

Pacific Avenue/Beach Street in the City of Santa Cruz through Live Oak in the County of Santa Cruz to 47th Avenue in the City of Capitola. **Option A Phase 1 maximizes construction of the Projects within existing grant funds and projected Measure D revenues (est. \$43 Million additional funding need), but this amount could not be fully supported by Measure D revenues allocated to active transportation and the use of debt financing.** Should the City of Santa Cruz be awarded the Safe Streets for All Grant Program (\$21 Million federal funding) by the end of the year, the funding gap could be reduced to \$22 million. Phase 2 would include construction of 47th Avenue to State Park Drive (Segment 11) and would require an additional \$94 million in future grants to complete, with a minimum 20% local match of \$19M.

Option B: Phase 1 would construct 2.2 miles of the 7.0 miles approved in the grant application between Pacific Avenue/Beach Street to 17th Avenue. **Option B Phase 1 traverses the most densely populated area in Santa Cruz County, but like Option A, the funding gap (est. \$34 million) could not be fully supported by Measure D Active Transportation revenues and the use of debt financing. However, the additional funding need is close to what could be available through Measure D Active Transportation category funding revenues and available financing.** Should the City of Santa Cruz receive funding through the Safe Streets for All Grant Program, the funding gap could be reduced to \$13 Million. This funding gap could be further reduced should RTC award funding to Segments 8-11 preconstruction through the Consolidated Grant Program at their November 2025 RTC meeting. Future phases of construction would require an additional \$138 million to complete, with a 20% local match of \$28M.

Option C: Phase 1 would construct approximately 1.5 miles of the 7.0 miles approve in the grant application between Pacific Avenue/Beach Street to 7th Avenue. **Option C constructs the least amount of the Projects of these options but minimizes the need for additional funding (est. \$20 million). Under this scenario, there would be capacity within the program after financing for Segments 8 ~~-11~~ & a portion of Segment 9 project delivery.** Of the options discussed in this report, this option would preserve the greatest amount of future Measure D Active Transportation category revenues to develop other Coastal Rail Trail segments. New revenues for subsequent phases and/or other Coastal Rail Trail segments would begin to be available in FY30/31 and grow to approximately \$20M by the term of Measure D. It is unclear how funding from the Safe Streets For All Grant Program would be jeopardized in this scenario as it's intended to provide funds that extend beyond 7th Avenue and the portion of trail between 7th and 17th are not included in this option.