

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
City of Santa Cruz					
Contact Name	Phone	E-mail Address			
Claire Gallogly	(831) 420-5107	cgallogly@santacruzca.gov			
Project Title					
Coastal Rail Trail Segments 8 and 9 Construction					
Agency Priority Number (e.g. 1 of 3)			1		
Description and Scope of Work (attach extra pages to fully describe scope)					
Construction of Segments 8 and 9 of the Coastal Rail Trail. This project closes a 2.8 mile gap in the 32 mile MBSSTN between the City and County of Santa Cruz by constructing a new multiuse path.					
Location, Limits, Length (attach map(s)/photos separately)					
Adjacent to the Santa Cruz Branch Rail Line between the intersection of Pacific Avenue/Beach Street in the City of Santa Cruz and 17th Avenue in the County of Santa Cruz.					
Roadway Functional Classification (see Caltrans map link):			Select If Applicable		
Summary of Project Benefits, Purpose and Need					
Construct 2.2 miles of multiuse bike and pedestrian trail connecting the most dense areas of the City and County of Santa Cruz. Increases safety and mobility for multimodal users. Reduces GHG and VMT. Increases mode shift to active modes.					
Funds requested	\$10,000,000	Total Project Cost	\$60,000,000	Estimated # of Daily Users	2,000
Are you able/willing to receive federal funds?		Yes			
Was project previously programmed for funds by RTC?		Yes	RTIP ID	TRL 8-9a	
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: Include description					
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:		Coastal Rail Trail Segments 8 and 9 Construction
Generally, what are the benefits of this project?		
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	This project serves active transportation users of all ages and abilities. The design of the facility fully separates people walking, biking, and rolling from vehicular traffic via a multiuse trail. This facility type offers the lowest level of traffic stress.
2	Collisions and Safety	A fully separated facility removes conflicts between people walking and biking and those in cars, increasing safety. This project addresses a linear active transportation corridor to address collisions systematically along the route. This project aims to create a new route that is low stress for active transportation users of all ages and abilities. Between 2010-2020, there were 188 total collisions in the project influence area. Of these, 4 people were killed and 184 were injured. Bike collisions accounted for 69.6% of collisions, pedestrian collisions for 30.4%. Once this project is completed, active users will be able to travel between the City and County on a facility completely separated from motor vehicles, reducing the volume of vehicles to zero. The National Highway Safety Administration identifies separation of non-motorized users as one of the highest safety benefits. The creation of a separated active transportation route between these two areas of high population density encourage higher rates of walking and biking.
3	System Preservation & Infrastructure Condition	
4	System Performance	Mode Shift: Gap Closure: This project connects between Segments 7 and 10/11. Segment 7 provides two miles of complete rail trail. Segment 10/11 will extend the trail over 4 miles, and are currently in the design phase and seeking construction funds. The proposed project will construct a missing segment between these two facilities and connect to a planned network of over 32 miles of multiuse trail. The project closes the gap by constructing a multiuse path within the existing railroad right-of-way which extends from the City of Santa Cruz in to the County of Santa Cruz. This gap closure connects four schools, two low income medical and dental clinics, two clusters of affordable housing development, public beaches, a state park, Simpkins Swim and Community Center, and the Boys and Girls Club. This project connects to transit route 3, providing critical access for DAC residents to access employment and education. System Reliability:

5	Public Health	<p>Santa Cruz County has unacceptably high rates of collisions involving bicyclists and pedestrians, a major public health issue. The project area includes a high number of non-motorized collisions. The larger project area includes a high number of non-motorized collisions however, there are no collisions directly on the project because there is currently no bicycle or pedestrian access along the rail line – this will change dramatically if the project is built. Currently, bicyclists and pedestrians are forced to travel along major arterials that roughly parallel the project in order to pass through this densely populated urban area. Non-motorized collisions have occurred regularly over the past 10 years, in all seasons, throughout the week, and at all times of day. There is no single cluster of collisions, rather collisions occur all along the project and within the project influence area. Improper turning, unsafe speed, automobile right of way, and pedestrian violation were the reported reasons for the greatest number of collisions. This project directly addresses these collision types by physically separating active users from motor vehicles on a continuous multiuse path, limiting potential conflict points where improper turning, auto speed, automobile right-of-way, and pedestrian violations can occur. In addition to being a safer alternative to the busy arterial, it is a direct route within the DAC to many destinations that serve the DAC community, seniors, youth, and disabled children including Live Oak Elementary, Del Mar Elementary, and affordable housing in the Beach Flats.</p>
6	Benefits to Equity Priority Communities	<p>This project will close an over two mile gap in the Rail Trail and address an active transportation deficiency which adversely impacts the regions’ most vulnerable residents. Median Household Income (MHI) in the project benefit area is \$63,787. The lowest MHI of the Census tracts in the project benefit area is \$34,660 (Tract 1010), 46% of the state average MHI. The project area encompasses the low-income Beach Flats neighborhoods (Tract 1010) and terminates in the diverse Live Oak neighborhood, home to Live Oak Community Resources which provides rental income and food distribution. This project is located within and directly connects to the lowest income households in the Santa Cruz community, allowing these economically disadvantaged (DAC) households access to employment, education, and community identified destinations without the added transportation costs of a personal vehicle.</p>
7	Climate Change and Resiliency	<p>Transportation makes up over 60% of GHG emissions in our region. This project will construction a separated bicycle and pedestrian facility connecting key community destinations. This project, and projects like it, offer a path towards a zero emission transportation future that is low stress, and appropriate for users of all ages and abilities.</p>
8a	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	<p>No. The City of Santa Cruz currently has a \$20.8M funding request in to the federal Safe Streets and Roads for All (SS4A) program. That program anticipates announcing awards in December 2025, around the same timeline as this funding program. The Consolidate Call funding request would provide funds to match the SS4A federal funds. With these both secured the project would be fully funded.</p>
8b	Committed Funding: What other funding has been secured for the project?	<p>Past funding from Measure D, CNRA, the Land Trust, and ATP Cycle 3 has been committed to this project. That funding was for the San Lorenzo Trestle Bridge widening and the preconstruction phases of this project. An ATP Cycle 6 grant is secured for construction. The funding requested in this application would augment that construction funding to close the existing funding gap.</p>

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	Yes. The requested funding in this application would be used to leverage the SS4A funding application. This funding would not be at risk as the City would seek other funds, but this could involve delaying other transportation projects.
8d	<u>Eligibility for Other Grants</u> : Is this project eligible for any other competitive grants? If so, what other grants are reasonably	Yes. ATP funding has been secured for this project. SS4A and EEM funding applications have been submitted.
8e	<u>Funding for Cost Increases</u> : How will potential cost increases be funded? What potential funding sources are available to cover	This application is the funding sought for cost increases for this 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?	Yes
9	Project Readiness and Potential	
9a	<u>Schedule</u> : How quickly can the project be implemented to provide benefits to the community? Are	Construction on Segment 8 can start in Fall 2026, after the busy summer season. Pending approvals, the Murray Street Bridge construction could start in late spring/early summer 2026. Segment 9 construction would begin at the end of 2027 and last 3 years.
9b	<u>Deliverability</u> : Describe why your agency is capable of delivering this project. (sufficient staff, project management	The City of Santa Cruz has successfully delivered Segments 7 Phase 1 and 2 of the rail trail. Our team is capable and experienced with project delivery of this type.
9c	<u>Environmental</u> : Describe any potential environmental issues, mitigations, risks associated with current and future environmental	Athis project has an adopted EIR. A EEM grant has been submitted to address project mitigations. Additional work on project mitigations is underway.
9d	<u>Mitigating Risks</u> : What efforts will be undertaken to minimize risks to	Project team coordination between City, County, and RTC continues to review the project and chart a path forward. All partners are committed to project delivery.
9e	<u>Other</u> : Describe any other potential risks and plans to	Funding is currently the largest risk.
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	Existing alternate routes are arterials with high speeds and volumes of vehicles. Most lack active transportation facilities, or those that exist are high stress and not appropriate for users of all ages and abilities. The Monterey Bay Area Complete Streets Guidebook notes that novice and child bicyclists need off road facilities and a connected network (Table 3, page 35). The Rail Trail as a shared use trail ranks as Green (the best) using the Multimodal Level of Service in Appendix C of the Complete Streets Plan.

11a	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?	Yes. The vision for a countywide rail trail was developed through a 2.5 year planning and public outreach process. For implementation, the rail trail is divided into twenty segments. Segments 8 and 9 (this application) ranked as 2nd and 3rd highest community priorities countywide due to their proximity to activity centers, population density, coastal access, cost, public input, and ability to close gaps in the active transportation network. Currently, many families in the DAC neighborhoods struggle to access basic needs due to limited transportation options, lack of vehicle ownership, and limited access to public transit. This project runs within one-mile of 48,000 residents (25% of County population), 15 schools, and 37 parks. Construction of the highest ranked Segment 7 is underway connects to this project.
11b	Outreach: 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.)	The City and County of Santa Cruz was awarded an Active Transportation Program Cycle 3 grant, funding the design, permitting, and environmental phases of Rail Trail Segment 8 and 9. This project is currently underway. As part of this, an extensive public engagement process is underway to further refine the Master Plan designs. During project initiation, project updates were regularly provided at meetings open to the public including the Santa Cruz County Regional Transportation Commission meetings, County Board of Supervisors, Interagency Technical Advisory Committee, and Bicycle Advisory Committee meetings. Due to COVID, most meetings were conducted online, and project staff found that the convenience of online meetings increased public participation. An online EIR scoping meeting was held in November 2021 with approximately 60 attendees. Draft project designs were presented to the public in April 2022 to solicit input on alignment, community connections, and design options during two open houses. Material was presented in English and Spanish, and translators were available for monolingual Spanish attendees. Open houses were advertised online, in newspapers, to schools, and with local support groups and non-profits. The Bicycle Advisory Committee and Elderly and Disabled Transportation Advisory Committee (E&DTAC) were also engaged to solicit feedback on how project could better serve their represented populations.

11c	Diverse Participation: 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>While this project is broadly supported by the entire community, specific, recent outreach was done within the DAC census tracts to verify the desire for this project. Bilingual staff attended multiple events within the DAC communities of Live Oak and the Beach Flats, including bi-monthly food distribution, Boys and Girls Club after school program, Caminando por el Bienestar programs in Live Oak, Bike and Walk to School Day (BWTS) at Live Oak Elementary, community center summer camp for elementary age children, popup outreach in two parks within Census Tract 1010, and the Visita Familiar event at Chanticleer Park.</p> <p>During engagement at Caminando por el Bienestar with primarily monolingual Spanish-speaking families, many mothers noted their families only have one car and it is used by their husbands to get to work. As a result, most of them walk to destinations because buses don't come frequently enough. They noted how many areas don't feel safe to walk because of missing sidewalks or roadways that are dangerous to cross. During outreach at food pantry distribution, neighborhood families expressed strong support for this project to create safe spaces for their families to be able to walk and bike, and support for safe routes for children to take to school. Tourism traffic heading to the Boardwalk amusement park heavily impacts this area, and parents universally expressed fears of their children walking, and biking because of the high speeds of traffic from tourists trying to "cut through" to find parking to go to the Boardwalk.</p> <p>Neighborhood families at BWTS noted drivers not yielding at crosswalks and how scary it is to bike along roads with traffic that is "sooooo fast". They said they wanted crosswalks to have the "flashy lights" because they work much better to stop traffic. At all events, families were struggling with the high gas prices and noted biking is much more affordable, but they often didn't feel safe riding with traffic, especially with their kids. Parents said this project would make them feel more comfortable allowing their children to walk and bike to the schools their children attend, all of which are made more accessible by this project. They noted how the project would make it easier for them to walk and bike to access the many services in the neighborhood that they use.</p>
12a	RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide	TRL 8-9a
12b	Consistency with other plans. What other plans is this project	Active Transportation Plan. General Plan. Climate Action Plan. MBSST
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	2,000+ expected users. This estimate is based on the automated counter at the San Lorenzo River trestle bridge. This counter shows an average of 1100 people per day. As Segments 8 and 9 cover a longer area and directly connect to key community destinations, we estimate 2000 users per day.

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

Project Title:		Coastal Rail Trail Segments 8 and 9 Construction		
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				
Begin Environmental (PA&ED) Phase			09/01/20	
Circulate Draft Env'l Document	Env'l Document	Mar-23		
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			03/20/23	
Begin Design (PS&E) Phase			02/01/23	
End Design Phase (Ready to List for Advertisement Milestone)				
Begin Right of Way Phase			09/01/24	
End Right of Way Phase (Right of Way Certification Milestone)			10/01/26	
Begin Construction Phase (Contract Award Milestone)			01/03/28	
End Construction Phase (Construction Contract Acceptance Milestone)			04/20/29	
Begin Closeout Phase			5/1/2029	
End Closeout Phase (Closeout Report)			11/16/29	

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)	4,119	0	0	0	0	0	0	4,119
PS&E	1,201	0	0	0	0	0	0	1,201
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	500	0	0	0	0	0	0	500
CON	4,125	0	5,706	68,010	3,250	0	0	81,091
TOTAL	9,945	0	5,706	68,010	3,250	0	0	86,911

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)								0	Funds would need to be programmed in time to match the schedule. If STIP funds are not available in early years of programming, we would request to not have STIP funds programmed
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			5,300	5,000				10,300	
TOTAL	0	0	5,300	5,000	0	0	0	10,300	

Fund No. 2:		Staff time- Match for new requested RTC Funds							Funding status	
Fiscal Year									Are these funds secured?	Yes
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			150	150				300		
TOTAL	0	0	150	150	0	0	0	300		

Fund No. 3:		Measure D- City							Funding status	
Fiscal Year									Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)	219							219	If no, when will you know if funds are secured?	
PS&E	231							231		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	1,219 (CON) funding in Prior column was used for the San Lorenzo River Trestle Bridge project.
R/W								0		
CON	1,219			1,500	1,000			3,719		
TOTAL	1,669	0	0	1,500	1,000	0	0	4,169		

Fund No. 4:	SS4A Federal infra								Funding status	
Fiscal Year									Are these funds	No
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	secured?	
E&P (PA&ED)								0	If no, when will you know if funds are secured?	Dec-25
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				20,800				20,800		
TOTAL	0	0	0	20,800	0	0	0	20,800		

Fund No. 5:	ATP Cycle 6								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	500							500	What risks are there to these funds, if any?	
CON	1,492			34,274				35,766		
TOTAL	1,992	0	0	34,274	0	0	0	36,266		

Fund No. 6:	ATP Cycle 3								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)	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	169							169		
TOTAL	3,169	0	0	0	0	0	0	3,169		

Fund No. 7:	CNRA- Trestle								Funding status	
Fiscal Year									Are these funds secured?	Yes
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	545							545		
TOTAL	545	0	0	0	0	0	0	545		

Fund No. 8:	Measure D County								Funding status	
Fiscal Year									Are these funds secured?	Yes
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				1,500				1,500		
TOTAL	0	0	0	1,500	0	0	0	1,500		

Fund No. 9:	Measure D RTC								Funding status	
Fiscal Year									Are these funds secured?	Partially
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?	Every funding cycle
PS&E	370							370		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	If RTC does not award
R/W								0		
CON	500			2,000	2,250			4,750		
TOTAL	870	0	0	2,000	2,250	0	0	5,120		

[illegible]

Fund No. 11:	Land Trust of Santa Cruz County- Private Donations Cycle 3 Match								Funding status	
Fiscal Year									Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)	1,300							1,300	If no, when will you know if funds are secured?	
PS&E	200							200		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	1,500	0	0	0	0	0	0	1,500	What risks are there to these funds, if any?	

Fund No. 12:	Gas Tax								Funding status		
Fiscal Year									Are these funds secured?	Yes	
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?	Note: this is specifically for the Railroad bridge element
CON			256						256		
TOTAL	0	0	256	0	0	0	0		256		

Fund No. 13:	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				2,786				2,786		
TOTAL	0	0	0	2,786	0	0	0	2,786		

C2. ENGINEERS ESTIMATE

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

Project:	Coastal Rail Trail Segments 8 and 9 Construction				
Item No.	Engineer's Estimate				
	Segments 8 & 9 Implementation Costs				
1	Segments 8&9 - Project Administration				\$300,000
2	Segments 8&9 - PAED and PSE				\$7,229,490
4	Segment 9 - Construction Administration				\$5,150,000
5	Segment 9 - Environmental Mitigation				\$8,560,000
6	Segment 9 - Right-of-Way				\$2,460,000
7	Segment 9 - Implementation Allowance				\$310,000
	Segment 8& 9 Total Implementation Costs				\$24,009,490.00
	Segment 8 Construction				
	Item Description	Quantity	Units	Unit Cost	Total
8	Demolition and Structure Moving	1	LS	\$170,303	\$170,303
9	Earthwork and Grading	1	LS	\$11,375	\$11,375
10	Erosion and Sedimentation Controls	1	LS	\$75,844	\$75,844
12	Flexible Paving	1	LS	\$65,265	\$65,265
13	Irrigation	1	LS	\$31,149	\$31,149
14	Landscaping	1	LS	\$55,464	\$55,464
15	Mobilization	1	LS	\$419,651	\$419,651
16	Pavement	1	LS	\$26,523	\$26,523
17	Paving Specialties/Markings	1	LS	\$753,409	\$753,409
18	Retaining Walls	1	LS	\$259,505	\$259,505
19	Rigid Paving	1	LS	\$301,131	\$301,131
20	Storm Drain	1	LS	\$27,435	\$27,435
21	Temporary Traffic Control	1	LS	\$117,720	\$117,720
		SUBTOTAL CONSTRUCTION ITEMS			\$2,314,774
	ESCALATION TO MIDPOINT			8.0%	\$185,181.92
		CON COST			\$2,499,955.92
		CON CONTINGENCY		10.0%	\$249,996
	Segment 8 Total Construction Cost				\$2,749,952
	Segment 9 Construction				
	Item Description	Quantity	Units	Unit Cost	Total
21	Bridges	1	LS	\$10,049,376	\$10,049,376
22	Curbs and Gutters	1	LS	\$334,926	\$334,926
23	Demolition and Structure Moving	1	LS	\$681,368	\$681,368
24	Earthwork and Grading	1	LS	\$5,567,895	\$5,567,895
25	Electrical Utilities	1	LS	\$3,848,914	\$3,848,914
26	Erosion and Sedimentation Controls	1	LS	\$185,451	\$185,451
27	Fences and Gates	1	LS	\$584,135	\$584,135
28	Flexible Paving	1	LS	\$650,288	\$650,288
29	Irrigation	1	LS	\$11,441	\$11,441
30	Paving Specialties/Markings	1	LS	\$410,967	\$410,967
31	Railway Construction	1	LS	\$335,673	\$335,673
32	Relocation of Rail Tracks	1	LS	\$1,518,147	\$1,518,147
33	Retaining Wall	1	LS	\$13,070,210	\$13,070,210

35	Rigid Paving	1	LS	\$420,468	\$420,468
36	Site Improvements	1	LS	\$21,002	\$21,002
37	Storm Drain	1	LS	\$2,191,232	\$2,191,232
		SUBTOTAL CONSTRUCTION ITEMS			\$39,881,493
	ESCALATION TO MIDPOINT			32%	\$12,762,077.76
	CON COST				\$52,643,571
		CON CONTINGENCY		10.0%	\$5,264,357
	Segment 9 Total Construction Cost				57,907,928
Segments 8&9 Total Cost					\$84,667,369
	Paved 8' Wide Multiuse Path				
	Item Description	Quantity	Units	Unit Cost	Total
	Earthwork and Grading	1	LS	\$450,512.00	\$450,512
	Paving Specialties/Markings	1	LS	\$56,414.42	\$56,414
	Fencing	1	LS	\$104,040.35	\$104,040
	Flexible Pavement	1	LS	\$359,945.94	\$359,946
	Storm Drain	1	LS	\$159,829.14	\$159,829
	Permits	1	LS	\$12,064.01	\$12,064
	Construction Engineering	1	LS	\$50,000.00	\$50,000
	Construction Survey	1	LS	\$10,000.00	\$10,000
	Demolition of Multiuse Path	1	LS	\$536,126.00	\$536,126
	Design Contingency (10%)	1	LS	\$173,893.19	\$173,893
		SUBTOTAL CONSTRUCTION ITEMS			\$1,912,825
		CON CONTINGENCY		10.0%	\$191,283
	TOTAL CONSTRUCTION COST				\$2,104,108
		Total Escalation		6%	\$128,350.56
					\$2,232,458
Railroad Bridge Total Cost					\$2,232,458

Rail Trail 8/9

Detailed Project Description/Scope

Rail Trail Segments 8 and 9 extend 2.18 miles from the wharf in the City of Santa Cruz and 17th Avenue in the County of Santa Cruz. New multiuse trail in this corridor will connect people to schools, jobs, housing, parks and open space, medical facilities, grocery stores, and other daily needs.

In partnership with the RTC and County of Santa Cruz, the City of Santa Cruz has been working diligently on preconstruction activities for Segments 8 and 9 of the rail trail. Preconstruction activities have been funded with a California Active Transportation Program grant, funding from the Santa Cruz County Land Trust, and Measure D. Design is underway and progressing.

As the design activities have progressed, project partners have identified a significant funding gap. This project has been incredibly successful at securing outside funding, which speaks to the transformative opportunity it offers our community. While staff created grant cost estimates with the best available knowledge in early 2022, multiple factors have led to cost increases and a large funding gap. These include unprecedented construction cost escalation, unanticipated seismic issues, increases in the cost of materials, changes to the design as the result of the ZEPRT project, and increased right of way needs to accommodate the increased horizontal off-sets.

This funding request is for construction funding for Segments 8 and 9 of the Rail Trail to address that funding gap and be able to deliver the project. Specifically, this application seeks funding in three parts:

1. **Segment 9 Construction Funds:** The priority use of these funds is to provide the \$5M non-federal match for Federal Safe Streets and Roads for All (SS4A) federal grant application. The City of Santa Cruz submitted a SS4A grant requesting \$20.8M for Segment 8/9 Construction funding, which requires a 20% local match. If awarded, the City of Santa Cruz would use consolidated grant funding to match federal SS4A grant dollars. Award announcements are anticipated in December 2025. If not awarded, these funds would be dedicated to construction of Segment 9 and seeking additional outside funding.

2. Early action on Segment 8 (\$3M): These funds would advance construction of Segment 8 prior to Segment 9. Securing these non-federal funds would create the opportunity to construct Segment 8 of the Rail Trail beginning in late summer 2026 with a completion date in Spring 2027. Advancing this segment would preserve existing grant funds for the more complicated and expensive Segment 9, and avoid cost increases as the result of inflation and escalation from waiting to construct Segments 8 and 9 together in a single package.
3. Murray Street Bike and Pedestrian Access (\$2M): With the construction of the Murray Street Bridge seismic retrofit project, the Santa Cruz City Council has directed staff to seek methods to create continuous bike and pedestrian access across the harbor by utilizing the existing rail line. The City is pursuing preconstruction design with other local funds. This portion of the funding request would secure funding to implement a bike and pedestrian path on Segment 9 of the Rail Trail across the Santa Cruz Harbor using the existing rail bridge. Pending RTC direction, this could be a permanent bridge or a demonstration.

Project Schedule

This application seeks construction funding for Segment 8/9 of the Rail Trail. The Segment 8/9 project certified its Environmental Impact Report (EIR) in March 2023, completed its schematic design phase in June 2023, and was programmed to begin construction as early as July 2026 (Fiscal Year 26-27). As noted above, these three project elements could be delivered independently, and as a package advance Segment 8 and 9 Construction for a continuous multiuse facility from the wharf in the City of Santa Cruz to 17th Avenue in the County.

A portion of this funding request is for Construction funding for Segment 8. The City is currently reviewing 90% plans for Segment 8, with construction documents anticipated by the end of the calendar year. If funding is secured, Segment 8 construction is anticipated to begin in fall 2026, after the busy summer season, and be complete in spring 2027.

For Segment 9, the project completed concept design and began 60% design in June 2023 but has since been working through additional design efforts. Key drivers of this additional design work include seismic analysis of the Harbor Railroad (Woods Lagoon) bridge, increasing off-sets from the MBSST Master Plan to accommodate the Zero Emission Passenger Rail and Trail (ZEPRT) project, and resulting increased right of way needs. These changes have added time and cost to

the project. The design effort continues and there is a separate funding application for those efforts. If adequate funding is secured, design could be completed in December 2026. The right-of-way phase is a substantial effort which is expected to last into early 2027. If all funding lines up, construction will begin at the end of 2027 and last 3 years.

For the component of Segment 9 on the Murray Street rail Bridge, the City of Santa Cruz is currently coordinating with project partners, including the RTC. Design is underway. Pending approvals and securing funding, this project is planned to go to construction in early 2026. Construction is anticipated to take less than 3 months.

Existing Project Funding

In December 2016 Segments 8 and 9 were awarded an Active Transportation Program Cycle 3 grant for the planning and design phase of the project totaling \$3M, matched with \$1.5M from the Land Trust. Subsequently in December 2022, an ATP Cycle 6 grant was awarded for right-of-way and construction phases totaling \$34.8M, matched with Measure D from the City (\$1.5M), County (\$1.5M), and SCCRTC (\$2.37M). That totals \$44.6M in programmed project funding for construction of the trail. In June 2025 the SCCRTC was awarded a RAISE Grant that is anticipated to add \$2.8M in construction funding to the project.

While the project has \$44.6M programmed for Rail Trail Segments 8 and 9, **the project needs between \$25M-\$40M of additional funding** to complete design, right-of-way, and construction depending on cost escalation and results of grant applications. To cover additional project costs, the City has applied for additional funding with support from the County and SCCRTC. In July 2025, the City applied for a Safe Streets for All Grant (SS4A), requesting \$20.8M in federal funds for right-of-way and construction. This funding application would provide \$5M for the local match for the SS4A grant, securing \$20.8M in outside funds. The City also applied for an Environmental Enhancement Mitigation grant to fund a portion of the required environmental mitigations for the project.

Outreach and Engagement:

The vision for a countywide rail trail was developed through a 2.5 year planning and public outreach process. For implementation, the rail trail is divided into twenty segments.

Segments 8 and 9 (this application) ranked as 2nd and 3rd highest community priorities countywide due to their proximity to activity centers, population density, coastal access, cost, public input, and ability to close gaps in the active transportation network. Currently, many families in the DAC neighborhoods struggle to access basic needs due to limited transportation options, lack of vehicle ownership, and limited access to public transit. This project runs within one-mile of 48,000 residents (25% of County population), 15 schools, and 37 parks. Construction of the highest ranked Segment 7 is underway connects to this project.

This project is part of the Monterey Bay Sanctuary Scenic Trail (MBSST), a community-driven vision to transform transportation and coastal access throughout Santa Cruz County. The framework for this project was defined through a three year long public and stakeholder engagement process, which resulted in the award winning MBSST Rail Trail Master Plan which was adopted in 2013. Outreach and public engagement, which started in 2011, have continued for over a decade. There is a long history of an active and interested public for this project. In November 2016, Santa Cruz County voters approved Measure D – which commits 17% of a new sales tax revenues for trail construction, 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 as part of the funding package.

For over two decades, project leaders have engaged residents, advocates, non-profits, mobility and disability advocates, the DAC community, businesses, social organizations, adjacent landowners, and state and federal agencies in envisioning the Monterey Bay Sanctuary Scenic Trail Network. Engagement for the MBSST Master Plan included stakeholder interviews and public workshops. Stakeholders representing community and advocacy included non-profits Ecology Action, Sierra Club, Land Trust Santa Cruz County, Friends of the Rail and Trail, the Chambers of Commerce, the railroad operator and the Farm Bureau of Santa Cruz County. Public agencies included Planning/Public Works Departments for the Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville and the County of Santa Cruz, the California Coastal Commission, the California Coastal Conservancy, and California State Parks. With the Master Plan complete, more refined engagement for each segment of rail trail has transpired.

The City and County of Santa Cruz was awarded an Active Transportation Program Cycle 3 grant, funding the design, permitting, and environmental phases of Rail Trail Segment 8 and 9. This project is currently underway. During project initiation, project updates were regularly provided at meetings open to the public including the Santa Cruz County Regional Transportation Commission meetings, County Board of Supervisors, Interagency Technical Advisory Committee, and Bicycle Advisory Committee meetings. Due to COVID, most

meetings were conducted online, and project staff found that the convenience of online meetings increased public participation. An online EIR scoping meeting was held in November 2021 with approximately 60 attendees. Draft project designs were presented to the public in April 2022 to solicit input on alignment, community connections, and design options during two open houses. Material was presented in English and Spanish, and translators were available for monolingual Spanish attendees. Open houses were advertised online, in newspapers, to schools, and with local support groups and non-profits (see supporting documents for photo of advertising in English and Spanish). The Bicycle Advisory Committee and Elderly and Disabled Transportation Advisory Committee (E&DTAC) were also engaged to solicit feedback on how project could better serve their represented populations. The chair of the E&DTAC is legally blind, so project leaders verbally described the project improvements to allow the chair to provide meaningful feedback on how to make the trail more accessible to disabled users.

The City of Santa Cruz actively maintains a project website for all Coastal Rail Trail projects within our jurisdiction (www.cityofsantacruz.com/coastalrailtrail). This site contains project information, maps, recorded public meetings, presentations from public meetings, and environmental review information. The City will continue to maintain an updated project website for this project. Additionally, the Regional Transportation Commission maintains an updated project FAQ here: https://sccrtc.org/wp-content/uploads/2021/12/Fact-Sheet_MBSST_Segment-8_9_updated.pdf

Supporting Materials

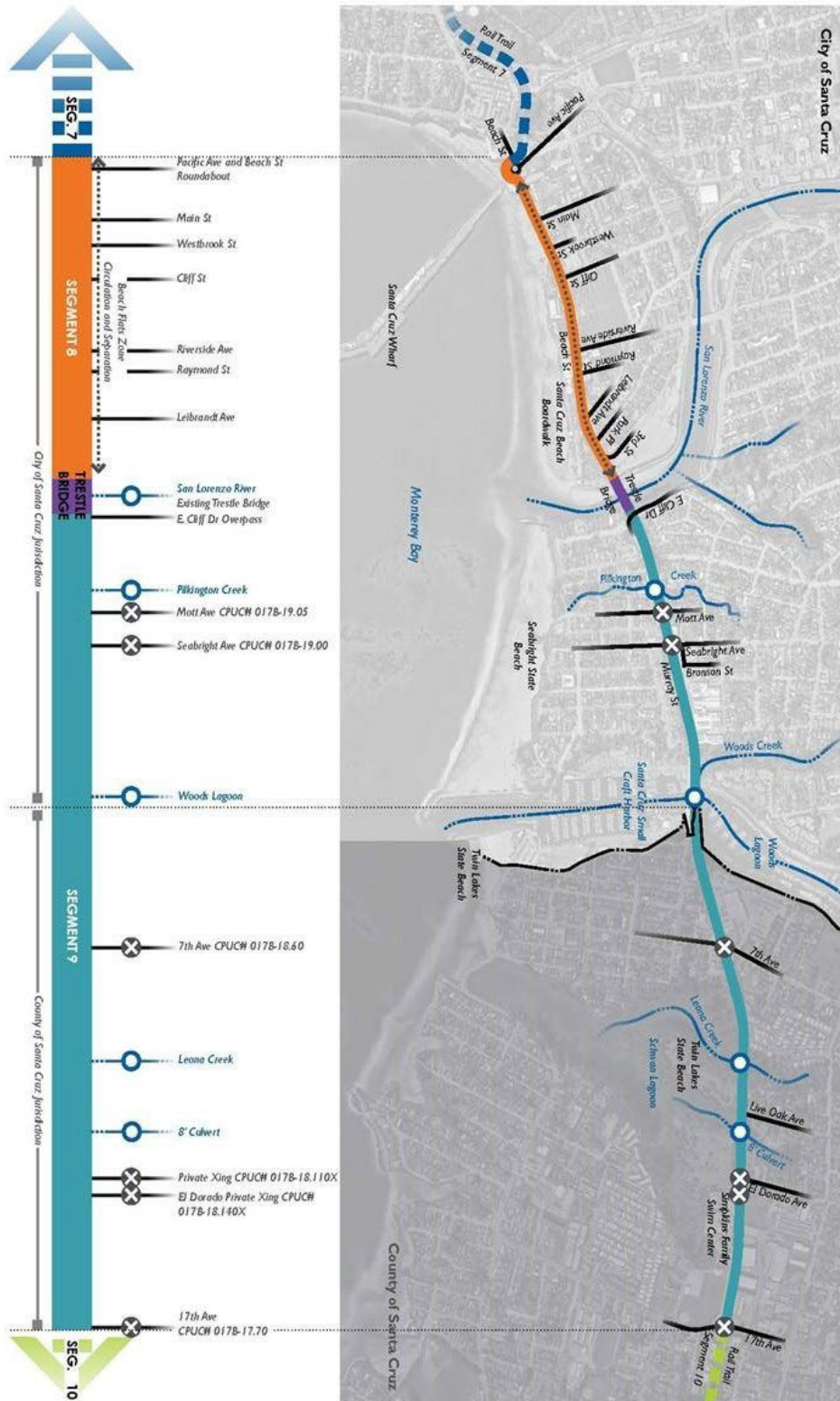
Example Photos:







Map:



Public outreach information, and any other supporting materials



Sendero Costero

SEGMENTOS 8 & 9

Jueves 31 de marzo
5 - 6:30 pm

REUNIÓN PARA LA COMUNIDAD
VIA ZOOM



cityofsantacruz.com/CoastalRailTrail





Coastal Rail Trail

SEGMENTS 8 & 9

Thursday, March 31
5 - 6:30 pm

COMMUNITY OPEN HOUSE
VIA ZOOM



cityofsantacruz.com/CoastalRailTrail





E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Coastal Rail Trail Segments 8 and 9 Construction	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	NN
2	This project is among the highest priorities for this agency;	NN
3	The proposed transportation investments have received the full review and vetting required by law;	NN
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	NN
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	NN
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	NN
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	NN
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	NN

9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	NN
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	NN
11	The agency will commit the funds necessary to ensure this project is fully funded.	NN

Implementing Agency Representative:

Signed



Date

9/15/25

Printed (Name and Title)

Nathan Nguyen, PE. Director of Public Works

Implementing Agency

City of Santa Cruz

Project Sponsor – if different

Signed

Date

Printed (Name and Title)

Enter Name/Title

Sponsor Agency

Enter Sponsoring Agency Name