	\$2.7
ROW	Right-of-Way - Preconstruction & Acquisitions	\$1.7	\$8.2	\$2.5	\$0.7
ROW	Right-of-Way - Mitigation	<i>combined with above</i>	<i>combined with above</i>	\$10.8	\$10.8
CON	Construction	\$74.7	\$96.2	\$114.2	\$22.8
TOTAL		\$83.8	\$111.9	\$138	\$37.2