



SCCRTC- 2021 Consolidated Call for Projects (RSTPX, STIP, HIP, & CRRSAA)

**APPLICATION/PROJECT PROGRAMMING REQUEST**

**A. Project Information**

<b>Applicant/Implementing Agency</b>		<b>Public Agency Sponsor (if different)</b>			
Santa Cruz County Regional Transportation Commission					
<b>Project Title</b>					
State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12					
<b>Brief Description/Scope of Work (attach extra pages to fully describe scope)</b>					
Construct auxiliary lanes on State Route 1 between Freedom Boulevard and State Park Drive Interchanges, construct bus on shoulder facility, construct soundwalls and retaining walls, and 1.25 mile segment of the coastal rail trail.					
<b>Location, Limits, Length (attach map(s)/photos on separate tab)</b>					
Aptos. State Route 1 from Freedom Boulevard to State Park Drive. 2.5 miles along Hwy 1, 1.25 mile trail along the branch line.					
<b>Roadway Functional Classification: (if applicable)</b>		<b>2-Other Freeway or Expressway</b>			
<b>Summary of Project Benefits, Purpose and Need</b>					
Project Benefits: Improve traffic flow, improve safety, improve travel times and reliability for transit and improve pedestrian/bike access across highway. Daily congestion results in by-pass traffic on local arterials. Purpose and Need: Reduce congestion, improve safety. Reduce delay and collisions.					
<b>Funds requested</b>	\$4,000,000	<b>Total Project Cost</b>	\$135,201,328	<b>Estimated # of Daily Users</b>	94,800
<b>Was project previously programmed for funds by RTC?</b>			Yes	<b>RTIP ID</b>	RTC24gS
<b>Project Cost by Mode (list approximate percentage of total project costs)</b>					
<b>Mode</b>		<b>% of Total Cost</b>			
Pavement Preservation (rehab, overlay, etc.)		0%			
Road-Auto serving (not rehab)		70%			
Bicycle		3%			
Pedestrian		2%			
Transit		25%			
Transportation System Management (TSM)		0%			
Transportation Demand Management (TDM)		0%			
Other:		100%			
<b>Priority</b>	Project is priority #	1	of	1	applications submitted
<b>Contact Name</b>		<b>Phone</b>		<b>E-mail Address</b>	
Sarah Christensen		831.460.3204		schristensen@scrtc.org	

## Scope of Work

*(Continued from Page 1)* The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements on State Route 1 (SR 1) between the State Park Drive and Freedom Boulevard interchanges, a distance of 2.5 miles, and widen the Highway 1 Aptos Creek bridge. The two existing railroad bridges between the State Park Drive and Rio del Mar interchanges will be replaced with longer span bridges to accommodate the widening for the auxiliary lanes on SR 1. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

In addition to the improvements to SR 1, the project constructs Segment 12 of the Coastal Rail Trail spine of the Monterey Bay Sanctuary Scenic Trail (MBSST). This 1.25-mile multiuse trail will be constructed in the Santa Cruz Branch Line right of way and will include three at-grade street crossings and two grade separated crossings over Highway 1 and two grade separated crossings over Soquel Drive.

## Location, Limits, Length – Project Map

See Figure 1 – Project Location Map

## Summary of Project Benefits, Purpose and Need

*(Continued from Page 1)* SR 1 is the primary commute route in the County providing access to residences, jobs, shopping, schools, medical, and other services throughout the County as well as connections to the South Bay. The route is highly congested and is near operational capacity, which results in significant delays for vehicles, trucks, and transit buses and a high volume of collisions safety. The improvements are needed to SR 1 to keep most of the cross-county vehicular trips on the State Highway and reduce instances of bypassing traffic on local arterials. The project also includes the addition of bus on shoulder at the Del Mar Boulevard and State Park Drive interchanges. These improvements will permit Santa Cruz METRO buses to use the shoulders. This will improve transit reliability and on time performance and encourage a mode shift from single occupancy vehicles to bus transit.

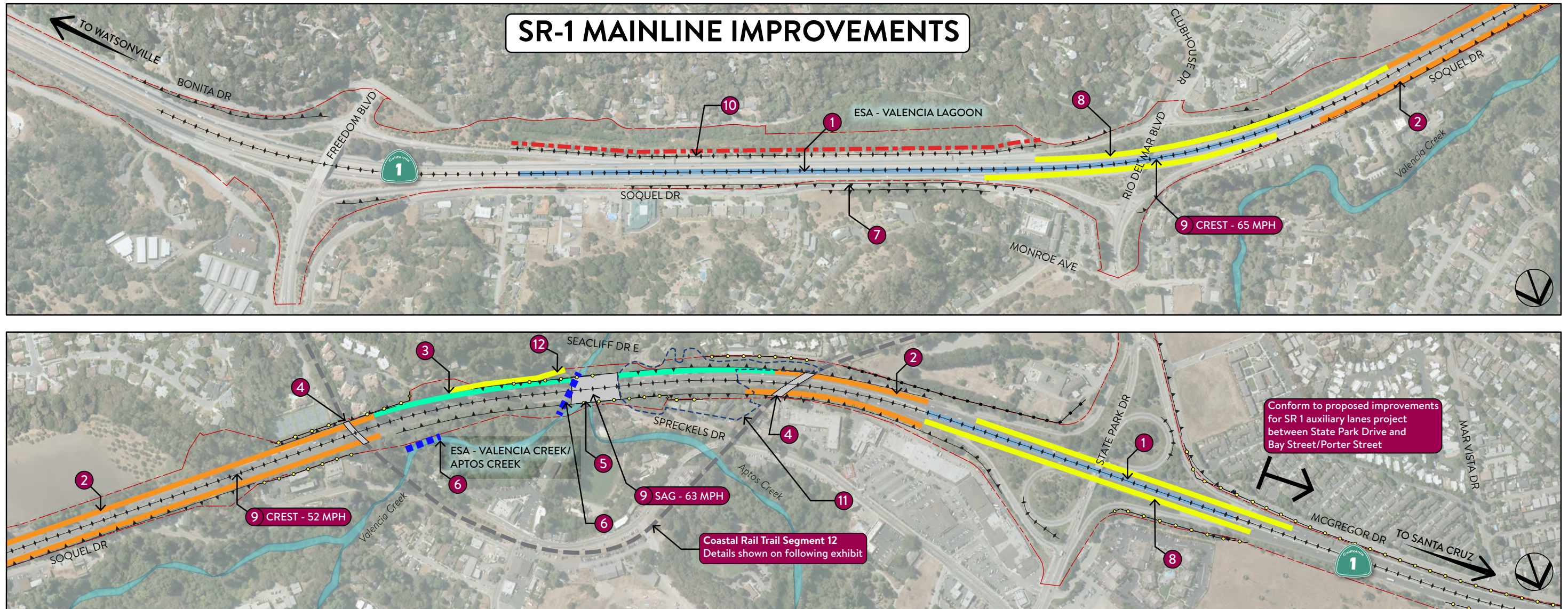
The Coastal Rail Trail, also known as the Monterey Bay Sanctuary Scenic Trail (MBSST) is a planned 50-mile multiuse trail, and the Coastal Rail Trail is the 32-mile spine of the regional trail. The project constructs Segment 12 connecting State Park Drive to Rio Del Mar Boulevard. The segment includes two new grade separated crossings over SR 1 and two new grade separated crossings over Soquel Drive. The project extends the regional trail network and provides a safe, dedicate Class I trail with limited conflicts between trail users and vehicles.

The proposed improvements provide efficient multimodal access to residents, visitors, and commuters. The project reduces congestion and enhances safety on SR 1 through the addition of auxiliary lanes that improve weaving movements, improves transit reliability and competitiveness to increase ridership, enhances vehicle and truck throughput and operating speeds, and provides a critical link in the regional pedestrian and bicycling network. The project promotes economic vitality through multimodal connections and transportation choices. The improvements to SR 1 and extension of the Coastal Rail Trail support a mode shift by making transit, biking, and walking more efficient and attractive.

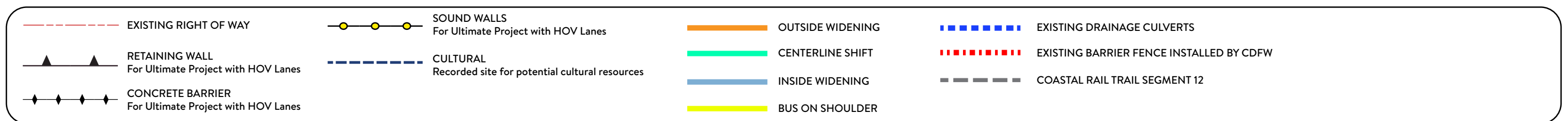
The Project is a key component of the Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) which provides a coordinated approach to improving north-south travel through Santa Cruz County. The WSC-MCP project will:

- Reduce congestion for all modes of travel
- Maximize the efficiency of the existing transportation infrastructure
- Enhance safety for all modes of travel
- Increase multimodal options to increase corridor throughput
- Reduce greenhouse gas (GHG) emissions
- Improve access for emergency services
- Promote business development and improve access to housing, jobs, schools, and medical facilities
- Improve active transportation connectivity
- Promote sustainable development and livable communities including complete streets

FIGURE 1 - Project Location Map



- 1 **Inside Widening** - Inside widening through this area would minimize impacts along the outside shoulders and reduce construction costs. As inside widening is needed for the ultimate HOV, there are no throwaway costs
- 2 **Outside Widening** - In the constrained areas of the corridor including the locations where the railroad bridges will be replaced, the mainline would be widened to the outside. Any retaining walls would be set at ultimate locations to avoid throwaway costs and wall type would be evaluated to minimize height for interim condition without HOV lane added.
- 3 **Centerline Shift** - Mainline would be widened to south side to ultimate location and median concrete barrier shifted to avoid widening on north side into environmentally sensitive area (ESA). Widening to north side would be deferred to when HOV lanes are added.
- 4 **Railroad Bridges** - Existing railroad bridge replaced with new bridge to span ultimate mainline widening that accommodates HOV lane.
- 5 **Aptos Creek Bridge** - Widen to south side only. North side widening would be deferred to when HOV lanes are added.
- 6 **Existing Drainage Culverts** - Maintain along Valencia Creek on north side of SR 1 and crossing under SR 1.
- 7 **Access Control** - Soquel Drive is directly adjacent to SR 1, south of Rio Del Mar. Retaining walls along the northbound edge of pavement will be needed to minimize relocation of the frontage road.
- 8 **Bus on Shoulder** - Lanes would be provided through the State Park Drive and Rio Del Mar Boulevard Interchanges.
- 9 **Nonstandard Vertical Curve Length along Mainline** - There are 3 non-standard vertical curves along SR 1 within the project limits. Mark Thomas will evaluate a Design Decision to maintain the existing geometry.
- 10 **Biological Constraints** - Existing barrier fence installed by California Department of Fish and Wildlife (CDFW) for Santa Cruz Long-toed Salamander habitat on south side SR 1 adjacent to Valencia Lagoon.
- 11 **Cultural** - Recorded site for potential cultural resources.
- 12 **Moosehead Dr** - provides critical access for adjacent parcels. See detailed description of proposed relocation on following exhibit.





**B. Project Benefits/Evaluation Criteria**

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

<b>Project Title:</b>	State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12
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**Generally, what are the benefits of this project?**

*(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)*

The project constructs auxiliary lanes and bus on shoulder improvements on SR 1. The project will also construct Segment 12 of the Coastal Rail Trail. The project will improve traffic flow and reduce congestion on SR 1, enhance multimodal safety, improve transit travel times, and improve transit reliability that will support a mode shift to bus transit. The project also provides improved pedestrian/bike access across the highway to and from regional destinations including commercial centers, schools, residential neighborhoods and beaches. The reduction in daily congestion will alleviate the amount of by-pass traffic on local arterials.

Benefit Category	How does this project address any of the following?
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<b>1 Safety (reduce fatal or injury collisions)</b>	The Project addresses safety concerns on SR 1 through the addition of auxiliary lanes and promoting mode shift by constructing a bus on shoulder facility. The Project Traffic Operations Analysis Report (TOAR) analyzed collisions along the highway mainline for the build and no build scenarios for the current year (2019), construction year (2025), and horizon year (2045). Crash history was obtained from Caltrans TASAS data. In 2019, there were 156 crashes. With the project, collisions are expected to drop to 126. In 2045 without the project, crashes are projected to total 183; with the project crash totals drop to 148. The total number of collisions are expected to decrease by approximately 20% on the northbound direction and 17% in the southbound direction. The Project provides significant safety benefits on SR 1.
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The Project also enhances safety for bicyclists and pedestrians. The grade-separated Coastal Rail Trail provides a dedicated multiuse trail facility for active travel modes. Interactions between trail users and vehicles are limited to three at-grade crossings at Trout Gulch Road, Parade Street, and Aptos Creek Road. These crossings will include high visibility crosswalks to enhance the visibility of trail users and mark the preferred location for crossing the streets.

<b>2 System preservation (maintain existing transportation infrastructure, service, or program)</b>	The Project implements a system preservation approach to maximize the use of existing transportation assets. The project will construct new pavement for the widening to accommodate the auxiliary lanes. A Life Cycle Cost Analysis will be performed to determine the pavement structural section.
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Based upon prior phases, it is anticipated that rubberized hot mix asphalt (RMHA) will be selected. RHMA has a 20 year design life. The project also maintains the existing SR 1 bridge over Aptos Creek. This bridge will be widened to accommodate the additional lane width.

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### 3 System Performance

The project improves the efficiency of the State Highway System through the addition of auxiliary lanes, bus on shoulder, and extends the Coast Rail Trail through Aptos. Highway operations are improved, reducing congestion and travel times. The improved operations also support transit reliability and promote a mode shift. Details are provided below.

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#### 3a Reduce emissions and/or vehicle miles traveled

The project is part of a suite of projects along the SR 1 corridor that reduces greenhouse gas (GHG) emissions and result in vehicle-miles traveled (VMT) reduction. The Unified Corridor Study (UCS) analyzed auxiliary lanes and bus on shoulder on SR 1, complete street improvements to Soquel Avenue/Drive and Freedom Boulevard, and Santa Cruz Branch Rail Line. The preferred scenario in the UCS, which includes this project, results in a countywide VMT reduction of 50,000 for a total of 5.93 million, GHG reduction of 0.06 metric tons per day, and a reduces carbon dioxide (CO<sub>2</sub>) emissions by 27%.

A project-level analysis was also performed for GHG emissions, which included operational emissions over a 20 year period. In 2045, CO<sub>2</sub> is reduces from 78,133 metric tons per year without the project to 77,206 metric tons per year with the project. This is a reduction of 927 metric tons per year, a 1.2% decrease. The GHG reduction will have a significant benefit for the residents in Santa Cruz County and particularly for those who reside along the SR 1 corridor.

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#### 3b Improve travel times, travel time reliability; reduce delay

The project provides significant benefits in travel time reduction, provides travel time reliability, and reduces delays. The addition of the auxiliary lanes and bus on shoulder will reduce congestion, improve travel times, and promote a mode shift to bus transit. The project TOAR analyzed vehicle hours travelled (VHT) and vehicle hours of delays (VHD). In 2045, daily VHT is reduced by 1,890 from 24,370 without the project to 23,300 with the project. Similarly, daily VHD decreases in 2045 by 2,330 from 12,070 without the project to 9,740. Overall speed on the corridor increases as much as 52% in the southbound PM peak period (2pm to 8pm). These VHT and VHD reductions are driven in large part by the improvements in bus operations which will increase ridership.

**3d Improve freight or goods movement efficiency**

SR 1 is the primary goods movement corridor in the County. Trucks along the highway carry goods to and from the Bay Area, including agricultural goods, the second largest industry in the County. The highway carries 6% truck traffic, approximately 5,688 trucks per day. As discussed above, the project improvements reduce VHT and VHD and improve vehicle speeds. These improvements result in increase truck throughput on SR 1. The improved goods movement efficiency will influence freight-reliant business location decisions such as logistics centers and manufacturing.

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**4 Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)**

The Project will improve mobility for users of all ages and abilities to many key destinations. The project provides a new Class I trail segment of the Coastal Rail Trail (Segment 12) that will improve mobility for pedestrians, bicyclists, and wheelchair users, including children and the elderly. The project enhances bus transit travel time and reliability to greatly benefit mobility for those who don't drive. The corridor provides access to key destinations for educational and job opportunities, housing, medical services, retail, restaurants, commercial, parks, and professional services.

The Project improves transportation choices for commuters between Watsonville and Santa Cruz. The Project improves travel times for buses through the use of bus on shoulder through the interchanges and reduces congestion due to the improved weaving movements provided by the auxiliary lanes. The improved transit reliability provides commuters will the option of taking Santa Cruz METRO buses to access employment centers. This expands transportation options and makes riding a bus as efficient as driving alone. This is anticipated to result in a mode shift and allow Santa Cruz METRO to reduce express bus headways to accommodate the new riders.

**5 Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations**

Transportation-disadvantaged populations along the corridor include children and youth, the elderly, people living with physical or mental challenges, and those experiencing low income or poverty--those who are often dependent on transit, walking, or bicycling for travel to school, jobs, shopping, recreational opportunities, and health care. SR 1 provides access to important destinations from Watsonville to Santa Cruz for these populations, such as employment centers, schools, shopping, Aptos High School, University of California - Santa Cruz, Cabrillo College, Dominican Hospital, Sutter Hospital, New Brighton State Beach, Seacliff State Beach, and other recreational opportunities. Many affordable housing opportunities, such as the mobile home parks and apartment complexes, are adjacent to the highway and the future Coastal Rail Trail (Segment 12) alignment. Access to these destinations is essential for equity, enhances health, and promotes a healthy community. Sections 5a and 5b expand on these benefits.

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**5a Improve public health or promote healthy communities, provide outreach to targeted users/health issues**

The Project provides facilities that enhance the health and safety of the community. The project implements a dedicated bicycle and pedestrian Class I trail that reduces conflicts between active modes and vehicles to only three at-grade street crossings that will include high visibility crosswalks. This will reduce the occurrence and severity of collisions. The Project provides essential accommodations for youth, the elderly, and those with disabilities. This project encourages healthier, active transportation choices and creates a safer, more walkable community. Walking and biking reduce obesity and improve public health results. Active travel modes also support the environment by reducing emissions and improving air quality.

The Project also improves public health due to improvements to SR 1. The addition of auxiliary lanes reduces crashes through increased weaving distances for vehicles entering and exiting the highway. The auxiliary lanes also help to reduce congestion on the highway, lowering vehicle emissions and improving air quality. The inclusion of bus on shoulder also supports reduced emissions by improving bus transit reliability, which will result in a mode shift. This will reduce the number of vehicles on SR 1.

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**5b Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges**

The Project serves transportation disadvantaged users of all incomes, ages and abilities, by implementing safety measures, removing barriers such as incomplete sidewalks, providing safe and continuous bike lanes, and improving transit reliability and travel times for regional routes between Watsonville and Santa Cruz. The California Healthy Places Index shows that between 10% to 19% of residents along the corridor pay more than 50% of their income in housing costs. Although many affordable housing opportunities can be found along SR 1, the high housing costs severely limit transportation affordability. With this burden, providing safe and affordable transportation options is critical to serving these communities. The project provides safe, walkable and bikeable facilities, as well as better transit reliability to serve these populations.

The Project benefits transportation disadvantaged communities beyond the project limits. Once all phases of the Coastal Rail Trail, the SR 1 auxiliary lanes, and bus on shoulder improvements are constructed, the corridor will serve residents from Watsonville to Davenport. The Project will provide transportation options for disadvantaged communities in downtown Watsonville where 14% of residents do not have access to vehicles. Residents can use the MBSST and improved transit reliability on SR 1 to access goods, services, health care, and employment opportunities in the County.

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**Additional Considerations in Project Evaluation:**

**A. RTP Consistency:** If project is included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, list **RTP Project Number**

The Project is included in the priority/constrained project list in the draft 2045 Regional Transportation Plan – Project #RTC 24g.

**B. Consistency with Complete Streets** guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements

The project has been designed to be consistent with the Complete Streets guidelines set for in the Monterey Bay Area Complete Streets Guidebook and complies with California Complete Streets legislation (AB 1358). In accordance with guidance, the Project includes elements to address user needs across multiple modes—transit, pedestrian, bicycle, and motor vehicle—extending the Coastal Rail Trail and enhancing Santa Cruz METRO bus transit. As described in the Project Scope, the project removes barriers and enhances safety for pedestrians and bicyclists, and improves transit reliability and travel time, in accordance with Complete Streets principles.

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<p><b>C. Consistency with other plans.</b> What other plans is this project listed in, if any?</p>	<p>The Project is in the priority/constrained project list for the 2040 AMBAG Monterey Bay Metropolitan Transportation Improvement Program (MTIP) - Project #RTC24GSC. The Project is a significant element of the preferred scenario developed in the UCS. The UCS Final Report was approved by the RTC in January 2019. This project is described in the Watsonville – Santa Cruz Multimodal Corridor Program (WSC-MCP).</p>
<p><b>D. Public engagement:</b> How was this project determined to be a priority? What outreach will occur during implementation?</p>	<p>Extensive community outreach on this project was conducted as part of the development of the Highway 1 Corridor Investment Program, Coastal Rail Trail (Monterey Bay Scenic Sanctuary Trail) Master Plan, and the UCS. During the study thousands of community members helped identify transportation priorities and project groupings for consideration in the UCS beginning December 2012 through January 2019. Outreach was targeted to partner agencies, stakeholders, RTC advisory committees, local business leaders, employers, transit/bicycle/ pedestrian advocacy groups, community organizations, neighborhood associations, environmental organizations, low-income/ disadvantaged and disabled community advocates, and county citizens.</p> <p>Along with continual outreach through social media, print media, radio, website, and eNews list, specific engagement opportunities that took place include: Public meetings (14), RTC advisory committee meetings (15), Public workshops (6), Partner agency meetings (5), Online surveys (3), Focus group meetings with community organizations (7), Presentations to city councils and the Santa Cruz METRO board (6).</p> <p>Outreach was also conducted during the development of the WSC-MCP which identified the Project. Outreach for the WSC-MCP Cycle 2 suite of projects is ongoing. Once construction is funded for the Project, public outreach will take place prior to construction to inform the community about the project and its construction timeline. Such activities may include radio and print media, mailings and door hangers, pop-up events, as well as stakeholder meetings with local businesses, Dominican Hospital, Cabrillo College, other local schools, and local bicycle groups.</p>

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**E. Scale of Benefits-** How many users are expected to use the facility, service or program? What is the source of this estimate?

The project TOAR estimated the number of users on SR 1. It is anticipated that 94,800 vehicles will use SR 1 daily upon construction. This number is based on existing Caltrans traffic counts and forecasts modeled using the AMBAG Travel Demand Model. In 2025, the number of daily vehicles increases to 99,900 and in 2045 the number is anticipated to be 113,000. The project supports a Santa Cruz METRO new express bus service running between Santa Cruz and Watsonville, in both directions. The services would begin at 2 buses per peak hour per direction (30-minute headway) in 2025 and increase to 4 buses per peak per direction (15-minute headway) on SR 1 by 2045. The UCS included a screenline estimate for bicycle and pedestrian users for the project as well. Based upon RTC counts, Rio Del Mar Boulevard has 41 bicyclists and 18 pedestrians daily.

**F. Potential Risks (and plans to mitigate them)**

**F1 Funding** - Is this project fully funded?

Current project funding consists of LPP Formula funds and Measure D for PA&ED. RTC is requesting funds \$4,000,000 in funding to compliment Measure D funds for the PS&E phase. The construction phase is currently unfunded. RTC will be pursuing competitive grant applications in future years to close the funding gap.

How will potential cost increases be funded? Cost increases for the PS&E will be funded through Measure D.

**F2 Schedule:** Describe any potential delays to schedule

Potential schedule delays may be due to environmental requirements or right of way needs. Coordination and approvals from environmental resource agencies may result in additional studies and permitting requirements that can delay approvals. Right of way needs from private owners may take additional coordination or require eminent domain action. RTC understands these schedule risks and has identified mitigation strategies to reduce schedule and delivery risks. These include identifying special status species and permitting requirements and minimizing right of way acquisitions. These are described in detail in F4 and F5 below.

**F3 Deliverability:** Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)

RTC has the proven experience to oversee and deliver regional capital projects. RTC serves as the implementing agency for the planning, design, and right-of-way acquisition for Highway 1 projects, and Caltrans serves as the implementing agency for construction, while providing design oversight. The agency manages consultants for the environmental clearance, engineering design, and right of way acquisition process and partners with the County of Santa Cruz for right of way support services. RTC is capable of delivering the project and is currently leading the final design and construction for two other segments of the SR 1 corridor improvements by monitoring the delivery risks. A dedicated funding source (Measure D - Highway Category) is available to supplement the preconstruction and construction funding for projects.

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**F4 Environmental:** Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)

The Project is currently in the PA&ED phase. The CEQA/NEPA document and associated technical studies are being prepared. The environmental clearance document will be an Environmental Impact Report (EIR) for CEQA and Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) for NEPA. The technical studies have identified environmentally sensitive habitat for California giant salamander, California red-legged frog, foothill yellow-legged frog, Santa Cruz long toed salamander, Steelhead, and other special status species. The Project's environmental clearance documentation provides significant legal coverage for the project improvements and reduces legal risks. Additionally, the Project will obtain construction permits from multiple resource agencies. RTC has worked with these agencies on adjacent segments of SR 1 and understands their requirements. This will mitigate potential delays.

The Project design will address future environmental conditions. The improvements to SR 1 will provide climate resiliency by accommodating 100 year storm events, keeping the highway passable by vehicles during storms. The Class I trail provides alternative access for emergency vehicle ingress/egress during wildfires. This allows Soquel Drive, an evacuation route for Aptos, to be clear of emergency vehicles and increasing evacuation capacity. The Project's bridges will be designed to meet strict seismic requirements, keeping the bridges operational after earthquakes.

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**F5 Other:** Describe any other potential risks and plans to mitigate risks

The only other potential risk to project delivery is acquiring the right of way needed to complete the project. Right of way acquisitions are required for widening the highway and may be needed for construction of the Coastal Rail Trail. RTC is actively working to refine the design to minimize right of way needs. Strategies to reduce real property acquisition include widening and not replacing the SR 1 Aptos Creek Bridge, widening to the inside of SR 1 where possible, minimizing the impacts associated with the relocation of Moosehead Drive parallel to SR 1.



## Highway 1 - State Park Drive to Freedom Boulevard Auxiliary Lanes, Bus-on-Shoulder & Coastal Rail Trail Segment 12

### C.i. Capital Projects: Schedule, Cost and Funding Summary

Non-infrastructure projects/programs - see NI tab

<b>Project Title:</b>	State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12
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Project Schedule/Milestone	Date
Project Cost Estimates/Scope Developed	2007
Begin Environmental (PA&ED) Phase	03/22/20
Circulate Draft Environmental Document	04/20/22
<b>Document Type</b>	EIR/FONSI
Draft Project Report	03/23/22
End Environmental Phase (PA&ED Milestone)	10/28/22
Begin Design (PS&E) Phase	10/31/22
End Design Phase (Ready to List for Advertisement Milestone)	12/02/24
Begin Right of Way Phase	07/31/23
End Right of Way Phase (Right of Way Certification Milestone)	10/01/24
Begin Construction Phase (Contract Award Milestone)	03/13/25
End Construction Phase (Construction Contract Acceptance Milestone)	10/31/27
Begin Closeout Phase	11/30/27
End Closeout Phase (Closeout Report)	10/31/28

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - <b>AUTO FILLS (do not enter numbers here)</b>								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	3,950	0	0	0	0	0	0	3,950
PS&E	0	0	9,500	0	0	0	0	9,500
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	12,777	0	0	12,777
R/W	0	0	0	5,035	0	0	0	5,035
CON	0	0	0	0	106,474	0	0	106,474
<b>TOTAL</b>	<b>3,950</b>	<b>0</b>	<b>9,500</b>	<b>5,035</b>	<b>119,251</b>	<b>0</b>	<b>0</b>	<b>137,736</b>

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC							
Fiscal Year								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)								0
PS&E			4,000					4,000
R/W SUP (CT)								0
CON SUP (CT)								0
R/W								0
CON								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>

*SCCRTC is expected to consider proposals for new RTC Discretionary funds at its December 2021 meeting*

Fund No. 2:	LPP Formula							
Component								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	1,190							1,190
PS&E								0
R/W SUP (CT)								0
CON SUP (CT)								0
R/W								0
CON								0
<b>TOTAL</b>	<b>1,190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,190</b>

*note funding status here*

**Programmed and allocated by CTC**



## Highway 1 - State Park Drive to Freedom Boulevard Auxiliary Lanes, Bus-on-Shoulder & Coastal Rail Trail Segment 12

Fund No. 3:		Measure D							note funding status here	
Component										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total		
E&P (PA&ED)	2,760							2,760	<b>Pending Commission approval October 7, 2021.</b>	
PS&E			5,500					5,500		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W				5,035				5,035		
CON								0		
<b>TOTAL</b>	<b>2,760</b>	<b>0</b>	<b>5,500</b>	<b>5,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,295</b>		

Fund No. 4:		Future Funds							note funding status here	
Component										
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total		
E&P (PA&ED)								0	<b>Targeting SB1 cycle 3 funds (SCCP and LPP) as well as Active Transportation Program funds</b>	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)					12,777			12,777		
R/W								0		
CON					106,474			106,474		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,251</b>	<b>0</b>	<b>0</b>	<b>119,251</b>		

**C.ii. Detailed Cost Estimate - Capital Projects**

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

<b>Project Title:</b>	<b>State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12</b>		
<b>Item No.</b>	<b>Engineer's Estimate</b>		
1	<b>Environmental Studies and Permits</b>		\$3,950,000
2	<b>Plans, Specifications, and Estimate</b>		\$9,500,000

**RIGHT OF WAY**

3	Right of Way Acquisition		\$3,000,000
4	Right of Way Support		\$1,000,000
5	Utility Relocation (exclude if included in construction)		
	<b>TOTAL RIGHT OF WAY COMPONENT COST</b>		<b>\$4,000,000</b>

**CONSTRUCTION (update items to match actual items for project)**

	<b>Item Description</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total</b>
6	Earthwork			\$2,545,800
7	Pavement Structural Section			\$5,000,000
8	Drainage			\$1,284,000
9	Specialty Items (Walls, Barriers, Guardrail)			\$13,000,000
10	Environmental Mitigations			\$3,000,000
11	Traffic Items			\$5,805,000
12	Detours			\$500,000
13	Minor Items			\$2,922,100
14	Mobilization			\$3,400,000
15	Supplemental Work			\$2,683,000
16	State Furnished Materials			\$750,000
17	Time-Related Overhead			\$6,130,300
18	Roadway Contingency (25% for Trail, 20% for SR 1)			\$10,000,000
19	Structures			\$40,000,000
20	Structures Mobilization (10%)			\$4,000,000
21	Structures Contingency (20%)			\$8,000,000
		<b>SUBTOTAL CONSTRUCTION ITEMS</b>		<b>\$106,474,400</b>
22	Construction Support (12%)			<b>\$12,776,928</b>
		<b>TOTAL CONSTRUCTION COST</b>		<b>\$119,251,328</b>
		<b>Escalation Rate Used:</b>	%	
<b>Total Cost</b>				<b>136,701,328</b>



**E. Certification and Assurances** - After reading each item, initial and sign to certify your agency agrees to each.

**Project Title:** SR 1 - Freedom to State Park Auxiliary Lanes and BOS


**INITIALS**

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

- 1 The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;
- 2 This project is among the highest priorities for this agency;
- 3 The proposed transportation investments have received the full review and vetting required by law; Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;
- 4 The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;
- 5 If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;
- 6 The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;
- 7 Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;
- 8 The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations; and
- 9 The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;
- 10 The agency will commit the funds necessary to ensure this project is fully funded.

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Implementing Agency Representative:

Signed  Date 10/5/2021  
 Printed (Name and Title) Sarah Christensen, P.E. Hwy 1 Program Manager  
 Implementing Agency Santa Cruz County Regional Transportation Commission

Project Sponsor – if different

Signed \_\_\_\_\_ Date \_\_\_\_\_  
 Printed (Name and Title) Enter Name/Title  
 Sponsor Agency Enter Sponsoring Agency Name