

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

Coastal Rail Trail Segments 10 and 11

Resolution **SHOPP-P-2425-02B**

(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on **October 17th, 2024** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **Santa Cruz County**, and the Implementing Agency, **Santa Cruz County**, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its **6/28/2023** meeting the Commission approved the **Active Transportation Program** and included in this program of projects the **Coastal Rail Trail Segments 10 and 11**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution **G-23-49**, "Adoption of Program of Projects for the Active Transportation Program", dated **6/28/2023**
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Santa Cruz County agrees to secure funds for any additional costs of the project.
- 4.6 Santa Cruz County agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Santa Cruz County agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Santa Cruz County agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics

See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Coastal Rail Trail Segments 10 and 11**

Resolution **ATP-P-2425-01B**

(to be completed by CTC)

DocuSigned by:

50EBAC64454C48C...

Matt Machado

Director of Community Development & Infrastructure

Project Applicant

7/25/2024

Date

DocuSigned by:

50EBAC64454C48C...

Matt Machado

Director of Community Development & Infrastructure

Implementing Agency

7/25/2024

Date



Scott Eades

District Director
California Department of Transportation

08/19/2024

Date



Tony Tavares

Director
California Department of Transportation

10/15/2024

Date



Tanisha Taylor

Executive Director
California Transportation Commission

10/23/2024

Date

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/5/24
District	EA	Project ID		PPNO	MPO ID	
05		0523000030		3115A		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SCR	anta Cruz Branch Rail L	13.17	17.87	Santa Cruz County		
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Robert Tidmore		831-454-7947		robert.tidmore@santacruzcountyca.gov		
Project Title						
Coastal Rail Trail Segments 10 and 11						
Location (Project Limits), Description (Scope of Work)						
In the unincorporated communities of Live Oak and Seacliff and the City of Capitola in Santa Cruz County along the Santa Cruz Branch Rail Line from 17th Avenue to State Park Drive. Construct 4.15 miles of Class I multiuse path.						
Component	Implementing Agency					
PA&ED	Santa Cruz County					
PS&E	Santa Cruz County					
Right of Way	Santa Cruz County					
Construction	Santa Cruz County					
Legislative Districts						
Assembly:	30	Senate:	17	Congressional:	19	
Project Benefits						
Construction of 4.15 miles of the Coastal Rail Trail, a Class I multiuse accessible path that is between 17th Ave and State Park Dr. Increases safety for non-motorized users, improves accessibility, decreases GHG emissions, and increases active modes of transportation.						
Purpose and Need						
Existing facility is an unimproved railroad right-of-way. Project constructs a Class I multiuse path within the rail line right of way, creating a separated multiuse path for bicyclists and pedestrians through the most densely populated areas of Santa Cruz County. Project will increase safety via completely separating bikes and pedestrians from motor vehicle traffic.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	4.15
Active Transportation		Pedestrian bridge			EA	2
Active Transportation		Crosswalk			EA	7
Active Transportation		# Signs, lights, greenway, safety/beautification			EA	5
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					06/15/22	
Begin Environmental (PA&ED) Phase					02/22/21	02/22/21
Circulate Draft Environmental Document				Document Type	EIR	01/09/23
Draft Project Report						06/15/22
End Environmental Phase (PA&ED Milestone)					08/11/23	08/01/24
Begin Design (PS&E) Phase					10/16/23	08/17/24
End Design Phase (Ready to List for Advertisement Milestone)					01/07/25	05/27/26
Begin Right of Way Phase					10/16/23	08/17/24
End Right of Way Phase (Right of Way Certification Milestone)					10/10/24	05/27/26
Begin Construction Phase (Contract Award Milestone)					03/24/25	10/05/26
End Construction Phase (Construction Contract Acceptance Milestone)					09/15/26	10/05/29
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Date: 8/5/24

Additional Information

Additional Outcomes/Outputs are as follows:

- Active Transportation - Intersection modified for pedestrian benefits - 3 EA
- Active Transportation - LED-flashing pedestrian crossing signs - 3 EA
- Active Transportation - Curb extensions - 2 EA
- Active Transportation - Curb ramps installed - 13 EA
- Active Transportation - Sidwalks installed - 400 LF
- Active Transportation - Bike racks installed - 5 EA
- Active Transportation - Benches installed - 3 EA
- Active Transportation - Trash cans installed - 10 EA
- Active Transportation - Signage - 1 LS (signage will be installed along the length of the alignment, quantity is TBD)

ADA Notice

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Project Programming Request (PPR)

Date:	5/27/2022
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Project Information:

Project Title:	Coastal Rail Trail Segments 10 and 11				
District	County	Route	EA	Project ID	PPNO
5	Santa Cruz	local			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:	Local Measure D Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	2,055	2,181	0	0	0	0	0	4,236	Santa Cruz County
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	Santa Cruz County Regional Transportation Commission Measure D funds.
CON	0	0	0	0	0	12,837	0	12,837	
TOTAL	2,055	2,181	0	0	0	12,837	0	17,073	

[illegible][illegible]

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Santa Cruz County

PROJECT TYPE:

Infrastructure + NI - Large



PROJECT APPLICATION NO.:

5-Santa Cruz County-1

PROJECT NAME:

Coastal Rail Trail Segments 10 and 11

PROJECT DESCRIPTION:

Construction of 4.15 miles of Segments 10 and 11 of the Coastal Rail Trail multiuse path between 17th Ave and State Park Dr in Santa Cruz County and non-infrastructure programming

PROJECT LOCATION:

Located along the rail line from 17th Avenue to State Park Drive in County of Santa Cruz. A portion of the project from Thompson Avenue to New Brighton Road is in City of Capitola.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ 2,973	\$ 1,796	\$ 61,835	\$ 995	\$ -
FY -	FY 23/24	FY 23/24	FY 24/25	FY 23/24	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
84,672	67,599	17,073	-	17,073	-	-



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Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5936	Santa Cruz County		
IMPLEMENTING AGENCY'S ADDRESS	CITY	ZIP CODE	
701 Ocean Street, Room 410	Santa Cruz	CA	95060
IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:		
Robert Tidmore	Project Manager		
CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :		
831-454-2340	robert.tidmore@santacruzcounty.us		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.



X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes	☐ No
Implementing Agency's Federal Caltrans MA Number	05-5936F15	
Implementing Agency's State Caltrans MA Number	000510	

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☒ Yes ☐ No

PROJECT PARTNERING AGENCY'S NAME:

City of Capitola

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Steve Jesberg	Director of Public Works
CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
831-475-7300	sjesberg@ci.capitola.ca.us

Attach a "letter of intent" or other documentation.

ATP Cycle 6 - Rail Trail 10+11_Partnering Letter_Capitola.pdf	Remove	Open File
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Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: 3

Coastal Rail Trail Segments 10 and 11

PROJECT / APPLICATION NUMBER:

1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

Words Remaining: 0

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The completed Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) will connect five cities within the County of Santa Cruz to sister cities in Monterey County with a 32-mile universally accessible Class I multi-use trail along the Santa Cruz Branch Rail Line. The trail is divided into 20 segments – this project will design and build Segments 10 and 11 which comprises 4.15 miles (or more than 1/8) of this landmark project. Segments 10 and 11 run from the low-income Live Oak neighborhood in the west – home to the Live Oak Community Resources which provides rental income, food pantry, and other services and myriad schools and parks – past Cabrillo Community College – and terminates in Aptos. In total, these two segments will provide safe, attractive, and easy non-motorized access to 10 schools, 1 college, 18 parks, 13 public beaches, 4 libraries, 2 community centers, and numerous senior and affordable housing projects.

This project is particularly critical to low-income residents. The Boys and Girls Club, Capitola Community Center, Shoreline Middle School, and the public Simpkins Swim Center are located within blocks of the proposed trail. Two established low-income healthcare clinics, Santa Cruz Community Health and Dientes Community Dental Care, are relocating to a new multi-use campus with 57 units of affordable housing less than a half-mile from the project. Low-income service workers, students of all ages and seniors will be able to utilize the trail to get to schools, jobs, medical appointments, food distribution sites and other vital services rather than using existing high injury streets. Existing conditions on parallel routes are notably unsafe and a protected trail is necessary to truly realize mode shift in Santa Cruz County. Public outreach has been conducted for more than a decade. This is a high priority project for County residents.

OUTCOME/OUTPUT: (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Words Remaining: 5

Construction of 4.15 miles of Segments 10 and 11 of the Coastal Rail Trail multiuse path between 17th Avenue and State Park Drive in Santa Cruz County and non-infrastructure programming.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 1

Construction of 4.15 miles of Segments 10 and 11 of the Coastal Rail Trail multiuse path between 17th Ave and State Park Dr in Santa Cruz County and non-infrastructure programming

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 0

Located along the rail line from 17th Avenue to State Park Drive in County of Santa Cruz. A portion of the project from Thompson Avenue to New Brighton Road is in City of Capitola.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). ☐ Yes ☒ No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

_Project Location Map.pdf

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CITIES:

List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other

City Name: Capitola



PROJECT COORDINATES:

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields. For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format)

Lat. 36.97033 N / long. -121.95551 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format)

Lat. 36.97033 N / long. -121.95551 W



Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 3

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ATPL-5025(073)	Active Transportation Program (ATP)	\$3,169,000	Combination (I/NI)	Adjacent project limits with no overlapping scope _s of or limits of work



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure + NI - Large

Will construction funds be requested for this project?

☒ Yes ☐ No

* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

Should this project be awarded funding, construction is expected to start in spring/summer 2025 and last approximately 18 months. A combination of ATP Cycle 6 funds and local Measure D Active Transportation funds from the Regional Transportation Commission will fund the construction and noninfrastructure programming included in this application.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☐ Bicycle Plan ☐ Pedestrian Plan ☒ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements RTP, Monterey Bay Sanctuary Scenic Trail Master Plan

Is your project in a current Plan?

☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☒ **Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

☒ **Trails (Multi-use and Recreational):** (Also fill out Bicycle and Pedestrian Sub-Type information above)

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☒ Yes ☐ No

If yes, estimate the total project costs that are eligible for the Recreational Trail funding: \$67,600,000

If yes, estimate the % of the total project costs that serve "transportation" uses? 100 %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**Recreational Trail funding can only fund work outside of the roadway Right-of-way.*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 10

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



Remove School

School Name: Live Oak Elementary School
School Address: 1916 Capitola Rd, Santa Cruz, CA 95062
District Name: Live Oak School District
District Address: 984-1 Bostwick Lane, Santa Cruz, CA 95062
Co.-Dist.-School Code: 44-69765-604965
School Type: Pre-K to 5
Project improvements maximum distance from school 0.40 mile

Total student enrollment: 315
Approximate # of students living along route proposed for improvement: 250
Percentage of students eligible for free or reduced meal programs** 79 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Live Oak from CountyScottsValleyCompleteStreetsToSchoolsPlan2019.pdf

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Remove School

School Name: Del Mar Elementary School
School Address: 1959 Merrill St, Santa Cruz, CA 95062
District Name: Live Oak School District
District Address: 984-1 Bostwick Lane, Santa Cruz, CA 95062
Co.-Dist.-School Code: 44-69765-6114102
School Type: Pre-K to 5
Project improvements maximum distance from school 0.25 mile

Total student enrollment: 388
Approximate # of students living along route proposed for improvement: 310
Percentage of students eligible for free or reduced meal programs** 61 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Del Mar Elementary Map.pdf

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Remove School

School Name: Shoreline Middle School
School Address: 855 17th Ave, Santa Cruz, CA 95062
District Name: Live Oak School District
District Address: 984-1 Bostwick Lane, Santa Cruz, CA 95062
Co.-Dist.-School Code: 44-69765-6113559

School Type: 6 to 8

Project improvements maximum distance from school 0.20 mile

Total student enrollment: 518
Approximate # of students living along route proposed for improvement: 410
Percentage of students eligible for free or reduced meal programs** 63 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Shoreline_from CountyScottsValleyCompleteStreetsToSchoolsPlan2019.pdf

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Remove School

School Name: Cypress Charter High School
School Address: 2039 Merrill St, Santa Cruz, CA 95062
District Name: Santa Cruz County Office of Education
District Address: 400 Encinal Street, Santa Cruz, CA 95060
Co.-Dist.-School Code: 44-10447-0100305

School Type: 9 to 12

Project improvements maximum distance from school 0.25 mile

Total student enrollment: 104
Approximate # of students living along route proposed for improvement: 0
Percentage of students eligible for free or reduced meal programs** 31 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Cypress High.pdf

Remove

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Remove School

School Name: Tierra Pacifica Charter School
School Address: 986 BOSTWICK LN, Santa Cruz, CA 95062
District Name: Live Oak School District
District Address: 984-1 Bostwick Lane, Santa Cruz, CA 95062
Co.-Dist.-School Code: 44-69765-0100388

School Type: to

Project improvements maximum distance from school 1.00 mile

Total student enrollment: 155
Approximate # of students living along route proposed for improvement: 40
Percentage of students eligible for free or reduced meal programs** 18 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Tierra Pacifica from CountyScottsValleyCompleteStreetstoSchoolsPlan2019.pdf

Remove

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Remove School

School Name: New Brighton Middle School
School Address: 250 Washburn Ave, Capitola, CA 95010
District Name: Soquel Union Elementary School District
District Address: 620 Monterey Ave, Capitola, CA 95010
Co.-Dist.-School Code: 44-69849-6066542

School Type: to

Project improvements maximum distance from school 0.20 mile

Total student enrollment: 710
Approximate # of students living along route proposed for improvement: 300
Percentage of students eligible for free or reduced meal programs** 26 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

New Brighton Middle.pdf

Remove

Open File



Remove School

School Name: Soquel Elementary School
School Address: 2700 Porter St, Soquel, CA 95073
District Name: Soquel Union Elementary School District
District Address: 620 Monterey Ave, Capitola, CA 95010
Co.-Dist.-School Code: 44-69849 -6049985

School Type: to

Project improvements maximum distance from school 0.85 mile

Total student enrollment: 439

Approximate # of students living along route proposed for improvement: 100

Percentage of students eligible for free or reduced meal programs** 35 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Soquel Elementary.pdf

Remove

Open File

Remove School

School Name: Soquel High School
School Address: 401 Soquel San Jose Rd, Soquel, CA 95073
District Name: Santa Cruz City High
District Address: 133 Mission Street, Suite 100, Santa Cruz, CA 95060
Co.-Dist.-School Code: 44-69823-4437406

School Type: to

Project improvements maximum distance from school 1.20 mile

Total student enrollment: 1,078

Approximate # of students living along route proposed for improvement: 200

Percentage of students eligible for free or reduced meal programs** 26 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Soquel High from CountyScottsValleyCompleteStreetsToSchoolsPlan2019.pdf

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Remove School

School Name: Delta Charter
School Address: 6500 Cabrillo College Dr #21190, Aptos, CA 95003
District Name: Santa Cruz City High
District Address: 133 Mission Street, Suite 100, Santa Cruz, CA 95060
Co.-Dist.-School Code: 44-69823-4430187

School Type: 9 to 12

Project improvements maximum distance from school 0.30 mile

Total student enrollment: 111
Approximate # of students living along route proposed for improvement: 25
Percentage of students eligible for free or reduced meal programs** 37 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Delta High.pdf

Remove

Open File

Remove School

School Name: Mar Vista Elementary School
School Address: 6860 Soquel Dr, Aptos, CA 95003
District Name: Pajaro Valley Unified School District
District Address: 294 Green Valley Road, Watsonville, CA 95076
Co.-Dist.-School Code: 44-69799-6049738

School Type: K to 6

Project improvements maximum distance from school 0.35 mile

Total student enrollment: 418
Approximate # of students living along route proposed for improvement: 100
Percentage of students eligible for free or reduced meal programs** 39 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Mar Vista from CountyScottsValleyCompleteStreetstoSchoolsPlan2019.pdf

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**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>0</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>3</u> Number	Crossing-Surface Improvements: <u>1</u> Number
Lighting:	Intersection: <u>5</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>5</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: <u>Green Crossbike striping</u> #: <u>6</u>	#2: <u></u> #: <u>0</u>

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>400</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>13</u> Number	Reconstruct Ramp to Standard: <u>1</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>3</u> Number
	New RRFB/Signal: <u>0</u> Number	
	Shorten Crossing: <u>1</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>3</u> Number	Trash Cans: <u>10</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: <u></u>
Other Ped Improvements:	#1: <u>Access ramps/stairs</u> #: <u>3</u>	#2: <u></u> #: <u>0</u>

☒ **Multi-use Trail Improvements**

Class 1 Trails:	New (8' or less wide): <u>0</u> Linear Feet	New (over 8' wide): <u>21,856</u> Linear Feet
	Widen/Reconstruct Existing: <u>0</u> Linear Feet	Bicycle/Pedestrian Bridge: <u>2</u> Number
Non-Class 1 Trails:	New: <u>0</u> Linear Feet	Widen/Reconstruct Existing: <u>0</u> Linear Feet
Other Trail Improvements:	#1: <u>Viaducts</u> #: <u>5</u>	#2: <u>Interpretive Signage</u> #: <u>20</u>

☒ **Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:	Remove Travel Lane: <u>0</u> Linear Feet	Remove Right-Turn Pocket: <u>0</u> Number
Speed Feedback Signs:	Speed Feedback Signs: <u>0</u> Number	
Signalized Intersections:	Timing Improvements: <u>0</u> Number	New Roundabout: <u>0</u> Number
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
Other Traffic-Calming Improvements:	#1: <u>Curb bulb-outs</u> #: <u>4</u>	#2: <u></u> #: <u>0</u>

☒ **Non-Infrastructure Components**



NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

☐ Regional Initiative 0 %
☒ Community Initiative 44 %
☒ Safe Routes to School 56 %

☐ First Last Mile 0 %
☐ Other: _____, 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

0 Number of walk or bike audits
0 Number of bicycle skills/safety classes
16 Number of pedestrian skills/safety classes
0 Number of community demonstration projects/pop-ups/open street events
0 Number of community encouragement (i.e. bike to work days)
8 Number of community challenges (i.e. bike to work month challenge)
40 Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

88 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
40 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
44 Number of bike rodeos
44 Number of pedestrian 'mock city' safety skills events
0 Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0 Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
80 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0 Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
0 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

4 Number of School-wide active transportation festivals

Number of _____

Communications: *Check the box if the program will include the communication type.*

☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)

☒ Social media (Twitter, Facebook, Instagram, etc.)

☐ Large media (bus-wraps, billboards, etc.)

☒ Program website

☒ Print/electronic publications (newsletters, blogs, etc.)

☐ Other; _____

What languages, if any, will the selected communications be translated to:

English and Spanish

Collaborative Partnerships:

Check all parties that have a committed role in the project beyond submitting a letter of support.

☒ Local Public Health Department

☒ Schools/School Districts

☐ Law Enforcement

☒ Public Works Departments

☐ Non-Profit Organizations/Community Based Organizations

☐ Other; _____

☐ **Plan Type (only intended for Plans)**

**Right of Way (R/W) Impacts** (Check all that apply)

- ☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- ☒ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

What is the total number of private R/W parcels expected to be impacted? 1

What is the total number of utility companies expected to be impacted? 0

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 9

Has the project schedule been developed to account for this time? Yes

- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

ATP Cycle 6_CRT 10+11_ROW Letters.pdf

Remove

Open File

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 12

Has the project schedule been developed to account for this time? Yes

- ☐ Program/Plan will likely have an open street/demonstration on state highway.

**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:**PA&ED Project Delivery Phase:**Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

2/22/2021

Time to complete the separate CEQA & NEPA studies/approvals:

30 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

8/11/2023

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

Attach

PS&E Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "PS&E Allocation" Date:**

8/14/2023

Notice to Proceed with Federally Reimbursable ATP Work:

10/13/2023

Expected or Past Start Date for PS&E activities:

10/16/2023

Time to complete the final Plans, Specification & Estimate:

15 months

Expected or Past Completion Date for the PS&E Phase:

1/7/2025

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Attach

Right of Way Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "R/W Allocation" Date:**

8/14/2023

Notice to Proceed with Federally Reimbursable ATP Work:

10/13/2023

Expected or Past Start Date for R/W activities:

10/16/2023

Time to complete the R/W Engineering, Acquisition, and Utilities:

12 months

Expected or Past Completion Date for the R/W Phase:

10/10/2024

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Attach

Construction Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "CON Allocation" Date:**

1/21/2025

Notice to Proceed with Federally Reimbursable ATP Work:

3/22/2025

Expected Start Date for Construction activities:

3/24/2025

Time to complete the Construction activities:

18 months

Expected or Past Completion Date for the CON Phase:

9/15/2026

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)



Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

8/1/2023
9/30/2023

Expected Start Date for "NI" or "Plan" Construction activities:

10/2/2023

Time to complete the CON-Phase activities:

51	months
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Expected Completion Date for the CON Phase:

12/9/2027

**Part A6: Project Funding**
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	4,236	-		4,236	-	-	4,236	-
PS&E	2,973	2,973	23/24	-	-	-	-	-
R/W	1,796	1,796	23/24	-	-	-	-	-
CON	74,672	61,835	24/25	12,837	-	-	12,837	-
NI-CON/ PLAN	995	995	23/24	-	-	-	-	-
TOTAL	84,672	67,599		17,073	-	-	17,073	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Amendment (Existing Project) Y ☐ N ☒					Date: 5/27/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
5						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCR	Rail Line			Santa Cruz County		
				MPO	Element	
				AMBAG	Capitol	
Project Manager/Contact		Phone		E-mail Address		
Robert Tidmore		(831) 454-2340		robert.tidmore@santacruzcounty.us		
Project Title						
Coastal Rail Trail Segments 10 and 11						
Location (Project Limits), Description (Scope of Work)						
Located along the rail line from 17th Avenue to State Park Drive in County of Santa Cruz. A portion of the project from Thompson Avenue to New Brighton Road is in City of Capitola.						
Component		Implementing Agency				
PA&ED		Santa Cruz County				
PS&E		Santa Cruz County				
Right of Way		Santa Cruz County				
Construction		Santa Cruz County				
Legislative Districts						
Assembly:	29	Senate:	17	Congressional:	19	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
Construction of 4.15 miles of the Coastal Rail Trail, a Class I multiuse accessible path that is between 17th Ave and State Park Dr. Increases safety for non-motorized users, improves accessibility, decreases GHG emissions, and increases active modes of transportation.						
Purpose and Need						
Existing facility is an unimproved railroad right-of-way. Project constructs a Class I multiuse path within the rail line right of way, creating a separated multiuse path for bicyclists and pedestrians through the most densely populated areas of Santa Cruz County. Project will increase						
Category		Outputs/Outcomes		Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed		Miles	4.15	
Active Transportation		NI Program at 9 Schools		Each	1	
Active Transportation		Community-wide NI Program		Each	1	
Active Transportation		Senior-focused NI Program		Each	1	
NHS Improvements:No		Roadway Class: No		Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals:Yes		Reduces Greenhouse Gas Emissions: Yes				
Project Milestone				Existing	Proposed	
Project Study Report Approved				6/15/2022		
Begin Environmental (PA&ED) Phase					2/22/2021	
Circulate Draft Environmental Document (Document Type)			EIR		1/9/2023	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					8/11/2023	
Begin Design (PS&E) Phase					10/16/2023	
End Design Phase (Ready to List for Advertisement Milestone)					1/7/2025	
Begin Right of Way Phase					10/16/2023	
End Right of Way Phase (Right of Way Certification Milestone)					10/10/2024	
Begin Construction Phase					3/24/2025	
End Construction Phase					9/15/2026	
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						



Additional Information

Date:	5/27/2022
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ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

[Index Page](#)

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v1.3

5-Santa Cruz County-1

Coastal Rail Trail Segments 10 and 11

Project Programming Request (PPR)

Date:	5/27/2022
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Project Information:

Project Title:	Coastal Rail Trail Segments 10 and 11				
District	County	Route	EA	Project ID	PPNO
5	Santa Cruz	local			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:	Local Measure D Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	2,055	2,181	0	0	0	0	0	4,236	Santa Cruz County
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	Santa Cruz County Regional
CON	0	0	0	2,139	8,559	2,139	0	12,837	Transportation Commission Measure D
TOTAL	2,055	2,181	0	2,139	8,559	2,139	0	17,073	funds.

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
RW	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
									Notes:

**Part A7: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☒ Yes ☐ No

If "Yes", explain why the project is not considered "fully funded". (Max of 200 Words)

Words Remaining: 60

The Santa Cruz County Regional Transportation Commission 2040 Regional Transportation Plan included \$41,500,000 for Project 27a: Monterey Bay Sanctuary Scenic Trail Network- Design, Environmental Clearance, and Construction as a catch-all category for Segments of the 32-mile trail that were not listed as individual projects, including Segments 10 and 11. At the time the 2040 RTP was written, Segments 10 and 11 was not yet a specific project. The overall 32-mile trail is on the Unconstrained projects list because it is not fully funded.

The PA&ED phase of this project is fully funded with local transportation Measure D funding (\$4.236M). The construction phase of Segments 10 and 11 of the Coastal Rail Trail (MBSST) project has \$12.83M in local transportation Measure D funding allocated to leverage outside grant funding. As such, this project is programmed but is not considered fully funded.

- **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☐ Yes ☒ No
- **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Project_Listing_2040 Regional Transportation Plan - FINAL DRAFT.pdf

Remove

Open File

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

#1_DAC Maps.pdf

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B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Other

Other

- Project is located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or is being submitted by a federally recognized Tribal Government?
☐ Yes ☒ No
- If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income. (Max of 100 Words)

Words Remaining: 0

Of the 36 Census Block Groups in the project area, 25% are considered low income based on MHI. MHI in these census block groups ranges from a low of \$44,641 to a high of \$59,107 with average income across a quarter of the project area totaling just \$51,752 – well below a livable wage– and falling within the 65 – 75% of the MHI range for this program (see 1A). To put this in perspective, according to the MIT Living Wage Calculator, a family of four would require \$114,964 annual income to cover living expenses in this County (see 1B).

- **Regional definition:** For the statewide and small urban & rural competitive portions of the Active Transportation Program a regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity. If the applicant believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition. (Max of 200 Words)

Words Remaining: 11

The 2040 RTP provides a regional definition of Disadvantaged Community for Santa Cruz County largely based on the cost of housing as compared to wages, and the entire project area qualifies as low-income or poverty under the regional definition (see 1C). In addition, there are 36 Census Block Groups in the project area. Nine of these Block Groups (25%) qualify as low income based on the ATP's MHI levels (see 1A).

In 2017, an international study of housing affordability found that Santa Cruz, with a median house price of \$774,500, was the fourth least affordable city in the entire world and the least affordable market in the United States (see 1D). A national study in 2020 found Santa Cruz was the third most expensive rental market and the least affordable metropolitan area in the nation, when comparing average renter wages to fair market rents (see 1D). Santa Cruz is also the metro area with the highest rate of homelessness in the nation. (See 1D). According to the MIT Living Wage Calculator, a family of four would require \$114,964 annual income to cover living expenses in this County (See 1B).

**C. Direct Benefit: (0 - 4 points)**

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 0

This project will close a four-plus mile gap in the landmark Coastal Rail Trail project and connect Monterey to Santa Cruz County and link 5 cities. This project will provide needed safe, separated connections to the low-income residents living in Census Tracts 1215 (Block Groups 2, 3, 5), 1216 (Block Group 5), and 1218 (Block Group 1), as well as other low-income block groups within the project area (see 1A). The project area encompasses the low-income Live Oak and Twin Lakes neighborhoods, home to Live Oak Community Resources which provides rental income and food distribution, through the City of Capitola, past Cabrillo Community College, and terminates in Aptos.

This DAC community includes low-wage immigrant hospitality, retail, and agricultural workers with limited transportation options – families whose children often need to walk to school out of necessity. Many of these families have limited access to vehicles, and in families that do have a vehicle, it is often used to transport one parent to multiple jobs, making it unavailable for medical appointments and social services, and other needs (see 1E). This project will enable safe active transportation throughout the Live Oak neighborhood to safely access school, community, and vital destinations that are currently limited.

East-west travel through the project area is limited as all existing routes are major arterials with high traffic speeds and volumes. These routes have high bicycle and pedestrian crashes rates and many DAC residents indicated they do not feel safe using them (see 1E). The dangerous biking and walking conditions on these routes seriously limit east-west active transportation in the project area. This project would provide a critically needed separated multiuse path for safe east-west travel, connecting to 10 schools, 1 college, 18 parks, 13 public beaches, 2 community centers, and numerous affordable and senior housing projects (see 1F).

In addition, north-south connectivity in Live Oak is limited, with the existing rail line acting as a barrier. Many of the support services that were identified by the DAC community during engagement (see 1E) are located north of the tracks, while most of the low-income residences are south of the tracks. The streets that do cross the rail line are high speed arterials. This project will increase connectivity throughout the DAC neighborhood by creating new bike/ped access across the rail line (see 1G).

At Chanticleer Avenue, a new crossing of the rail line will allow low-income families from the south safe access to Live Oak Elementary, Chanticleer Park's new all-inclusive playground for children with disabilities, and multiple other important destinations. Conversely, the crossing will allow low-income residents living north of the rail line safe access to multiple schools, the Boys & Girls Club, Simpkins Swim Center and numerous beaches and parks. Further north, the forthcoming bicycle/pedestrian bridge over Highway 1 will connect to Grey Bears Food Distribution, Dientes Dental Clinic, Dominican Hospital and shopping (see 1G).

The 2019 Complete Streets to Schools Plan parent surveys showed high levels of support for better safety programming at all project area schools.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 9

This project is located within and directly connects to low-income households in the larger Santa Cruz community, allowing these economically disadvantaged households to access employment, education, and community identified destinations without the added transportation costs of a personal vehicle (see 1F). Six of the nine census block groups that qualify as DACs under the MHI criteria are directly adjacent to the trail alignment or are only several blocks away (see 1A). Within these areas, the project will improve or formalize connections to all existing roadways or informal pathways that cross or dead-end at the rail line in the north-south direction, as well as add two connections at Chanticleer and Corcoran to improve north-south permeability in the neighborhood (see 1G).

All of the roadway crossings will be improved with high-visibility crosswalks and RRBs to improve the ability of DAC residents to safely access the trail. At some intersections, sidewalk gaps will be filled in (see Attachment D). For many of the DAC residents, particularly for those living in the seven mobile home parks that are directly adjacent to the project alignment, the trail will provide a more direct route to important destinations that are located on or close to the trail such as Boys and Girls Club, Simpkins Swim Center, Shoreline Middle School, East Cliff Family Health Center, Live Oak Community Resources, and Del Mar Elementary (see 1F).

This project also connects to Segments 8 and 9 of the Rail Trail which are also under development. When both projects are complete, the project's DAC community will have direct access to employment centers in the Seabright and downtown Santa Cruz neighborhoods such as the Boardwalk, Harbor and Wharf (see 1F). Most workers in this region are minimum wage workers – working in the agricultural, hospitality, personal care and retail industries. The next largest group of workers are teachers, administrative and production workers. These residents find it increasingly prohibitive to afford transportation costs (see 1D) and having easily accessible, safe bike and walking routes is immensely beneficial to their daily lives.

Currently, residents have few safe biking and walking options in this dense urban area. Live Oak is noteworthy for the lack of sidewalks and bike facilities. The Rail Trail is a direct east/west connector for moving residents across this four-mile area and beyond. The ultimate goal is to have 32 miles of safe, separated trail for residents throughout the County to use. Currently to bike or walk in this region residents are forced to use high speed unsafe streets such as Soquel Avenue, Brommer Street, or Portola Avenue. Out of necessity children do walk to school but there are few safe alternatives. This project is near numerous schools, parks, and important community services and will enable the children and families in the Live Oak neighborhood and in all the 9 low-income Census Block Groups to safely access school, community, social, and family connections that are currently limited due to transportation options (see 1F).

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 0



Specific and recent engagement was done within the DAC community of this project. Bilingual staff attended multiple events with the DAC communities of Live Oak and Capitola, including bi-monthly food distribution at Live Oak Community Resources, the Boys and Girls Club after school program, the Caminando por el Bienestar programs in Live and Capitola, Bike and Walk to School Day (BWTS) at Live Oak Elementary, and the Visita Familiar event at Chanticleer Park organized for disadvantaged families. In addition, one of the project's public open houses to solicit input on design was held at Live Oak Elementary.

During engagement at the Caminando por el Bienestar program with primarily monolingual Spanish-speaking families, many mothers noted how 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. One family noted how Capitola Road is especially dangerous because cars are so fast. They noted how many areas don't feel safe to walk because of missing sidewalks or roadways that are dangerous to cross. At the Boys and Girls Club, many families walk or bike to the program and they noted how 'scary' it is to walk along and cross 17th Ave. Neighborhood families at BWTS noted similar challenges with drivers not yielding at crosswalks and how scary it is to bike along many 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. One dad noted how drivers sometimes yell at he and his kids if they are slow to cross a street, and that he wished he had somewhere safe away from traffic for them to walk and bike. At all events, families were struggling with the high gas prices and noted how biking is much more affordable, but they often didn't feel safe riding with traffic, especially with their kids. Parents said that 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 also 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 (see 1E).

This project is not expected to directly result in any displacement. However, the extremely high cost of housing in the County is a serious problem that directly impacts the DAC community. Various policies and projects are in place or are being developed to prevent displacement and increase housing (see 1H). There are multiple affordable housing projects within the project area. The County, in coordination with several non-profit housing organizations is developing more affordable housing in the project area, including 35 permanent supportive housing units at 2838 Soquel Ave, 11 units at Rodeo Creek Court, and 57 units of affordable housing at 1500 Capitola Rd with two low-income healthcare clinics (see 1H).

Attach Documentation

#1_Attachments.pdf

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D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

a. Auto calculated

**Part B: Narrative Questions****Question #2****QUESTION #2**

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Live Oak Elementary School	315	250
Del Mar Elementary School	388	310
Shoreline Middle School	518	410
Cypress Charter High School	104	0
Tierra Pacifica Charter School	155	40
New Brighton Middle School	710	300
Soquel Elementary School	439	100
Soquel High School	1,078	200
Delta Charter	111	25
Mar Vista Elementary School	418	100
Total	4,236	1,735

- A. Statement of project need.** Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 0

This project, as the largest part of the partially built Monterey Bay Sanctuary Scenic Trail (MBSST), will help to realize one of the most comprehensive active transportation projects ever undertaken and likely ever to be built in Santa Cruz County. It will transform active transportation by providing a 32-mile completely separated multiuse facility along the densely populated coastline of the County.

This project runs from the low-income Live Oak neighborhood in the west, through the City of Capitola, past Cabrillo Community College, and terminates in Aptos. In total, it will provide safe and separated ADA accessible multiuse path access to 10 schools, 1 community college, 18 parks, 13 public beaches, 2 community centers and numerous senior and affordable housing projects. Over 46,000 residents live within a mile of the project. This project is particularly critical to students, the elderly, and low-income residents – especially so to Census Tract 1215 in the Live Oak neighborhood, which is the densest populated area within the unincorporated County. The Boys and Girls Club provides afterschool care and recreational opportunities to Live Oak youth. Four schools are all less than 1/4 mile from the project (see Attachment K1). The Live Oak Community Resources provides rental income, food pantry services, elder daycare, early childhood education and other services. Two established low-income clinics, Santa Cruz Community Health and Dientes Community



Dental Care, are relocating to a new multi-use campus with 57 units of affordable housing less than a half-mile from the project. All these destinations are located within blocks of the trail and are heavily utilized by the local DAC community (see K2).

Two senior Centers (Live Oak Senior and Mid-County Senior), and multiple senior housing facilities are within half a mile of the project. The Seniors Council is 0.1 miles away. The Central Coast Center for Independent Living is the only organization on the Central Coast that serves people of all ages with all forms of disabilities and is 0.16 miles away. In addition, there are 20 mobile home parks within 0.5 miles (see K3). 27% of seniors in the County are low-income (see K4). Currently residents – both young and old – are forced to use the existing high speed, unsafe streets.

Engagement conducted for this project consistently shows the lack of safe walking and biking routes is a significant barrier for many people. The trail will be significantly safer for children, seniors, and people new to biking because it will be separated from traffic. Installation of a separated pathway is shown to have a collision reduction factor of 80% (Caltrans Local Roadway Safety Manual). The project will also create improved bike/ped connectivity, both access along the rail line, where it is currently prohibited, as well as adding five crossings of the rail line to connect neighborhoods north-south across the tracks.

Many families struggle to access basic needs due to limited transportation options, lack of vehicle ownership and the high cost of operating a vehicle, and limited access to public transit. Many surveyed residents said they walk out of necessity but are scared to walk or bike on roads in their neighborhood, and that crossing major roads at existing crosswalks was often dangerous (see K2). Existing parallel streets to the project are arterials that carry high volumes of motor vehicle traffic. Capitola Road, Cliff Drive, and Portola Drive have daily traffic volumes of over 15,000 vehicles and vehicle speeds often exceeding 35 to 40 mph. Additionally, existing routes lead to a trip distance that is 0.5 miles longer than the proposed project. Transit Routes 66, 68, and 69 serve the project area, but each only operates on 60 minute headways, offering limited transit service to the neighborhood. Many families said that walking or biking is currently faster, more affordable, and more accessible than taking transit to many destinations.

The lack of safe, accessible facilities and the lack of complete networks have a direct relationship to the local community health outcomes (see K5). Engagement with the DAC community showed that many parents were worried about their children's health and ability to get enough exercise. Obesity was a commonly mentioned concern (see K2), and patient data from East Cliff shows that 67% of children are overweight or obese and 12% have asthma (see K6). In Santa Cruz County 41% of 5th graders and 36% of 9th graders are considered overweight or obese (See K7). According to the Santa Cruz County Community Assessment Project, "over the past ten years, there has been a steady increase year-over-year in the number of survey respondents who were obese and overweight based on BMI calculations (61.7% in 2019) (See K8).

Parent surveys conducted in 2018 for the County of Santa Cruz Complete Streets to School Plan indicate that pedestrian and bike safety education is a priority for parents of students in this region. The popularity of the Walking 4 Wellness programs attended during DAC engagement shows that there is demand for safe walking and biking programming that helps families get outside and get exercise. School-based pedestrian and bicycle safety programs will occur in second and fifth grade as well as at the middle school. Encouragement programming will occur at all nine schools in the form of Bike/Walk to School Day and annual Family focused festivals. Community components include a city-wide implementation of the Love2Ride bike riding incentive. Focused senior education will be provided through the Live Oak Community Resource and retirement communities.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap?

☒ Yes ☐ No

No. of gaps: 1 Total length of gap(s) (feet): 21,912

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

2.1_Gap Closure.pdf

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b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified.* (Max of 150 Words)

Words Remaining: **1**

This project connects to Segments 8 and 9 of the Coastal Rail Trail on the western end, and Segment 12 on the eastern end, all of which are in design. The project will construct a missing segment between these two facilities and connect to a planned network of 32 miles of multiuse trail. The project connects to two forthcoming bike/ped overcrossings of Highway 1, at Chanticleer Ave and Mar Vista Ave, and the forthcoming Soquel Drive Protected Bike Lanes project, creating a loop of safe biking/walking facilities. This project connects nine schools, one community college, two low income medical and dental clinics, two clusters of affordable housing development, 13 public beaches, three state parks, 15 city/county parks, Simpkins Swim and Community Center, and the Boys and Girls Club. This project connects to transit lines 66 and 68, and 69 providing critical access for DAC residents to employment and education.



2. Creates new routes?

☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

- a. Must provide a map of the new route location.

2.2_New Routes.pdf

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- b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 1

The existing facility is a rail line with no legal way for cyclists and pedestrians to use the corridor. By building a trail in the rail corridor, this project will construct the most direct route for active transportation users between the County of Santa Cruz and Capitola, resulting in a trip distance more than 0.5 miles shorter than existing routes. The existing parallel routes have daily traffic volumes of over 16,000 vehicles. The existing routes also lack complete sidewalk networks, and none provide any physical separation between cyclists and vehicle traffic. This leads to a high level of traffic stress for users, and a high level of exposure to traffic when active users are forced to walk in the roadway adjacent to high volumes of vehicles. The rail line also acts as a barrier with limited crossings between neighborhoods, and this project will add crossings to improve north-south connectivity.

- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations.
- Specific destination must be identified.*
- (Max of 150 Words)

Words Remaining: 0

The proposed project directly connects to the DAC communities in Live Oak and Capitola and a myriad of community serving amenities. Within the project area, there are five elementary schools (Del Mar, Live Oak, Soquel, Mar Vista, Tierra Pacifica), two middle schools (Shoreline, New Brighton), three high schools (Soquel, Cypress, Delta), Cabrillo Community College, the Boys and Girls Club (provides low cost after school programs), two community centers (Live Oak Community Resources, Capitola Community Center), two senior centers (Mid County Senior Center, Live Oak Senior Center), one independent living facility, three State Beaches (Twin Lakes, New Brighton, Seacliff) and 15 parks, two affordable housing developments, and two low income medical and dental clinics (East Cliff Family Health Center, Dientes). This project connects to transit lines 66, 68, and 69 providing transit service to the downtown and Capitola employment centers, offering connections to education, employment, and social opportunities for DAC residents.

3. Removes barrier to mobility?

☒ Yes ☐ No

- a. Type of barrier:
- RR Tracks

- b. Must provide a map identifying the barrier location and improvement.

2.3_Removes Barrier.pdf

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- c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 0

The existing facility is an active rail line with no bike/pedestrian facilities. Current east-west routes are limited due to riparian areas and other natural barriers, and the existing parallel routes have sidewalk gaps; Portola (0.5 miles), Cliff Dr (0.3 miles), Brommer (0.2 miles), and a 1.4-mile gap on McGregor, or have only on-street bike lanes on high injury streets with high traffic volumes. This project will eliminate the existing east-west barriers to mobility by providing an active transportation facility separate and parallel to the roadways. The rail line also acts as a barrier to north-south travel across the rail line, especially in the heart of the Live Oak DAC community. Between 17th and 30th Ave (0.65 miles), there is no access across the rail line and existing streets are dangerous. The project will add a rail crossing between Chanticleer and Corcoran and connect to bike lanes and sidewalks on Chanticleer.

- d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations.
- Specific destination must be identified.*
- (Max of 150 Words)

Words Remaining: 2

This project will eliminate mobility barriers by building a new active transportation route between 17th and 30th over Rodeo Creek and parallel to McGregor, and a crossing between Chanticleer and Corcoran that will be accessible for users of all ages and abilities. A separated multiuse trail will increase active transportation in the project area by increasing the safety of traveling east-west for cyclists and pedestrians. The new rail crossing between Chanticleer and Corcoran will connect to existing bike lanes and sidewalks on Chanticleer and link the DAC community to essential services. The project will eliminate barriers to Live Oak Community Resources, Live Oak Senior Center, Dientes, East Cliff Family Health Center, two affordable housing developments, schools (Live Oak, Del Mar, Cypress, Shoreline, New Brighton) Brommer Park, Chanticleer Park, numerous coastal access points and transit lines 66, 68, and 69. This project is part of the California Coastal Trail.

4. Other improvements to existing routes?

☒ Yes ☐ No



- a. Must provide a map of the new improvement location.

2.4_Other Improvements.pdf

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- b. Explain the improvement. (Max of 150 Words)

Words Remaining: 0

This alignment is currently a rail facility with no access. Existing alternative routes include Class II bike lanes, Class III bike routes, and an incomplete sidewalk network. This route does not exist in isolation, this 4.15 mile segment connects to over 15 miles of rail trail to the north/west of the western terminus of project, and another 1.25 miles of multiuse path to the south that is currently in design. With the addition of the 4.15 miles of protected facilities in this application, cyclists and pedestrians will be completely separate from traffic. On either end of the project, two new bicycle/pedestrian overcrossings of Highway 1 are funded and will be built in the next few years (Chanticleer, Mar Vista). These overcrossings will connect to the soon-to-be-built Soquel Drive Protected Bike Lane Project, creating a vastly improved network of protected active transportation facilities that enable users of all ages and abilities.

- c. Describe how the project links or connects, or encourages use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified.* (Max of 150 Words)

Words Remaining: 0

This project will provide a direct connection between the DAC community, schools, senior and community centers, independent living facilities, parks and beaches, commercial areas and medical clinics, including Shoreline and New Brighton Middle Schools, Del Mar, Mar Vista, and Live Oak Elementary Schools, Cypress and Delta High Schools, Cabrillo Community College, Twin Lakes State Park, New Brighton State Beach, Seacliff State Beach, the 41st Avenue business district, three senior housing communities (Maple House, Villa Santa Cruz, Bay Ave Senior Housing), two affordable housing developments (1500 Capitola, 2838 Park Ave), Dominican Hospital, Dientes and East Cliff clinics, Boys and Girls Club, and the Central Coast Center for Independent Living and the Seniors Council. As part of the Monterey Bay Sanctuary Scenic Trail, this project constructs a portion of the California Coastal Trail. This project has regional significance and is of statewide importance, providing access to coastal resources and increasing non-motorized access.

5. Implements a non-infrastructure program?

☒ Yes ☐ No

- a. Provide a map identifying the NI Program's Boundaries. If it's a SRTS NI program, identify the school locations.

2.5_NI Map.pdf

Attach

- b. Describe the NI program, the population it will serve, and how the program will use NI components (i.e., encouragement and education) to address the need(s) identified in above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 words)

Words Remaining: 23

This project will model a community-integrated approach to delivering comprehensive and sustainable education and encouragement programs in 10 schools and surrounding neighborhoods using innovative tools such as classroom-based safety education, community celebrations, senior education and the Love to Ride (LTR) digital platform to increase bike trips. The family-focused campaign will bridge the gap between school-based and adult programs by blending the two, creating long lasting behavior change that improves and elevates active transportation, healthy living, and road safety awareness.

Education programs will be tailored to meet the needs of the student and adult populations and will be delivered by experienced bicultural and bilingual bike safety education consultants. Instructors will provide direct education and encouragement to build a family centric approach to incorporate biking and walking as part of family routines. The County of Santa Cruz/Safe Walking & Biking to School Complete Streets Plan highlighted the importance of safety education and the plan reflected parents and schools desire for bicycle and pedestrian safety instruction.

The non-infrastructure programing is anchored by a variety of Safe Routes to School education and encouragement programs. Primary among these is the 2nd grade pedestrian and 5th grade bike classroom-based safety programing. Safety concepts will be taught within the class and then followed up with real-world practice. Students will learn to navigate intersections at their school site to practice methods and gain confidence on real streets. Students will also be provided bikes and helmets to use and practice safe riding on a bike rodeo at the school site. Some students will learn to ride a bike for the very first time. The elementary and middle school education programing will be delivered annually for four years to ensure that skills are taught to a new group of students annually. Encouragement programing will include Bike/Walk to School Day for every school and annual 'Family Fun' festivals for the entire family where active transportation is celebrated. Senior education will be conducted at senior housing or through the Live Oak Community Resources. Training will engage seniors with most current safe practices and provide 'fun' walks/rides. Staff will provide trainings on site and then lead walking/biking trips where participants not only practice safety curriculum but are encouraged to create regular walking/biking groups.

Community encouragement programing includes Bike Month Challenges that include multiple events in May and October to encourage cycling. Events include Bike Girls Rock Rides, community rides and other fun activities. The Bike Challenge utilizes the online platform Love to Ride (LTR), which uses behavior change methodology to inspire and sustain biking. The platform uses survey tools, customized communications by rider level, challenges, prize incentives, and positive reinforcement (badges, high fives, messaging) to inspire new riders to try biking, encourage infrequent riders to ride more regularly, and provides regular riders with tools to encourage their peers. The LTR platform has proven to increase ridership and engagement in communities.



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

- A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)**

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

TIMS_ATP_Santa Cruz_All+SWITRS_2022_06_03.pdf

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2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 159

Additional data on crashes, the County's ranking by OTS, and traffic counts on parallel streets to the project alignment are provided in the attached documentation. The narrative questions refer to these attachments in the text, please reference when reading the narrative.

Data and methodologies Attachment (optional)

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3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	6	1	7	0.64
Injuries	136	292	428	38.91
Total	142	293	435	39.55



4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 2

Santa Cruz County has unacceptably high rates of collisions involving bicyclists and pedestrians. The California Office of Traffic Safety ranked the county the worst in the state for bike collisions resulting in injuries and fatalities in 2015, 2014, and 2012, and second worst in 2013. In the four most recent years (2016-2019) The County has ranked 3rd and 4th worst (see 3A). Bicyclists and pedestrians are disproportionately involved in collisions. The Vision Zero initiative, a project of County Public Health that seeks to eliminate traffic injuries and fatalities, reports that 26% of serious injuries and fatal collisions countywide involve cyclists and pedestrians, although people riding bicycles or walking account for only 8% of trips to work within the county (see 3B).

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. These parallel routes, Capitola Rd, Brommer St, Portola Dr, East Cliff Dr, McGregor Dr, Monterey Ave, Park Ave, and Soquel Dr (and their connecting roads), are therefore included in the crash analysis because bicyclists and pedestrians that travel these routes will likely use the project once built. Regarding other high crash areas on the TIMS map, protected bike lanes will soon be installed along Soquel Drive with another funding source, and the City of Santa Cruz recently installed active transportation improvements in the downtown and Seabright areas.

There are also few bicycle collisions on McGregor drive, even though this is the only route south of Highway 1 for cyclists and pedestrians between Live Oak and Capitola to the west, and Rio Del Mar and Aptos to the east. The lack of collisions is primarily due to low bicycle and pedestrian use stemming from high traffic speeds and poor or missing facilities (there are zero sidewalks for over 1.4 miles).

The major east-west arterials (Capitola, Brommer, Portola, East Cliff, McGregor, Monterey, Park, and Soquel) plus two major north-south corridors (17th Ave and 41st Ave) are the site of most non-motorized collisions in the project area. These have occurred at regular intervals over the past 10 years, in all seasons, on all days of the week, and at all times of day.

Improper turning, automobile right of way, pedestrian right of way, unsafe speed, and pedestrian violation were the reported reasons for over 65% 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. Separated bicycle and pedestrian facilities are especially safer for children and the elderly and people who are new to biking or are uncomfortable riding in traffic. Three of the five fatalities in the project area were located only blocks from the project and were partially a result of pedestrians walking along roadways or at intersections with substandard active transportation facilities.

In addition, this project creates a safer north-south alternative to 17th Ave that doesn't currently exist. The new rail crossing at Chanticleer-Corcoran will allow people walking and biking to use that route instead of 17th, which follows neighborhood streets with wide bike lanes, sidewalks, and slower/less traffic than 17th. 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, Cypress High, Live Oak Community Resources, Live Oak Senior Center, Chanticleer Park All-Inclusive Playground, and Felt Street Park.

The non-infrastructure (NI) elements are key to helping the County reverse the unacceptably high bicycle crash rates. Programs will teach key pedestrian and bicycle safety behaviors to help prevent future crashes. Safety education specific to each age group will be reinforced by school and community-wide encouragement programs that reward biking and walking. Annual NI education programming will instill safe biking and walking habits in youth as they mature. Guardians will be encouraged to join the safety trainings. All safety education – with youth and seniors – has an active, experiential component where participants are encouraged to practice skills with instructor supervision. All recipients will receive individualized instruction. The Bike Month Challenges will bring new community riders to events by providing safe, supportive events so nascent riders feel supported. NI programming will include education about the trail so participants can adjust their routes to minimize their traffic exposure once the project is built. By providing focused education, encouragement, and safe infrastructure within this school network and region, both safety and active transportation will increase.

This project is the County's and City of Capitola's top priority to address safety concerns for pedestrians and bicyclists in our communities. The project was developed over a decades' long public process to create a facility for walking and biking separated from



motor vehicle traffic so that potential conflicts and collisions with motor vehicles are drastically reduced. Cyclists and pedestrians will have the benefit of a more direct route between the County and City that reduces overall trip distance and exposure to vehicles, thereby reducing the possibility of collisions.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?☒ Yes ☐ No**a. Current speed and/or volume: (Max of 200 Words)****Words Remaining:** 49

RTC traffic counts from October 2016 document 16,695 AADT (Annual Average Daily Trips) on Capitola Road between 17th Ave and 30th Ave, 16,056 AADT on Portola Road west of 41st Ave, 20,066 AADT on Soquel Drive east of Park Ave, 7,752 AADT on Brommer Street east of 7th Ave, 7,576 AADT on McGregor Drive east of Park Ave, and 13,785 AADT on East Cliff Drive east of 7th Ave (see 3C). The speed limit on these and other alternate routes in the project influence area ranges between 25 and 40mph.

The existing facilities on these parallel routes are class II bike lanes and a patchwork of sidewalks, with many gaps in the sidewalk network (see Attachment E – Project Photos). Active users currently travel adjacent to motor vehicle traffic without any physical separation. Construction of the project will provide a separated facility where automobile speed and volume is not an issue.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words)**Words Remaining:** 66

Installation of a pathway is documented to have a collision reduction factor of 80% (Caltrans Local Roadway Safety manual). By separating bicycles and pedestrians from vehicular traffic for 4.15 miles, this project will provide a dramatically safer alternative to the dangerous high-injury arterials mentioned in the previous paragraph throughout a significant section of urbanized Santa Cruz County and the City of Capitola. Once this project is completed, active users will be able to travel between the County and City on a facility completely separated from motor vehicles (see Attachment D – Project Plans). 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 will encourage higher rates of walking and biking.

2. Improves sight distance and visibility between motorized and non-motorized users?☒ Yes ☐ No**a. Current sight distance and/or visibility issue: (Max of 200 Words)****Words Remaining:** 36

There are existing sight distance and visibility issues for pedestrians and bicyclists along a number of project area roadways and intersections. In addition, at existing railroad intersections there are often sidewalk gaps that force users to cross midblock without crosswalks (30th, 38th). At the intersection with 47th Ave and Portola, adjacent to a park and community center, there are no sidewalks and the radius of the intersection allows for high speed vehicle turns that reduces the ability of drivers to see pedestrians (see Attachment E). The existing informal access trail to New Brighton State Beach is below road grade, and pedestrians have to step right into the roadway from the trail. Drivers have a hard time seeing pedestrians and this busy access point leads to lots of conflicts. At Mar Vista, the existing intersection has no sidewalks and lacks pedestrian infrastructure, leading to high speed turns and inability of drivers to see pedestrians. The crosswalk across Mar Vista does not have good yield rates.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words)**Words Remaining:** 89

This project will improve the visibility and safety of bicyclists and pedestrians at intersections through the use of Rectangular Rapid Flashing Beacons, high-visibility crossbikes, curb ramps, sidewalk extensions, raised medians, curb bulbouts, and improved lighting (see Attachment D – Project Plans and Attachment E – Project Photos). In addition, at 47th Ave and Portola, sidewalk extensions and corner bulb outs will slow drivers and improve pedestrian/bike visibility. The improved crossing and access at Coronado will increase visibility of pedestrians and give them a safe place to wait to cross the trail out of the roadway. Intersection improvements (sidewalk extensions, high visibility crosswalks, and RRFBs) will improve visibility of pedestrians and cyclists.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?☒ Yes ☐ No**a. Current conflict point description: (Max of 200 Words)****Words Remaining:** 89

Active users are currently exposed to conflicts with motor vehicles throughout the entire project area. Due to not having this project, bike/ped/auto conflicts exist on Capitola Road, Brommer Street, Portola Road, East Cliff Drive, 17th Ave, Monterey Ave, Park Ave, McGregor Drive, and Soquel Drive (see project location map and Attachment E – Project Photos). These streets are the existing routes available to active transportation users until this project is constructed. In addition, the intersections of 30th, 38th, 47th, and Mar Vista all lack continuous sidewalks, so pedestrians walk in the roadway. At 38th, the sidewalk stops on the east side, forcing pedestrians to cross midblock without protection (see Attachment E).

b. Improvement that addresses conflict point: (Max of 200 Words)**Words Remaining:** 71

This project will construct 4.15 miles of a fully separated multi-use trail that removes conflicts between motorized and non-motorized users through a physically separated facility (see Attachment D – Project Plans and Attachment E – Project photos).

Both the NHSTA and Caltrans manuals document separation of active users from vehicles as one of the most effective treatments to improve safety. Additionally, at the 17th Avenue, 30th Ave, 38th Ave, 41st Ave, 47th Ave, Monterey Ave, Grove Lane, New



Brighton Road, Estates Drive, and Mar Vista intersections with the trail, new crosswalks/crossbikes, lighting, RRFBs and/or LED-flashing pedestrian crossing signs, curb ramps, sidewalk gap closures, and striping will reinforce the presence of active users, help separate active users from vehicles, and increase safety and visibility (see Attachment D – Project Plans).

4. Improves compliance with local traffic laws for both motorized and non-motorized users?☒ Yes ☐ No

a. Which Law: Other If Other, please explain Failure to Yield, J-walking, wrong way travel

b. How will the project improve compliance: (Max of 200 Words)

Words Remaining: 160

The non infrastructure programming at schools and within the community will provide age appropriate education to improve compliance with local traffic laws. This includes yielding and using due care, jaywalking, wrong way travel of active transportation users, and general safety.

5. Addresses inadequate vehicular traffic control devices?☐ Yes ☐ No**6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words)

Words Remaining: 0

McGregor Drive between Park Ave and Mar Vista Dr (1.4 miles) currently has no pedestrian facility even though this is the only route south of Highway 1 for pedestrians between Santa Cruz, Live Oak, and Capitola to the north, and Seacliff, Rio Del Mar, and Aptos to the south. The road also connects directly to New Brighton State Beach, one of the most heavily visited California State Parks, and the narrow New Brighton access road has and zero pedestrian or bike facilities (see Attachment E – Photos).

Cliff Drive between Portola Drive and approximately Opal Street (0.3 miles) currently has no pedestrian facility to access downtown Capitola and Capitola Beach, a heavily visited destination (see Attachment E). Portola Drive between 41st Avenue and Cliff Drive (0.5 miles) currently has no pedestrian facility to connect the residential neighborhood to this important commercial corridor (see Attachment E). Brommer Street between 17th Ave and 38th Ave has sidewalk on only one side with limited safe crossings and has no pedestrian facility between Rodeo Creek and 30th Ave (0.2 miles) (see Attachment E). Most smaller residential streets that are parallel to the project also have no pedestrian facilities since this is largely County jurisdiction.

b. How are they inadequate? (Max of 200 Words)

Words Remaining: 10

McGregor Drive between Park Ave and Mar Vista Dr (1.4 miles) has no pedestrian facility and pedestrians walk in the bikeway leading to conflicts with cyclists. New Brighton access road has no pedestrian or bike facility and people either walk in the roadway or use an existing steep, dangerous informal use trail (see Attachment E).

Cliff Drive between Portola Drive and approximately Opal Street (0.3 miles) currently has no pedestrian facility (see Attachment E). This is a heavily traveled route, and there are frequent conflicts between cyclists and pedestrians. Portola Drive between 41st Avenue and Cliff Drive (0.5 miles) currently has no pedestrian facility. Pedestrians walk in the bike/lane roadway, leading to conflicts (see Attachment E). Brommer Street between 17th Ave and 38th Ave has sidewalk on only one side with limited safe crossings and has no pedestrian facility between Rodeo Creek and 30th Ave (0.2 miles) (see Attachment E). Pedestrians walk in the bike lane and/or must make unsafe crossings of the street without the benefit of crosswalks. Most smaller residential streets that are parallel to the project also have no pedestrian facilities, and pedestrians walk in the roadways.

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining: 55

McGregor: The project creates a completely separated multiuse path that is also a more direct alternative to McGregor between Capitola and the Seacliff neighborhood that reduces trip distance for both bikes and pedestrians.

Cliff Drive: The project creates a completely separated multiuse path parallel to the existing roadway.

Portola: the project creates a completely separated multiuse path as an alternative to the existing roadway.

New Brighton: the project creates a formal connection for pedestrians between the park and the trail and adjacent residential neighborhood.

Brommer and other smaller residential streets: the project creates a completely separated multiuse path parallel to the existing roadways.

At the existing sidewalk gaps at rail intersections with 30th Ave, 38th Ave, 47th, and Mar Vista, the project will build new sidewalks and curb ramps to fix existing gaps and create safer intersections and crossings with roadway striping, signage, and RRFBs.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words)

Words Remaining: 150

According to the TIMS SWITRS analysis 16% of bike/ped crashes in the project area are due to 'automobile right of way', 7% are due to 'pedestrian violation' and 5% are due to 'wrong way riding' – a total of 28% of crashes are due to pedestrian/cyclist error (see TIMS data).

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words)

Words Remaining: 118



Comprehensive bicycle and pedestrian safety education will help to reduce 28% of crashes due to pedestrian and cyclist error. There is currently no regular bike/pedestrian safety education in the schools and no programing for seniors. The NI training provided with this funding will address all of the PCF Violations for bicycle and pedestrian crashes. The annual education that will occur at the schools directly impacted by this project will teach safety methods and allow students to practice these behaviors in controlled settings.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)**

Words Remaining: 1

This project is part of the landmark 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 public and stakeholder engagement process, which resulted in the award winning MBSST Master Plan which was adopted in 2013 (See 4A). Outreach and public engagement, which started in 2011, have continued for the project as a whole and for individual segments 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 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 .

The MBSST includes 32-miles of proposed multiuse path within the existing rail right of way. This project represents more than 1/8th of the overall project. The Master Plan's extensive community involvement lasted for 3 years and identified opportunities and constraints and sought community priorities and preferences. Stakeholder interviews were conducted on five different days and involved 68 people representing 52 different stakeholder groups. Additionally, a series of public workshops with over 500 people in attendance were held during development of the Draft Master Plan to seek public input on the plan, trail segment proposals, and gather community priorities and preferences regarding sequence of segment implementation. Since the Master Plan was adopted, various segments have continued to engage the public consistently. Project updates were held in January 2015, May 2016, September 2017, June 2018, and December 2019. Public workshops were held in August 2018, January 2020, July 2021, March 2022, and April 2022.

In addition to the public workshops, project leaders have engaged the DAC and wider community in potential trail alignments, connection points, design options, and considered options for trail improvement to meet the community's transportation needs through targeted workshops, meetings with seniors and disabled representatives, walking tours with families, an extensive project website, brochures, tabling at events, in-person and online engagement, and meetings with numerous community groups to ensure the public participation process was accessible to all, including disadvantaged residents. Specific engagement with the DAC community utilized trusted community partners and involved attendance at multiple events with different groups.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)**

Words Remaining: 4

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.

Community engagement for this project spans two years (See 4B). 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. One was conducted remotely and one was held at Live Oak Elementary (FRPM 79%). The location was chosen in part because of its accessibility for DAC families and large, Covid-safe venue. 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. Letters of support from both committees are attached.

Specific engagement with the DAC communities included a variety of events and venues to meet residents where they were already gathering in the spring of 2022. Engagement focused on identifying transportation challenges and finding ways in which the project could be modified to support the community's needs. Bilingual staff attended the Live Oak Elementary Bike/Walk to School event and engaged with parents at event. Staff brought tablets to record survey responses to allow for residents who may have literacy challenges. They also walked and surveyed with participants at two Public Health, Cradle 2 Career, and Friends of County Parks sponsored 'Caminando por el Bienestar' events that help families safely walk to important community destinations like parks, libraries, and resource centers as part of a multi-pronged effort to improve active transportation and improve health. Most families at the event were monolingual Spanish speakers. Surveying was also conducted at the food distribution event at the Live Oak Community Resource Center. As families waited in their cars to pick up their food, bilingual staff passed out incentives to children and surveyed families with portable tablets. Bilingual staff also attended a 'Visita Familiar' family meet-up at LEO's Haven all-inclusive playground for children with disabilities that is sponsored by County Park Friends. Staff also surveyed families that attended the Live Oak Boys and Girls Club Annual party.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)

(Max of 400 words)

Words Remaining:

15

During the stakeholder engagement process for the Master Plan, the SCCRTC received suggestions for trail design, alignment, connections to commercial nodes, neighborhoods, parks, beaches and other coastal access opportunities, safety concerns, and natural resource protection needs. Public comments at meetings focused on refining trail alignments, identifying additional key connections to and from the trail and strongly supported developing a paved, multi-use trail along the railroad right-of-way to provide a direct connection between jobs, housing, schools, community centers, and other high use destinations. Feedback also centered on making sure that the trail would be accessible for those of all ages and abilities, from strollers and training wheels to walkers and wheelchairs. Feedback shaped the trail alignment and spurs to important community destinations (see 4C). The public was engaged to help identify the preferred alignment in the Master Plan and determine the priority of segments. Segments 10/11 were ranked as some of the highest priority segments of the entire 32 miles (top priority Segment 7 is already under construction, Segments 8/9 are in development, and Segment 6 has a parallel multiuse path along Highway 1 that provides similar access) (see 4A).

Within the Master Plan, Goal 1 states "define a continuous trail alignment that maximizes opportunities for a multi-use bicycle and pedestrian trail separate from roadway vehicle traffic", with implementing policies of this goal focused on first prioritizing segments that will promote increased walking and biking nears areas with high population density and multiple activity centers. This directly supports the goals of the Active Transportation Program to increase the number of trips made by walking and biking, to ensure that DACs fully share in the program benefits. Throughout the design phase, the DAC community and various neighborhoods provided important feedback that helped steer the project direction. An example is that the additional north-south rail crossing at Chanticleer and Corcoran that was mentioned in previous narrative was specifically requested by area residents as a way for them to travel safely to Live Oak Elementary and the forthcoming bike/ped overcrossing of Highway 1 along Chanticleer Avenue, which is a much safer alternative than 17th Avenue. The crossing was added to the project scope as a result of resident input and has resulted in better north-south connectivity to/from the DAC community as well as a safer north-south route (see 4C).

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)

(Max of 400 words)

Words Remaining:

118

During the final design phase of this project, public input will continue to be sought. This will help to determine project elements and ensure that key connections are met. This will be done in an open house workshop style format where project team members are present to actively engage and discuss ideas with the community and stakeholders. As part of a similar process prior to construction of Segment 7, the community process resulted in moving a portion of the trail from the inland to the coastal side in order to better connect to community destinations, reduce two conflict points with crossing railroad tracks, and create a better user experience. This input will be captured, synthesized, considered, and presented as part of project updates to the Regional Transportation Commissions Bicycle Advisory Committee and Elderly & Disabled Transportation Advisory Committee. The project will continue to work with embedded community groups and organizations in the DAC community to continue outreach and engagement with underrepresented groups. We will continue our practice of "bringing the meeting to the community" where we do direct outreach in the neighborhood with bilingual staff and have translators available to deeply engage with directly impacted residents.

During the construction phase the County of Santa Cruz will provide regular updates at the Board of Supervisors and Regional Transportation Commission, provide information on both agencies' websites, work with existing community groups and organizations to ensure DAC residents are engaged, and issue press releases documenting significant project milestones, post project progress photos on social media sites, and reach out via our local media sources.

Upon completion, the County of Santa Cruz will host a ribbon cutting event and community celebration to commemorate this transformative project.



E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)

(Max of 300 words)

Words Remaining: **4**

Yes, it is listed in four plans. This project is listed in the 2040 Santa Cruz County Regional Transportation Plan (RTP) 2018, Monterey Bay Sanctuary Scenic Trail Master Plan (MBSST) 2013, the Santa Cruz County Active Transportation Plan (ATP) 2022, and the County of Santa Cruz Complete Streets to School Plan (CSSP) 2019. Excerpts from these plans are attached. A summary of the plan and public engagement that accompanied development of the MBSST is documented in detail in previous questions.

The CSSP provides recommendations to improve safety at nineteen public schools in the County of Santa Cruz and Scotts Valley. The Plan prioritized infrastructure improvements and recommendations for programming. Development of the Complete Streets to School Plan involved multiple public open houses at different schools throughout the project area to reach a broad cross section of families. In addition, walking audits were conducted at each school to observe specific safety concerns at areas around the school.

The ATP was developed for unincorporated County areas, and provides community identified needs as well as recommendations for infrastructure project and programs that support walking and biking in Santa Cruz County. The plans and concepts were developed through engagement with residents and stakeholders which centered around an online survey in English and Spanish as well as pop-up demonstration projects at key locations throughout the County to prototype potential projects. Community members were given the opportunity to use the prototypes and then provide feedback on the improvements.

The RTP provides guidance for transportation policy and projects through the year 2040, and is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System. The public outreach and engagement process was robust and included public meetings, virtual and in-person workshops, public hearings, committee meetings, online surveys, and a plan website.

Attach the applicable plan page with the project highlight:

#4_Project listed in Plans_RTP_MBSST_ATP_CSSP_small.pdf

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Attach any applicable Public Participation & Planning documents:

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Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
 - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
 - Does the project expand on or create a low-stress network?

(Max of 700 words)

Words Remaining: **0**

Existing on-street routes in the project area have posted speeds of 25-40 mph and traffic volumes are over 16,000 vehicles per day. These routes have had a significant history of bicycle and pedestrian collisions. The existing routes have painted bike lane and incomplete sidewalk networks. The existing route feels very high stress to all users, and many parents are concerned about traffic violence and allowing children to use active modes to school. A separated trail facility is widely recognized as the best solution for active transportation users to increase safety and comfort and lead to the lowest stress network.

Within the project area and directly adjacent to the project are destinations that generate trips from vulnerable road users and the DAC community. Children traveling to school at Live Oak, Del Mar, and Mar Vista Elementary Schools, Shoreline and New Brighton Middle School, Cypress and Delta High, and the Boys and Girls Club. Live Oak Community Resources, East Cliff Family Health Center, Dientes Community Dental, Central Coast Center for Independent Living, multiple senior communities, two community centers, the 41st Ave and downtown Capitola commercial districts, and affordable housing developments are located within 0.5 miles of the trail alignment and this project offers a safe route for residents to engage in active transportation for access to employment, medical, supportive, social, and recreation purposes. Finally, this project travels adjacent to Twin Lakes, New Brighton, and Seacliff State Beaches, as well as numerous parks and County beaches and the Simpkins Swim Center, providing opportunities for free outdoor recreation for residents of all ages and abilities.

Walking or biking adjacent to cars is a huge deterrent to active transportation use. During multiple engagement events in Spring 2022, over 60% of families said that they would ride more, but they don't feel safe adjacent to cars. The League of American Bicyclists has found only 6% of American women and 13% of men say they're confident riding on all roads with traffic, and more than 1/4 of American women say bicycle skills education would encourage them to start bicycling or ride more. This project builds a multiuse trail that fully separates active transportation users from cars to address these concerns.

This project uses best practices to completely separate bicyclists and pedestrians from motor vehicle traffic by constructing a 12' wide multiuse path in the rail right of way. This increases safety and makes the route shorter by 0.5 miles. Because the grade is minimal (2% on average) and the route is shorter, active trips are faster and easier. The project will add improved intersections where the trail crosses roadways with high-visibility crosswalks/crossbikes, RRFBs and/or LED flashing pedestrian crossings signs, additional lighting, and curb bulbouts to shorten crossing distance. These improvements will aid in crossing busy intersections and reduce stress on active transportation users. In addition, this project adds several north-south crossings of the rail line to improve connectivity between neighborhoods and essential services and allows residents to avoid walking and biking on busy arterials, and instead travel on low-speed, low-stress neighborhood roads with wide bike lanes and complete sidewalks. Finally, this project will connect to additional segments of the Coastal Rail Trail, two forthcoming bike/ped overcrossings of Highway 1 and the forthcoming Soquel Drive Protected Bike Lanes project, creating a loop of low-stress active transportation facilities across a significant portion of urbanized Santa Cruz County.

Additionally, the non-infrastructure elements of this application are considered 'best in class' programming. The elementary safety education will occur within the classroom ensuring that all 2nd and 5th graders receive the instruction – as opposed to afterschool. Students are guaranteed at least 45 minutes each on the rodeo portion of bike course and on-street portion of the pedestrian program will have 2nd graders navigate actual intersections near their schools with adult supervision. The community-wide Bike Challenge uses the highly respected Love to Ride platform with myriad methods to inspire new riders to try biking, encourage infrequent riders to ride more, and



provides regular riders with tools to encourage peers.

Construction of Coastal Rail Trail Segments 10 and 11 creates the lowest stress facility possible, completely removing the need to mix with traffic along this route and increasing safety for all road users.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

(Max of 500 words)

Words Remaining: 0

This project uses several innovative design solutions to solve challenging site constraints. The innovative solutions reduce cost, improve constructability, reduce environmental impacts, and result in an improved trail experience for users. In many places, the rail right of way travels over riparian areas on embankments, or alongside steep slopes that make construction of a trail challenging (see Attachment E). A standard engineering approach would be to build retaining walls at the base of the slope, backfill to create a level platform, and then build the trail on top. While this approach could be used, the steepness of the slopes would result in very tall and costly retaining walls. Additionally, the use of ground anchors to stabilize the tall retaining walls would be challenging in areas where the rail line is built on embankments and there is limited solid ground to anchor into. The surcharge loading from the rail line would also necessitate very robust and costly wall infrastructure. Finally, in riparian areas, construction of retaining walls at the base of the slopes would negatively impact the riparian corridor, and potentially necessitate lengthening or replacing existing arch culverts, which would have additional environmental impacts and permitting requirements.

To avoid these issues, the project is proposing to build lightweight viaducts adjacent to existing railroad embankments and steep slopes. The viaducts are supported on drilled concrete piers with bent caps spaced approximately 30' apart. Steel girders are used to span the piers and caps, and a lightweight post and cable guardrail system is bolted to the girders. Finally, the trail surface is constructed of lightweight prefabricated fiberglass reinforced polymer panels (FRP) that are attached to the girders (see Attachment D). FRP panels are a proven trail surface that were used on a previous segment of the Coastal Rail Trail to cantilever a trail bridge off the existing railroad trestle. FRP is a widely used material in other countries but is only recently being used in the United States. It is a strong, but lighter weight material that allows for more efficient construction. Construction of the viaducts would occur from track-mounted equipment, including track mounted drill rigs for the piers that avoids the need to impact sensitive riparian habitats. The piers would also remain out of the riparian corridor avoiding additional impacts and permitting that would be required with retaining walls. The modular construction of the FRP panels saves installation time and cost. Finally, the use of lightweight post and rail guardrails improves visibility to the surrounding environmental and improved aesthetics over a more traditional steel truss bridge.

At Rodeo Creek Gulch, the existing railroad bridge cannot support a cantilevered trail bridge similar to other segments of the rail line, so a standalone trail bridge is required. Standard bridge construction would likely result in the need for several bent supports that could impact the riparian corridor and require special permits, so the project is proposing a 250' prefabricated bowstring truss bridge to span the entire riparian corridor, thereby reducing environmental impacts and permitting requirements.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 56

With the dissolution of the National SRTS data collection system this project will not be conducting student travel mode surveys. We will however utilize multiple methods to assess program participation and effectiveness.

For the classroom-based pedestrian and bicycle safety instruction an age-appropriate bilingual pre- and post-program quiz will be administered to gauge the effectiveness of the program to 2nd and 5th graders. To ensure high completion rate, both a web-based digital quiz and a paper version will be made available to the 5th graders. Teachers will be asked to complete a written evaluation of both the 2nd grade pedestrian program and 5th grade bicycle safety program to evaluate both the classroom and field trip/rodeo components, as well as to critique the quality of the instructors, content, materials and student engagement.

Participants in the senior education will be asked to complete a pre and post evaluation to assess whether participants retained information and/or learned new behaviors as a result of the program.

For the SRTS encouragement programs consultants will track participation, bike/walk frequency and travel distance data from student participants.

Evaluation tools can absolutely be replicated by schools after completion of this funded program. Samples are attached (see K10).

The countywide Community Traffic Safety Coalition (CTSC) will be involved in monitoring the ongoing success of the program and advise on continued sources of funding. The coalition is composed of County entities, local NGO pedestrian and bicycle advocates, residents, elected officials and Public Health. The guiding mission of CTSC is to reduce traffic injury and death with a special focus on the high



pedestrian crash rates in the County.

Partners will continue to research funding opportunities with both traditional and non-traditional partners to sustain NI programs beyond the grant period. One such local funding source is the 2016 Santa Cruz County voter approved Measure D 30-year sales tax dedicated to funding local transportation improvements, including SRTS programs. Additional sources include the Office of Traffic Safety, Caltrans, and the Santa Cruz County Regional Transportation Commission. Local non-profits working to achieve significant mode shift have also launched individual donor and private foundation campaigns to fund annual traffic safety education programming at local schools. Local private foundations have previously funded Safe Routes to School programming. Potential for collaboration also exist with partners in injury prevention, nutrition, child and family development, and education. A long-term goal is for program elements to be integrated into standard school curriculum and County public health programming. The greater Santa Cruz County community continues to support increased bike and walk programs and infrastructure. This commitment to active transportation is indicated in the County Vision Zero Action, County Complete Streets to School and Active Transportation Plans.

**Part B: Narrative Questions****Question #6****TRANSFORMATIVE PROJECTS (0-5 POINTS)**

- A. Describe how your project will transform the non-motorized environment.** Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)
- Words Remaining:**

The 32-mile separated biking and walking facility connecting five cities within the County of Santa Cruz to sister cities in Monterey County proposed by the Monterey Bay Sanctuary Scenic Trail Master Plan (MBSST) is the definition of transformative. Over half of the County's residents live within a mile of this landmark project. As part of the MBSST, this project will help to realize one of the most comprehensive active transportation projects ever undertaken and likely ever to be built in Santa Cruz County. A separated, safe multiuse trail will permanently modify transportation behavior in this County and undoubtedly increase mode shift to non-motorized users. This project will build 4.15 miles, or 1/8th of the overall trail. It is the largest segment of the partially-built MBSST, lies within one of the densest portions of the County, and sits squarely in the middle of the 32-mile continuous route, closing a 4-mile plus gap between Segments 8 and 9 (currently in design) and Segment 12 (also in design). In total, this project will provide safe, low-stress, convenient, and easy nonmotorized access to 10 schools, 1 college, 18 parks, 13 public beaches, 2 community centers, 2 commercial centers, and numerous senior and affordable housing facilities (see 6A). This project will build a completely separated multiuse path that serves every segment of our community and meets the needs of people 8 to 80+.

This project is particularly critical to low-income residents. The Boys and Girls Club, the Live Oak Community Center, the public Simpkins Swim Center are located within blocks of the proposed trail. Two established low-income healthcare clinics are relocating to a new multi-use campus with 57 units of affordable housing at 1500 Capitola Ave less than 0.5 miles from the project (see 6B). Another permanent supportive housing project with 35 units is planned at 2838 Park Avenue, less than 0.25 miles from the project. In addition, the project is within 0.5 miles of 20 mobile home parks, and 7 are directly adjacent to the trail. Mobile homes provide a critical source of affordable housing in the community, and there are hundreds of other affordable housing units in the project area (see 6B). The trail passes through some of the most densely populated areas of Santa Cruz County. Over 46,000 people live within 1-mile of the project alignment. Residents near the project will be able to use the trail to access schools, essential services, and jobs in the Live Oak, 41st Ave, and downtown Capitola commercial corridors. Finally, the County expects to exceed the ProHousing Designation criteria with the ongoing Sustainability Update (see 6C).

Engagement with the DAC community in Spring 2022 showed that almost 70% of survey respondents walk or bike as a form of transportation (see 6D). Low-income service workers, students of all ages and seniors will be able to utilize the trail to get to schools, jobs, medical appointments, food distribution sites and other vital services rather than using existing high injury streets. Existing conditions on parallel routes are notably unsafe and a separated trail is necessary to protect existing cyclists and walkers and truly realize mode shift in Santa Cruz County.

The non-infrastructure components (education and encouragement) are transformative in that they normalize annual instruction and celebration around biking and walking. Currently there is not regular instruction on best practices – children are asked to use streets with little preparation and training. There is currently no mechanism in place to help seniors evolve their understanding of safety as their abilities change. By providing high quality annual education for four years this project ensures that this community experiences what true safe pedestrian and cycling behavior looks like. Participants will practice on real streets and intersections with trained instructors. This kind of real-world training will help to transform a large population in the project area.

A survey of adults throughout the United States showed that more than half would bicycle more frequently if improved bicycle facilities were available. (see 6E) This group of potential cyclists, the 'interested but concerned' are most comfortable on paths or low traffic streets. A separated facility is truly the gold standard in making all cyclists feel safe. This project will create an active transportation spine through the heart of the larger Santa Cruz community. Not only does this project provide an option to those who make a choice to use active transportation, but this project provides a world class, separated multiuse path for those that don't have the economic option to drive a car.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.**

As you address this question consider items like the following:

- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances



Please attach documentation that supports the transformative nature of the project. This could include:

- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

Words Remaining: 1

(Max of 600 words)

Segments 10 and 11 of the Coastal Rail Trail are part of an overall 32-mile multiuse path active transportation network (see 6A). The vision is for a Trail Network that will span the coast of the Monterey Bay National Marine Sanctuary from the San Mateo/Santa Cruz County line to Pacific Grove, in Monterey County. The SCCRTC led a 2.5 year planning and public outreach process to develop and adopt the Monterey Bay Sanctuary Scenic Trail Master Plan in 2013. This Plan was subsequently adopted by the County of Santa Cruz as the planning document to implement the rail trail network in our jurisdiction. In our region, construction of the Coastal Rail Trail has been the top active transportation priority, evidenced by the 17% of local transportation sales tax revenue devoted to completion of the project (see 6F).

When the 4.15 miles of Segments 10 and 11 are combined with Segments 8/9, 5, 7, and 12 which are all currently underway (or in the case of 7, already built), and the existing Wilder Ranch multiuse path, this portion of the Coastal Rail Trail will connect most of the densely populated coastline of Santa Cruz County via a safe and separated 18+ miles of multiuse path. In addition, Segments 10 and 11 are an integral part of a larger, funded active transportation network being developed in the densely populated urban core of Santa Cruz County. The project's new rail crossing at Chanticleer Ave will connect to the existing bike lanes on Chanticleer Ave to provide north-south connectivity with one of two fully funded bike/ped overcrossings of Highway 1 at Chanticleer Ave. The other overcrossing is at Mar Vista Drive, only 0.25 miles from the project (see 6G). The two overcrossings also connect to opposite ends of the funded 5.6-mile Soquel Drive Buffered Bike Lane Project that will transform the high-injury Soquel Drive into a safe place to walk and bike. Our community will then have the critical mass of active transportation facilities necessary to transform a broad swath of residents to active transportation users with safe, car-free trails and protected bike lanes connecting them to where they need and want to go. This project is a multi-generational game changer.

The County of Santa Cruz has several policies and goals in place to create a biking and walking network and decrease bicyclist/pedestrian injury and death. The County Complete Streets to School plan has the following goals (see 6H):

- Double the active transportation rates at each school.
- Eliminate severe injuries and fatal collisions among youths under the age of 18 who are walking or bicycling.

The County Active Transportation Plan (ATP) was adopted in May 2022 and sets the following goals (see 6H):

- Increase walking and bicycling to 8% of commute trips by 2030 and 15% of commute trips by 2040 for residents within the urban service boundary.
- All elementary schools in unincorporated Santa Cruz County to receive some form of bike and pedestrian safety programming.

Additionally, County Public Health leads a Vision Zero collaborative which is focused on getting individual cities to adopt Vision Zero policies to reduce injury/fatality amongst cyclists and pedestrians. County Health also leads the Community Traffic Safety Coalition which was formed in 1992 and is focused on traffic safety with a special focus on pedestrians and cyclists.

This project is so important to our community that we have dedicated over \$17 million in leveraging funding (see 6I). Documentation of the widespread community support for this project is attached in previous questions (4A, 4B, 4C). Please watch our CTC Virtual Site Visit video to see this great project (6J).

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Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

**Part B: Narrative Questions****Question #8****LEVERAGING FUNDS (0-5 POINTS)**

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$4,236

Designate the Funding Type: Measure funds

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type:

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type:

Construction Phase Project Delivery Costs:

Leveraging Funding: \$12,837

Designate the Funding Type: Measure funds

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$84,672

Leveraging Funding: \$17,073

% of Total Project 20.16 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost



Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

2022.05.05_RTC_Measure D_Funding Resolution.pdf	Open File	Remove	
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Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

(Max of 100 Words)

Words Remaining:

**Part B: Narrative Questions****Question #9****USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)
(-5 to 0 POINTS)**

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC_Emails+Consultation_Coastal Rail Trail Segments 10+11.pdf

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Attach submittal email, response email and any attachment(s) from the CALCC:

CALCC Response.pdf

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Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Attach

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- ☒ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

**Part C: Application Attachments**

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

Application Signature Page (Required for all applications)**Attachment A**

ATP Cycle 6_Attachment-A-Signature-Page_Seg 10+11_County+Capitola.pdf

[Remove](#) [Open File](#)**Engineer's Checklist** (Required for Infrastructure & Combo Projects)**Attachment B**

ATP_Cycle_6_Attachment-B-Engr-Checklist_Seg_10+11_signed.pdf

[Remove](#) [Open File](#)**Project Location Map** (Required for all applications)**Attachment C**

_Project Location Map.pdf

[Remove](#) [Open File](#)**Project Layout/Plans showing existing and proposed conditions****Attachment D**

(Required for all Infrastructure Projects)

Attachment-D-Project Plans_Rail Trail 10+11.pdf

[Remove](#) [Open File](#)**Photos of Existing Conditions** (Required for all applications)**Attachment E**

Attachment E_ATP Cycle 6_Rail Trail 10+11.pdf

[Remove](#) [Open File](#)**Project Estimate** (Required for all Infrastructure Projects)**Attachment F**

Attachment-F-Project-Estimate_CRT10+11.xlsx

[Remove](#) [Open File](#)**Non-Infrastructure Work Plan** ([Exhibit 25-R](#))**Attachment G**

(Required for all projects with Non-Infrastructure Elements)

Attachment-G-Exhibit-25-R-NI-Work-Plan Seg 1011.xlsx

[Remove](#) [Open File](#)**Plan Scope of Work (Exhibit 25-Plan)****Attachment H**

(Required for all Plan Projects)

[Attach](#)**Letters of Support (10 maximum) and Support Documentation****Attachment I**

(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Attachment I_LOS_Seg. 10.11_ATP6Grant_COMBINED.pdf

[Remove](#) [Open File](#)**[Exhibit 25-F](#) State Funding****Attachment J**[Attach](#)**Additional Attachments****Attachment K**

(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Attachment-K-Additional_Seg 10+11.pdf

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