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

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

Approximately $41M to date has been secured from state/federal grants, local jurisdictions, and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately $135M for the trail over 30 years.

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

Project Highlights
- Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- Eighteen (18) miles of projects are under development.
- To date, approximately $41M has been secured from state/federal grants, local jurisdictions, and private donations.
- Measure D will allocate approximately $135M for the trail over 30 years.
- Construction of the first project began in 2019.
## Coastal Rail Trail

**Monterey Bay Sanctuary Scenic Trail Network**

Updated September 2021

### Status of Funded Rail Trail Projects

| Location | Description | Status
|----------|-------------|--------|
| **North Coast: Davenport to Wilder Ranch (Segment 5)** | 5.4 miles (fully funded) and 2.1 miles (partially funded) of the Coastal Rail Trail. Trail width estimated at 16 feet. The project will include parking lot improvements and restrooms at Panther/Yellowbank beach and Davenport, and a pedestrian crossing in Davenport. | Preconstruction activities are scheduled to be completed in fall 2021, and pending funding availability, could go to construction in 2022. The RTC applied for Federal Lands Access Program funds to fully fund the project.
| **City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf (Segment 7)** | 2.1 miles of the Coastal Rail Trail. | Phase 1 (Natural Bridges Drive to California Avenue) was completed in December 2020. Phase 2 (California Avenue to Pacifica Avenue at the Wharf) is environmentally cleared and design is complete. It is fully funded and is scheduled for construction in spring 2022.
| **City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue (Segments 8 & 9)** | 2.2 miles of Coastal Rail Trail. Both trail with rail and interim trail on railbed will be considered. | Phase 1 (widening of the San Lorenzo River Walkway at the Boardwalk) was completed in May 2019. Environmental, right of way, and design work is scheduled to be completed by 2023, and pending funding availability, could go to construction in 2024.
| **County of Santa Cruz/City of Capitola: 17th Avenue to State Park Drive (Segments 10 & 11)** | 4.7 miles of Coastal Rail Trail. Both trail with rail and interim trail on railbed will be considered. This project currently does not include the Capitola trestle. | Environmental, right of way, and design work is scheduled to be completed by 2023, and pending funding availability, could go to construction in 2024.
| **County of Santa Cruz: State Park Drive to Rio Del Mar Boulevard (Segment 12)** | 1.25 miles of Coastal Rail Trail. Both trail with rail and interim trail on railbed will be considered. This section is being advanced as part of the Highway 1 Auxiliary Lanes and Bus-on-Shoulder project from State Park Drive to Freedom Boulevard. | Environmental, right of way, and design work is scheduled to be completed by 2022, and pending funding availability, could go to construction in 2025.
| **City of Watsonville: Lee Road to Walker Street (Segment 18)** | 1.2 miles of Coastal Rail Trail. | Phase 1 (Ohlone Parkway to the Watsonville Slough Trail Network trailhead) was completed in summer 2021. Pending funding availability, Phase 2 (Lee Road to Ohlone Parkway and Watsonville Slough trailhead to Walker Street) could go to construction in 2024.
Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST’s rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

* Please note that the North Coast Rail Trail in still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.

Project Highlights

- ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL will complete the federal environmental document in 2021. Final design and permitting are scheduled to be complete in 2021. Construction funding for Phase 1 is programmed for 2024. The RTC is seeking funding for Phase 2 construction.
Active Transportation: Coastal Rail Trail Segment 5

Project Delivery Strategy
In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan.

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*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.
Project Description
The Coastal Rail Trail Segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.1 miles of the MBSST’s rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that parallels the entire coastline of Santa Cruz County.

The Segment 7 project will provide connections to several existing open spaces such as the Terrace Lands at Younger Lagoon Reserve, Antonelli Pond Park, Natural Bridges State Beach, Neary Lagoon Wildlife Refuge, as well as West Cliff Drive bike/pedestrian path, and the Wilder Ranch path.

Project Highlights
- Provides a low stress, off-street dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within 1 mile of the corridor, where 9 schools and 28 parks are located
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bikeway
- Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy
The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase 1, from Natural Bridges to Bay/California, has been constructed. The City of Santa Cruz has recently been awarded funds for Phase 2 (California Street to Pacific Avenue at the Wharf) from the Senate Bill 1 Active Transportation Program to fully fund construction. Construction of Phase 2 is scheduled to begin in spring 2022 and be completed in 2023.
Active Transportation:
Coastal Rail Trail Segment 7

Updated July 2021

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*Includes SB1 Active Transportation Program, Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, City of Santa Cruz, and STIP funds.

Project Status/
Schedule

Construction of Phase 1 was completed in December 2020 and the trail is now open. Phase 2 is environmentally cleared and design is complete. Phase 2 is scheduled to go to construction in spring 2022.
Project Description

The Coastal Rail Trail Segments 8 and 9 project (as defined in the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan) includes 2.5 miles of the MBSST’s rail trail spine between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County along the publicly-owned railroad right-of-way.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in May 2019.

Segments 8 and 9 are particularly challenging due to three new bridges and four at-grade crossings.

The project received $3M in Active Transportation Program (ATP) funds for pre-construction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project as is $1.5M from the non-profit Land Trust of Santa Cruz County.

Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- Includes a new bicycle and pedestrian bridge at Rodeo Gulch
- Includes either a separate multi-use bike/ped structure or a 10’ multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10’ multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle (completed in 2019)
- Extends through the Seabright neighborhood to Live Oak
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 8 in stages due to funding availability. The City fully funded the multi-use path across the San Lorenzo River with an innovative approach, cantilevering off the existing rail trestle with a system that used lightweight decking. The City is funding the remaining pre-construction work with grants from the Land Trust and the state’s Active Transportation Program. The City is targeting SB1-Active Transportation Program and federal grant opportunities to fully fund the construction.
**Total Programming**

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*Includes TDA, ATP, and Land Trust funds.

**Project Status/Schedule**

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. The City expects to complete the environmental, design, and right-of-way work by 2023. Construction is dependent on acquiring additional funding.
Active Transportation: 
Coastal Rail Trail 
Segments 10 & 11

Project Description
The Coastal Rail Trail Segments 10 and 11 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST’s rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.

Project Highlights
▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
▶ Includes three new bicycle and pedestrian bridges
▶ Over 49,000 residents live within one mile of the corridor
▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
▶ Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy
The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with $4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle is being studied separately to determine whether it could be retrofitted to accommodate an interim multi-use trail.
Total Programming

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*Cost estimates are under development.

**Project Status/Schedule**

The project, with the exception of the Capitola trestle, began the environmental phase in 2021, which is expected to be completed in 2023. The final design phase is expected to begin in early 2023 and be completed by the end of the year. The project is expected to go to construction in 2024 pending funding availability.
Active Transportation: Coastal Rail Trail Segment 18

Project Description
The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan) proposes to construct 1.2 miles of the MBSST’s rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County.

Project Highlights
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- Over 22,000 residents live within one mile of the trail
- 12 schools and 12 parks are within one mile of the trail
- Enhances mobility and transportation for disadvantaged communities

Project Delivery Strategy
The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase 1, from Ohlone Parkway to a Watsonville Slough Trail Network trailhead, is completed. Phase 2 requires additional funds for construction. The City is targeting SB1-Active Transportation Program (ATP) and federal grant opportunities to fully fund the construction of Phase 2.
Active Transportation: Coastal Rail Trail Segment 18

Total Programming

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*Includes ATP, County, FORT, Land Trust, RTC and STIP funds.

Project Status/Schedule

The environmental phase was completed in 2015. Phase 1 opened in spring 2021. Phase 2 is in the final design phase, which is expected to be completed in 2021. Phase 2 is expected to go to construction in 2022, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.
Active Transportation: RTC PM and Maintenance

Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In 2013, the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network Master Plan and certified a programmatic Environmental Impact Report. The Coastal Rail Trail, serving as the system’s spine, is a result of a 20-year effort to purchase the SCBRL, which was first established in 1876. On October 12, 2012, the RTC successfully closed escrow, placing title of the branch line into public ownership with the commitment of facilitating passenger and freight service, as well as creating a multi-use bicycle and pedestrian trail.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county’s population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.

RTC Project Management and Maintenance

The RTC is responsible for managing the overall development of the Coastal Rail Trail corridor, including oversight, technical assistance, and implementing some of the project development work for segments of the trail.

The RTC is also responsible for maintaining the portion of the right-of-way outside of the railroad easement. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement.

It is important to maintain the corridor in order to:

- Retain the integrity of the land to support future increased transportation use
- Support existing storm water drainage systems that flow along and across the corridor
- Limit impacts to adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. Regular inspections and repair or cleanup work within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad right-of-way must account for federal railroad law and oversee various activities, such as access for utility companies or local government jurisdictions.
Active Transportation: RTC PM and Maintenance

Program Highlights

Maintenance

- Semiannual inspections of full corridor
- Track and process individual requests from neighbors or local jurisdictions for maintenance
- Future trail maintenance agreements for constructed segments
- Annual clearing of drainage facilities and grass mowing
- Repair of drainage facilities
- Removal of encampments, trash, or problem trees as needed
- Other vegetation control as needed

Other Property Management

- Management of utility crossings and leases
- Processing of right-of-entry agreements
- Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent farmers and property owners

Total Programming

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*Reflects Measure D-funded oversight and maintenance costs FY17/18-FY24/25 for all segments (1.1M/yr on average).
Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

Project Description

Highway 9 serves as the "Main Street" for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates $10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV. A first step in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan. Building on past public input and planning activities, the SLV plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.

The SLV plan was accepted by the RTC in 2019, and RTC staff is now focused on delivering priority projects in partnership with Caltrans, County DPW, SLVUSD, and METRO.

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*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.
Priority Projects
The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools’ entrances
- Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- Pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.

Project Delivery Strategy
The RTC, Caltrans, the County of Santa Cruz, SLVUSD, and METRO are working together to deliver components of the various complete streets projects. Caltrans constructed the crosswalk improvements that were awarded Highway Safety Improvement Program (HSIP) funds in 2020. The RTC is working with Caltrans on three Program Initiation Documents (PIDS).

The 05-1M400 Safety PID was funded by Caltrans and analyzed facilities for pedestrians and cyclists in the segment of Highway 9 between Felton and the SLV schools campus. Completed in spring 2020, the project is now moving into the Project Approval & Environmental Documentation (PA&ED) phase.

The second 05-1K890 Felton CAPM PID is a Caltrans Funded project repaving Highway 9 through Felton and RTC is collaborating with Caltrans on incorporating operational and complete streets elements identified in the SLV Plan.

The third PID 05-1M550 is funded by Measure D and covers the remaining projects in the SLV Plan. Once this PID is complete in 2021, the RTC will use Measure D funds to leverage state and federal grants to fund construction of additional improvements.
**Project Description**

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats, and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.

**Project Highlights**

- Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- Bridges two core wildlife habitat areas on each side of Highway 17
- Traffic volumes of over 60,000 vehicles per day, combined with a concrete median barrier and a lack of adequate culvert or bridge undercrossings contributes to a high frequency of animal-vehicle collisions along Highway 17.
- Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

**Project Delivery Strategy**

Caltrans is leading the project delivery. The pre-construction phases were funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC is using an interprogram loan of Measure D Highway Corridor funds to expedite construction of the Wildlife Crossing in Fall 2021.
Neighborhood Projects:
Highway 17 Wildlife Crossing

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Project Status/Schedule

This project has completed the environmental and final design phases, and construction is scheduled to begin in fall 2021.

*Includes loan payments (principal and interest)
**Includes Land Trust and SHOOPP funds.

Funding Partners

Santa Cruz County Regional Transportation Commission | (831) 460-3200 | www.sccrtc.org
Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the 41st Avenue and Soquel Avenue/Drive interchanges, and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12- to 14-feet wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.

Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- Measure D funds are being used to accelerate the project development process
- Construction expected to begin in late 2021

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction, and as a match for SB1 construction grants. This project has environmental clearance and has received funds from Cycle 2 of the SB1 Solutions for Congested Corridors Program competitive grant.
Highway Corridor:
Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

Project Funding

<table>
<thead>
<tr>
<th>Estimated Project Cost</th>
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<tbody>
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<td><strong>Funding Sources</strong></td>
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<td>Measure D (Highway)</td>
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<td>Other Secured*</td>
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*Includes STIP, SB1 (SCCP and LPP programs) and HIP funds.

Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is complete. The project is expected to go to construction in 2022 and complete construction in 2024.
Project Description
The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista Dr. to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.

Project Highlights
- Improves traffic and safety operations on Highway 1
- Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- Connects neighborhoods, schools, parks/beaches and commercial centers

Project Delivery Strategy
The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds are being used to complete the work necessary to ready the project for construction. RTC was successful in securing Cycle 2 SB1 Solutions for Contested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.
Highway Corridor:
Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Funding

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<th>Estimated Total Cost</th>
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<td>Other Secured*</td>
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*Includes STIP and SB1 (SCCP and LPP) funds.

Project Status/Schedule

Environmental review was completed in 2021. Final design is underway and expected to be completed in 2022. The project is expected to be construction-ready at the end of 2022.

Preliminary rendering of auxiliary lanes
**Project Description**

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replace the two existing railroad bridges between the State Park Drive and Rio Del Mar interchanges, and widen the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek will be widened or replaced as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard. The Santa Cruz Branch Rail Line corridor is an active freight line and is owned by the RTC.

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**Project Highlights**

- Improves traffic and safety operations on Highway 1
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- Multimodal options to increase corridor throughput
- Improves active transportation connectivity

**Project Delivery Strategy**

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. By obtaining environmental clearance in 2022, this project can compete for Cycle 3 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.
Highway Corridors:
Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

Project Funding

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<th>Estimated Total Cost</th>
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<td>Needed</td>
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*Cost estimates are under development.

Project Status/Schedule
The environmental phase of this project is expected to be completed in 2022. The design phase is expected to begin in 2022 and be construction-ready in 2025, pending availability of funds for construction.

Preliminary rendering of new railroad and bicycle/pedestrian bridges
Program Description
For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC’s TDM service, provides a comprehensive website of resources for travel options around the county, including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on travel speeds, incident details, and lane closures on county roads and state highways. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In Spring 2021, Cruz511 launched GO Santa Cruz County, an online commute management platform that rewards sustainable commuting. Participants earn points for each eligible trip logged on the platform or mobile app. Points can then be redeemed for electronic gift cards, entries into the monthly raffle, or donated to a local nonprofit. Learn more at www.gosantacruzcounty.org.

Program Highlights
- Provides sustainable commute choices to residents through coordination with major employers in the county
- Hosts an online and mobile platform to make sustainable commute choices easier for all people to access
- Coordinates with Metro to promote and encourage transit usage
- Provides education and informational messaging regarding safety and mobility options to the public

Total Programming

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<tr>
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<td>Other Sources**</td>
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*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest
Highway Corridors: Cruz511

Rethink Your Commute and Earn Rewards!

Santa Cruz County Regional Transportation Commission | (831) 460-3200 | www.sccrtc.org
Highway Corridors:
Freeway Service Patrol

**Program Description**
The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to motorists. They reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.

**Program Highlights**
- Reduces the number of traffic jams by quickly clearing accidents, debris, and other incidents
- Lessens the chain of further accidents and bottlenecks caused by passing drivers
- Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- Helps stranded motorists

**Service Schedule**

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<td>AM</td>
<td>PM</td>
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<tr>
<td>Hwy 1</td>
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<tr>
<td>Hwy 17</td>
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*Special weekend service is provided during Spring Break and Summer.*
Highway Corridors: Freeway Service Patrol

Total Programming*

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<td>Other Secured**</td>
<td>200,000k/year</td>
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*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes SB1, FSP, and STIP funds.
**Program Description**

The Highway 17 corridor was identified as a high-collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county, and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning, and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area’s Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators’ offices, and the media. The RTC and MTC provide $100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a $1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional $50,000 annually to the program from Measure D funds.

**Program Highlights**

- Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- Encourages safer driving and deters traffic violations with extra CHP enforcement
- Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

**Meeting Schedule**

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person.

**SAFE ON 17 MEETINGS**

<table>
<thead>
<tr>
<th>DATE</th>
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<tbody>
<tr>
<td>3rd Wednesday in March</td>
<td>CHP San Jose</td>
<td>2020 Junction Ave., San Jose, CA</td>
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<tr>
<td>3rd Wednesday in September</td>
<td>RTC office</td>
<td>1523 Pacific Ave., Santa Cruz, CA</td>
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Highway Corridors: Safe on 17

Total Programming

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*In FY17/18 Measure D funds first became available.

**Includes MTC-SAFE and DMV-SAFE funds.
Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for $14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017, severe winter storms damaged the line at several locations. The RTC is working on securing necessary permits for the repairs and expects construction to occur over two seasons. Phase 1 started in 2020 and Phase 2 on the North Coast will start in 2021, as permits are received.

Program Highlights

Rail Preservation Efforts:
- Inspections and repairs of railroad bridges on an ongoing basis
- Storm damage repairs and clean up resulting from the 2017 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed

Total Programming

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*Includes RSTPX and FEMA funds.