

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 9, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.27, Action Item

Prepared By: Rihui Zhang, Chief
Division of Local Assistance

Subject: ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE CHANGE REQUEST – CITY OF WATSONVILLE RAIL TRAIL FROM WATSONVILLE SLOUGH TRAILHEAD TO WALKER STREET PROJECT RESOLUTION ATP-A-19-02

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ATP-A-19-02, a project scope change request, for the Cycle 2 Active Transportation Program (ATP) City of Watsonville's Rail Trail from Watsonville Slough Trailhead to Walker Street project (PPNO 2694A) infrastructure construction component, in the amount of \$600,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope change request for the Cycle 2 ATP City of Watsonville's Rail Trail from Watsonville Slough Trailhead to Walker Street project (PPNO 2694A).

ISSUE:

The City of Watsonville (City) has submitted a scope change request for the City of Watsonville's Rail Trail from Watsonville Slough Trailhead to Walker Street project (PPNO 2694A). The project originally intended to provide a multi-use path parallel to existing railroad tracks, adjacent to existing railroad right-of-way, from Walker Street to Watsonville Slough Trail Head as part of the Segment 18 Trail which is within the larger, voter-approved, 50-mile Monterey Bay Sanctuary Scenic Trail (MBSST) network.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

The City, with this scope change request, proposes to:

Revise Scope:

This scope change request proposes to build an alternate adjoining phase of the Segment 18 Trail. The trail limits of the original scope were from Walker Street to Watsonville Slough Trail Head. The trail limits of the proposed scope are from Watsonville Slough Trail Head to Ohlone Parkway, an alternate phase of the Segment 18 Trail. The length of the trail with the original scope limits was 2,400 feet and the length of the trail with the proposed scope limits is 1,500 feet.

The scope changes are due to the following:

This scope change request proposes to modify the limits of the adjoining segment of the overall trail network to facilitate delivery disruptions due to ongoing railroad right-of-way issues. The original 2,400-foot section runs adjacent to a Santa Cruz Branch Rail Line track and crosses near Walker Street. This section requires the installation of a railroad crossing to connect the trail to desirable destinations. Acquiring the required permits for the railroad crossing prior to the already extended timely-use-of-funds deadline of October 2019 is not feasible due to the extensive, prolonged process. The proposed scope change will allow the agency to use the ATP funds on a phase that includes a 1,500-foot section of a multi-use path that does not have rail crossings but is still encompassed within the larger Segment 18 Trail project and the overall 50-mile MBSST network. The costs have increased due to the new trail requiring retaining structures and the overall increase in construction costs. The increased costs will be paid for by local funds.

ANALYSIS:

The Department's overall analysis has determined the proposed scope change will result in a project that meets the ATP purpose of increasing bicycling and walking. The City's scope change will continue to encourage the use of non-motorized modes of transportation, and safety will be increased due to providing a multi-use path where there are currently no nearby dedicated bicycle and pedestrian facilities. Additionally, the remaining phases of Segment 18 will be funded with local funds that will provide a greater non-motorized transportation benefit, including adjoining with the larger 50-mile MBSST network. The total project cost has increased from \$862,000 to \$1,167,820 due to retaining walls needed on the proposed alignment and the overall escalation of construction costs.

Location/Element	Original Scope	Proposed Change	Change in Walking/Bicycling Benefit
Multi-use trail – ATP funded section	Walker Street to Watsonville Slough Trailhead – 2,400 feet	Watsonville Slough Trailhead to Ohlone Parkway – 1,500 feet	The City predicts a decrease in daily users from the original scope from 85 to 73. The larger Segment 18 section of the MBSST network will increase daily users from 85 to 106 from the original scope when completed.

ANALYSIS RECOMMENDATION:

Based on the analysis of the proposed scope changes, the Department has determined that the changes will temporarily result in a decrease to the overall active transportation benefits of the project as compared to the original scope. However, the City has committed to completing the remainder of Segment 18 with local funds and is scheduled to begin construction in Fiscal Year 2021-2022. Upon completion of the remainder of Segment 18, the project will serve the purpose of providing an overall increase in benefit to potential users. Therefore, the Department supports the proposed scope change for the project.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project present scope changes to the Department for consideration prior to allocation. The Department will make a recommendation to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.

Attachments

Project Scope Change Request

Caltrans' Analysis and Recommendations

Submittal Date: August 20, 2019

PROJECT NAME: City of Watsonville
IMPLEMENTING AGENCY: City of Watsonville
ATP ID: ATP02-05-046S
FEDERAL PROJECT NO.: ATPL-5031(034)
PPNO: 2694A
DATE OF AGENCY/CT COORDINATION MEETING: 6/26/19
FIELD REVIEW DATE (major only):
APPROVED PROJECT DESCRIPTION: Construct 2400-foot pedestrian and bicycle path. Provide public outreach and training to improve bicycle and pedestrian safety.

Purpose

This document serves as supplemental information to the Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE (attached) completed by the City of Watsonville and submitted to Caltrans on July 23, 2019.

Caltrans' Recommendation(s)

As a result of Caltrans' review of the City of Watsonville's Scope Change Request documentation and a subsequent discussion with the City of Watsonville's staff, Caltrans recommends the following action:

APPROVE AS A MAJOR SCOPE CHANGE

Scope to Be Changed

This project proposes to provide a multi-use path parallel to existing railroad tracks, adjacent to existing railroad right-of-way, as part of the Segment 18 Trail which is part of the larger, voter-approved, 50-mile Monterey Bay Sanctuary Scenic Trail (MBSST) network.

This scope change request proposes to build an alternate adjoining leg or phase of Segment 18 of the overall trail network. The original limits of the trail were from Walker Street to Watsonville Slough Trail Head. The proposed limits are from Watsonville Slough Trail Head to Ohlone Parkway. The length of the trail in the original scope was 2400 feet and the length of the trail in the proposed scope is 1500 feet.

Reason for the Scope Change

This scope change request proposes to modify the limits of the adjoining segment of the overall trail network to facilitate delivery disruptions due to ongoing railroad right-of-way issues. The original 2400-foot section runs adjacent to a Santa Cruz Branch Rail Line track and crosses near Walker Street. This section requires the installation of a railroad crossing to connect the trail to desirable destinations. Acquiring the required permits for the railroad crossing from the California Public Utilities Commission prior to the already extended timely-use-of-funds deadline of October 2019 is not feasible due to the extensive, prolonged process. When considering alternative trail limits, other options included extending the proposed, western limit beyond Ohlone Parkway, or building an alternate phase of Segment 18 from Lee Road to Ohlone Parkway. Extending the proposed, western limits beyond Ohlone Parkway would not provide a logical trail terminus. The phase of Segment 18 from Lee Road to Ohlone Parkway has similar railroad crossing issues as the phase of the original scope from the trailhead to Walker Street. The only viable alternative is the phase of the proposed limits of Segment 18 as described in the scope change request. The proposed scope change will allow the agency to use the ATP funds on a phase that includes a 1500-foot section of a multi-use path that does not have rail

crossings but is still encompassed within the larger Segment 18 Trail project and the overall 50-mile MBSST network.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):

Net Decrease- The proposed scope change is expected to have the following impacts on the project's potential to increase walking and biking as compared to the original scope.

The potential for a net decrease in ATP benefits is because the proposed trail segment spans a shorter length than the original scope. However, the intent of the overall project is served as it will eventually connect to the larger regional trail project. According to the agency, the estimated number of users decreases from 85 users for the original scope to 73 users for the proposed alignment.

The original and newly proposed alignments are part of the larger Segment 18 trail and the overall 50-mile trail network. Segment 18 will provide an increase in daily users from 85 to 106 upon completion. The City has committed to completing the remainder of Segment 18 with local funds and is scheduled to begin construction in FY 21/22 which is shortly before the first phase will be completed (see attached commitment letter). Since the original alignment cannot be built in time to utilize the funds, this alignment will still serve the purpose of providing funding to Segment 18 and the overall trail network.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):

No change - The proposed scope change is expected to have no impact on the overall safety of pedestrians and bicyclists as compared to the original scope.

The project limits of the original and newly proposed alignments both begin and end at streets and trail heads and are a part of the Segment 18 project and the MBSST. There are no obvious differences in the safety between the original and proposed alignments. However, the agency mentioned the proposed alignment has the probability to prevent less accidents than the original alignment based on the location within the overall segment. Upon construction of the entire Segment 18, the probability to prevent accidents upon completion will increase. Ultimately, the trail will provide a safer route than the existing conditions.

Additional Comments

Caltrans concurs with the information provided in Attachment 1- Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Caltrans' Coordination with Requesting Agency

Caltrans HQ ATP managers, Caltrans District 5 staff, and the City of Watsonville held a teleconference meeting on June 26, 2019 to discuss the scope change and issues related to the project.

Impact to Project Cost

Higher construction costs and the addition of retaining walls have augmented project costs from \$862,000 to \$1,167,820. The additional costs will be covered by the local agency.

Impact to Project Schedule

This project currently has a construction allocation time extension that expires in October 2019. The purpose of this scope change is to allocate the construction funds before they lapse by building an alternate phase of a segment of the overall MBSST network.

ATTACHMENTS

1. Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE-Completed by Agency
2. Original plans with changes redlined
3. Original Detailed Engineer's Estimate with changes redlined



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EXHIBIT 22-D REQUEST FOR PROJECT SCOPE CHANGE (LOCAL ATP PROJECTS)

To: Heidi Borders
District Local Assistance Engineer
Caltrans, Office of Local Assistance
50 Higuera St
San Luis Obispo, CA 93401-5415

Date: July 1, 2019
PPNO: 2694A
Federal PROJECT #: ATPL-5031(034)
ATP ID #: ATP02-05-046S

Project Name: City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker Street

Approved Project Description: Construct 2400 foot pedestrian and bicycle path parallel to existing railroad tracks and within existing railroad right of way. Provide public outreach and training to improve bicycle and pedestrian safety.

Approved Project Limits: Within existing railroad right of way between Watsonville Slough Trailhead (approximately 1500 feet east of Ohlone Parkway) and Walker Street.

Project is not federally funded.

Dear Ms. Borders:

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

Required Elements:

1. An explanation of the proposed scope change; Watsonville requests a Scope Change to modify the limits of the Active Transportation Program Cycle 2 (ATP) funded portion of Segment 18 of the Monterey Bay Sanctuary Scenic Trail (MBSSTN) or Rail Trail. The modified project is 1500 lineal feet and extends from Ohlone Parkway to the Watsonville Slough Trail trailhead. There is no change proposed to the pedestrian and bicycle safety training.

While the ATP funds would be used on a slightly modified and shorter length of trail, the project and its benefits can be viewed as the first phase of the overall Segment 18 project. Watsonville is currently developing all of Segment 18, which is a 6300 foot long by twelve foot wide paved pedestrian and bicycle trail adjacent to existing railroad tracks and within the existing railroad corridor that extends from Lee Road to Walker Street. The Segment 18 project is identified on the attached plans. The City completed preliminary design and environmental documentation for Segment 18 and is developing the final plans. The City secured funding from different sources for different parts of the trail. The original part of the trail to be funded by the ATP was 2400 feet long and extended from Walker Street to the Watsonville Slough Trail trailhead (See attached Segment 18 Trail Map).

Segment 18 will connect with and create links to two regionally significant pedestrian and bicycle trail projects that are currently being designed and are shown on the attached map. One project is the 1.4



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mile Lee Road Trail, which will connect to Segment 18 and extend to Pajaro Valley High School. The other project is the Harkins Slough Road Pedestrian and Bike Bridge, which will improve access between Pajaro Valley High School and the City of Watsonville by adding a pedestrian and bike bridge across State Route 1 and improve the pathway and sidewalk along Harkins Slough Road.

2. The reason for the proposed scope change; The time needed to acquire permits for rail crossings from the California Public Utilities Commission has pushed the original project schedule beyond the Active Transportation Program funding deadlines. Unfortunately, similar delays on the balance of Segment 18 are going to result in State Transportation Improvement Program funds lapsing. Fortunately, the Santa Cruz County Regional Transportation Commission and the City have arranged for Measure D funds to help make up the difference. Shifting the location of the trail to an area that does not have rail crossings allows the City to stay within the funding deadlines and deliver an important bicycle and pedestrian connection as scheduled. The revised location of the trail is still within the overall Segment 18 project.

3. The impact the proposed scope change would have on the overall cost of the project; The project cost has changed from \$862,000 to \$1,167,820 with the increase due to additional retaining structures and higher construction costs. The increased costs will be paid for with donations collected previously for the project and Measure D funds.

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application;

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
Pedestrian and Bicycle Trail – ATP Funded Section	Walker Street to Watsonville Slough Trail trailhead – 2400 feet	Watsonville Slough Trail trailhead to Ohlone Parkway – 1500 feet	Decrease in daily users from 85 to 73

When all of Segment 18 is considered, the number of daily users will increase from 85 to 106.

5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application;

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
Pedestrian and Bicycle Trail – ATP Funded Section	Walker Street to Watsonville Slough Trail trailhead – 2400 feet	Watsonville Slough Trail trailhead to Ohlone Parkway – 1500 feet	Decrease in preventable accidents from four to one

When all of Segment 18 is considered, the preventable accidents increase from four to nine.

6. An explanation of the methodology used to develop the aforementioned estimates; For walking and biking, the original estimate was adjusted for the change in project location. For safety, TMS traffic information was consulted for the revised project area.



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7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval. Not Applicable – Project funded in the Statewide component.

ADDITIONAL QUESTIONS:

8. Does this scope change require revalidation of your environmental document? No. Environmental document included original and amended segments.

9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts: The project is included in Master Plans prepared by two agencies: the MBSSTN prepared by the Santa Cruz County Regional Transportation Commission and the City of Watsonville Trail and Bicycle Master Plan prepared by the City of Watsonville. Both agencies have maintained public outreach for this project since it was originally awarded ATP funding. Attached is a document provided by the Regional Transportation Commission concerning the project.

REQUIRED Attachments:

- X Original plans/workplan with changes highlighted (See Attachment 1)
- X Revised plans/workplan (See Attachment 1)
- X Original Detailed Engineer's Est. with changes highlighted (See Attachment 2)
- X Revised Detailed Engineer's Est. (See Attachment 3)
- Written MPO Concurrence (Not Applicable)
- X Additional Revised Application Documentation – Public Outreach Document (See Attachment 4)
- X Additional Revised Application Documentation – Regional Trail Map (See Attachment 5)
- X Additional Revised Application Documentation – Segment 18 Trail Map (See Attachment 6)
- X Additional Revised Application Documentation – 07/01/19 Funding Commitment Letter for Watsonville Rail Trail (See Attachment 7)

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits: Proposed changes to the Project Description: City of Watsonville Rail Trail from Ohlone Parkway to the Watsonville Slough Trail trailhead.

Proposed changes to the Project Limits: Within existing railroad right of way between Ohlone Parkway and the Watsonville Slough Trail trailhead (approximately 1500 feet east of Ohlone Parkway).

For Federally Funded Projects: Not applicable as project is not Federally funded.



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Project Delivery Status:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: N/A PS&E: N/A R/W: N/A CON: 06/01/18 CON-NI: 06/01/17

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: N/A PS&E: N/A R/W: N/A CON: 10/31/19 CON-NI: 06/01/17

Explanation for milestone changes: Allocation extension for construction approved by California Transportation Commission in 2018. No additional changes are proposed.

Local Agency Certification: This Request for Scope Change has been prepared in accordance with the Procedures for Administering Local Projects in the Active Transportation Program (ATP). I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to Murray A. Fontes at 831-768-3117.

(name) (phone number)

Signature:  Title: Principal Engineer Date: 07/01/19

Agency/Commission: City of Watsonville

Attachments:

Original and Revised plans
Original Detailed Engineer's Estimate
Revised Detailed Engineer's Estimate
Public Outreach Document
Regional Trail Map
Segment 18 Trail Map
07/01/19 Funding Commitment Letter for Watsonville Rail Trail

Proposed Scope Change

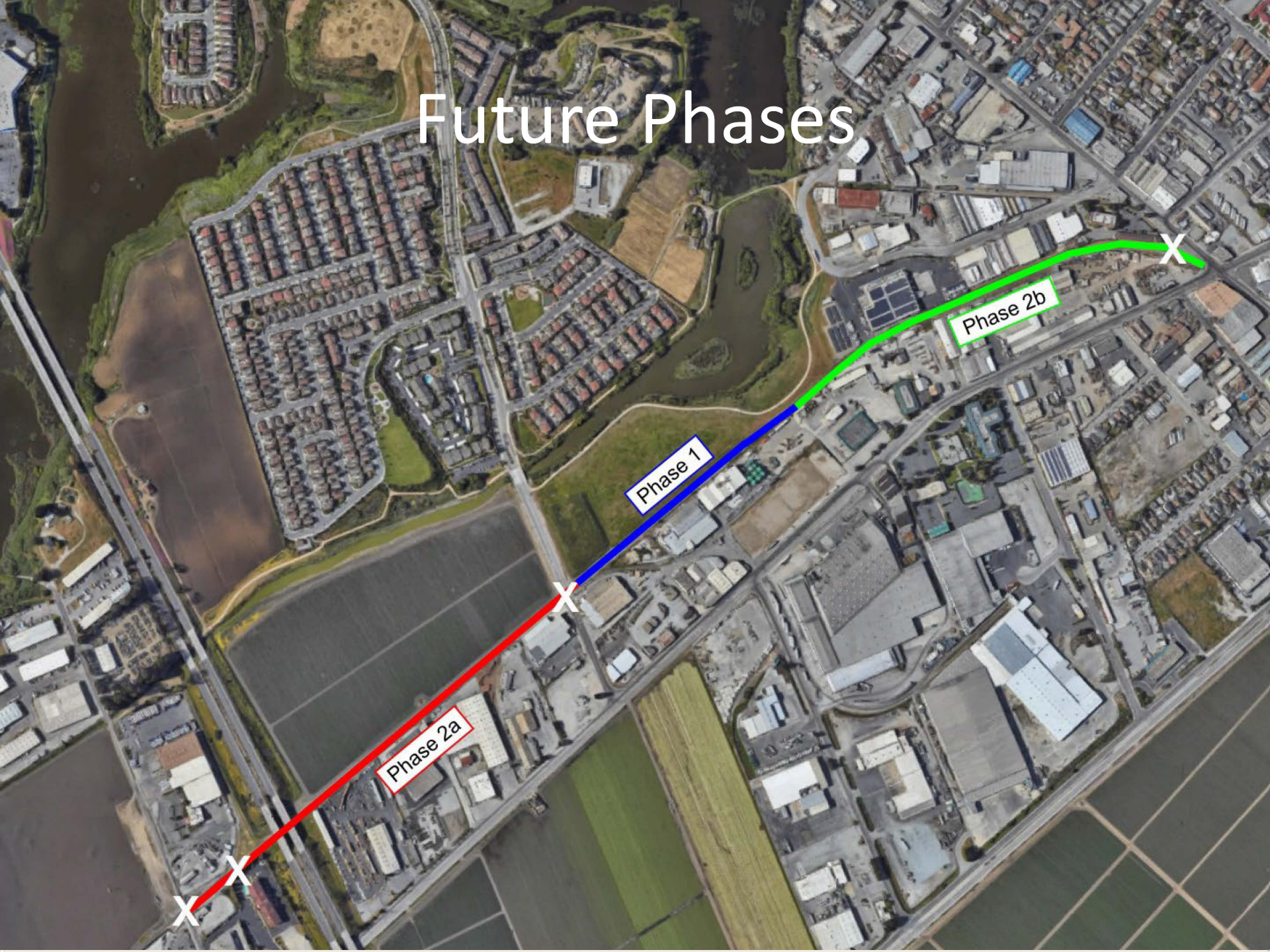


Lee Rd

Modified ATP Project

Walker St - ATP Funded

Future Phases



Phase 2a

Phase 1

Phase 2b



CITY OF WATSONVILLE RAIL TRAIL

CITY OF WATSONVILLE, CALIFORNIA
 PUBLIC WORKS, ENGINEERING DEPARTMENT

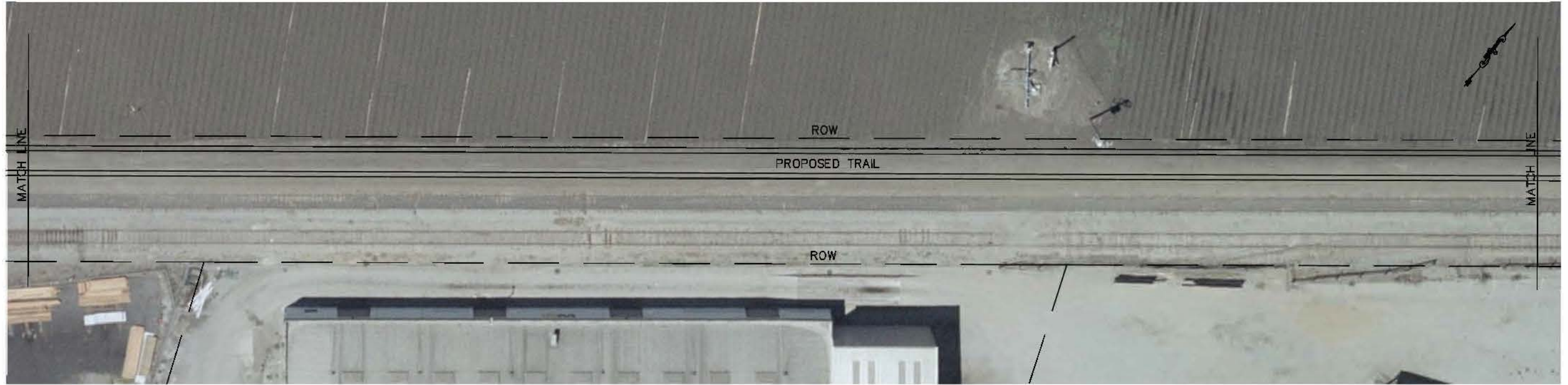
CITY OF WATSONVILLE RAIL TRAIL
 MONTEREY BAY SANCTUARY SCENIC TRAIL
 SEGMENT 18 - LEE ROAD TO WALKER STREET

Approval by _____ Date _____
Chief of Public Works City Engineer

Designed by MJE Job No. _____ SHEET 1
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 Checked by 02/02/16

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

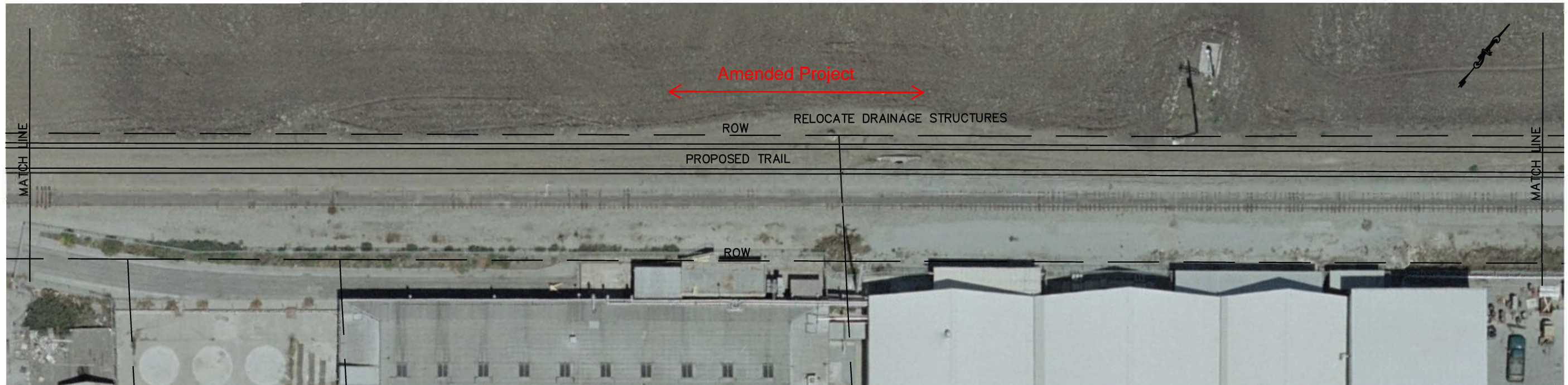
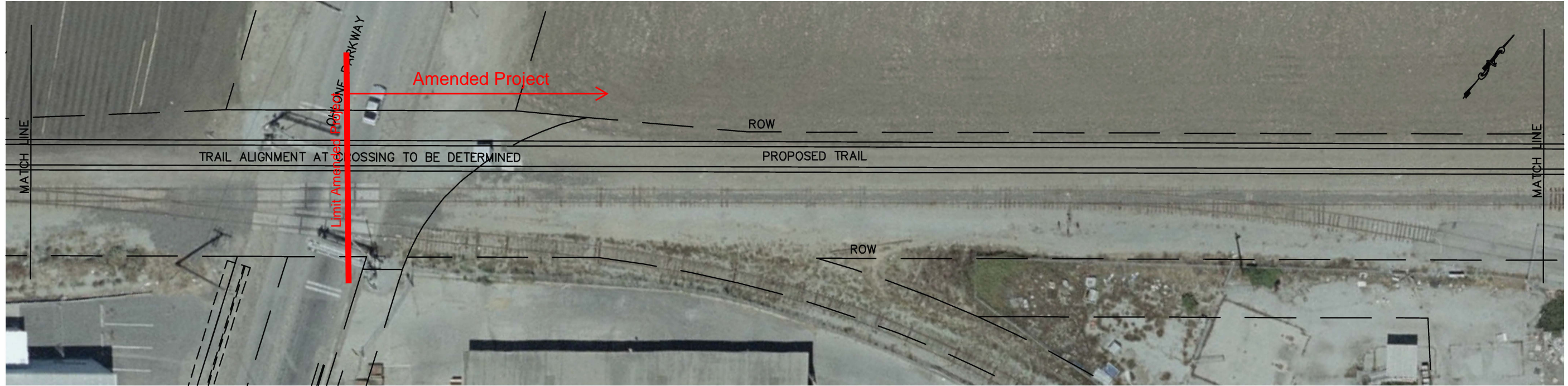
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CITY OF WATSONVILLE RAIL TRAIL

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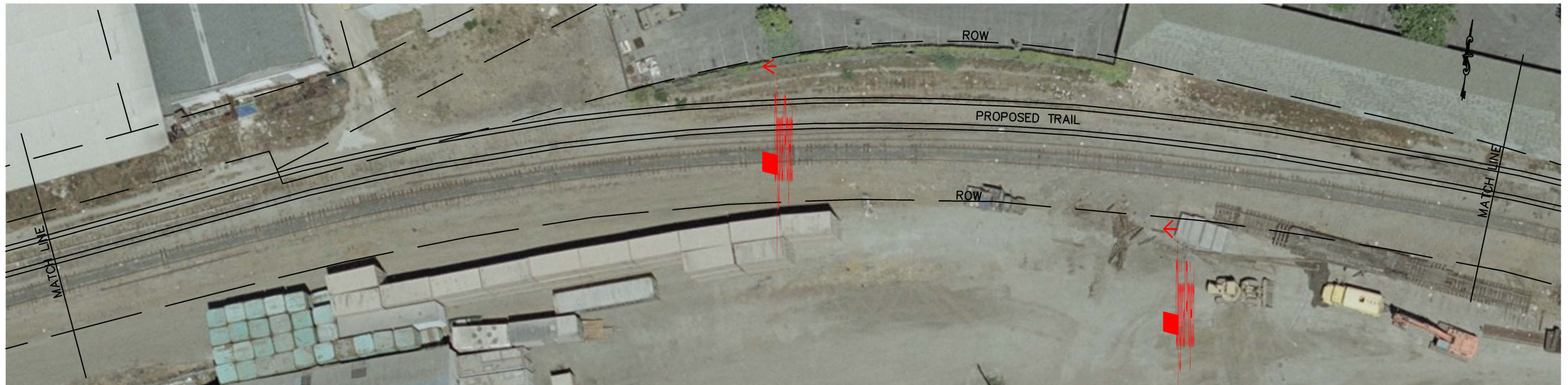
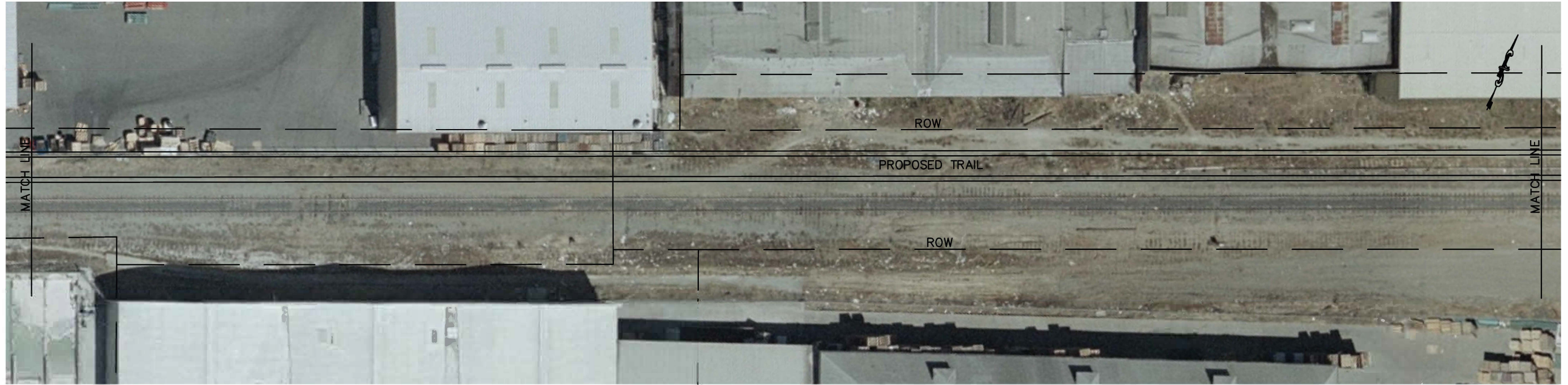
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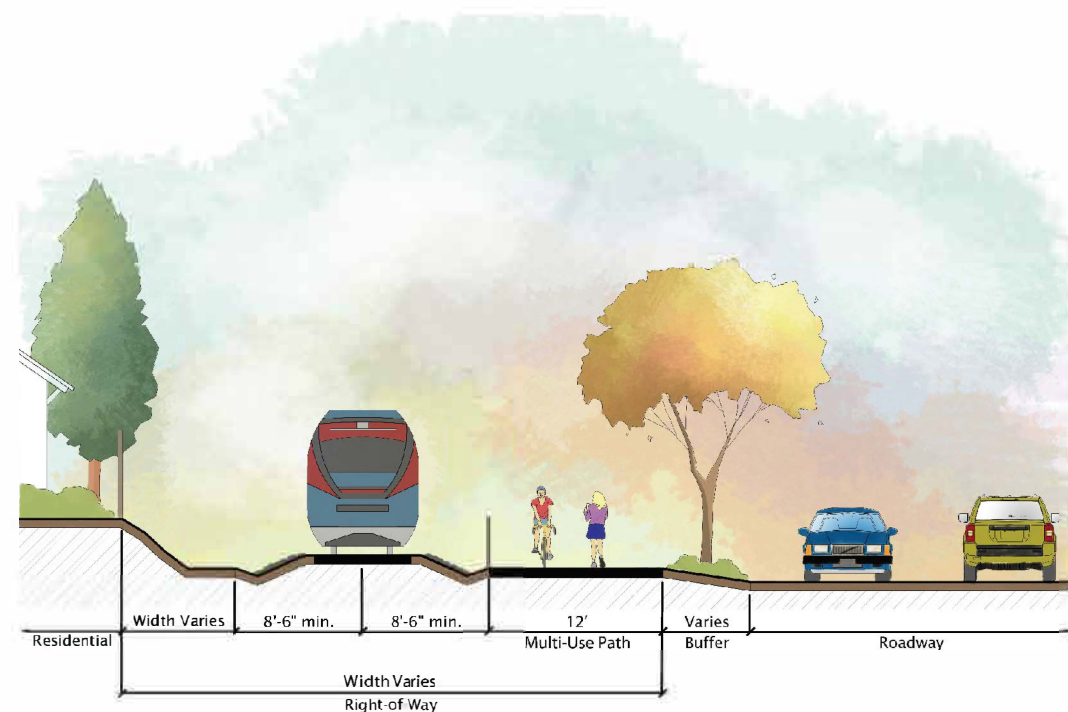
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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES



TYPICAL SECTION

CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT	
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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Watsonville		
Application ID:	City of Watsonville Rail Trail	Prepared by:	Murray Fontes
Project Description:	Construct 2400 pedestrian and bicycle path		
Project Location:	Adjacent to existing railroad tracks and within railroad right of way from Watsonville Slough Trailhead (1500 feet east of Ohlone Parkway) to Walker Street		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Construction Survey	1	LS	\$3,000.00	\$3,000	100	\$3,000						
2	Water Pollution Control	1	LS	\$6,000.00	\$6,000	100	\$6,000						
3	Storm Water Pollution Prevention Plan	1	LS	\$1,200.00	\$1,200	100	\$1,200						
4	Mobilization	1	LS	\$18,000.00	\$18,000	100	\$18,000						
5	Traffic Control System	1	LS	\$3,000.00	\$3,000	100	\$3,000						
6	Clear & grub	1	LS	\$15,000.00	\$15,000	100	\$15,000						
7	Remove Spur at Walker Street	1	LS	\$15,000.00	\$15,000	100	\$15,000						
8	Remove Striping	250	LF	\$6.00	\$1,500	100	\$1,500						
9	Excavation & Grading	1800	CY	\$60.00	\$108,000	100	\$108,000						
10	Aggregate Base	2000	TN	\$90.00	\$180,000	100	\$180,000						
11	Hot Mix Asphalt	400	TN	\$120.00	\$48,000	100	\$48,000						
12	Curb & Gutter	120	LF	\$30.00	\$3,600	100	\$3,600						
13	Sidewalk	720	SF	\$18.00	\$12,960	100	\$12,960						
14	Concrete Panels at Railroad Crossing	70	SF	\$180.00	\$12,600	100	\$12,600						
15	Fence	2,400	LF	\$48.00	\$115,200	100	\$115,200						
16	Traffic Signs	2	EA	\$200.00	\$400	100	\$400						
17	Directional Signs	2	EA	\$1,200.00	\$2,400	100	\$2,400						
18	Crosswalk	250	LF	\$6.00	\$1,500	100	\$1,500						
19	Centerline Stripe	2,400	LF	\$3.60	\$8,640	100	\$8,640						
20	Erosion Control	15,000	SF	\$0.60	\$9,000	100	\$9,000						
21	Demobilization & As-Built Plans	1	LS	\$15,000.00	\$15,000	100	\$15,000						
Subtotal of Construction Items:					\$580,000		\$580,000						
Construction Item Contingencies (% of Construction Items) Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$580,000								

Highlighted area shows original costs that will be revised

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED)	\$ 40,000		
Plans, Specifications and Estimates (PS&E)	\$ 65,000		
Total PE:	\$ 105,000	18.10%	25% Max
Right of Way (RW)			
Right of Way Engineering	\$ 10,000		
Acquisitions and Utilities	\$ 10,000		
Total RW:	\$ 20,000		
Construction (CON)			
Construction Engineering (CE)	\$ 45,000	7.20%	15% Max
Total Construction Items & Contingencies	\$580,000		
Total CON:	\$ 625,000		
Total Project Cost Estimate:	\$ 750,000		

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Watsonville		
Application ID:	City of Watsonville Rail Trail	Prepared by:	Murray Fontes
Project Description:	Construct 1500 pedestrian and bicycle path		
Project Location:	Adjacent to existing railroad tracks and within railroad right of way from Watsonville Slough Trailhead (1500 feet east of Ohlone Parkway) to Ohlone Parkway		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization	1	LS	\$47,000.00	\$47,000	100	\$47,000	0%	\$0		\$0		\$0
2	Traffic Control & Construction Area Signs	1	LS	\$19,000.00	\$19,000	100	\$19,000	0%	\$0	0%	\$0		\$0
3	Construction Surveying	1	LS	\$17,000.00	\$17,000	100	\$17,000	0%	\$0	0%	\$0		\$0
4	Earthwork (Cut/Regrade)	750	CY	\$150.00	\$112,500	100	\$112,500	0%	\$0	0%	\$0		\$0
5	Earthwork (Imported Fill)	400	CY	\$50.00	\$20,000	100	\$20,000	0%	\$0	0%	\$0		\$0
6	2" Mill	50	SY	\$80.00	\$4,000	100	\$4,000	0%	\$0	0%	\$0		\$0
7	Hot Mix Asphalt	570	TON	\$140.00	\$79,800	100	\$79,800	0%	\$0	0%	\$0		\$0
8	Class 2 Aggregate Base	430	CY	\$130.00	\$55,900	100	\$55,900	0%	\$0	0%	\$0		\$0
9	Construct 8" PCC Flush Curb	1,650	LF	\$40.00	\$66,000	100	\$66,000	0%	\$0	0%	\$0		\$0
10	Construct 6" PCC Flush Curb	420	LF	\$30.00	\$12,600	100	\$12,600	0%	\$0	0%	\$0		\$0
11	Construct 8" PCC Retaining Curb	40	LF	\$40.00	\$1,600	100	\$1,600	0%	\$0	0%	\$0		\$0
12	Construct Masonry Retaining Wall	3,790	SF	\$70.00	\$265,300	100	\$265,300	0%	\$0	0%	\$0		\$0
13	Construct Post and Wire Fence	1,600	LF	\$20.00	\$32,000	100	\$32,000	0%	\$0	0%	\$0		\$0
14	Construct Wire Guardrail	1,180	LF	\$100.00	\$118,000	100	\$118,000	0%	\$0	0%	\$0		\$0
15	Construct Railroad Crossing Pads	1	LS	\$22,500.00	\$22,500	100	\$22,500	0%	\$0	0%	\$0		\$0
16	Remove and Replace PCC Sidewalk	30	SF	\$10.00	\$300	100	\$300	0%	\$0	0%	\$0		\$0
17	Remove and Replace PCC Curb and Gutter	10	LF	\$30.00	\$300	100	\$300	0%	\$0	0%	\$0		\$0
18	Construct New PCC Sidewalk	460	SF	\$15.00	\$6,900	100	\$6,900	0%	\$0	0%	\$0		\$0
19	Construct New PCC Curb and Gutter	70	LF	\$50.00	\$3,500	100	\$3,500	0%	\$0	0%	\$0		\$0
20	Install 24" Storm Drain Pipe	50	LF	\$180.00	\$9,000	100	\$9,000	0%	\$0	0%	\$0		\$0
21	Remove and Replace Existing Storm Drain	1	EA	\$6,000.00	\$6,000	100	\$6,000	0%	\$0	0%	\$0		\$0
22	Construct Double Headwall	2	EA	\$6,000.00	\$12,000	100	\$12,000	0%	\$0	0%	\$0		\$0
23	Replace Open Drainage Junction Box with	1	EA	\$6,000.00	\$6,000	100	\$6,000	0%	\$0	0%	\$0		\$0
24	Adjust Water Valve to Grade	1	EA	\$700.00	\$700	100	\$700	0%	\$0	0%	\$0		\$0
25	Install Empty 4" Conduit	1480	LF	\$30.00	\$44,400	100	\$44,400	0%	\$0	0%	\$0		\$0
26	Construct Empty Pull Boxes	9	EA	\$1,200.00	\$10,800	100	\$10,800	0%	\$0	0%	\$0		\$0
27	Install Metrolink Standard Swing Gate	2	EA	\$4,000.00	\$8,000	100	\$8,000	0%	\$0	0%	\$0		\$0
28	Install Standard Barricade	2	EA	\$1,400.00	\$2,800	100	\$2,800	0%	\$0	0%	\$0		\$0
29	Remove Existing Chain-Link Fence	31	LF	\$20.00	\$620	100	\$620	0%	\$0	0%	\$0		\$0
30	Remove Existing Gate	1	EA	\$900.00	\$900	100	\$900	0%	\$0	0%	\$0		\$0
31	Install Detectable Warning Surface	120	SF	\$20.00	\$2,400	100	\$2,400	0%	\$0	0%	\$0		\$0
32	Signage and Striping	1	EA	\$10,000.00	\$10,000	100	\$10,000	0%	\$0	0%	\$0		\$0
Subtotal of Construction Items:					\$997,820		\$997,820		\$0		\$0		\$0
Construction Item Contingencies (% of Construction Items): Enter in the cell to the right					\$0	Highlighted area shows costs that are revised							
Total (Construction Items & Contingencies) cost:					\$997,820								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 40,000		
Plans, Specifications and Estimates (PS&E):	\$ 65,000		
Total PE:	\$ 105,000	10.52%	25% Max
Right of Way (RW)			
Right of Way Engineering	\$ 10,000		
Acquisitions and Utilities	\$ 10,000		
Total RW:	\$ 20,000		
Construction (CON)			
Construction Engineering (CE)	\$ 45,000	4.32%	15% Max
Total Construction Items & Contingencies	\$997,820		
Total CON:	\$ 1,042,820		
Total Project Cost Estimate:	\$ 1,167,820		



Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network

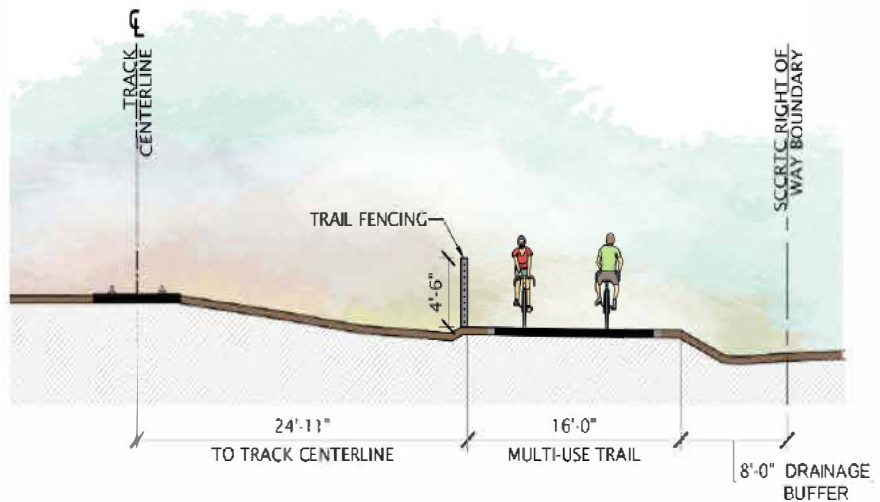
Project Description

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a Regional Transportation Commission (RTC) proposed 50-mile bicycle and pedestrian trail project. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the RTC-owned rail right-of-way. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails.

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Thirteen miles of projects are in various stages of development and have been funded in full or in part. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$24M has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$120M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan which provides initial cost estimates and concept designs. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation.

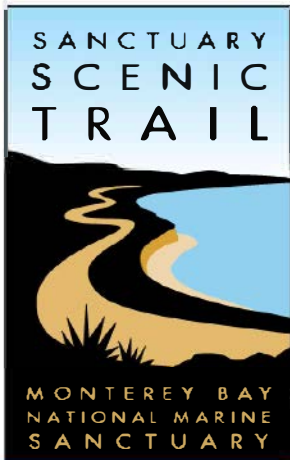


Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Thirteen (13) miles of projects are under development.
- ▶ Approximately \$24M has been secured from state/federal grants and private donations.
- ▶ Measure D will allocate approximately \$125M for the trail over 30 years.
- ▶ Construction of the first project began in 2019.



Coastal Rail Trail Monterey Bay Sanctuary Scenic Trail Network



Status of Funded Rail Trail Projects

North Coast: Davenport to Wilder Ranch

- **Benefits:** Provides a car-free alternative to Highway 1; connects to Wilder Ranch trails, numerous beaches, soon to be opened Coast Dairies and San Vicente Redwoods trails and Davenport; includes parking lots and restrooms at Panther/Yellowbank beach and in Davenport; links to City of Santa Cruz providing approximately 11 miles of continuous bike/ped paths.
- **Distance:** 5.4 miles (fully funded); 2.1 miles + 3 parking lot improvements and a crossing in Davenport (partially funded) **Width:** 16-20 feet **Construction:** FY2021/22 for 5.4-mile segment; construction TBD for remaining 2.1 miles + amenities based on funding availability.

City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf

- **Benefits:** Connects over 30,000 residents who live within one mile of the trail, to schools, work, beaches, shopping and other activity centers; provides safer car-free alternative to Mission Street and connects to the Beach Street bike-way; 9 schools and 28 parks are located within a mile of this section of trail.
- **Distance:** 2.1 miles **Width:** 12 -16 feet **Construction:** To be built in two phases: 1) Natural Bridges to Bay/California and 2) Bay/California to Pacific Avenue. Phase 1 construction will begin in fall of 2019. Phase II TBD based on funding availability.

City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue

- **Benefits:** Close to 48,000 residents live within one mile of the corridor where 15 schools and 37 parks are also located.
- **Distance:** 2.2 miles **Width:** 12 feet **Construction:** Estimated 2022-23
- **San Lorenzo River walkway:** Widening of the San Lorenzo River walkway at the Boardwalk was funded and advanced ahead of trail **Width:** 10 feet **Construction:** Completed May 2019.

City of Watsonville: Lee Road to Walker Street

- **Benefits:** Close to 20,000 residents live within one mile of the corridor where 12 schools and 12 parks are also located. The new trail will link 850 homes along Ohlone Parkway with the City's 7-mile slough trail system and the downtown area.
- **Distance:** 1.2 miles **Width:** 12 feet **Construction:** First portion - FY2019/20; remainder FY2021/22



City of Watsonville

"A Community of Opportunities"

July 1, 2019

Heidi Borders
District Local Assistance Engineer
Caltrans, Office of Local Assistance
50 Higuera St
San Luis Obispo, CA 93401-5415

PPNO: 2694A
Federal PROJECT #: ATPL-5031(034)
ATP ID #: ATP02-05-046S

Subject: Funding Commitment Letter for Watsonville Rail Trail

Dear Ms. Borders:

Please accept this letter as a financial commitment from the City of Watsonville to fund construction of the second phase of the City of Watsonville Rail Trail project for Segment 18 of the Monterey Bay Sanctuary Scenic Trail Network. The first phase of the project will be constructed in Fiscal Year (FY) 2019/2020, is located along the existing railroad corridor and extends from Ohlone Parkway to the Watsonville Slough Trail trailhead. The second phase will be constructed in FY 2021/2022, is along the railroad corridor and has two sections. One extends from Lee Road to Ohlone Parkway and from the other from Watsonville Slough Trail trailhead to Walker Street.

The cost of the second phase is estimated at \$3,800,000. The City will use Measure D funds from two sources to pay for this work. Measure D funds are generated through a one-half cent sales tax collected and distributed by the Santa Cruz County Regional Transportation Commission (SCCRTC). \$2,800,000 will be provided through the SCCRTC's Measure D Active Transportation/MBSST - Rail Trail program (see Exhibit B on the attached Resolution No. 40-19 adopted by the SCCRTC on 06/06/19). The remaining \$1,000,000 will be from the City's share of Measure D funds that the SCCRTC directly allocates to Watsonville for use on Neighborhood Projects.

If there are questions, please contact me at (831) 768-3117 and at murray.fontes@cityofwatsonville.org.

Yours truly,


Murray A. Fontes, Principal Engineer
Public Works & Utilities Department

attachment

REGIONAL MEASURE D PROJECTS AND COMMUNITY BRIDGES/LIFT LINE AND
AMENDING THE FY19/20 RTC BUDGET
TO REFLECT PLANNED USE OF MEASURE D REVENUES

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

WHEREAS, Measure D is a ½ cent sales tax for 30 years to fund five transportation improvement categories; and

WHEREAS, all Measure D funding recipients are required to annually develop a five-year program of projects to identify planned expenditures and deliverables, with these plans adjusted annually based on updated revenue and distribution estimates, project schedule and cost information, as well as information on other grants or funds secured for the projects; and

WHEREAS, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Highway Corridors, Active Transportation (Coastal Rail Trail), Rail Corridor, San Lorenzo Valley Highway 9 Corridor Improvements, and the Highway 17 Wildlife Crossing; and

WHEREAS, Community Bridges is the agency designated as the Consolidated Transportation Services Agency in Santa Cruz County that is responsible for receiving four percent (4%) net of revenue from Measure D to deliver paratransit services to seniors and people with disabilities; and

WHEREAS, Community Bridges is not a public agency, the RTC holds a public hearing for the Community Bridges/Lift Line's Measure D 5-year program of projects; and

WHEREAS, the RTC has prepared plans for projected revenues from FY 2019/20 through FY 2023/24 which are consistent with the Measure D Ordinance and Expenditure Plan;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The Five-Year Program of Projects (FY19/20-23/24) for the Measure D regional categories and projects: Highway Corridors, Active Transportation (Coastal Rail Trail), Rail Corridor, San Lorenzo Valley Highway 9 Corridor Improvements, and the Highway 17 Wildlife Crossing, as shown in Exhibits A

through E, are hereby adopted.

2. The Five-Year Program of Projects for the Consolidated Transportation Services Agency (Community Bridges/Lift Line) paratransit services to serve seniors and people with disabilities, as shown in Exhibit F is hereby adopted.
3. The FY19/20 RTC Budget is hereby amended, consistent with the Five-Year Program of Projects to reflect and implement the adopted Measure D 5-year programs of projects;
4. The Executive Director, or his or her designee, is hereby authorized to enter into agreements with agencies implementing components of the five-year program of projects;
5. Staff is directed to utilize Measure D funds to leverage other state and federal funds, expedite deliverables and provide public information to keep the community apprised about these investments.

AYES: COMMISSIONERS BERTRAND, BOTTORFF, BROWN, CAPUT, COFFMAN-GOMEZ, GONZALEZ, MCPHERSON, ROTKIN, and COMMISSIONER ALTERNATES MULHEARN and SCHIFFRIN

NOES: COMMISSIONERS JOHNSON

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS



Ed Bottorff, Chair

ATTEST:



Guy Preston, Secretary

Exhibits A-E: Five Year Program of Projects for Regional Categories and Projects

Exhibit F: Five Year Program of Projects for Community Bridges Lift Line

Distribution: RTC Fiscal, Community Bridges, Subrecipients

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Measure D: 5-Year Program of Projects (FY19/20-23/24)

Approved 6/6/19

Category: **Active Transportation/MBSST-Rail Trail (17% of Measure D Revenues)**

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total
Estimated Annual Measure D Allocations	\$6,869,542	\$3,542,331	\$3,588,381	\$3,635,030	\$3,682,286	\$3,730,156	\$25,047,726
Est. carryover from prior year balance		\$4,213,162	\$2,916,635	\$377,016	-\$1,344,652	-\$802,616	
Total Available (includes interest and carryover)	\$6,869,542	\$7,755,493	\$6,505,016	\$4,012,046	\$2,337,634	\$2,927,540	

	Rail Trail Project/Program	Description	Prior Years Spent	Planned Use					Total Measure D	2019 Updates	Estimated Construction start date
				FY19/20	FY20/21	FY21/22	FY22/23	FY23/24			
1	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/California to Wharf (Phase II), City of Santa Cruz(SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	---	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	Shift \$1.1M for ph. 1 to FY19/20 & add \$1 million per City of SC request for Phase 2 for construction, contingent on city securing other funds for balance of Ph. 2. Shift capital funds to FY19/20 based on updated schedule.	Phase I: Summer-Fall 2019; Phase II: TBD
1A	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/California to Wharf (Phase II), City of Santa Cruz (SC) lead	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$91,972	\$100,000	\$50,000	\$0	\$0	\$0	\$241,972	Update RTC and technical assistance costs (previously \$245k).	duration of project delivery
2	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	No change.	FY18/19 (to be completed ~ June 2019)
2A	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$12,500	\$10,000	\$0	\$0	\$0	\$0	\$22,500	Updates RTC and technical assistance costs (previously \$15k)	duration of project delivery
3	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	\$0	-	---	---	\$2,000,000	\$0	\$2,000,000	Shifted funds from FY 20/21	est. 2022/23
3A	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000	Add FY22/23 and FY23/24 estimates.	duration of project delivery
4	City of SC trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Add FY23/24 at same level; add \$25K to FY19/20	ongoing
5	Segment 18: Lee Rd-Walker, Watsonville	Allocation to City of Watsonville for trail construction.	\$0	\$150,000	\$0	\$2,800,000	\$0	\$0	\$2,950,000	Shift funds to match current schedule and add \$2.8M of city's \$3.8M request, contingent on city securing other funds for balance of construction cost.	FY19/20 and remaining portion in FY 21/22
5A	Segment 18: Lee Rd-Walker, Watsonville	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$62,775	\$20,000	\$20,000	\$20,000	\$0	\$0	\$122,775	Updates RTC and technical assistance costs, adding funds in FY20/21-21/22.	duration of project delivery

	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates	Estimated Construction start date
6	City of Watsonville trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	\$0	\$10,000	\$11,000	\$11,000	\$11,000	\$43,000	Add funds for FY23/24 maintenance.	ongoing
7	North Coast Segment 5	RTC project mgmt, oversight, outreach and technical assistance (EIR consultants, legal, Environmental Health Services & ROW)	\$1,216,939	\$240,000	\$160,000	\$150,000	\$0	\$0	\$1,766,939	Updated costs	est. 2021
8	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	-	→	\$100,000	\$125,000	\$125,000	\$350,000	Deleted FY21/22 funds, adds funds for FY23/24.	ongoing
9	North Coast Segment 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s)	\$0	\$0	\$3,700,000	-	-	\$0	\$3,700,000	No change.	est. 2021
10	Segment 10-12: Segment 10 (17th-47th/Jade St. Park) Seg 11 (Monterey to St. Park Dr.) & Seg 12 (St. Park to Aptos Creek Rd) PA/ED; Preliminary Analysis of 17th Ave-47th Ave/Jade St.-Park	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project	\$0	\$1,333,333	\$1,333,333	\$1,333,333	\$0	\$0	\$4,000,000	Expanded scope. Increase from \$200K previously allocated to Seg 10 to \$4M total for expanded project length and level of analysis.	TBD
10	Segment 10-12 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Increase of funds due to expanded scope; added FY 23/24	TBD
11	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	Costs prior to FY19/20 shown in overall program management below	TBD
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	\$304,767	\$235,000	\$210,000	\$285,000	\$345,000	\$345,000	\$1,724,767	Updated estimated costs, adds FY23/24	ongoing
13	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	\$0	\$17,340					\$17,340	New - approved by RTC May 2, 2019	TBD
14	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$502,724	\$499,250	\$519,250	\$519,250	\$519,250	\$519,250	\$3,078,974	Updated estimated costs FY17/18-19/20 (slightly lower). adds FY23/24	ongoing
Estimated Annual Measure D Expenditures			\$2,691,677	\$4,859,923	\$6,142,583	\$5,358,583	\$3,140,250	\$1,140,250	\$23,333,267		
Estimated Interest Earnings on Measure D Revenues			\$35,297	\$21,066	\$14,583	\$1,885					
Balance/Reserves - negatives reflect years that loans or other financing may be needed if there are no delays to projects or lower expenditures. Long term implementation plan being developed.			\$4,213,162	\$2,916,635	\$377,016	(\$1,344,652)	(\$802,616)	\$1,787,290			





September 17, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Letter of support for City of Watsonville rail trail scope change

Dear Ms. Bransen:

Santa Cruz County Friends of the Rail & Trail exists to expedite the development of a 32-mile biking/walking trail running the length of Santa Cruz County, while keeping the rail line for future transit. "Friends" was instrumental in the County's decision to purchase the coastal rail corridor (formally: the Santa Cruz Branch Rail Line) in order to build the 32-mile Rail Trail from Watsonville to Davenport.

On behalf of the Board of Advisors of Friends of the Rail and Trail, I urge the California Transportation Commission to support of the City of Watsonville's request for a scope change to the rail trail project (Segment 18) underway.

We are pleased with the progress of trail projects in North County, but we need to see similar progress made on the segments in South County. Though a change in scope would have the City of Watsonville deliver a shorter project in the near term, we understand this is the necessary strategy to get construction started sooner rather than later. Watsonville is committed to constructing the original length of the project, but right now there are permitting and regulatory delays in some places. Why let those stop the entire project? Let's get the shorter portion done now. The City of Watsonville is a reliable and trusted partner. You can be confident that as soon as the regulatory hurdles are overcome, they will complete the rest of segment 18.

Sincerely,

A handwritten signature in cursive script that reads "Sally Arnold".

Sally Arnold
Board Chair Friends of the Rail & Trail

cc: Murray Fontes, City of Watsonville
Rachel Moriconi, Santa Cruz County Regional Transportation Commission
Desiree Fox, Caltrans Local Assistance



**LAND
TRUST**
OF SANTA CRUZ
— COUNTY —

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Executive Director

Stephen Slade

September 18, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Letter of support for City of Watsonville rail trail scope change

Dear Ms. Bransen:

The Land Trust of Santa Cruz County has committed over \$300,000 to the City of Watsonville's rail trail project which will connect multiple trail systems and adjacent housing and employment destinations into a cohesive whole. The Land Trust fully support the City of Watsonville's request for a scope change to build a reduced project in the near future while working to overcome hurdles to build the remaining sections. When fully implemented, the City's rail trail will facilitate connectivity to Pajaro Valley High School via a new trail over Struve Slough and to the Land Trust's Watsonville Slough Farm (and planned trails), to housing concentrations, and to the City's downtown.

The Land Trust understands the intricacies of project delivery and recommends that the CTC assist the City of Watsonville in any way possible to shift Active Transportation Program (ATP) funds to the section of the trail that can meet the construction deadline. We understand that the portion of the segment is shorter but as a first phase, it will show progress and commitment to realizing the full project. We are confident in that outcome and urge you to support the scope change.

Please contact me should you have additional questions.

Sincerely,

Stephen Slade

Executive Director

cc: Murray Fontes, City of Watsonville
Rachel Moriconi, Santa Cruz County Regional Transportation
Commission
Desiree Fox, Caltrans Local Assistance