AGENDA

Meeting of the
Scotts Valley City Council
In-Person and Remote Access
Date: May 6, 2026
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference https://us02web.zoom.us/j/83295730901	Agenda posted on 5-1-2026 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at: www.scottsvalley.gov

ELECTED OFFICIALS	CITY STAFF MEMBERS
Donna Lind, Mayor Steve Clark, Vice Mayor Krista Jett, Council Member Derek Timm, Council Member Greg Wimp, Council Member	Mali LaGoe, City Manager Kirsten Powell, City Attorney Cathie Simonovich, City Clerk

MEETING NOTICE AND AGENDA PACKET MATERIALS

Notice regarding City Council Meetings:
The City Council meets regularly on the 1st and 3rd Wednesday of each month at 6:00 PM in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066, and via Zoom Webinar remote access.

Agenda and Agenda Packet Materials:
The City Council agenda and the complete agenda packet are available for review by 5:00 PM the Friday before the Wednesday meeting on the Internet at the City's website: www.scottsvalley.gov and in the lobby of City Hall at 1 Civic Center Drive, Scotts Valley, CA. Pursuant to Government Code §54957.5, materials related to an agenda item, submitted after distribution of the agenda packet, are available for public inspection in the lobby of City Hall during normal business hours, Monday-Friday, 8am-12 pm and 1-5 pm. In accordance with AB 1344, such documents will be posted on the City's website at www.scottsvalley.gov.

Public Participation:
The meeting will be available on Zoom and livestreamed to the City of Scotts Valley's YouTube channel: https://www.youtube.com/@cityofscottsvalley
For those wishing to participate via Zoom you can join the following ways:
Zoom Webinar meeting link: https://us02web.zoom.us/j/83295730901
Or dial one of these numbers: (669) 900-9128 or (669) 444-9171
Webinar ID: 832 9573 0901

Whether attendance is in-person or remote, you will be given opportunities to provide public comment at the appropriate times throughout the meeting. The time limit is up to 3 minutes for an individual, or 5 minutes for someone who is representing a group of three or more, at the discretion of the Mayor. Please note that this is not a question-and-answer time, but simply a time to provide comments to the Council. At the appropriate times during the meeting for public comment, on items not on the agenda, and on specific agenda items, the Mayor will announce that public comment will be accepted.

How to comment via in-person attendance:
Please proceed to the public comment podium when the Mayor opens the item for public comment.

How to comment via Zoom Webinar:
Use the webinar attendee option to “raise hand” when the Mayor opens the item for public comment. The Clerk will unmute you when it is your turn. If you have joined via Zoom phone call, dial *9 or your phone to “raise your hand”, and the Clerk will unmute you when it is your turn.

CALL TO ORDER 6:00 PM

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

SPECIAL SET MATTER

1. Mayor's Proclamation for Peace Officers' Memorial Day, May 15, 2026
2. Mayor's Proclamation for Older Americans Month, May 2026

COMMITTEE REPORTS

Council members are appointed to committees which are either City committees or committees dealing with other jurisdictions. This portion of the agenda allows the committee member to present oral or written reports to the Council regarding their committee assignments. It also allows the Council to make comments and give the committee member direction, as required.

CITY MANAGER REPORT

PUBLIC COMMENT TIME

This is the opportunity for individuals attending in person to make oral comments to the Council on any items within the purview of the Council, which are NOT part of the Agenda. No action on the item may be taken, but the Council may request the matter be placed on a future

agenda. Written public comment may be emailed to the City Clerk by 5:00 PM on the day of the meeting at csimonovich@scottsvalley.gov.

ALTERATIONS TO CONSENT AGENDA

Council can remove or add items to the Consent Agenda.

CONSENT AGENDA

The Consent Agenda is comprised of items which are intended to be non-controversial and are approved without discussion. Persons wishing to speak on any item may request the item be moved to the Regular Agenda by raising their hand to be recognized by the Mayor. An item will only be moved from the Consent Agenda to the Regular Agenda if a City Council Member requests it to be moved and a majority of the Council agrees.

1. Approve City Council minutes of 04-15-2026
2. Contract Award for Development of Skypark Master Plan in Amount of $171,006
3. Ratify appointment of Scotts Valley Senior Center Advisory Commission Member
4. Approval of Wastewater Recycling Facility Membrane Bioreactor Preliminary Design (Phase 2) Agreement in amount of $628,406.90
5. Investment Report for the Quarter Ended March 31, 2026
6. Monthly Treasurer's Report - February 2026
7. Second reading and adoption of Ordinance No. 15.14 an amendment to the Business License Tax Ordinance to establish economic development event exemption and associated administrative fee
8. Second reading and adoption of Ordinance No. 22-200.4 approving LexiPol Policy 706 pertaining to the funding, acquisition, and use of military equipment as mandated by Assembly Bill 481
9. Second reading and adoption of Ordinance No. 202 designating no stopping, no parking areas

PUBLIC HEARINGS

1. Public Hearing to consider the adoption of Fire Facility Impact Fees to be collected by the City on behalf of the Scotts Valley Fire Protection District

2. Public Hearing to consider Resolution 1198.81 adopting proposed Fiscal Year 2026-27 User Fee Schedule and Charges

3. Public Hearing for presentation of Vacancy Status and Recruitment Strategies per AB 2561

ALTERATIONS TO REGULAR AGENDA

Council can remove or add items to the Regular Agenda.

REGULAR AGENDA

Persons wishing to speak on any item may do so by raising their hand to be recognized by the Mayor.

1. Adoption of the Santa Cruz County Safety Action Plan

2. Santa Cruz METRO Transit District Presentation

3. Future Council Agenda Items

ADJOURNMENT

ADA NOTICE

The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a City Council meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the City Clerk's office at (831) 440-5608 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a City Council meeting be available in an alternative format consistent with a specific disability, please call the City Clerk's Office. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; or, Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.

PROCEDURAL INFORMATION FOR THE PUBLIC

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN APPROVAL OF A RESOLUTION:

1. Move the Resolution number for approval.
2. Second the motion.
3. Vote by body, a roll call vote is not required.

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN INTRODUCTION/ADOPTION OF AN ORDINANCE:

1. Move the Ordinance number for introduction (or adoption).
2. Move the Ordinance be introduced by title only and waive the reading of the text.
3. Read the Ordinance title.
4. Second the motion.
5. Vote by body, a roll call vote is not required.

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN PUBLIC COMMENT/PUBLIC HEARINGS:

Unless otherwise determined by the presiding officer of the meeting:

1. Three minutes allowed per individual to speak.
2. Five minutes allowed per individual representing a group of three or more.



The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a City Council meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the City Clerk's office at (831) 440-5608 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a City Council meeting be available in an alternative format consistent with a specific disability, please call the City Clerk's Office. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000; or, from or to Speech-to-Speech, English & Spanish 1-800-854-7787), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.

City of Scotts Valley

Mayor's Proclamation

Designating May 15, 2026 as Peace Officers' Memorial Day

WHEREAS, in 1962, President John F. Kennedy signed a proclamation designating May 15th as Peace Officers Memorial Day, and the week in which it falls as National Police Week, to honor the service and sacrifice of law enforcement officers across the United States; and

WHEREAS, law enforcement officers serve with dedication, courage, and integrity, safeguarding our communities, protecting lives and property, and upholding the rule of law; and

WHEREAS, the members of the Scotts Valley Police Department play an essential role in safeguarding the rights and freedoms of the citizens of Scotts Valley; and

WHEREAS, each year, we pause to remember and pay tribute to those officers who have made the ultimate sacrifice in the line of duty, and to express our deepest gratitude to their families for their enduring strength and resilience; and

WHEREAS, it is fitting and proper that we recognize the valor and commitment of all peace officers, past and present, and reaffirm our support for those who continue to serve.

NOW, THEREFORE, I, Donna Lind, as Mayor of the City of Scotts Valley, on behalf of the entire City Council, do hereby call upon all citizens of Scotts Valley to observe May 15, 2026, as Peace Officers Memorial Day to honor those peace officers who, through their courageous deeds, have lost their lives or have become disabled in the performance of duty.

Donna Lind, Mayor

Signed and sealed this 6th day of May 2026

City of Scotts Valley

Mayor's Proclamation

Proclaiming May 2026 as Older Americans Month

WHEREAS, the City of Scotts Valley is home to many vibrant and active older Americans who contribute their time, wisdom, and experience to our community; and

WHEREAS, according to the last census, the population of people over 65 in Santa Cruz County grew faster than any county in California; and

WHEREAS, aging is a dynamic process that leads to new abilities and knowledge to share with our community; and

WHEREAS, communities benefit when people of all ages, abilities, and backgrounds have the opportunity to contribute and live meaningful lives; and

WHEREAS, the City of Scotts Valley recognizes the need to create a community that offers the services and support older adults may need to make choices about how they age; and

WHEREAS, the 2026 theme for Older Americans Month is *Champion Your Health* which underscores prevention, wellness, and personal responsibility as cornerstones of healthy aging; and

WHEREAS, this theme encourages older Americans to take an active role in managing and advocating for their health, accessing preventive care, and making informed decisions; and

WHEREAS, in the Scotts Valley community, we value partnerships that empower individuals to lead healthy lives, and we embrace the many opportunities that come with aging.

NOW, THEREFORE, I, Donna Lind, as Mayor of the City of Scotts Valley, on behalf of the entire City Council, do hereby proclaim May 2026 to be Older Americans Month.

Donna Lind, Mayor

Signed and sealed this 6th day of May 2026

MINUTES

Meeting of the
Scotts Valley City Council
Date: April 15, 2026
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference https://us02web.zoom.us/j/83295730901	The agenda was posted on 4-9-2026 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvalley.gov.

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:02 PM.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT:	CITY STAFF MEMBERS PRESENT:
Donna Lind, Mayor Steve Clark, Vice Mayor Krista Jett, Council Member Derek Timm, Council Member Greg Wimp, Council Member	Kirsten Powell, City Attorney Stephanie Hill, Administrative Services Director Rodolfo Onchi, Public Works Director Jayson Rutherford, Police Chief Scott Garner, Police Captain Cathie Simonovich, City Clerk

SPECIAL SET MATTER

1. Mayor's Proclamation for Water Safety and Drowning Prevention Month - May 2026

Mayor Lind presented the proclamation recognizing May 2026 as Water Safety and Drowning Prevention Month. Jeff Griffith-Jones, Owner and CEO of Pacific Flow Swim School, accepted the proclamation and highlighted the events and activities that will occur in the month of May to support this important cause.

2. Mayor's Proclamation for Child Abuse Prevention Month - April 2026

Mayor Lind recognized April 2026 as Child Abuse Prevention Month.

3. Mayor's Proclamation for National Public Safety Telecommunicators Week - April 12-18, 2026

Mayor Lind presented the proclamation recognizing the week of April 12th through April 18th as National Public Safety Telecommunicators Week. Chloe Graham, Police Department Services Supervisor, accepted the proclamation.

COMMITTEE REPORTS

CM Timm, along with CM Wimp and City Staff, attended the Economic Development Committee meeting where they discussed ways to assist businesses who will be displaced from 75 Mount Hermon Road due to the new affordable housing project. They also discussed a business incentive program designed to help businesses along Scotts Valley Drive beautify their frontage areas.

CM Timm and VM Clark attended the Board of Supervisors meeting regarding the Enhanced Infrastructure Financing District (EIFD) agenda item. The County voted unanimously to participate in the City's EIFD, which also includes the Scotts Valley Fire Protection District.

CM Jett, as part of her Youth Action Network (YAN) responsibilities, had a meeting with the Pathways to Possibility group at Scotts Valley High School to prepare for the agenda item that Council will hear later this evening.

VM Clark attended a Regional Transportation Commission (RTC) meeting and announced that the parking area for Panther Beach on Highway 1 now open. This area is adjacent to the future North Coast Rail Trail, and the parking area includes restrooms, a plaza area, and bike racks. He also noted that the next phase of this project is to partner with the Federal Highway Administration to complete a pedestrian bridge over Highway 1 to connect with the Cotoni Coast Dairies trail entrance area. Finally, he noted that work continues on the Highway 1 Bus on Shoulder project and the next phase, starting this Sunday, involves a 6-month closure of the on ramp from Park Avenue to southbound Highway 1.

VM Clark attended a meeting of the Area Agency on Aging (AAA) where they reviewed and approved updates to the Area Plan for Aging, which is part of the Master Plan for Aging. They are still waiting to hear how the California Plan for Aging will affect the County's local plan. VM Clark highlighted Project Scout for the excellent work they are doing for AAA by assisting Seniors with their income tax filings.

VM Clark announced that the Volunteer Center's annual *Be the Difference* awards event will be May 20th at 11:30 AM at The Grove Events Center.

CITY MANAGER REPORT

Administrative Services Supervisor Hill, reporting for City Manager LaGoe, announced that the City is officially fully staffed.

PUBLIC COMMENT TIME

Mayor Lind announced that April is Sexual Assault Awareness Month, and she highlighted several events, including Denim Day on April 29.

Mayor Lind announced that she and CM Wimp attended the groundbreaking ceremony for the new stadium at Scotts Valley High School.

Mayor Lind announced that the "Spring Fling Burger Night at the Moose" will be on Sunday, April 19th at 4:30 PM at the Moose Lodge. This event supports Damians Ladder, a local non-profit organization dedicated to assisting senior citizens and individuals with disabilities with small home repairs.

ALTERATIONS TO CONSENT AGENDA

M/S: Clark/Timm
To approve the Consent Agenda with no alterations.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

CONSENT AGENDA

1. Approve City Council minutes of 04-01-2026
2. Consider request to display the Pride flag to commemorate Pride Month from June 1st to June 30th, 2026
3. Consider letter of support for AB 1902 (Pellerin) - Procedures for continued detention in secure youth treatment facilities
4. Resolution Creating No Parking Areas along Civic Center Drive

ALTERATIONS TO REGULAR AGENDA

M/S: Timm/Clark
To approve the Regular Agenda with no alterations.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

REGULAR AGENDA

1. Pathways to Possibility Youth City Liaison Program presentation

Sookie Ramos from the United Way presented the Pathways to Possibility (P2P) Youth City Liaison Program. Emil Schultz, Youth President of P2P, gave a testimonial for the

program and his vision for the future.

M/S: Jett/Timm
To approve Scotts Valley's participation in the United Way Youth City Liaison Program and authorize the allocation of $1,300 in the FY26/27 budget to support two student participants.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

2. Ordinance Establishing No Parking Areas in the City

City Attorney Powell presented this item.

M/S: Clark/Timm
To introduce Ordinance No. 202, an Ordinance of the City Council of the City of Scotts Valley Amending Title 10, Chapter 10.08 By Adding Section 10.08.035 Designating No Stopping, No Parking Areas and waive the reading thereof.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

3. Presentation of the 2025 Scotts Valley Police Annual Activity Report

Chief Rutherford presented this item and responded to questions from the Council.

4. AB 481 Military Equipment Use Annual Report and Ordinance Renewing the Military Use Policy

Captain Garner presented this item.

M/S: Clark/Jett
To review and renew Ordinance No. 22-200.4 by introducing and waiving further reading of Ordinance No. 22.200.4 approving Lexipol Policy 706 pertaining to the funding, acquisition, and use of military equipment as mandated by Assembly Bill 481, and to approve the acquisition of the three new Colt rifles as listed in the Annual Report.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

5. Amendment to Business License Tax Ordinance to Establish Economic Development Event Exemption and Associated Administrative Fee

Administrative Services Director Hill presented this item and responded to questions from the Council.

M/S: Timm/Clark
To introduce and waive the reading of Ordinance No. 202 amending Chapter 5.01.080 of the Municipal Code to establish a Business License Tax exemption for designated Economic Development Special Events.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

M/S: Timm/Clark
To designate the City Manager as the approving authority for qualifying events, and to make implementation contingent upon adoption of the related user fee.
Carried 5/0 (AYES: Lind, Clark, Jett, Timm, Wimp)

6. Future Council Agenda Items

None.

ADJOURNMENT

The meeting adjourned at 7:04 PM.

Approved: _____
Donna Lind, Mayor

Attest: _____
Cathie Simonovich, City Clerk

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Rodolfo Onchi, Public Works Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Contract Award for Development of Skypark Master Plan in Amount of $171,006**

SUMMARY OF ISSUE

On October 31, 2025, the City issued a Request for Proposals from qualified consultants to develop a park-specific master plan for Skypark, the City's 22.5-acre community park located adjacent to the site of the future Scotts Valley Town Center.
Skypark was developed in 1996 as part of the Skypark neighborhood development. Prior to its development, the site- along with the Town Center site and Skypark neighborhood- encompassed a regional airport that closed in 1982. The Skypark neighborhood and recent commercial development have embraced the airport theme in building design (the Hangar), street names and public art.

As the largest park in Scotts Valley, amenities include: a skatepark, large multipurpose fields, 2 bocce courts, 2 half-court basketball courts, playgrounds for ages 2-6 and 6-12, 2 tennis courts, 4 pickleball courts plus 1 shared pickleball/tennis court, a 1-mile linear walking/jogging/cycling trail with calisthenics equipment, 2 gazebos available for rental and 2 first-come/first-serve gazebos, picnic tables with BBQs, and a bathroom facility.

As the City has grown and more families are moving to Scotts Valley, pressure on our existing parks is mounting. In 2024, the City adopted a citywide Parks Master Plan, which identified the need for additional amenities and recreational opportunities for Scotts Valley's growing community. Recognizing that the City doesn't have extra land available to build new parks, the plan recommended developing dedicated master plans for each park in order to maximize the park space the City has, and be able to accommodate increasing needs of a growing community. The City identified Skypark as the first and most critical park to develop a park-specific master plan to guide future improvements to maximize the space available and ensure alignment with the Town Center Specific Plan. The citywide plan emphasized the importance of connectivity, flexible event space, and upgraded amenities to meet the needs of a growing and diverse community.

To reflect and expand upon those goals, the Skypark Master Plan will be developed in coordination with the Town Center planning process to ensure seamless physical and visual integration along the shared edge. This includes collaboration on shared access points,

landscape continuity, amenities, and community use.

The deadline for submissions ended on January 9, 2026, with a total of seven (7) proposals received. Upon carefully reviewing the consultant firm’s submittals, City staff is recommending RRM Design Group as the awardee of the development of the Skypark Master Plan based on their expertise in landscape architecture, park planning, and community engagement.

Upon City Council approval of the Skypark Master Plan Contract, the City will execute a standard consultant agreement with RRM Design Group.

FISCAL IMPACT

The contract award for the Skypark Master Plan is $155,460. Staff recommends the inclusion of a 10% contingency in the amount of $15,546, bringing the total contract amount to $171,006. Funding for this contract will be drawn from the City's Parks Development Impact Fee fund, Parkland Fees and the General Fund.

STAFF RECOMMENDATION

Staff recommends City Council approve Resolution No. 2086 authorizing the contract award to develop the Skypark Master Plan to RRM Design Group and authorizing the City Manager to enter into a Professional Services Agreement with RRM Design Group.

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1. RRM-Design-Group_Skypark-Master-Plan_01-09-2026
2. Resolution No. 2086_Contract Award for Skypark Master Plan

Skypark Master Plan

Proposal prepared for the City of Scotts Valley
by RRM Design Group on January 9, 2026



rrm design group

Creating Environments People Enjoy®

January 9, 2026

Allison Pfefferkorn
Recreation Division Manager
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

RRM Design Group
325 Davis Street
San Leandro, CA 94577
p: (510) 751-4910
www.rrmdesign.com

Authorized Representative:
Gina Chavez, Principal
p: (510) 751-4911
e: gmchavez@rrmdesign.com

Re: Skypark Master Plan

Dear Ms. Pfefferkorn,

By the end of our site visit to Skypark on Veterans Day in November, following the release of the RFP, we knew we wanted to collaborate with your team to plan for the future of this well-loved community park. RRM Design Group has a team of landscape architects who help communities throughout California re-imagine and enhance a park's character and usefulness for multi-generational users.

RRM is a strong fit for Skypark Master Plan

- We have many examples of parks at this scale and with amenities similar to those described in the RFP.
- We have a reliable reputation with Bay Area public agencies who have hired RRM for multiple park renovation projects. We are committed to representing your interests and helping you achieve your objectives.
- Our team is easy-going and collaborative. You can trust us to effectively work with your community.

Understanding of the project's importance to the City

- RRM previously worked on the Town Center Specific Plan project, giving us an appreciation for the long-term commitment to improving the heart of the community.
- We have reviewed the 2024 City Park Master Plan and the results of the community survey, and we understand the significance of the community's priorities for Skypark. We can leverage this knowledge during the public outreach effort.
- We recognize that funding remains uncertain. With our experience in construction and operations, and knowing this is a well-used park, we can help you get the most from the design and then support you in communicating a clear and practical phasing strategy to the community.

Confirmation of RRM's ability to meet the scope, timeline, and coordination needs of the City

- Absolutely. Our team has decades of park master planning experience that is directly relevant to the Skypark project. We have provided examples and can meet your schedule parameters.
- We bring significant developer experience through our private sector architects and urban designers.
- Our team excels at communicating with the public, understanding their input, and translating that input into effective design direction.
- Our senior-level staff are strong collaborators and advisors to City teams. We help navigate strategy, identify potential obstacles early, and work with you to move around them.

> "RRM has produced quality design and construction bid packages, and the RRM team has always been kind, collaborative, and responsive from design all the way through construction."
> **- Wendy Wellbrock, Associate Civil Engineer, City of Berkeley**

Creating
Environments
People
Enjoy®

Scope of Work and Budget

This proposal includes a scope of work and fee that aligns closely with the RFP outline. We find your outline thorough and well-structured. Based on our experience designing and implementing parks, we are also open to a more streamlined approach should the City choose—relying on the 2024 Master Plan effort and achieving a complete park design with fewer tasks. This alternative scope is achievable within the $80k budget noted in the response to comments.

We hope to have the opportunity to meet with you and discuss Skypark in greater detail. In the meantime, please do not hesitate to reach out to Gina.

Sincerely,

RRM Design Group

Gina Chavez, PLA
Principal-in-Charge & Project Manager

Jeff Ferber, ASLA, PLA
Managing Partner



Proposal For Skypark Master Plan

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Graphics & Photographs:

This document features images of RRM Design Group and its subconsultant partners' projects, the graphics and photos of which are owned, copyrighted, and/or licensed by our respective firms. Some images may be modified due to privacy concerns.

About RRM Design Group:

325 Davis St. • San Leandro, CA 94577 • (510) 751-4910 • rrmdesign.com • A California corporation • Leonard Grant, Architect C26973 • Robert Camacho, PE 76597 • Steven Webster, LS 7561 • Jeff Ferber, PLA 2844

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Section One:

Firm Qualifications and Experience

Proposal for
Skypark Master Plan



Rendering:
Dwight Murphy Park
Santa Barbara, CA

RRM Design Group Firm Profile

50 Years of Creating Environments People Enjoy

We love being a 100% employee-owned design firm, and we plan on doing this for the next 50 years

All of us at RRM thrive on our passion for crafting enjoyable environments, a commitment that has fueled our success for fifty years. From the inception of our journey to our current state of expansion, our team of architects, landscape architects, engineers, surveyors, and planners collaborates closely with clients to shape our communities. Whether the project is public or private, commercial or residential, we excel in attentive listening, thoughtful design, and timely, budget-conscious delivery—values we've upheld since our establishment in 1974.

We want to be known as friendly, helpful, and collaborative design professionals



We're doing an incredible amount of work:

2,300+

RRM projects in the last decade

35

Years of park planning experience

270+

Park projects

Our clients enjoy the experience of working with us:

8.5 NPS

(Overall Net Promoter Score) well above AEC industry average of 7.2

***89%**

of our clients would recommend RRM

Our employees like their careers at RRM:

"Best Firm to Work for"

2022, 2023, 2024, 2025 - Zweig Group

10–15

Years average longevity of an RRM employee

20

Years average longevity of an RRM principal

* *Per RRM survey sent out to clients every year*



RRM by the Numbers

7 RRM Offices

Our primary office location for this project is located here:

325 Davis Street
San Leandro, CA 94577
p: (510) 751-4910

All offices: San Luis Obispo, Santa Barbara, San Juan Capistrano, San Leandro, Ventura, San Diego, and Seattle

200+ Employees in 6 Disciplines

- *Architects*
- *Civil Engineers*
- *Landscape Architects*
- *Planners & Urban Designers*
- *Structural Engineers*
- *Surveyors*

100% Employee-Owned Firm

RRM Design Group is a California corporation and a 100% employee-owned company (ESOP), incorporated November 26, 1974

Our Team for Scotts Valley

Choosing RRM means partnering with a multidisciplinary team experienced in delivering implementable park and open space master plans that balance community vision, technical feasibility, and long-term operations. Our team brings deep expertise in landscape architecture, park planning, community engagement, and interdisciplinary coordination, with a collaborative approach tailored to the City's goals for Skypark. We emphasize thoughtful integration with surrounding development, inclusive public outreach, and clear, phased recommendations that support future funding, implementation, and maintenance. RRM's team structure ensures clear leadership, efficient coordination, and responsive communication throughout the planning process.

All proposed team members are properly licensed and qualified to perform their assigned roles. Relevant certifications, professional licenses, and affiliations for key personnel are included in the resumes provided in Section 3.

RRM Design Group



Gina Chavez
PLA, BFQ Professional
Principal-in-Charge + Project Manager
Principal



Jeff Ferber
ASLA, PLA
Development Liaison/ Strategic Advisor
Managing Partner



Lance Wierschem
PLA, LEED AP
Master Plan Document Lead
Manager of Landscape Architecture



Amanda Seibel
PLA, LEED AP
Park Design
Design Director



Tom Hare
Operations and Maintenance Expert
Manager of Civil Engineering



Scott Yoshida
PE, QSD/P
Civil Engineer
Manager of Civil Engineering



Brian Hellwig
Surveyor
Supervisor of Surveying

Subconsultants

Wormhoudt Inc.
Pump Track Design
Zachary Wormhoudt

David J. Powers & Associates
Environmental Consultant
Akoni Danielsen



San Lorenzo Community Park

Something for everyone

In partnership with the Hayward Area Recreation District, RRM has been working on a renovation for San Lorenzo Park over the past decade, which involves three phases of construction. Through extensive community outreach and design, the park now features new natural and synthetic sports fields, a basketball court, two playgrounds, a dog park, walking loops, and a soon to be renovated community center. It also includes a new one-acre pond, designed as its own ecosystem which benefits both wildlife and people. It features diverse flora and fauna, a boardwalk with viewing platforms, and a stormwater filtration system that irrigates the sports fields. Exciting play features, such as a zipline, embankment slide, and an eight-foot-tall climbing rock shaped like a mama bear and her cub, continue to draw visitors. From the top of the rock, you can enjoy stunning views of the adjacent bay and the sprawling 32-acres park.

Merit Award, 2018
- ASLA Southern California

Client
City of San Lorenzo

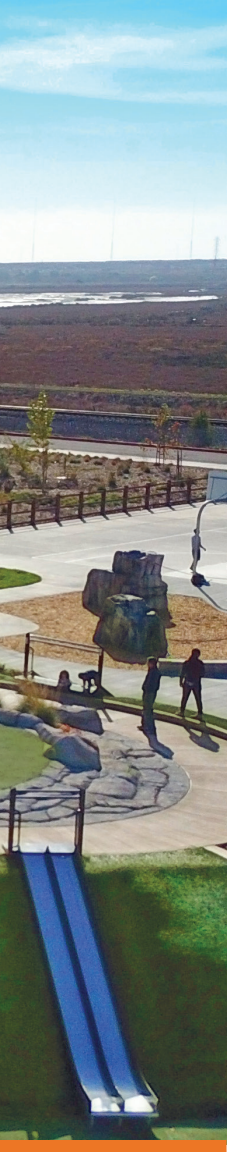
Location
San Lorenzo, CA

The RRM Teams Involved
- *Landscape Architecture*
- *Civil Engineering*
- *Structural Engineering*
- *Surveying*

Key Features & Elements
- *Sports facilities*
- *Community amenities*
- *Environmental enhancements*
- *Phased development*

Project Size
31 Acres

Project Timeline
2012-Present









> *Thanks are expressed to [RRM for giving] us a beautiful, functional and happy park in San Lorenzo. It has made San Lorenzo as a community and provided new inspiration for further support in other parks."*
>
> ***- Betty L. Moose, Chairperson, San Lorenzo Neighborhood Community Forum***





Tennyson Park

A community hub in South Hayward

In the heart of Hayward, a vibrant new park is taking shape, designed to serve the diverse needs of the community. RRM Design Group crafted an exciting 10-acre master plan through six dynamic public engagement opportunities, including specialized workshops and creative outreach strategies. Highlights included a pop-up workshop at a community food pantry and the "Reach for a Better Community" design charrette, which generated over 25 innovative concepts. The first phase, already completed, is the stunning inclusive playground "Mia's Dream Come True." The second phase, currently under construction, includes a new picnic area with a shade structure, a flexible-use lawn, a pump track, skate park upgrades, a full-size natural grass multi-sport field, a full basketball court, and "Bankshot Basketball," a fully inclusive game. Additional improvements feature a maintenance building and a permeable concrete parking lot. The opening of this new park is paving the way for a space that truly reflects the community's vision and needs.

Client

Hayward Area Recreation & Park District (HARD)

Location

Hayward, CA

The RRM Teams Involved

- *Landscape Architecture*
- *Civil Engineering*
- *Structural Engineering*

Key Features & Elements

- *Extensive public engagement*
- *Innovative outreach events*
- *Community-driven design*
- *Inclusive and vibrant vision*

Project Size

10 Acres

Project Timeline

2019-Present















Dwight Murphy Field

A vibrant space for all to enjoy

Nestled next to the Santa Barbara Zoo, Dwight Murphy Park is a beloved city landmark undergoing an exciting transformation. RRM has crafted a vibrant, comprehensive master plan to enhance the park's functionality and introduce new attractions. The project began with an extensive community outreach effort, engaging over 800 participants whose ideas helped shape Dwight Murphy Park's future.

A standout addition is an all-abilities regional playground, created in partnership with a private foundation, ensuring inclusivity for all visitors. The park's 14-acre site will also feature a network of accessible pathways, seamlessly connecting these new amenities.

Dwight Murphy Park is set to become a hub of activity and joy, offering something for everyone in the community.

Client

City of Santa Barbara

Location

Santa Barbara, CA

The RRM Teams Involved

- *Landscape Architecture*
- *Civil Engineering*
- *Architecture*
- *Surveying*

Key Features & Elements

- *Sports fields*
- *Inclusive playground*
- *Picnic area*
- *Fitness equipment*

Project Size

14 Acres

Project Timeline

2018-Present



AWPA BEST Award
- (Building Excellence Shaping Tomorrow)
APWA Southern California Chapter







Downey Measure S Park Improvement Projects

RRM was selected by the City of Downey to prepare park improvement plans for three neighborhood parks: Discovery Park, Furman Park, and Independence Park. RRM's team successfully generated all three park plans from schematic design to construction drawings within the six-month timeline stressed by the City. The various park designs carefully considered the existing uses of the parks by the surrounding community resulting in the preservation of the original atmosphere and overall functionality of each park. At Furman Park, with the replacement and upsize of four new picnic shelters equipped with electrical connections, more picnic tables and barbecues, and a new restroom building, events of various sizes can now be held at the park. Recreational facilities were improved by adding a multi-sport court, resurfaced sports courts, upgraded backstops and fencing, and improved fitness circuit. The addition of a synthetic turf soccer field is the highlight at Discovery Park, providing the community the ability to play harder on a new durable surface and play later under the upgraded Musco Sports Lighting.

Client
City of Downey

Location
Downey, CA

The RRM Teams Involved
- *Landscape Architecture*
- *Civil Engineering*
- *Surveying*

Project Timeline
2018-2020









Grove Park Field and Playground Renovation

Transforming Grove Park: Baseball Field & Playgrounds

RRM facilitated and provided materials for public outreach meetings and RRM is currently providing design, estimating and construction documentation services for the renovation of Grove Park baseball field and Playgrounds. RRM will produce permitting and bid documents and perform construction administration during the construction phase. Field renovation scope includes new field turf, infield, irrigation, dugouts, retaining walls, lighting controls, fencing, ball netting and backstop. The playground scope includes new surfacing and new playground equipment for children ages 2-5 and 5-12. Other site improvements include: ADA access, seat walls, picnic area and site furnishings, pavement work and improved grading and drainage.

Client

City of Berkeley

Location

Berkeley, CA

The RRM Teams Involved

- *Landscape Architecture*
- *Civil Engineering*
- *Architecture*
- *Surveying*

Project Size

1.9 Acres

Project Timeline

2021-2024









San Pablo Park

Playgrounds & Sports Court Revamp

San Pablo Park in Berkeley has been beautifully transformed through RRM Design Group's innovative design and construction administration services. The renovation features enhanced playgrounds for children ages 2-5 and 5-12, a revitalized tennis court, and significant ADA improvements, along with new seat walls, shade structures, bleachers, and site furnishings. Collaborating closely with the City of Berkeley, RRM facilitated public outreach, produced construction documents, and managed permitting. A unique collaboration with a public artist resulted in bench seats and art pieces inspired by native plant species, adding a special touch to the park. Completed at the end of 2020, this renovation has redefined San Pablo Park as a vibrant community space.

The park also includes soccer fields, softball fields, basketball courts, a dog park, and a new community center renovation. Park goers were initially skeptical of any changes but now love their "new" 30-acre park!

Client
City of Berkeley

Location
Berkeley, CA

The RRM Teams Involved
- *Landscape Architecture*
- *Civil Engineering*
- *Structural Engineering*
- *Surveying*

Project Size
30 Acres

Project Timeline
2018-2021









Kennedy Park

A flagship park for the community

The Hayward Area Recreation and Park District embarked on a major renovation of their cherished park, aiming to enhance its functionality for all visitors while generating new revenue streams. RRM's landscape architecture team guided the project from concept to construction, resulting in a vibrant space that embraces the park's historic charm. Highlights of the new design include a new snack shack, a festival lawn/ community green, two new amusement rides, a rentable party pavilion, and enhanced picnic areas. This destination park continues to offer beloved attractions like the train ride, carousel, petting zoo, and the historic McConaghy House, ensuring a truly enriching experience for the entire Hayward community.

Client

Hayward Area Recreation & Park District

Location

Hayward, CA

The RRM Teams Involved

- *Landscape Architecture*
- *Architecture*
- *Civil Engineering*
- *Surveying*

Project Size

17 Acres

Project Timeline

2012-2022









Olympus Park | Transforming a blank slate

The City of Encinitas tasked RRM with transforming a blank slate of land into a 3.1-acre neighborhood park. A robust public outreach process defined community's desires and set the program, including space for yoga and fitness classes, dog park, skate feature and bike pump track, colorful play elements with an adventure hill, picnicking, shade structures, public art, and a garden designed in collaboration with the San Diego Botanical Garden. After the conceptual design was set, RRM continued into construction documents and later supported construction. The ongoing success of this park was due to effective public outreach and collaboration with City staff, namely Public Works, Parks, Recreation and Cultural Arts Department, and maintenance staff. RRM listened to the concerns of a vocal community to account for challenges and design a park that everyone is proud to support. Olympus Park has been honored with several awards and remains a top visited park in San Diego County.

Client
City of Encinitas

Location
Encinitas, CA

The RRM Teams Involved
- *Landscape Architecture*
- *Civil Engineering*
- *Surveying*

Project Size
3.1 Acres

Timeline
2017-2021









Paige Lane Neighborhood Park

A collaborative vision come to life

Funded by the Conejo Recreation and Park District and the City of Thousand Oaks, Paige Lane Neighborhood Park embodies the city's master plan vision by bringing valuable recreational opportunities to the community. The park's thoughtfully designed amenities include a multi-use court, sand volleyball court, playground, parking lot, solar-powered restroom, fitness stations, and three shaded picnic areas with BBQ pits. Paying tribute to the Chumash people, the playground features a thematic design. A network of multi-use bike and equestrian trails borders the park, seamlessly connecting to a larger trail system throughout the Conejo Valley.

Designed with sustainability in mind, the park boasts drought-tolerant landscaping and a water-efficient irrigation system. Permeable asphalt pathways, looping around the park and connecting the fitness stations, enhance stormwater drainage. Existing trees were preserved and existing boulders were utilized throughout the project and incorporated into the improved drainage swale. Paige Lane Neighborhood Park is a shining example of collaboration and community spirit, offering a vibrant space for recreation, connection, and environmental stewardship.

Client

Conejo Recreation and Park District

Location

Thousand Oaks, CA

The RRM Teams Involved

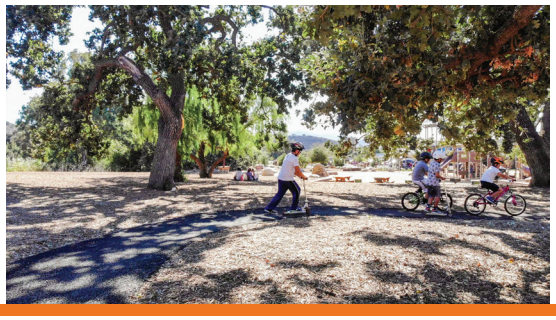
- *Landscape Architecture*
- *Civil Engineering*
- *Structural Engineering*
- *Surveying*

Project Size

14 Acres









Excellence in Design
Park Planning Community, Class 2
- California Park & Recreation Society (CPRS)

Sapwi Trails Community Park

Harmonizing Recreation with Nature

A commitment to development with low environmental impacts led Jim Friedl, CRPD General Manager, to proclaim that Sapwi Trails is "what parks of the future are going to look like." RRM thoughtfully prioritized both recreation and ecological preservation in the development of the design, resulting in a comprehensive plan that harmonizes active facilities with the surrounding natural system. In the approximately 17 developed acres there is no irrigated turf, a model for sustainable park design.

Nestled amidst residential neighborhoods, the Lang Creek riparian corridor meanders through the site's undulating terrain, offering a serene retreat in the heart of suburbia. The park features several unusual facilities, including a model plane launching area, a cross-country course, a bike skills park, and an extensive disc golf course that takes maximum advantage of the dynamic topography.

Client
Conejo Recreation and Park District

Location
Thousand Oaks, CA

The RRM Teams Involved
- *Landscape Architecture*
- *Civil Engineering*
- *Surveying*

Key Features & Elements
- *Multi-Use Trails*
- *Playground*
- *Bike Park*
- *Pump Track*

Project Size
17 Developed Acres









Righetti Ranch Parks

Where community, nature, and recreation unite

The City of San Luis Obispo hired RRM Design Group to design three new parks in the Righetti Ranch neighborhood: an 11-acre community park, a 1-acre dog park and community garden, and a pocket park. The centerpiece of the project – the community park – features numerous active and passive elements including pickleball, basketball, bocce and tennis courts, a bike park, playground, picnic areas, and multi-use playing fields. All these features are creatively located around an existing riparian corridor that bisects the site, which will be restored as a part of the project. RRM is preparing conceptual design and construction documents, and the parks are anticipated to be constructed by 2025.

Client & Location

City of San Luis Obispo

The RRM Teams Involved

- *Landscape Architecture*
- *Architecture*
- *Civil Engineering*
- *Structural Engineering*
- *Surveying*

Project Timeline

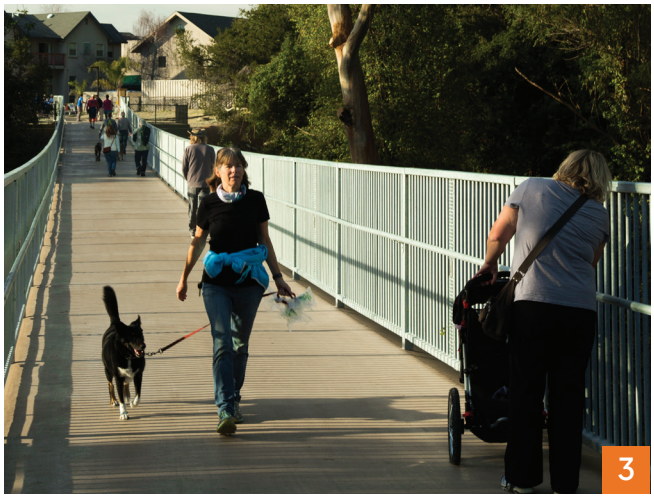
2022-Present

Local Projects

RRM has worked with the City and County of Santa Cruz on key recreation infrastructure projects and planning documents for the past two decades.





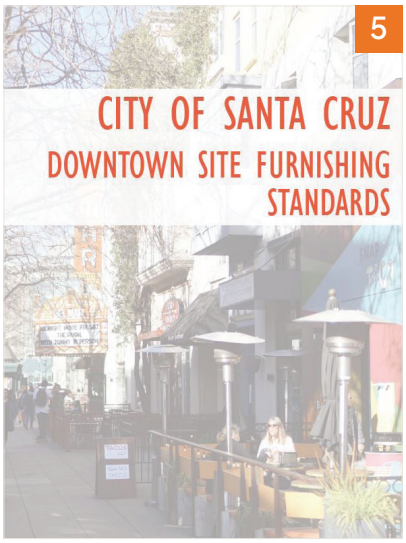


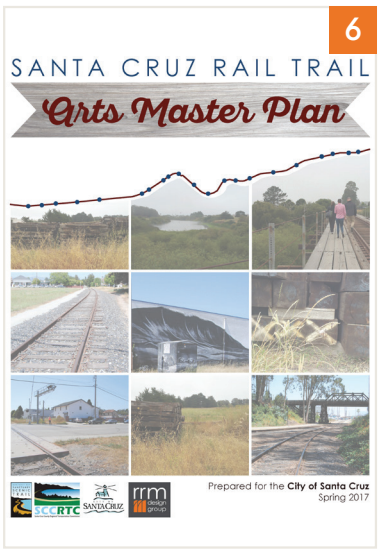


1. ***Santa Cruz Rail Trail Segments 7, 8, 9, 10, & 11***
2. ***Monterey Bay Sanctuary Scenic Trail Master Plan***
3. ***Arana Gulch Master Plan***
4. ***Twin Lakes Beachfront Improvements***
5. ***Santa Cruz Downtown Design Standards***
6. ***Santa Cruz Rail Trail Arts Master Plan***

Not Pictured:

1. ***Watsonville Rail Trail***
2. ***Watsonville Slough Farm Trails***
3. ***Santa Cruz County ADU Pre-Approved Buildings***





Flexible Event Spaces

We're committed to designing gathering spaces that serve as a true asset to the community. By hosting concerts, cultural festivals, farmers markets, block parties, and everyday get-togethers, these spaces provide opportunities for connection, celebrate local culture, and support a vibrant public life. With comfort, flexibility, and enduring quality at the forefront, we create environments that enhance the character and vitality of a community.







1. *Harbor View Park, Oxnard*
2. *Kennedy Park, Hayward*
3. *Pleasanton All-Abilities Playground*
4. *King City Plaza*
5. *Ventura Harbor Village*





Pump Tracks

Pump tracks are an increasingly popular recreation feature, and RRM has experience incorporating them into parks in ways that support a wide range of users. In collaboration with specialized designers, including our partner Wormhoudt Inc., we help ensure pump tracks are compatible with surrounding uses, circulation, and park operations.











RRM + Wormhoudt Inc. Projects Pictured

1. ***Sapwi Trails Community Park, Thousand Oaks***
2. ***Tennyson Park, Hayward***
3. ***Berkeley Bike Park***

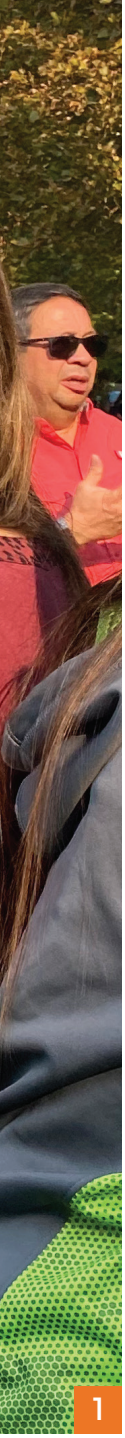
Wormhoudt Inc. Projects Pictured

4. ***San Jose Bike Park***
5. ***Marina Bike Park***



Public Outreach

Our community outreach style is reflective of our personalities – down-to-earth, flexible, and passionate. Although we are easy to get along with, we also care deeply about the projects we work on. As a result, we spend time upfront strategizing with you on outreach processes, managing expectations, and communicating project parameters. It is extremely important that people see beyond their priorities to understand how everyone's needs must be balanced. We help bring understanding to the process by clearly illustrating how and why input has or has not been integrated at each design phase. By building on the outreach steps participants become part of the process and are much more likely to take ownership of the design when the time for plan adoption comes.











1. *Pleasanton All-Abilities Playground*
2. *Tennyson Park Master Plan, Hayward*
3. *Heather Farm Community Aquatic Center, Walnut Creek*
4. *Clarke Ranch Master Plan, American Canyon*
5. *Springtown Open Space Master Plan, Livermore*



Operations and Maintenance Planning

A Park Designed for Long Term Care and Sustainability

Designing a park that performs beautifully on opening day is only part of the goal—the true measure of success is how well it functions, ages, and adapts over time. RRM approaches every project with a commitment to long-term serviceability, embedding sustainable materials, efficient systems, and maintenance-forward thinking from the earliest stages of design. Our work at San Lorenzo Community Park illustrates this approach. One of the design features includes an ornamental lake and constructed wetland that treats stormwater on site and reuses it for irrigation, reducing long-term operational demands while enhancing ecological value.

For Skypark, we will apply the same principles, prioritizing low-water-use plantings, durable materials, and design solutions that align with the City's available resources. Early engagement with maintenance staff helps confirm that the park's features, systems, and landscape strategies are not only inspiring but also practical to operate and maintain for decades.

To further strengthen this effort, our team includes Tom Hare, a former Administrator with the Conejo Recreation and Park District and a recognized expert in park operations and maintenance. With more than 35 years of experience, Tom has delivered consistently safe, clean, and functional parks through data-driven maintenance planning, preventative maintenance schedules, budget forecasting, and energy, waste, and water management strategies. He specializes in developing 30-Year Capital Asset Maintenance Plans that extend the life of park infrastructure and ensure long-term fiscal sustainability.

Tom works closely with agency staff to integrate new and existing assets into organizational systems, refine maintenance practices, and identify opportunities to improve efficiency and sustainability. He also encourages partnerships with community organizations to foster shared stewardship and long-term care of public spaces.

Together, this integrated approach—sustainable design, early coordination with maintenance teams, and expert long-range planning—ensures that Skypark will remain a resilient, well-cared-for community asset for generations.





1. ***Sapwi Trails Community Park, Thousand Oaks:*** *Formal MOU with Concerned Off-Road-Bicyclists Association for development, maintenance, and operations of bike park/pump track at Sapwi Trails Community Park.*
2. ***Paige Lane Neighborhood Park, Thousand Oaks:*** *Sustainable materials and landscaping at Paige Lane Park increases the life of park assets while reducing maintenance costs.*



Pictured: Memorial Park, San Leandro

Demographic Analysis

Understanding who uses a park and how those needs evolve is essential to determining the ingredients of a successful park. A key goal of the Skypark Master Plan will be to identify the current community's needs and priorities, while also analyzing local and regional trends to anticipate future demands. With more than three decades of experience working with communities throughout the Bay Area and California, RRM brings a strong understanding of common park user patterns and emerging recreation trends.

According to the 2024 Parks and Recreation Master Plan, Scotts Valley is experiencing a notable demographic shift, including a decline in younger age groups and a significant increase in older residents. These trends underscore the importance of designing a park that is adaptable, inclusive, and responsive to changing demographic conditions.

RRM will work with the City to develop an implementation plan that provides flexibility to adjust park offerings as needs evolve. A phased approach is the most effective way to achieve this. A recent example is San Lorenzo Park, a 30-acre project where we facilitated community outreach, completed master planning, and three phases of implementation for the Hayward Area Recreation and Park District. The master plan established a comprehensive vision, and as funding became available, we helped the District and community prioritize Phase 1 improvements to align with available resources.

As additional funding emerged, it became clear that community preferences and construction costs had shifted. This required thoughtful adjustments to Phases 2 and 3—including replacing proposed bocce courts in the plan with a flexible community gathering area for picnicking and events. Additional amenity and material refinements ensured the park remained aligned with current demographic needs and budget realities. Today, we are completing construction administration on the third and final phase, resulting in a beloved 30-acre community asset at the heart of San Lorenzo. We look forward to partnering with you to enhance Scotts Valley's next community jewel—a park that reflects the needs of today's residents while remaining adaptable for tomorrow.





2

Section Two:

Project Approach/Written Proposal

Proposal for
Skypark Master Plan



Pictured:
Greenwood Park,
Hayward, CA

Approach

Our team is committed to partnering with the City of Scotts Valley to shape a thoughtful, inclusive, and implementable Master Plan for Skypark—one that honors the park's role as the City's largest community gathering space while positioning it to evolve alongside the future Town Center. Skypark is already a beloved, highly active park that hosts daily recreation and citywide events. Our approach focuses on helping your community build upon these strengths while addressing the park's changing neighborhood, aging infrastructure, and growing demands.

We understand Skypark's unique context: a former airport site transformed into a central civic landscape, adjacent to future mixed-use development and serving a wide range of users—from families and athletes to event-goers and passive recreation users. The Master Plan is an opportunity to re-energize Skypark as a flexible, connected, and resilient park that supports everyday use, signature events, and long-term stewardship. Below is how we will approach the Skypark Master Plan and the value we will bring to the City.

We are Park Specialists

We bring a dedicated park planning and design team with deep experience in landscape architecture, park master planning, community engagement, and public-sector project implementation. Our parks-focused practice allows us to seamlessly integrate site planning, programming, circulation, accessibility, sustainability, and operations considerations from the earliest phases of the project through completion.



Pictured: Greenwood Park, Hayward

This integrated approach ensures that conceptual ideas are grounded in feasibility, maintenance realities, and a long-term phased implementation plan. Throughout the process, we collaborate closely across disciplines to produce clear, actionable recommendations that support phased investment and future grant funding. Our experience with complex, highly programmed, multi-generational community parks—similar in scale and intensity to Skypark—positions us to anticipate challenges, identify opportunities and trends, and avoid common pitfalls (such as impractical placement of dissimilar amenities) as the Master Plan develops.



Site-Informed and Contextual Design Approach

Our design process begins with a deep understanding of place. For Skypark, this means closely studying existing conditions, amenities, circulation patterns, infrastructure, and relationships to adjacent neighborhoods and the future Town Center.

We will spend time on-site to observe how the park functions throughout the day, how people move, where conflicts occur, and which spaces succeed or present opportunities. Particular attention will be paid to areas impacted by the Town Center development, including the relocation of temporary amenities such as the dog park and pump track, as well as opportunities for shared access, edges, and landscape continuity.

Rather than applying a one-size-fits-all solution, our goal is to develop a Master Plan that addresses Skypark's specific history, physical constraints, and community identity, reinforcing its role as both a neighborhood park and a citywide destination.

Community Engagement: A Park for Everyone with a Distinct Sense of Place

Community engagement is central to our approach and experience—not simply as a requirement, but as an essential design tool. Skypark serves a broad, diverse user base across multiple generations, and its future success depends on understanding how different groups use the park today and how it should be envisioned tomorrow.

We will work closely with City staff to develop an inclusive, accessible outreach strategy that meets people where they are. Engagement tools may include community workshops, electronic surveys, pop-up on-site events, and friendly/strategic stakeholder interviews, allowing for both in-depth discussion and broad participation. Our well-tested outreach process is designed to gather meaningful tactical input while also clearly communicating City policy guardrails, program and amenity opportunities, constraints, and trade-offs of various design paths.

We approach engagement with open minds and without preconceived solutions. Our role is to listen, synthesize feedback, and translate community values into a cohesive and functional Master Plan that reflects Scotts Valley's identity and aspirations. We blend this local ownership with our state-wide experience of park design and construction.

Creating a Flexible and Enduring Park Framework

Skypark must balance daily use with larger-scale events, organized sports with informal recreation, and active zones with quieter, restorative spaces. Our approach emphasizes flexibility—designing spaces that can adapt over time as community needs, programming, and funding evolve.



Pictured: Memorial Park, San Leandro

We will explore opportunities to enhance internal park circulation, improve accessibility and pedestrian safety, and clarify relationships between different activity zones. Many areas in a park are compatible, such as games near picnic areas, whereas other areas, like adult basketball and children's play areas, are better separated. Event infrastructure, shade, seating, and support amenities will be carefully considered to improve comfort and functionality for both everyday users and special events. By establishing clear guiding principles and a strong spatial framework, the Master Plan will support future improvements without requiring constant reinvention.

Sustainability, Maintenance, and Long-Term Stewardship

A successful Master Plan must be both aspirational and realistic. From the outset, we integrate sustainability and maintenance considerations into our design thinking. For Skypark, this includes exploring drought-tolerant landscapes, durable materials, efficient irrigation, and low-maintenance operations strategies.

We will engage City operations and maintenance staff early in the process to understand existing capabilities, priorities, and long-term constraints, ensuring that proposed recommendations are practical, supportable, and aligned with available resources. One of our RRM team members, Tom Hare, will serve as the project's Operations and Maintenance Expert. Formerly the Director of Operations for the Conejo Recreation and Park District, Tom brings deep experience in park operations and maintenance, as well as capital improvement planning, to help shape a design that responds directly to City budgeting processes and staff capabilities. This collaborative, operations-informed approach helps ensure the park not only presents a compelling vision on paper but continues to perform effectively and sustainably for years after implementation.



Pictured: Kennedy Park, Hayward

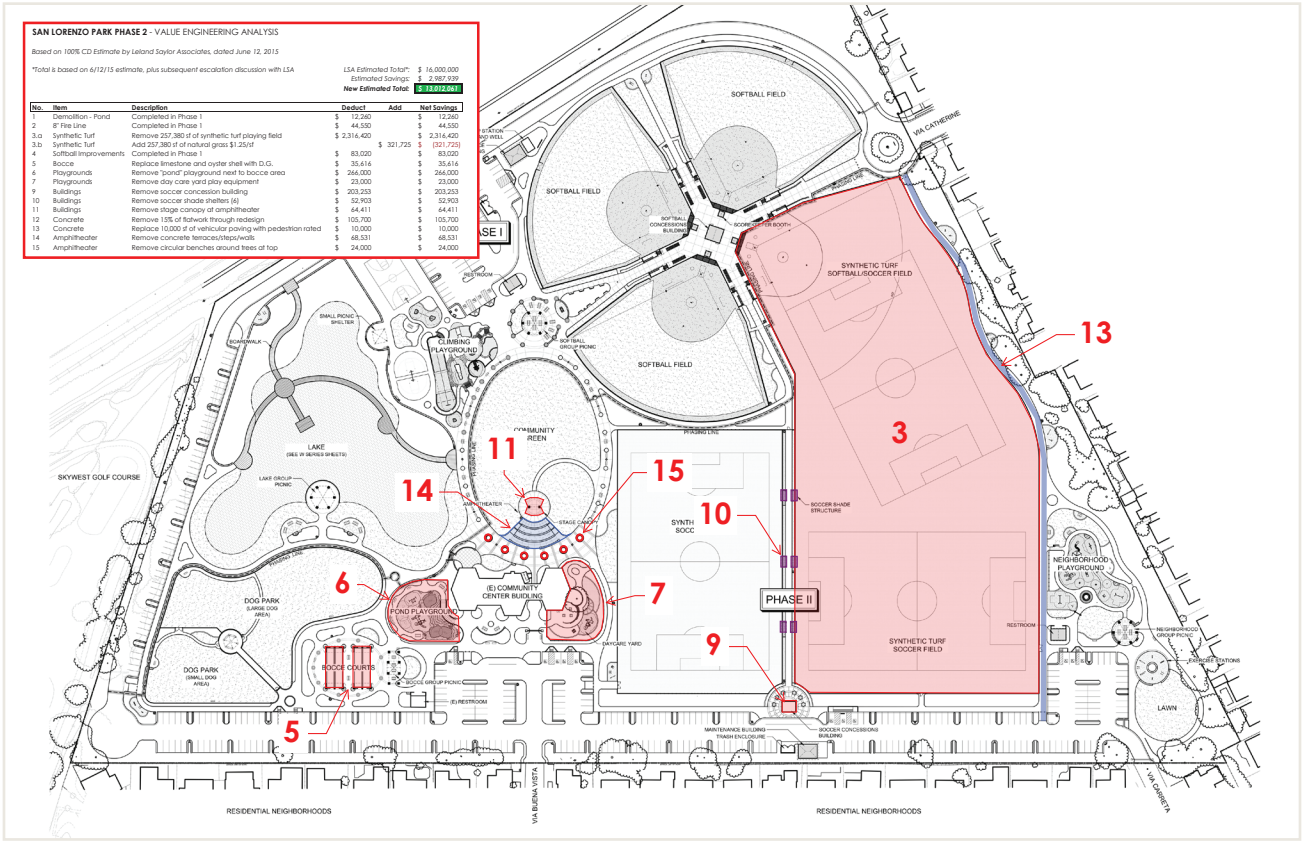
Collaborative Design with City Staff and Partners

We view City staff as essential collaborators in the Master Plan process. Their institutional knowledge, operational insight, and understanding of community priorities are invaluable to shaping a successful plan. Our team is highly responsive and flexible, and we welcome iterative feedback throughout the process. We do not bring a rigid or signature design style; instead, we focus on solutions that align with the City's goals, standards, and long-term vision—while remaining responsive to public input, evolving project conditions, and emerging trends in recreation.

Phasing, Cost Awareness, and Implementation Strategy

We understand that Skypark improvements will be implemented over time and through multiple funding sources. As such, the Master Plan will include clear phasing strategies and planning-level cost estimates to support informed decision-making.

Our approach emphasizes transparency around costs, constructibility, and priorities. By identifying logical phases, funding opportunities, and potential partnerships, the Master Plan becomes a practical tool the City can actively use to guide capital investment, grant applications, and future project development.



Pictured: San Lorenzo Park Value Engineering Exhibit

Commitment to a Clear, Actionable Master Plan

Ultimately, our goal is to deliver a Skypark Master Plan that illustrates a vision that is forward-looking, grounded by the City's funding parameters—one that reflects community values, integrates with the future Town Center, and provides the City of Scotts Valley with a clear roadmap for the park's next few chapters. We are excited about the opportunity to help shape Skypark's future and to partner with the City in creating a park that continues to serve as a cornerstone of community life for decades to come.

Scope of Services

The following scope of services outlines a comprehensive evaluation and re-imagining of the existing Skypark site. It includes community outreach, planning, design, phasing, and long term management strategies to ensure the park supports desired programming and adapts to the evolving needs of the community.

Task 1: Project Initiation and Background Review

RRM will participate in a kickoff meeting with City staff to confirm goals, schedule, and deliverables. We will review background materials, including the 2024 Parks and Recreation Master Plan, 2025 Town Center Specific Plan, previous site plans, and event/programming data provided by the City. We will also conduct an initial site visit to assess existing park conditions and operational context. Further assessment will take place in Task 2.0.

Deliverables:

- Kickoff meeting in person with City team
- Site visit on same day as kickoff meeting
- Review of City provided background documents

Task 2.0: Site Inventory, Needs Assessment, and Topographic Survey

RRM will conduct a site analysis to evaluate existing facilities, including amenities, infrastructure, circulation, accessibility (ADA), landscape conditions, and overall visual character to identify constraints, deficiencies, and opportunities for improvement. Findings and recommendations will be documented in a site analysis summary for City review.

The summary will also include a needs assessment section that considers demographics, usage trends, programming needs identified in the 2024 Parks and Recreation Master Plan, and regional recreation patterns to inform programming that remains adaptable and responsive to changing demographic conditions.

RRM will perform field survey work to prepare a topographic map. The topographic survey will be comprised of an aerial survey, field survey, and detailed topographic features, such as items not shown in sufficient detail in the aerial topographic map, and obtain spot elevations to define the general terrain to produce mapping at a 1-foot contour interval. This work will include visible site features such as roadways, pavements, evidence of significant traveled ways, walls, fences, trees 4 inches and larger in diameter, and visual surface utility infrastructure. This data will be incorporated into the digital base map.

Deliverables:

- Site analysis exhibit
- Needs assessment summary
- Topographic survey - digital topographic map file in AutoCAD Format

Task 3.0: Community and Stakeholder Engagement

RRM will collaborate with City staff to develop a community outreach strategy that is meaningful, inclusive, and accessible. This will include an implementation plan for engagement activities that builds on the work completed during the Citywide Parks Master Plan and includes community workshops, stakeholder interviews, online surveys, and pop-up events to gather feedback that informs the visioning and concept design process. The following deliverables reflect the requirements of the RFP and RRM's experience and will be refined in coordination with City staff.

Deliverables:

- Community engagement strategy summary
- Stakeholder meetings- one half day of meetings with stakeholders selected by City staff.
- Community engagement meetings - two (2) public meetings: one (1) prior to concept generation; one (1) presentation of concept alternatives. Meetings are assumed to be virtual, town hall, open house, or pop-up format. Includes participation metrics and key findings.
- Online Surveys - two (2) online community surveys: one (1) prior to concept generation; one (1) including concept alternatives. Includes participation metrics and key findings.
- Two (2) virtual City staff meetings during outreach process.
- Meeting and workshop materials include agendas and preparation of graphics created in Tasks 2.0 and 4.0.

Task 4.0: Vision and Concept Design & Preferred Concept

RRM will develop guiding principles and a long-term vision statement for Skypark based on community input, needs assessment findings, and feedback from stakeholders and City staff. Concept plan alternatives will be prepared to reflect community priorities, site assessments, and key considerations such as phasing, cost parameters, maintenance, and operations. Typically, two concept alternatives are sufficient to capture the full range of community needs and preferences; however, an optional third concept is included should the City wish to explore another plan.

Following input on the plan alternatives, RRM will prepare a preferred concept plan, which will likely include a combination of features and improvements prioritized by the community and staff. Plan graphics will illustrate all park amenities and features, including parking, circulation, buildings, landscape areas, and activity zones.

Deliverables:

- List of guiding principles and a long-term vision statement
- Two (2) concept plan alternatives in color
- Two (2) planning-level cost estimate statements to accompany the two (2) plan alternatives
- One (1) additional concept alternative - ***optional***
- One (1) additional planning-level cost estimate statement to accompany the additional plan alternative - ***optional***
- One (1) staff input meeting on the concept plan alternatives prior to presentation to community
- One (1) preferred concept plan in color
- Phasing plan exhibit including cost strategy
- One (1) staff input meeting on the preferred concept plan prior to presentation to community
- Two perspective sketch renderings - ***optional***

Task 5.0: Master Plan Development

RRM will prepare the Master Plan, including preferred plan exhibits and a summary report with recommendations to support the phased development of the park. The report will summarize recommendations for programming, construction, and long term park stewardship. It will also document how public engagement informed and shaped the design process. The draft plan will be reviewed by City staff, Parks and Recreation Commission, and City Council.

Deliverables:

- Summary report (summary of design process, does not circulate for public comment)
- Insert graphic from preferred plan task
- Public engagement summary-selection of preferred plan
- Findings from task 2.0 needs assessment
- Planning level cost estimate summary
- Programming opportunities and event infrastructure
- Design and maintenance guidelines - materials, finishes, product types
- Site palette including conceptual landscape, site furnishings, and lighting
- Operations and maintenance recommendations
- Phasing and implementation strategy description
- 2025 Town Center integration and connection summary
- Environmental review summary (CEQA screening memo): short memo documenting whether plan is categorically exempt and outlining potential next steps for environmental review from Task 6.0: Environmental Review Memo
- Presentation of Master Plan at (2) public hearings: Parks and Recreation Commission and City Council
- Provide all final materials in editable digital formats (Word, InDesign, and CAD compatible formats as applicable), along with print-ready PDFs.

Task 6.0: Environmental Review Memo

RRM's subconsultant David J. Powers & Associates will provide environmental and CEQA related support for the Skypark Master Plan. Their work includes identifying environmental constraints relevant to potential CEQA pathways using information from the 2025 Scotts Valley Town Center Specific Plan Update EIR and the Scotts Valley General Plan, including reviewing prior City documents, summarizing constraints, and offering early input based on major development assumptions such as whether an amphitheater is proposed. They will also review the conceptual design plan and prepare a CEQA screening memo that identifies the appropriate CEQA pathway for the Master Plan based on proposed improvements and phasing; this early memo will help the City understand key planning considerations and any factors that may limit CEQA exemptions. Once the Master Plan is finalized, David J. Powers & Associates will update and finalize the CEQA screening memo. If the final Master Plan differs substantially from the preferred concept used in the draft memo, additional time and budget may be required.

Deliverables:

- Up to four (4) hours of technical review of existing documents and summary of environmental constraints
- One (1) virtual staff meeting to discuss findings from review of existing documents and any potential constraints
- Draft CEQA screening memo based on preferred concept plan
- One (1) virtual staff meeting to discuss draft CEQA screening memo
- Final CEQA screening memo
- One (1) virtual staff meeting to discuss final CEQA screening memo

Task 7.0: Project Management

RRM's point of contact and project manager will coordinate with City staff and Town Center representatives via email and phone to provide updates on deliverables, public engagement, and design decisions. The project schedule will be updated as needed to reflect requests from staff and to reflect any changes not known at the time of initial publication.

Deliverables:

- Up to forty (40) hours of project management, including project schedule creation and updates, phone calls, meetings not included as part of other tasks, and emails with City staff and Town Center Development representatives.

Scope and Budget Considerations

The City's response to questions/answers references an available budget of $50,000-$80,000. Our proposed scope and fee provide a complete design process and deliverables for the master plan as outlined in the RFP. Our experience shows that we cannot deliver that product for the stated budget. However, we believe we can deliver a high quality park master site plan process in a streamlined effort to meet this targeted budget, which would include the following:

- Site analysis
- Community engagement
- Two (2) concept plan alternatives
- One (1) preferred concept plan
- Two (2) public hearing - environmental review memo
- Project management and client meetings

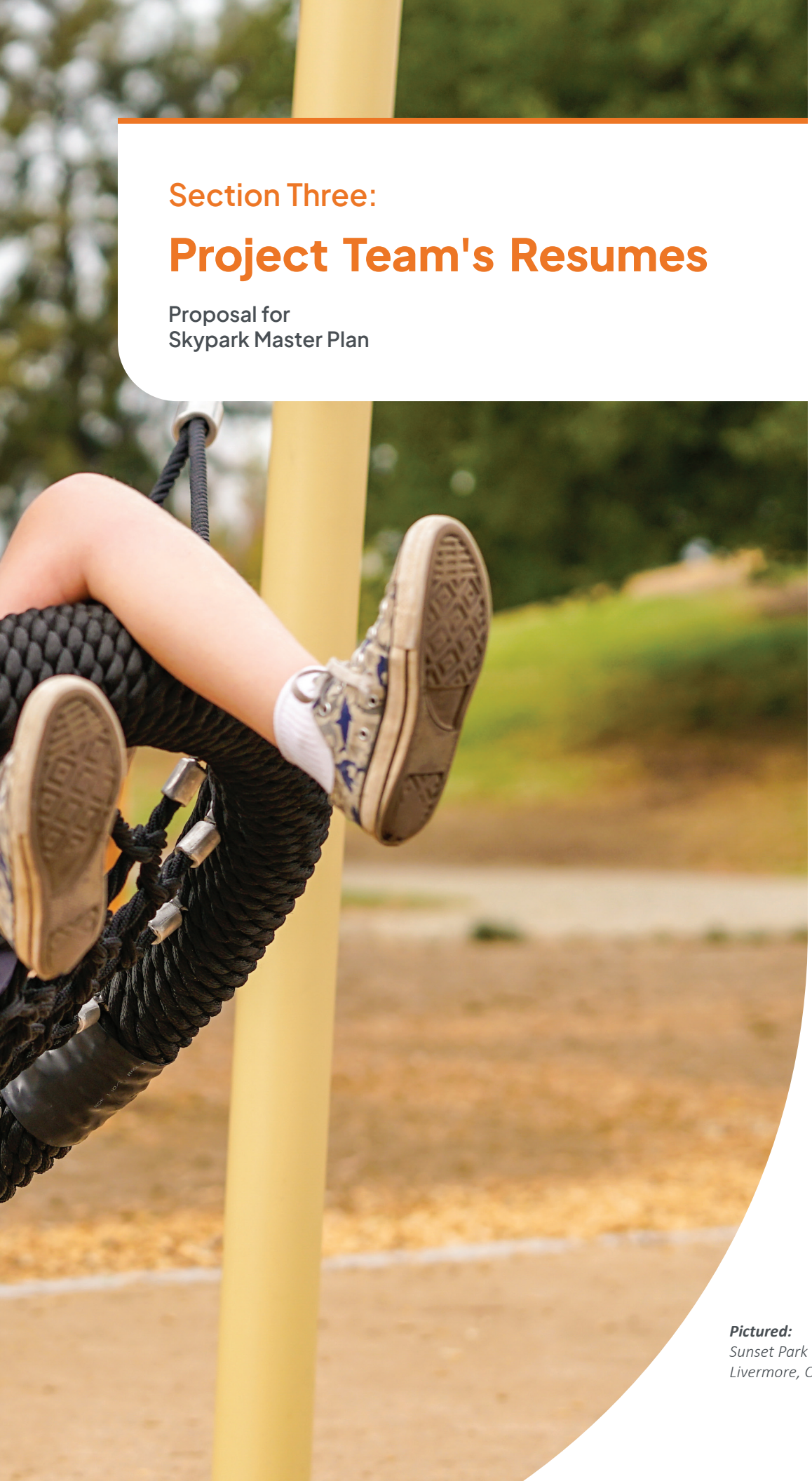




Section Three:

Project Team's Resumes

Proposal for
Skypark Master Plan



Pictured:
Sunset Park Playground, Livermore, CA



Gina Chavez | PLA, BFQ Professional

Project Role: Principal-in-Charge + Project Manager

Gina Chavez transmutes her love for art and nature into harmonious outdoor spaces that all people can enjoy. As an experienced landscape architect, specializing in park and trail projects, Gina offers an acute eye for design. Invested in every aspect of the process, from concept to construction, Gina is committed to outstanding project execution. Her attention to detail and willingness to adapt fosters a comprehensive and collaborative design approach–benefiting both her clients and her team.

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Creating Environments People Enjoy®

Principal with 23 years of experience

Education

- *Master of Business Administration, California Polytechnic State University, San Luis Obispo, CA*
- *Bachelor of Landscape Architecture, California Polytechnic State University, San Luis Obispo, CA*

Licenses and more

- *Professional Landscape Architect, CA, 6040*
- *Bay Friendly Qualified Landscape Professional (BFQ)*

> "Gina Chavez has been an exceptional partner with the City of Pleasanton on our projects. My trust and faith in Gina has grown as our projects have progressed."
>
> *- Matt Gruber, Landscape Architect, City of Pleasanton*

Featured project experience

- Blue Rock Springs Park Master Plan, Vallejo
- Camp Sweeney Sports Field Conceptual Design, San Leandro
- Central Park Master Plan Update, San Mateo
- Central Park Playground Renovation and Memorial Grove, San Mateo
- Clarke Ranch Park Master Plan, American Canyon
- Contra Loma Estates Park Renovation, Antioch
- Dublin Sports Grounds Master Plan and Construction Administration
- East 14th Street Park, Hayward
- Greenwood Park Construction Support, Hayward
- Heather Farm Community Center and Aquatics Center, Walnut Creek
- Ken Mercer Sports Park Skate Park, Pleasanton
- Kennedy Park Construction Documents and Construction Support, Hayward
- Livermore Downtown Core Landscape Concept and Stockmen's Park
- Mateo Street Park, Hayward
- Memorial Park Construction Documents, San Leandro
- Pleasant Oaks Park Playground Concept, Pleasant Hill
- Pleasanton All-Abilities Playground Master Plan
- Redwood City Downtown Parks and Bay Connectivity
- San Felipe Park Master Plan, Hayward
- San Lorenzo Community Center Construction Administration
- San Lorenzo Community Park Construction Documents, Construction Administration, and Construction Support
- San Pablo Park Improvements, Berkeley
- Springtown Open Space Master Plan and Phase 1 Implementation, Livermore
- Tennyson Park Master Plan and Construction Documents, Hayward
- Veterans Park, Livermore
- Via Toledo Neighborhood Park Master Plan, Hayward
- Weekes Park Master Plan, Hayward
- William Payne Park Master Plan, Livermore



Jeff Ferber | ASLA, PLA

Project Role: Development Liaison/Strategic Advisor

With an early love for the outdoors and a desire to serve the greater community, Jeff Ferber was led to a career in landscape architecture from a young age. Providing over 30 years of experience at RRM, Jeff's keen ability to translate public needs into a relatable design is reflected in each of his projects. As a managing partner of the firm, he offers a team-style approach to leadership and design. With experience in the public and private sectors, focusing on park and planning design, Jeff strives to transmute the collective vision into reality. Valuing effective communication and mutual respect, he is committed to fulfilling the needs of both the client and the community through precise project execution.

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Managing Partner with 40 years of experience

Education

- *Bachelor of Science, Landscape Architecture, California Polytechnic State University, San Luis Obispo, CA*

Licenses and more

- *Professional Landscape Architect, CA, 2844*
- *American Society of Landscape Architects (ASLA), member*
- *Arroyo Grande Watershed Forum Steering Committee, 2000-2006*
- *California Parks and Recreation Society (CPRS), member*
- *National Recreation and Park Association, member*
- *Cal Poly Landscape Architecture Department Advisory Committee, member*

Featured project experience

- Central Park Master Plan Update, San Mateo
- Clarke Ranch Park Master Plan, American Canyon
- Columbus Park Sports Facility Design, San Jose
- Dublin Sports Grounds Master Plan
- Fairmont Terrace Park Master Plan, Hayward
- Greenwood Park Renovation, Hayward
- Heather Farm Community Center and Aquatics Center, Walnut Creek
- Kennedy Park, Hayward
- Ken Mercer Sports Park Skate Park, Pleasanton
- Meek Estate Park Construction Documents, Hayward
- Mia's Dream Come True Playground, Hayward
- Olympus Park Design, Encinitas
- Ortega Park and Dwight Murphy Field Design Services (+ Gwendolyn's Playground), Santa Barbara
- Redwood City Downtown Parks and Bay Connectivity
- Righetti Ranch Neighborhood Park, San Luis Obispo
- San Lorenzo Community Park
- Sapwi Trails Community Park, Thousand Oaks
- Springtown Open Space Master Plan, Livermore
- Taylor Mountain Regional Park, Santa Rosa
- Tennyson Park Master Plan, Hayward
- Veterans Park, Livermore
- Via Toledo Neighborhood Park Master Plan, Hayward
- Waller Park Master Plan, Orcutt
- Weekes Park Master Plan, Hayward
- William Payne Park Master Plan, Livermore



Lance Wierschem | PLA, LEED AP

Project Role: Master Plan Document Lead

With a sharp artistic eye, Lance Wierschem's detailed design enhances the artistry of each project he is involved in. As an experienced landscape architect and planner, Lance offers an expansive view of design. From trails and recreational parks to public and community centers, Lance's versatile experience serves both his team and his clients. Engaged in all aspects of project administration, from visioning to construction, his alliance to creative collaboration is reflected in his work. Both his collaborative efforts and his artistic vision guide Lance's design process, elevating outdoor spaces into captivating environments for all to enjoy.

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Manager of Landscape Architecture with 19 years of experience

Education

- *Bachelor of Landscape Architecture, California Polytechnic State University, San Luis Obispo, San Luis Obispo, CA*

Licenses and more

- *Professional Landscape Architect, CA, 6210*
- *Leadership in Energy and Environmental Design (LEED AP)*

Featured project experience

- Alex Fiore Teen Center and Goebel Adult Center, Thousand Oaks
- Bakersfield Sports Village Phase III
- City Heritage Park, Parlier
- Conejo Recreation and Park District Master Plan, Thousand Oaks
- Crescent City Beachfront Park Master Plan
- Joseph Grant County Park Master Plan Update, Mt. Hamilton
- Monterey Bay Sanctuary Scenic Trail Network Master Plan
- North Ranch Neighborhood Park, Thousand Oaks
- Paige Lane Neighborhood Park, Thousand Oaks
- Porterville Fourth Street Community Center
- San Lorenzo Community Park Construction Documents
- Santa Fe Bike Trail Connection, Visalia
- Sapwi Trails Community Park, Thousand Oaks
- Taylor Mountain Park Master Plan, Santa Rosa
- Thompson Park, Selma
- Ventura Harbor Village Master Plan
- Zumwalt Park Renovation Final Design, Tulare



Amanda Seibel | PLA, LEED AP

Project Role: Park Design

For over 20 years, Amanda has been transforming outdoor spaces into masterful products of design. With a keen artistic vision and design sense, Amanda offers a unique lens to landscape architecture. Her ability to refine concepts into detailed project completion serves as an asset to all who work with her. True artistry and compassion guide her design process, from idea through implementation. Specializing in park and recreational design, Amanda brings her talent to every project she is involved in. Incorporating the creative vision of both her client and her team of fellow designers, Amanda is committed to enhancing natural spaces for the benefit of all individuals.

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Design Director with 20 years of experience

Education

- *Bachelor of Landscape Architecture, Visual Expression, California Polytechnic State University, San Luis Obispo, San Luis Obispo, CA*

Licenses and more

- *Professional Landscape Architect, CA, 6504*
- *Leadership in Energy and Environmental Design (LEED AP)*
- *Surfrider Foundation, Member, 2013-present*

Featured project experience

- 27 Acre Park, Wildomar
- Camp Sweeney Sports Field, Alameda
- Fairmont Terrace Park Master Plan, Hayward
- Furman Park, Downey
- Kennedy Park Master Plan, Hayward
- La Mirada Creek Park Master Plan
- La Palma Green Promenade and Paseo, Anaheim
- Lindero Linear Park, Westlake Village
- Newman Nature Park
- Olympus Park Design, Encinitas
- Promenade on Forest, Orange
- Righetti Ranch Neighborhood Park, San Luis Obispo
- San Lorenzo Community Park Master Plan
- Santa Barbara Island Park/ West Side Monument (Channel Islands), Oxnard
- Scott Valley Park Playground Replacement, Encinitas
- Thompson Park, Selma
- Veterans Park, Livermore
- Waller Park Master Plan, Orcutt
- Weekes Park Master Plan, Hayward
- Zumwalt Park Conceptual Design, Tulare



Tom Hare

Project Role: Operations and Maintenance Expert

Tom followed his Navy and City facilities positions with a 16 year career at Conejo Recreation and Park District (CRPD), planning, implementing and maintaining facility projects similar to many of PVRDP's projects and parks. Tom will provide insight and recommendations to improve RRM's responsiveness to project goals and objectives for successful construction and realistic maintenance expectations. Tom's experience also includes effectively transitioning capital projects from design to construction to maintenance and operations. He excels in strategic and financial planning, forecasting, and effective management of operational and capital budgets.

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Principal Park Planner with 27 years of experience

Education

- *Master of Business Administration, California State University, Fullerton, Fullerton, CA*
- *Bachelor of Science, Mechanical Engineering, United States Naval Academy, Annapolis, MD*

Licenses and more

- *National Honorary Mechanical Engineering Fraternity*
- *Registered Professional Engineer, Mechanical Engineering*
- *Play Conejo, Co-founder, Board Member, and current Vice President of non-profit public charity organization*

Featured project experience

- Bohemian Park Renovation RFP Pre and Post-Award Assistance, Sacramento
- Conejo Recreation and Park District*
  - Administrator, Parks and Planning at Conejo Recreation and Park District
  - Responsible for Capital Improvement Project programs totaling over $190M
  - Responsible for maintenance and operational budgets totaling over $220M
- Fulton-El Camino Recreation and Park District Multi-Year Capital Improvement Plan, Sacramento
- Lampson Park Place Park Impact Analysis, Seal Beach

**Work completed prior to joining RRM*



Scott Yoshida | PE, QSD/P

Project Role: Civil Engineer

With over a decade of experience in civil engineering and land development, Scott Yoshida brings a vast skillset to RRM. As project manager, his duties are wide-ranging -- from preparing and overseeing contracts, budgets and schedules to coordinating multidisciplinary teams. Specializing in site-grading and drainage, utility design, and roadway engineering, Scott's projects include residential subdivisions, apartment complexes, solar farms, wineries and hotels. As a Qualified SWPPP Preparer/Practitioner (QSD/QSP), Scott also has extensive knowledge of state, regional and local stormwater requirements, LID design, and implementation. His far-reaching expertise makes him one of RRM's trusted leaders.

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Manager of Engineering Services with 17 years of experience

Education

- *Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo, CA*

Licenses and more

- *Professional Engineer, CA, 78227*
- *CA Certified Stormwater Prevention Plan*

Featured project experience

- Anholm Urban Greening Grant Award, San Luis Obispo
- Ashland Park, Hayward
- Columbus Park Sports Facility Design, San Jose
- Mt. Madonna Valley View Campgrounds Improvements, Watsonville
- Redwood City Downtown Parks and Bay Connectivity
- San Luis Obispo Fire Station No. 1 Vehicle Wash Area Stormwater Management System
- Thompson Park, Selma
- Branch Elementary School New Multipurpose Building and Four Classrooms, Arroyo Grande
- Cultural Arts District Parking Structure, San Luis Obispo
- Dana Reserve Specific Plan, Nipomo
- Grover Heights Elementary School Multipurpose Room, Grover Beach
- Paseo Pacifico Specific Plan, Madera
- Santa Maria Airport Business Park Specific Plan Amendment
- Scotts Valley Fire Station No. 1
- Solomon Hills Site Specific Plan, Orcutt



Brian Hellwig

Project Role: Surveyor

Creating Environments People Enjoy®

Supervisor of Surveying with 25 year of experience

Education

- *Associates of Science, Surveying and Forest Practices, Kings River Community College, Reedley, CA*

Licenses and more

- *Professional Land Surveyor, CA, 10029*

As Supervisor of Surveying, Brian Hellwig brings over two decades of surveying experience to RRM Design Group. With a background in forestry, he offers a well-rounded perspective to each project he works on. From commercial sites to residential and mixed-use developments, Brian's projects span across sectors. In addition to his vast project experience, he's well-versed in a range of high-tech surveying equipment and software, such as three-dimensional terrestrial laser scanning, GPS, and robotic stations. Ultimately, Brian's technical expertise and hands-on approach make him, not only an expert surveyor at RRM, but an acclaimed leader as well.

Featured project experience

- Alex Fiore Teen Center and Goebel Adult Center Master Plan, Thousand Oaks
- Central Park Master Plan Update, San Mateo
- Columbus Park Soccer Facility Design, San Jose
- Conejo Creek Park Bike Path, Thousand Oaks
- Coyote Creek Parkway Perry's Hill, Morgan Hill
- Downey Measure S Park - Furman Park
- Downey Measure S Park - Independence Park
- East 14th Street Park, Hayward
- Grove Park Field and Playground Renovation, Berkeley
- La Mirada Creek Park Master Plan
- Las Positas Multi-Use Pathway, Santa Barbara
- Mateo Street Park, Hayward
- Olympus Park Design, Encinitas
- Ortega Park and Dwight Murphy Field Construction Documents, Santa Barbara
- Ramona Garden Park Master Plan, Grover Beach
- San Lorenzo Park Construction Documents
- San Pablo Park Improvements, Berkeley
- Santa Cruz County Regional Transportation Commission Boundary Survey and Encroachment Identification
- Santa Cruz Rail Trail Segments 5, 7, 10, and 11
- Sapwi Trails Community Park, Thousand Oaks
- Whittier Greenway Trail East



Zachary Wormhoudt | PLA

Project Role: Bike Park Specialist

Zachary Wormhoudt has a Degree in Landscape Architecture from California Polytechnic State University, San Luis Obispo. Zach has served as senior designer for Wormhoudt Incorporated for the past 35 years and manages: public meetings, project design, document preparation and construction observation. He is an avid skater and surfer and has surfed professionally for over 40 years

Principal Landscape Architect with 35 years of experience

Education

- *Bachelor of Science, Landscape Architecture, California Poly Technical State University, San Luis Obispo, California*

Licenses and more

- *Professional Landscape Architect, CA, 43051*

Featured project experience

- **Projects with RRM:**
  - 27 Acre Park, Wildomar
  - Alex Fiore Teen Center and Goebel Adult Center, Thousand Oaks
  - Greenwood Park Renovation, Hayward
  - Ken Mercer Sports Park Skate Park, Pleasanton
  - Olympus All-Wheels Park, Encinitas
  - Ortega Skatepark, Santa Barbara
  - Pacifica Skate Park
  - Porterville Fourth Street Community Center Pump Track
  - Righetti Park Pump Track, San Luis Obispo
  - Santa Rosa Skate Park III, San Luis Obispo
  - Sapwi Trails Community Park, Thousand Oaks
  - Tennyson Park, Hayward
  - University Avenue Bike Park Conceptual Design, Berkeley
  - Vagabond Skate Park, Fresno
  - Venice Beach Skate Park
- Calabazas Bikepark, San Jose
- Caldwell Bikepark, Redding
- Carmichael All-Wheels Park
- Carr Lake Skatepark, Salinas
- Centennial Park Bike, South San Francisco
- Colorado Park All-Wheels Park, Los Banos
- Constitution Pump Track, Salinas
- Flood Park Pump Track, Menlo Park
- Fremont Skate Park
- Hollister Pump Track
- Kamakoa Nui Pump Track, Big Island, HI
- Lake Cunningham Bike Park, San Jose
- Marina Pump Track
- Newark Skate Park
- Pittsburg Bikepark
- Quarry Park, Pump Track, San Mateo
- Riverview Bike Park, San Benito
- Sunnyvale All-Wheels Park
- South Park Bikepark, Redding
- Stafford Lake Bike Park, Marin
- Thane All-Wheels Park, Mumbai, India
- UN Skate Plaza, San Francisco
- Watsonville Pump Track



Akoni Danielsen

Project Role: Principal Environmental Consultant

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

President/Principal Project Manager with 28 years of experience

Education

- *Master of City and Regional Planning, University of California, Berkeley, CA*
- *Bachelor of Science, Geological and Environmental Sciences, Stanford University, Stanford, CA*

Affiliations

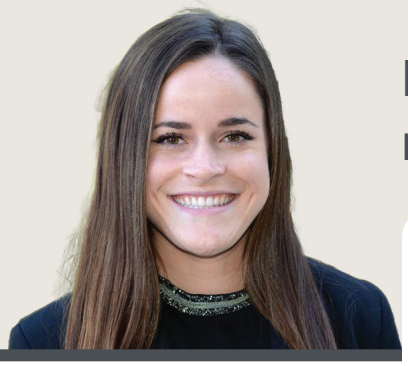
- *Association of Environmental Professionals*

Akoni Danielsen is a Principal Project Manager with over 28 years of experience in planning and preparing environmental documents. Prior to joining David J. Powers & Associates in 2010 he worked for the City of San José, most recently as Principal Planner. During his time as a Principal Planner at the City of San José, Mr. Danielsen managed multiple Planning Division development work programs and coordinated with all City departments on CEQA and NEPA processes and procedures.
As a Principal Project Manager, Mr. Danielsen:

- Provides management and oversight in preparation of environmental documents by others, ensuring defensibility and consistency. Mr. Danielsen ensures that all documents reflect the best available technical expertise.
- Researches and prepares environmental documents required under Federal and California laws including Environmental Impact Reports and Environmental Impact Statements, Environmental Assessments, and Initial Studies. Mr. Danielsen is responsible for the entire project life cycle, from proposal development through report delivery and client support.

Featured project experience

- 2025 Scotts Valley Town Center Specific Plan Update EIR
- La Vista Park Initial Study/ Addendum, Hayward
- Butterfield Park Addendum, Morgan Hill
- Lindenville Specific Plan Addendum, South San Francisco
- San José Downtown Strategy 2040 Program EIR
- Los Altos High School Expansion Project – EIR and Various Addendums
- 505 East Bayshore Residential EIR, Redwood City
- 557 East Bayshore Mixed-Use EIR, Redwood City
- Alviso Hotel IS, San José
- Graniterock Capitol Site Modernization EIR, San José
- Trade Zone Park Data Center and Advance Manufacturing SPPE Application, San José
- 2305 Mission College Data Center Small Power Plant Exemption
- San Carlos 611 Industrial Road Electronic Sign Initial Study



Desiree Dei Rossi

Project Role: Environmental Consultant

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

Project Manager with 7 years of experience

Education

- *Bachelor of Science, Environmental Management and Protection, California Polytechnic State University, San Luis Obispo, CA*

Affiliations

- *Association of Environmental Professionals*

Desiree Dei Rossi is a Project Manager for the company. She works closely with other members of the staff researching and preparing documents for both private and public sector projects. Her experience includes CEQA compliance for commercial, mixed-use, residential, industrial development, public facilities and parks projects.
As a Project Manager, Ms. Dei Rossi:

- Prepares environmental documents including: Environmental Impact Reports (EIRs), Initial Studies (ISs), Categorical Exemptions (CEs) and Environmental Assessments (EAs), in conformance with the requirements of CEQA and NEPA.
- Provides detailed analysis of potential environmental impacts, identifies mitigation measures, and develops alternative solutions.
- Provides project coordination including maintaining close communication with client and/or agency staff, gathering and compiling project and site information, managing subconsultants, and project scheduling.

Featured project experience

- 2025 Scotts Valley Town Center Specific Plan Update EIR
- St James Park Capital Vision and Performing Arts Pavilion, San José
- Veterans Memorial Senior Center/YMCA, Redwood City
- Los Altos High School Expansion Project – Various Addendums
- San Jose Downtown Strategy 2040 Program EIR
- 505 East Bayshore Residential EIR, Redwood City
- 557 East Bayshore Mixed-Use EIR, Redwood City
- Alviso Hotel IS, San José
- San Jose International Airport Master Plan Update EIR
- Graniterock Capitol Site Modernization EIR, San José
- Trade Zone Park Data Center and Advance Manufacturing SPPE Application, San José
- 2305 Mission College Data Center Small Power Plant Exemption
- San Carlos 611 Industrial Road Electronic Sign Initial Study



Section Four:

Work Samples

Proposal for
Skypark Master Plan



Pictured:
Central Park Master Plan
San Mateo, CA







Work Sample: Tennyson Park Master Plan

Full Document Link

A full project description has been provided on page 6.

Client
Hayward Area Recreation and Park District

Completion Year
Constructed in 2025

Status
Adopted and constructed



Work Sample: Pleasanton All-Abilities Playground Master Plan

Full Document Link

In response to the city's commitment to inclusive recreation, RRM Design Group led the creation of the Pleasanton All-Abilities Playground Master Plan. Recognizing the need to provide recreational opportunities for all community members, the city sought to develop a space that would cater to individuals of varying abilities and backgrounds. Engaging diverse stakeholders, including the public and City Council, our outreach efforts resulted in the adoption of the concept titled Pleasanton's Rise Playground. Designed to inspire individuals to reach their fullest potential, the playground embodies inclusivity and community spirit. Featuring innovative play structures like a butterfly-themed central area with ramps, slides, and an accessible zipline, the design encourages people of all ages and backgrounds to play and interact side by side. Notable elements such as kite sculptures, a rainbow road of music, and star-shaped quiet pods enhance the sensory experience, creating a cherished space for all. Efforts are underway to raise funds for the playground's implementation, to help Pleasanton's Rise Playground becomes a beacon of unity and joy.

Client
City of Pleasanton

Completion Year
2022

Status
Adopted



Section Five:

References

Proposal for
Skypark Master Plan



Pictured:
Kennedy Park
Hayward, CA

References



Megan Tiernan

Capital Planning and Development Director

Contact: (510) 881-6716 | tiem@haywardrec.org

Client: Hayward Area Recreation and Park District

Projects:

- San Lorenzo Community Park, 2012-present
- Tennyson Park, 2019-present
- Kennedy Park, 2012-2022
- Mia's Dream Come True Playground, 2017-2020
- Greenwood Park, 2012-2016
- Hayward Community Garden, 2017-2018
- Grove Park, 2021-2024



Andrew Mooney

Director, Parks and Planning

Contact: (805) 495-6471 | amooney@crpd.org

Client: Conejo Recreation and Park District

Projects:

- Paige Lane Neighborhood Park, 2018-2023
- Sapwi Trails Community Park, 2013-2021
- Alex Fiore Teen Center and Goebel Adult Center, 2019-2023
- Conejo Recreation and Park District Master Plan, 2021-present



Greg Avakian

Director of Parks and Recreation

Contact: (805) 781-7120 | gavakian@slocity.org

Client: City of San Luis Obispo

Projects:

- Righetti Ranch Parks, 2022-present



Pictured: *Pleasanton All-Abilities Playground, Pleasanton, CA*

Section Six:

Proposed Fees

Proposal For Skypark Master Plan



Project Fee

Scope and Budget Considerations

The City's response to questions/answers references an available budget of $50,000-$80,000. Our proposed scope and fee provide a complete design process and deliverables for the master plan as outlined in the RFP. Our experience shows that we cannot deliver that product for the stated budget. However, we believe we can deliver a high quality park master site plan process in a streamlined effort to meet this targeted budget, which would include the following:

- Site analysis
- Community engagement
- Two (2) concept plan alternatives
- One (1) preferred concept plan
- Two (2) public hearing - environmental review memo
- Project management and client meetings

Skypark Master Plan Fee Schedule

January 9, 2026

Task 1: Project Initiation and Background Review		FEE TYPE	
1.1	Kick-off Meeting and Site Visit	T&M/NTE	$ 4,872
1.2	Review Documents and Provide Key Point Summary	T&M/NTE	$ 1,736
		Task 1 Value:	**$ 6,608**

Task 2: Site Inventory, Needs Assessment, & Topographic Survey		FEE TYPE	
2.1	Site analysis exhibit and Needs Assessment summary	T&M/NTE	$ 8,376
2.2	Topographic Survey	T&M/NTE	$ 26,302
		Task 2 Value:	**$ 34,678**

Task 3: Community and Stakeholder Engagement		FEE TYPE	
3.1	Community Engagement Strategy Summary	T&M/NTE	$ 1,830
3.2	Stakeholder Meetings	T&M/NTE	$ 1,908
3.3	Community Engagement Meetings (2)	T&M/NTE	$ 10,050
3.4	Online Surveys (2)	T&M/NTE	$ 9,256
3.5	Staff Meetings (2)	T&M/NTE	$ 3,304
		Task 3 Value:	**$ 26,348**

Task 4: Vision,Concept Design, and Preferred Concept		FEE TYPE	
4.1	Guiding Principles and Long-Term Vision	T&M/NTE	$ 954
4.2	Two Concept Plans and Correlating Planning-Level Cost Statements	T&M/NTE	$ 21,740
4.3	Third Concept Alternative and Correlating Planning-Level Cost Statement - *Optional*	T&M/NTE	$ 9,708
4.4	Staff Meetings (2)	T&M/NTE	$ 3,304
4.5	Preferred Concept Plan	T&M/NTE	$ 11,274
4.6	Phasing Plan Exhibit Including Cost Strategy	T&M/NTE	$ 5,338
4.7	Perspective Sketch Models (2) - *Optional*	T&M/NTE	$ 8,056
		Task 4 Value:	**$ 60,374**

Task 5: Master Plan Development		FEE TYPE	
5.1	Summary Report (See Scope of Work for Components)	T&M/NTE	$ 18,700
5.2	Two Public Hearings	T&M/NTE	$ 6,608
		Task 5 Value:	**$ 25,308**

Task 6: Environmental Review Memo		FEE TYPE	
6.1	Environmental Review Summary (CEQA Screening Memo)	T&M/NTE	$ 10,028
		Task 6 Value:	**$ 10,028**

Task 7: Project Management		FEE TYPE	
7.1	Project Management & Project Schedule	T&M/NTE	$ 8,680
		Task 7 Value:	**$ 8,680**

Subtotal *without* Optional Tasks	$ 154,260
Reimbursable Expenses	$ 1,200
Estimated Project Total *without* Optional Tasks (Third Concept Alternative and Estimate; Two Perspective Renderings)	$ 155,460
Estimated Project Total *with* Optional Tasks	$ 173,224

Fee Footnotes
Estimated fees for tasks shown as “Time and Materials - Not to Exceed" (T&M/NTE) are provided for informational purposes only. Amounts billed for these tasks, which will reflect actual hours, will not be exceeded without prior approval by the client.

Reimbursable Expenses
Incidental expenses incurred by RRM Design Group or any subconsultant it may hire to perform services for this project are reimbursed by the client at actual cost plus 10% to cover its overhead and administrative expenses.

Adjustment to Hourly Billing Rates
RRM reserves the right to adjust hourly rates on an annual basis.

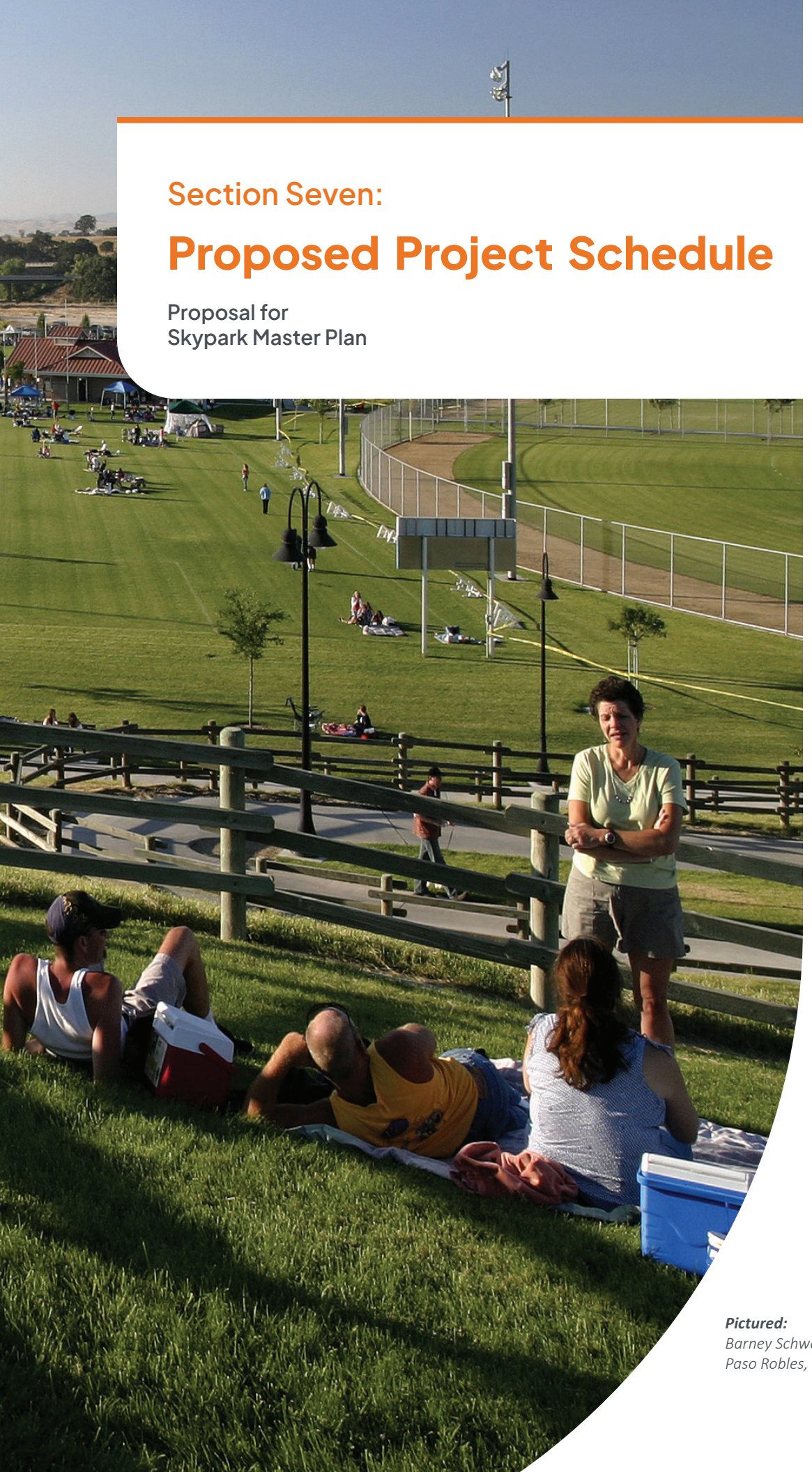


7

Section Seven:

Proposed Project Schedule

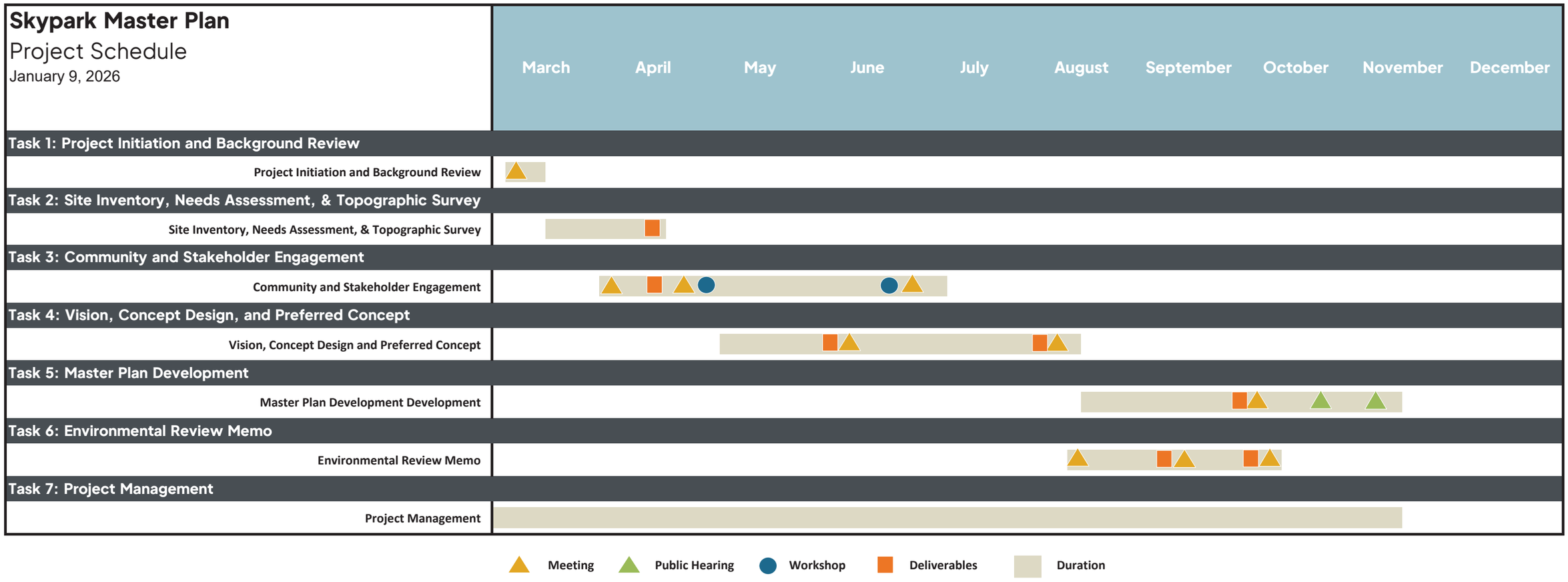
Proposal for
Skypark Master Plan



Pictured:
Barney Schwartz Park
Paso Robles, CA


PET WASTE

Proposed Schedule



RESOLUTION NO. 2086

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AUTHORIZING THE CONTRACT AWARD FOR THE SKYPARK MASTER PLAN TO RRM DESIGN GROUP

WHEREAS, on October 31, 2025, the City issued a Request for Proposals (RFP) from qualified consultants to develop a Skypark Master Plan; and

WHEREAS, the City received seven (7) submittals from qualified design consultant firms within the deadline of January 9; and

WHEREAS, staff have reviewed the submittals to meet the criteria established; and

WHEREAS, staff have chosen to award the contract to RRM Design Group; and

WHEREAS, upon City Council approval, the City will execute a standard Professional Services Agreement with RRM Design Group

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Scotts Valley that the Contract for the Skypark Master Plan be awarded to RRM Design Group.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to enter into a Professional Services Agreement with RRM Design Group.

The above and foregoing Resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 6th day of May, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved:_____
Donna Lind, Mayor

Attest: _____
Cathie Simonovich, City Clerk

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Cathie Simonovich, City Clerk

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Ratify appointment of Scotts Valley Senior Center Advisory Commission Member**

SUMMARY OF ISSUE

As vacancies occur, or due to the election or re-election of a Council Member, a member of the Council may nominate a new individual to serve on a City Commission, Committee, or Board. All appointments must be ratified by the City Council.

There is a vacancy on the Senior Center Advisory Commission due to the resignation of Anna Pissanetzky and an application has been submitted by Genelle Chetcuti. Councilmember Derek Timm has nominated Ms. Chetcuti to serve on the Senior Center Advisory Commission. Upon Council ratification, Ms. Chetcuti will fill the vacancy.

FISCAL IMPACT

There is no fiscal impact associated with this appointment.

STAFF RECOMMENDATION

It is recommended that the City Council ratify the appointment of Genelle Chetcuti to serve on the Senior Center Advisory Commission, effective May 6, 2026.

TABLE OF CONTENTS

1. G.Chetcuti Sr Center app 1-12-2026_Redacted

City of Scotts Valley
Application for Appointment to Serve on a City Advisory Body

Advisory Body you are applying for:

☐ Planning Commission	☐ Arts Commission	☑ Senior Center Board
☐ Parks & Recreation Commission	☐ Board of Appeals	☐ Code Enforcement Appeals Board
☐ ADA Accessibility Committee	☐ Parks & Recreation Advocates	☐ Mobile Home Park Rent Review

Contact Information

Name	Genelle Chetcuti
Street Address	[redacted]
City / ST/ ZIP Code	SCOTTS VALLEY
Phone – Primary	[redacted] ☐ Cell ☐ Work ☐ Home
Phone – Secondary	☐ Cell ☐ Work ☐ Home
E-Mail Address	[redacted]

Background Information*

Years residing in Scotts Valley	13
Employer	Self-employed
Occupation/Profession	Entrepreneur - CEO/Founder
Education	BA from UCSC, Executive MBA from Santa Clara Univ.

If you are appointed to a city commission or board, you may be required to file a Statement of Economic Interests (FPPC Form 700). The Form 700 is a State-mandated public document disclosing certain business, property and investment holdings which might conflict with the member's decisions. The City Clerk's Office will supply the Form 700 upon appointment, if needed.

Summarize your interests, education, and/or experience as they relate to this position.

I am interested in community and offering support to market senior center activities and expand membership in the center to younger seniors (age 50-65) who are more tech savvy. I have over 20 years of marketing and executive experience and was previously a COO to a mid-size company (180 employees). I am well-versed in finance, budgeting and marketing and would like to volunteer my assistance to make the senior center and all that it provides that much better.

I also believe that a great many 50-somethings don't necessarily identify as "senior". There could be something to re-branding the center to support the next generation of seniors - both in means of communication, types of classes, and special event content.

Explain how you believe you can contribute toward the effectiveness of this position.

I have been teaching a yoga class in the mornings at the senior center for several months now. Our class is not very well attended - and I have noticed that communication about classes and events is fairly limited to monthly newsletter mailings and some email to active members.

I am 53, and visited the Senior Center page on the scottsvalley.gov website to become a senior center member. The page doesn't appear to have been updated since May of last year (that is the calendar that is on the site) and the link to join the center isn't active (it leads to here https://anc.apm.activecommunities.com/cityofscottsvalley/membership/search?onlineSiteId=0&membershipTypeIds=1). I believe I could assist in offering marketing direction, expanding into social channels that seniors may be visiting and enhance overall communication efforts.

I also feel like I would bring a more youthful (but still senior) perspective to the Board and encourage thoughtful growth and change to serve all of the 50+ community in Scotts Valley and surrounding cities.

Summarize your participation in civic or community activities.

I currently offer Yoga programs to the senior center through YFAM (Yoga for All Movement). I have not participated in many civic activities in the past as I worked full-time and raised 3 children. Now that I am an entrepreneur, I can set my own hours and would like to give back to the community I have lived in for most of my life. (I grew up in the Santa Cruz mountains and lived in Ben Lomond for 15 years before moving here to Scotts Valley).

One of my yoga students (Cynthia) encouraged me to apply to become a part of the board.

I hope you will take my application into consideration.

How did you hear about this vacancy?

☐ City Website ☐ Other Website ☑ Word of Mouth ☐ Other (Specify):

APPLICANT SIGNATURE	DATE
X [redacted]	January 12, 2026

Return application:	For more information, contact:	OFFICE USE ONLY – DATE RECEIVED
By email to: cityhall@scottsvalley.gov In person or by mail to: City Clerk's Office 1 Civic Center Drive Scotts Valley, CA 95066	City Clerk's Office (831)440-5600 cityhall@scottsvalley.gov www.scottsvalley.gov	

Note: *1) Applications are retained for one year. You will be contacted if a vacancy occurs within that time.*
2) A separate application must be submitted for each advisory body to which you seek appointment.
3) You may attach additional pages or material (such as a resume) to the application if desired.

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM:

APPROVED: Mali LaGoe, City Manager

SUBJECT:

Approval of Wastewater Recycling Facility Membrane Bioreactor Preliminary Design (Phase 2) Agreement in amount of $628,406.90

SUMMARY OF ISSUE

In 2022, the City retained Kennedy Jenks to prepare a Water Reclamation Options Study for the Wastewater Recycling Facility (WRF). Based on that analysis and subsequent technical evaluation, the City Council, at its March 2024 Strategic Planning Workshop, directed staff to proceed with Option 3C, which includes replacing the existing tertiary treatment system with a membrane bioreactor (MBR) package plant to improve reliability and meet recycled water demands.

To implement this option, the project was structured into a four-phase approach. In May 2024, the City Council approved an agreement with Kennedy Jenks to complete Phase 1: Alternatives Analysis and Conceptual Design. Phase 1 has since been completed and resulted in the development of a conceptual design and supporting technical analysis confirming the feasibility of the proposed MBR system and establishing the foundation for the next stage of design.

Staff is now seeking authorization to proceed with Phase 2: Preliminary (30%) Design, which will further advance the project by refining design criteria, developing key system components, and preparing the project for subsequent final design and construction phases. Although Kennedy Jenks' proposal includes additional phases of work, this request is limited to Phase 2 only. Phase 3 (final design and funding strategy) and Phase 4 (construction support and startup) are not included in this agreement and would be brought forward to the City Council for separate consideration at a future date.

To provide cost certainty, Kennedy Jenks has agreed to maintain its proposed Phase 3 pricing through completion of Phase 2 and for an additional 90-day period, thereafter, should the City elect to proceed. However, the City is under no obligation to authorize future phases.

FISCAL IMPACT

Phase 2 preliminary design services are estimated at $571,279, plus a 10% contingency of $57,127.90, for a total not-to-exceed amount of $628,406.90. Funding is available in Wastewater Capital Improvement Funds. There is no impact to the General Fund.

STAFF RECOMMENDATION

Staff recommends City Council approve Resolution No. 2091 authorizing the City Manager to execute a professional services agreement with Kennedy/Jenks Consultants, Inc. in the amount of $628,406.90 for Phase 2 (Preliminary Design) of the Wastewater Recycling Facility Membrane Bioreactor Project.

TABLE OF CONTENTS

1. Resolution No. 2091_Approval of Design Services Agreement MBR Phase 2
2. ScottsValley_MBR_Design_Proposal_3.16.2026
3. Agreement MBR Design Phase 2_Kennedy Jenks

RESOLUTION NO. 2091

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH KENNEDY/JENKS CONSULTANTS, INC. FOR PHASE 2 (PRELIMINARY DESIGN) OF THE WASTEWATER RECYCLING FACILITY MEMBRANE BIOREACTOR PROJECT IN AN AMOUNT NOT TO EXCEED $628,406.90

WHEREAS, in 2022, the City retained Kennedy/Jenks Consultants, Inc. to prepare a Water Reclamation Options Study for the Wastewater Recycling Facility (WRF); and

WHEREAS, based on that analysis and subsequent technical evaluation, the City Council, at its March 2024 Strategic Planning Workshop, directed staff to proceed with Option 3C, which includes replacing the existing tertiary treatment system with a membrane bioreactor (MBR) package plant to improve reliability and meet recycled water demands; and

WHEREAS, the project was structured into a four-phase approach, and in May 2024, the City Council approved an agreement with Kennedy/Jenks Consultants, Inc. to complete Phase 1 (Alternatives Analysis and Conceptual Design); and

WHEREAS, Phase 1 has been completed and established the conceptual design and technical foundation necessary to proceed to the next phase of work; and

WHEREAS, the City now desires to proceed with Phase 2 (Preliminary 30% Design) to further develop the project and prepare for final design and construction; and

WHEREAS, the proposed agreement with Kennedy/Jenks Consultants, Inc. includes a total not-to-exceed amount of $628,406.90, which includes a 10% contingency, and funding is available in the Wastewater Capital Improvement Funds; and

WHEREAS, Phase 3 and Phase 4 services are not included in this agreement and would be subject to future City Council consideration and approval.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Scotts Valley that the City Manager is hereby authorized to execute the Professional Services Agreement with Kennedy/Jenks Consultants, Inc. for Phase 2 (Preliminary Design) of the Wastewater Recycling Facility Membrane Bioreactor Project in an amount not to exceed $628,406.90.

The above and foregoing Resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 6th day of May 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved:_____
Donna Lind, Mayor

Attest: _____
Cathie Simonovich, City Clerk

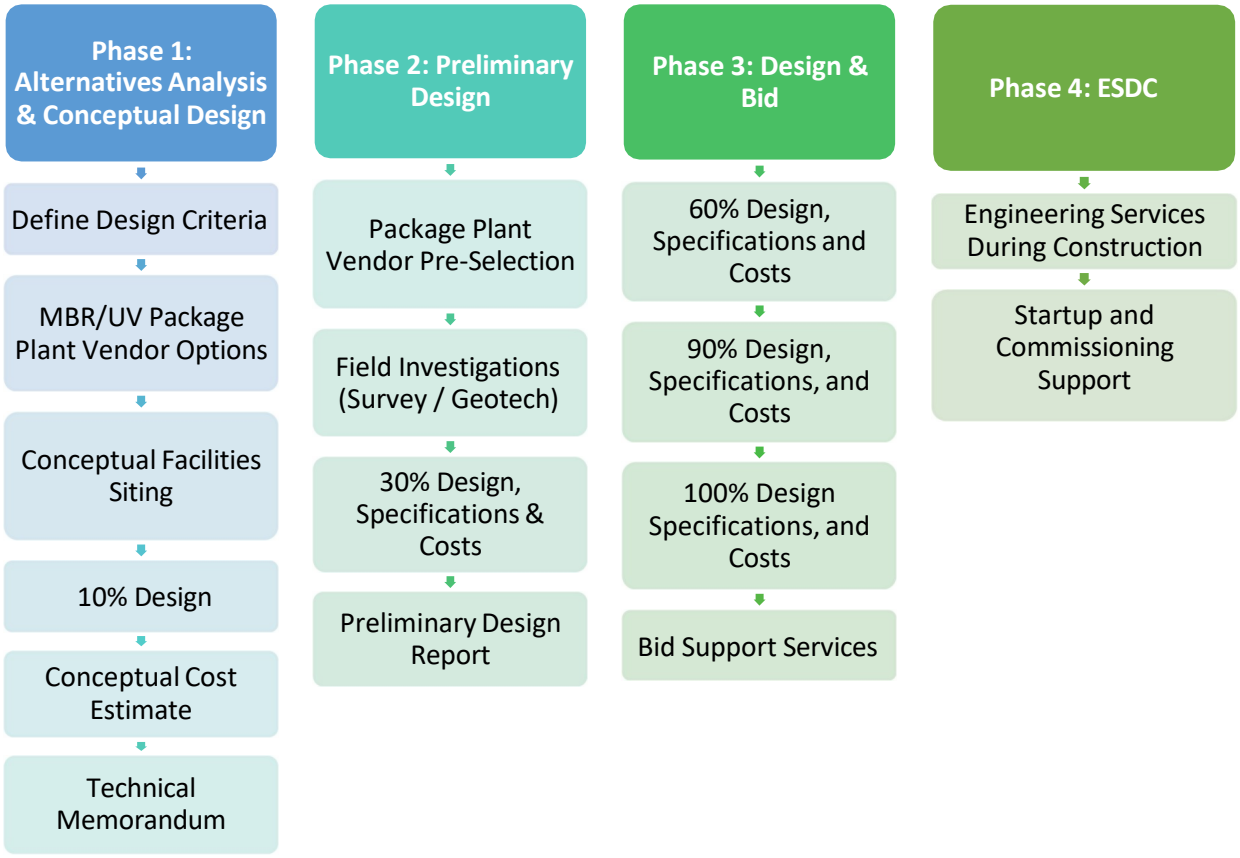
CITY OF SCOTTS VALLEY

Membrane Bioreactor (MBR) Package Plant Design

City staff reached out to Kennedy/Jenks Consultants, Inc. (KJ) to provide a scope of work to provide design services to complete the design of a new Membrane Bioreactor (MBR) treatment facility to produce recycled water that complies with the agreement and regulatory requirements for serving Scotts Valley Water District recycled water and to alleviate treatment demands on the existing Water Reclamation Facility (WRF).

The proposed scope for the MBR design is planned in 4 phases as illustrated in Figure 1. Phase 1 for alternative analysis and conceptual design of the MBR plant to a 10% level was completed in May 2025. This scope of work provides a detailed scope and fee estimate to perform Phase 2 MBR design package up to 30% design. A detailed scope will be prepared in the future as requested by the City for phases 3 and 4 to complete the MBR design, provide support to the City with bids, for engineering services during construction (ESDC), startup and commissioning support.

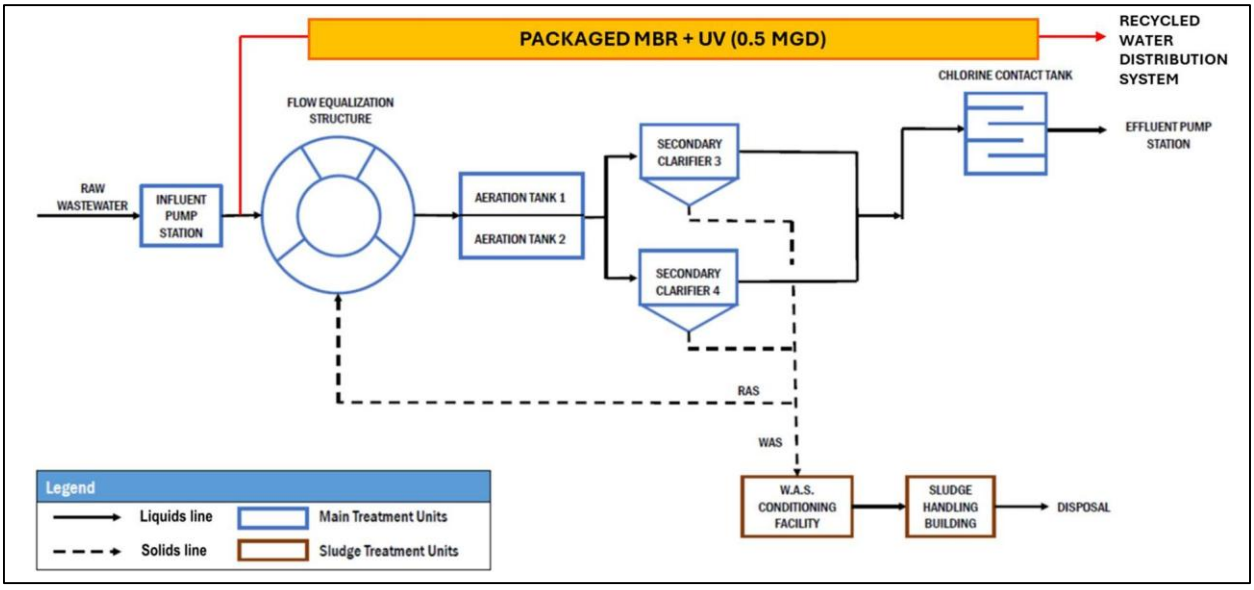
Figure 1. Flow Chart to Implement the Scotts Valley MBR Package Plant Design



Project Background

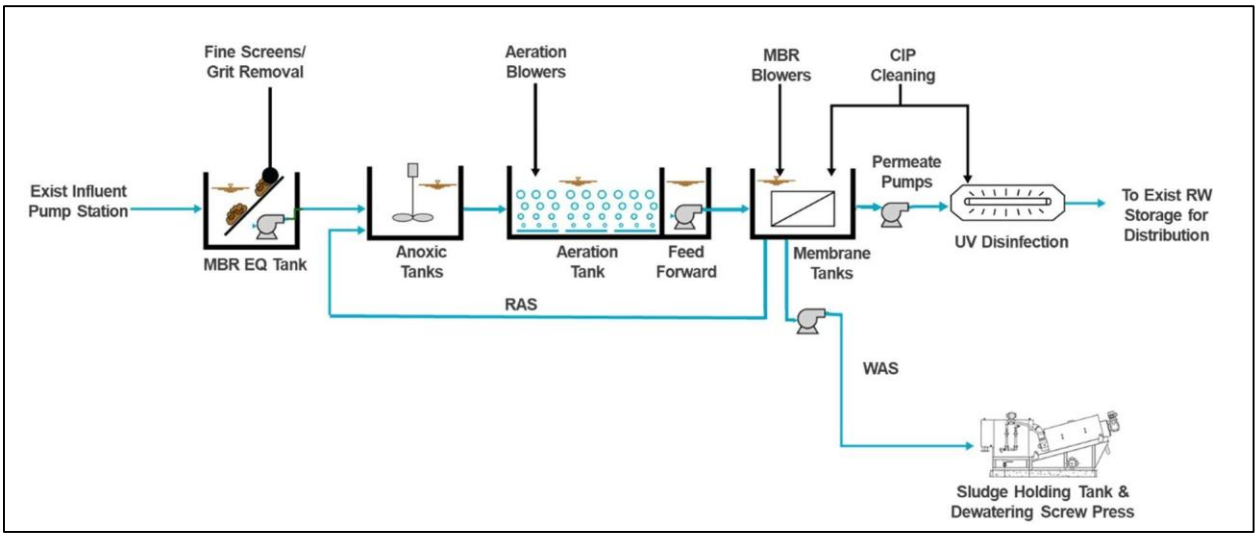
In 2024, the City approved a scope effort to complete **Phase 1** of this project with an alternatives analysis for the selection of a location for the MBR package plant and to develop a 10% conceptual design for the MBR system. Kennedy Jenks developed a 10% design package and a technical memorandum for a parallel MBR and UV treatment facility that could treat 0.5 MGD with the option to expand to 0.75 MGD in the future, as shown in Figure 2.

Figure 2. Concept for MBR/UV Package Plant



The MBR/UV package plant would be supplied with raw wastewater from the WRF existing influent pump station, and the produced effluent will be sent to the existing WRF recycled water storage tank for distribution to Scotts Valley Water District. The wasted sludge will be processed at a solids holding tank and dewatering screw press system for disposal, as shown in Figure 3.

Figure 3: General MBR/UV Package Treatment Process Flow Diagram



With the addition of a new split-stream treatment process, the existing tertiary treatment system will be decommissioned, and the operation of the existing secondary treatment process will return to its original design intent as a BOD/TSS removal treatment process.

During the **Phase 1** alternatives evaluation three MBR vendors were evaluated and compared, and the City selected as preferred option a Kubota KSP6 MBR system with parallel treatment trains, each capable of treating 0.25 MGD. A Cloacina MBR package system was the second closest option for the MBR system, as shown in the alternatives ranking for the different vendor options in Table 1.

Table 1. Alternatives Ranking Matrix

Vendor Alternatives			Alternative 1		Alternative 2		Alternative 3	
			Cloacina		Kubota		Ovivo	
Criteria	**Weight**	**Range**	**Score**	**Weighted Score**	**Score**	**Weighted Score**	**Score**	**Weighted Score**
Customizability	10%	1 - 3	3.0	0.30	2.0	0.20	1.0	0.10
Constructability	25%		2.0	0.50	3.0	0.75	1.0	0.25
Expandability	10%		2.0	0.20	3.0	0.30	1.0	0.10
Ease of O&M	20%		2.0	0.40	3.0	0.60	2.0	0.40
Experience and Support	10%		3.0	0.30	2.0	0.20	1.0	0.10
Capital Cost	25%		3.0	0.75	3.0	0.75	1.0	0.25
Total	**100%**			**2.5**		**2.8**		**1.2**
Rank				**2**		**1**		**3**

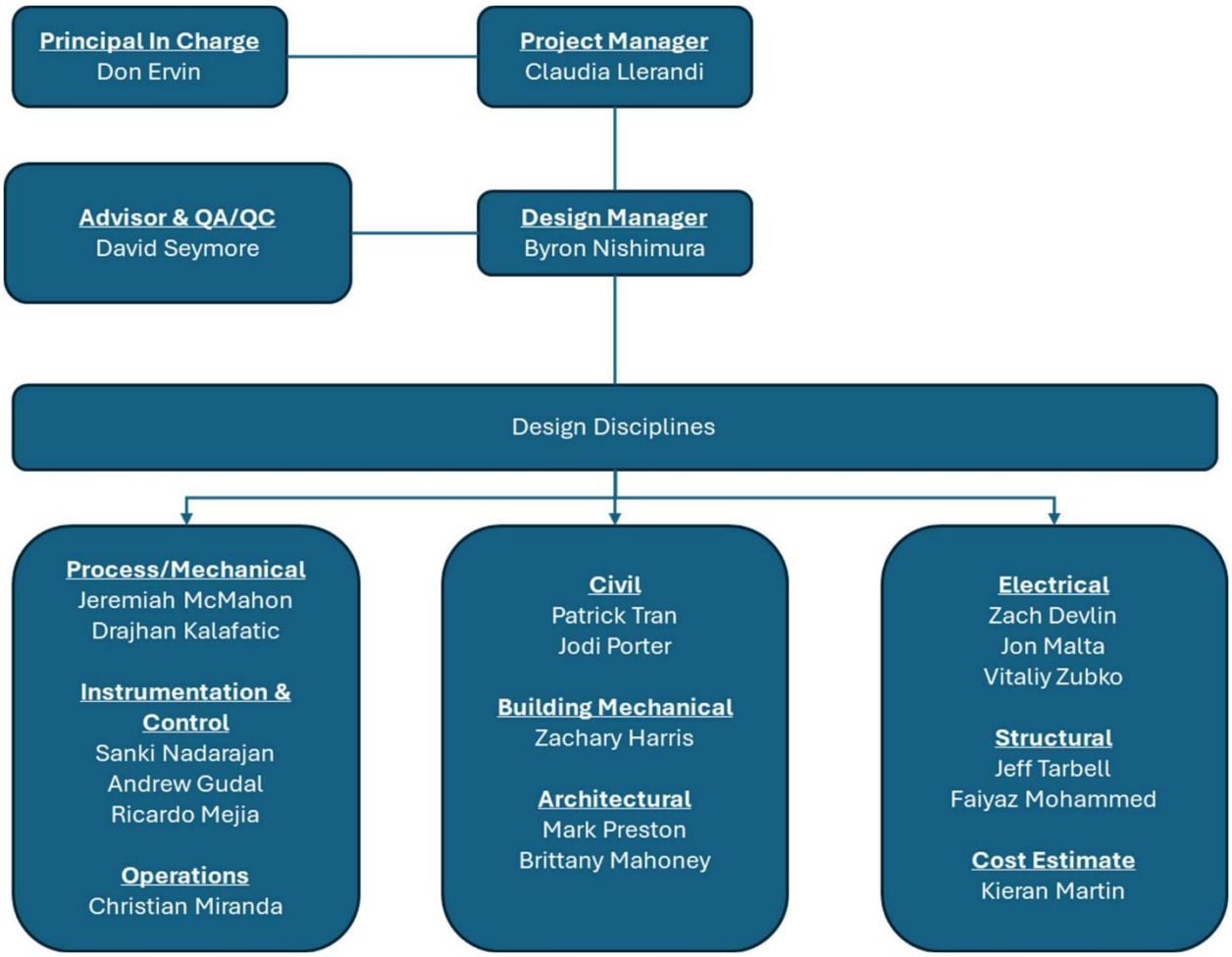
Different locations at the WRF were evaluated for the feasibility of installing the new MBR system, and the preferred location selected was the empty lot area east of the existing WRF Administration building. A preliminary MBR site layout for the Kubota system is shown in Figure 4.

During **Phase 2** of the project, Kennedy Jenks will support the City with preparing an RFP package for vendor selection for the MBR system and develop the 30% design package for the MBR system. **Phase 3** is envisioned to begin once an MBR vendor is selected to collaborate with the vendor to integrate their MBR design into the overall design package for the MBR project completing the 60%, 90% and final design for the MBR system. Early procurement of the MBR system vendor will provide design, cost and schedule certainty. **Phase 4** is envisioned to begin once a contractor is selected for the project, to provide engineering services during construction and support with startup and commissioning of the MBR system.

Project Team

The proposed project team is illustrated in the organization chart in Figure 5.

Figure 5. Project Organization Chart



Proposed Scope of Work

The proposed scope of work is to provide a full design for the MBR system, including design plans and specifications suitable for bid, as well as providing support for the City for early procurement of the MBR package system and bid support for the overall project and contractor selection.

The proposed scope of work, described herein, includes the following tasks:

Phase 2:

- Task 1 – Project Management and Coordination (Phase 2)
- Task 2 – Package Plant Vendor Pre-Selection
- Task 3 – Field Investigations
- Task 4 – 30% Design
- Task 5 – Preliminary Design Report

Phase 3:

- Task 6 – Project Management and Coordination (Phase 3)
- Task 7 – 60% Design
- Task 8 – 90% Design
- Task 9 – Final Design
- Task 10 – Bid Support Services
- Task 11 – As Needed Support

Phase 2: Preliminary Design

Task 1 – Project Management and Coordination

KJ will develop and implement the appropriate management procedures and actions to facilitate timely and cost-effective delivery of quality service and deliverables to the City for the Project. This includes project administration related to schedule, budget, and scope management, management of subconsultants, and communication of project activities with the City for Phase 2 under this task.

Task 1.1 – Project Management

This task addresses the management and administrative responsibilities associated with schedule, budget control, monthly invoice preparation, and project closeout. This phase of the work assumes an 8-month duration with submittal of eight (8) monthly invoices.

Task 1.2 – Project Meetings

The following meetings are assumed during Phase 2:

- **Phase 2 Kick-off Meeting –** Discuss information needs and schedule for Phase 2. This meeting will be conducted virtually and is assumed to be 1 hr in duration.
- **Progress Meetings –** Check in calls with the City to provide updates on progress to date and overall project status, align schedule and provide budget updates.
- **Project Internal meetings** – internal calls with the KJ design team and experts for coordination as needed on the design deliverables.
- **Concept and Criteria Review Meeting** – KJ will conduct an in-house C&CR meeting early in the Project to obtain focused technical input from senior KJ staff based on their experience from other similar projects. This process is a component of KJ's quality control process and allows for senior staff to provide technical review and input into the design aspects of the project. It helps address opportunities for improvements to the design and address potential future challenges in detailed design activities.

All meetings will be held via webinar with video and desktop sharing, using the Microsoft Office 365 Teams environment. Invitees for the progress meetings will include personnel from the City, the KJ Project Manager, and as needed technical staff. KJ will prepare and distribute meeting agendas, materials, and succinct notes to document discussions, action items, and decisions.

Task 1 Deliverables:

- Eight (8) monthly invoices and progress reports (PDF)
- Meeting agendas and minutes (Word or PDF)

Task 1 Assumptions:

- KJ's schedule and fee are based on providing Phase 2 services for a period of eight (8) months
- Schedule will depend on the completion of the MBR vendor pre-procurement process and alignment with RFP release and evaluation time required by the City (discussed in Task 2)
- Up to 2 progress meetings assumed with the City, 1 hr in duration, attended virtually.

Task 2 – Package Plant Vendor Pre-Selection

This task includes providing the City support preparing a request for proposals from MBR package plant vendors to pre-select the MBR package plant to be used for the project design.

A request for proposal (RFP) document would be prepared, including the 10% design drawings developed under previous Phase 1 and equipment performance specifications developed under this task to be used by the vendors for their proposal package responses. KJ will provide the City support to prepare a RFP for the package plant vendor selection, provide the MBR package plant performance specifications, answer questions during the RFP phase, and provide support as needed for the evaluation of the vendor proposals.

Materials developed for the RFP will include:

- The City's standard RFP documents modified for equipment pre-selection.
- 10% design drawings.
- Equipment performance specifications.

Benefits of formal pre-selection include:

- Achieves competitive pricing and detailed technical information to develop the 60% Design.
- Vendor proposals may include a pre-negotiated price and pre-negotiated escalation to protect the City from future price increases beyond the agreed upon escalation index.
- Selection of the vendor is based on defined scoring criteria such as cost and non-cost scoring criteria (best value selection).
- Pre-selected vendor contract is assigned to the contractor to purchase and install the equipment.

Task 2 Deliverables:

- Package plant pre-selection materials: RFP language, MBR package plan specifications (Word, PDF)
- Tables comparing the vendor proposals, if applicable (Xcel, PDF)

Task 2 Assumptions:

- The City will consolidate the RFP for the City to review and release. The City will manage the procurement process once a Vendor is selected.
- The completion of the 30% design and DBM scoped under Tasks 4 and 5 will not depend on selection of a vendor.
- Design details for the package plant will be provided in the 60% design (Phase 3).

Task 3 – Field Investigations

This task will include conducting field investigations to support the development of the 30% design drawings and specifications. KJ will subcontract with a Survey Subconsultant (TOWILL) to conduct a topographic survey of the project area and a Geotech Subconsultant (ENGEO) to perform geotechnical field investigations. Potholing is not included as part of this task. Refinement of the survey and geotechnical scope can be initiated once a preferred alternative layout is selected.

Task 3.1 – Site Survey

KJ will coordinate with **TOWILL** to provide surveying services and develop a topographic map for the project area defined by survey limits established based on the selected location for the package treatment system and connections to the existing WRF facility, based on the 10% design drawings completed in Phase 1. The topographic survey will include the following:

- Horizontal Datum and Grid Projection – North American Datum of NAD 83, California Coordinate System of 1986 (CCS83), Zone III, 2011 (2017.5) epoch

- Vertical datum – North American Vertical Datum of 1988 (NAVD 88)

Survey scope includes an optional task for utility marking to locate with GPR and/or electro detection of existing utilities if required. Additional details for this site survey scope are included in Appendix A.

Task 3.2 – Geotechnical

KJ will coordinate with **ENGEO** to provide geotechnical engineering and recommendations for the design and construction of project and prepare a Draft Geotechnical Design Report. KJ will review and provide comments on the Draft Geotechnical Design Report prepared by **ENGEO**. Following a round of review comments, **ENGEO** will submit their Geotechnical Design Report to KJ. Additional details for this geotechnical scope are included in Appendix B.

Task 3.3 – Site Visit

This task includes one in-person site visit, following the Phase 2 kick-off meeting to confirm the alignments, extent of the preferred conceptual layout alternative, and refine the initial survey and geotechnical scope of work as-needed.

Task 3 Deliverables:

- Topographic survey data and documentation from the surveying firm (CAD files).
- Geotechnical data and report from the geotechnical firm (Word, PDF).

Task 3 Assumptions:

- The scope of work assumes field investigations will be conducted for the package plant location as selected for the 10% Design plans developed under Task 4.
- Four (4) KJ staff will attend the site visit following the Phase 2 Kick-off Meeting, specifically design leads for Process, Mechanical and Civil disciplines.
- Potholing is not included under this task. Based on the survey results if additional utility investigations are needed, KJ will work with the City to develop a scope and fee as needed.

The survey and geotechnical information will be integrated into the 30% Design and DBM, as appropriate.

Task 4 – 30% Design

Starting with the 10% Design documents prepared under Phase 1, KJ will develop the 30% Design drawings showing the area where the MBR package plant will connect. The details of the MBR package plant will be provided by the selected vendor and incorporated during the 60% design phase. Specifications and updated Opinion of Probable Construction Cost (OPCC) for the 30% design level will also be developed for this task.

Task 4.1 – 30% Design Drawings

This task includes the following activities:

- Develop and submit 30% Design drawings for City review.
- Prepare a comments response log to collect 30% design comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

The 30% Design drawings will not include detailed vendor design drawings but will provide delineations for the MBR package system boundaries and show the interconnections between the WRF and the package system.

The MBR design is anticipated to include the following components including modifications to the WRF as follows (see Figure 4):

- Existing Influent pump station to be modified to include grit removal and updates to the existing pump station to convert 2 of the existing pumps to be able to pump raw wastewater influent into the MBR system.
- At the MBR package plant site, the raw wastewater will be screened using fine screens and equalized before being pumped into the MBR package system for treatment, followed by UV disinfection and transfer pumps that will convey the disinfected effluent to the existing recycled water storage wet well.
- The MBR package plant will include an odor control system, a building for housing the blowers and electrical equipment, chemical dosing system under a canopy, and a concrete pad where the MBR package system will be placed at.
- The MBR Waste Activated Sludge (WAS) will be pumped to a new sludge holding tank and screw press to be located at the WRF adjacent to the solids handling building.

A summary of the proposed drawing sheets to be prepared at 30%, 60%, 90% and final design is included in Appendix C.

Task 4.2 – 30% Specifications

KJ will prepare the 30% design level specifications for the main equipment for City review.

This task includes the following activities:

- Develop 30% design equipment specifications.
- Prepare a comments response log to collect 30% specification comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

A summary of the proposed specifications to be prepared at 30%, 60%, 90% and final design is included in Appendix D.

Task 4.3 – 30% Cost Estimate

This task includes preparation of the basis of estimate based on the 30% Design drawings for a Class 3 OPCC in accordance with AACE Cost classification level (see Table 2). The OPCC will include the cost for the MBR package plant based on the vendor proposal from Phase 1 and adjusted if feasible with input received from the vendors for the pre selection process during Task 2. Preliminary operations and maintenance (O&M) costs for the treatment facility will also be developed.

Table 2. Cost Estimate Classification Levels

	Primary Characteristic	*Secondary Characteristic*		
ESTIMATE CLASS	**MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES** Expressed as % of complete definition	**END USAGE** Typical purpose of estimate	**METHODOLOGY** Typical estimating method	**EXPECTED ACCURACY RANGE** Typical variation in low and high ranges
Class 5	0% to 2%	Concept screening	Capacity factored, parametric models, judgment, or analogy	L: -20% to -50% H: +30% to +100%
Class 4	1% to 15%	Study or feasibility	Equipment factored or parametric models	L: -15% to -30% H: +20% to +50%
Class 3	10% to 40%	Budget authorization or control	Semi-detailed unit costs with assembly level line items	L: -10% to -20% H: +10% to +30%
Class 2	30% to 75%	Control or bid/tender	Detailed unit cost with forced detailed take-off	L: -5% to -15% H: +5% to +20%
Class 1	65% to 100%	Check estimate or bid/tender	Detailed unit cost with detailed take-off	L: -3% to -10% H: +3% to +15%

This task includes the following activities:

- Prepare a Class 3 OPCC and O&M costs for the project, including MBR package plant costs based on the RFP responses and selected vendor from Task 2.
- Submit draft Class 3 OPCC for City review.
- Prepare a comments response log to collect Class 3 OPCC comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

Task 4.4 – 30% Design Workshop

This task includes conducting a **30% Design Workshop**, a 2-hour to review the 30% Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 4 Deliverables:

- 30% Design drawings (PDF)
- 30% Design specifications (Word)
- OPCC (Class 3), O&M costs based on 30% Design documents (Xcel, PDF)
- 30% Design Review Comments log (Xcel, PDF)
- 30% Design Workshop agenda, materials, and meeting notes (PDF)

Task 4 Assumptions:

- Drawings to be prepared for the 30% design are summarized in Appendix C

- Specifications to be prepared for the 30% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 3 level
- Design workshop will be conducted virtually and be 2 hours in duration
- Upon vendor selection, MBR package drawings would be provided for the Phase 3 60% design, which is not part of this Phase 2 scope of work.

Task 5 – Design Basis Memorandum (DBM)

A succinct Draft DBM will summarize the design criteria for the 30% design and design considerations for the project.

Task 5.1 – Draft DBM

The Draft DBM will include design criteria, 30% Drawings, and Class 3 OPCC for the preferred package plant location identified in Phase 1.

The DBM will document and include code review for the package plant and ancillary project elements in compliance with:

- California Building Code (CBC), current edition
- California Plumbing Code (CPC), current edition
- California Fire Code (CFC), current edition
- California Mechanical Code (CMC), current edition
- National Electrical Code (NEC), current edition
- NFPA 820: Standards for fire [protection in Wastewater Treatment and Collection Facilities
- Cal-OSHA
- State Water Resources Control Board (SWRCB), Construction General permit (CGP)
- California Air Resources Control Board (CARB, if needed)
- Other local ordinances

Task 5.2 – Final DBM

A Final DBM will be prepared based on the comments received from the City on the Draft DBM.

Task 5 Deliverables:

- Draft DBM (Word, PDF)
- Final DBM (Word, PDF)

Task 5 Assumptions:

- City will provide one set of consolidated comments in track changes/embedded comments in the Word document within three (3) weeks of the Draft DBM submittal.

- KJ will discuss refinements to the process design criteria with City and WRF staff during the monthly progress meetings.

Phase 3: Design and Bid

Task 6 – Project Management and Coordination

KJ will provide project administration related to schedule, budget, and scope management, management of subconsultants, and communication of project activities with the City for Phase 3 under this task.

Task 6.1 – Project Management

This task addresses the management and administrative responsibilities associated with schedule, budget control, monthly invoice preparation, and project closeout. This phase of the work assumes a 12-month duration with submittal of twelve (12) monthly invoices.

Task 6.2 – Project Meetings

The following meetings are assumed during Phase 3:

- **Phase 2 Kick-off Meeting** – Discuss information needs and schedule for Phase 3. This meeting will be conducted virtually and is assumed to be 1 hr in duration.
- **Progress Meetings** – Regular check in calls with the City to provide updates on progress to date and overall project status, align schedule and provide budget updates.
- **Project Internal meetings** – internal calls with KJ design team and experts for coordination as needed on the design deliverables.

All meetings will be held via webinar with video and desktop sharing, using the Microsoft Office 365 Teams environment. Invitees for the progress meetings will include personnel from the City, the KJ Project Manager, and as needed technical staff. KJ will prepare and distribute meeting agendas, materials, and succinct notes to document discussions, action items, and decisions.

Task 6 Deliverables:

- Twelve (12) monthly invoices and progress reports (PDF)
- Meeting agendas and minutes (Word or PDF)

Task 6 Assumptions:

- KJ's schedule and fee are based on providing Phase 3 services for a period of Twelve (12) months
- Up to 3 progress meetings assumed with the City, 1 hr in duration, attended virtually.

Task 7 – 60% Design

Starting with the 30% Design documents prepared under Phase 2, KJ will develop the 60% Design drawings and incorporate the details of the MBR package plant provided by the selected vendor.

Specifications and updated Opinion of Probable Construction Cost (OPCC) for the 60% design level will also be developed for this task.

Task 7.1 – 60% Design Drawings

This task includes the following activities:

- Develop and submit 60% Design drawings for City review.

- Prepare a comments response log to collect 60% design comments from the City. Responses will be prepared and incorporated during Task 8 under the 90% design.

The 60% Design drawings will include detailed vendor design drawings.

Task 7.2 – 60% Specifications

KJ will prepare the 60% design level specifications for the main equipment. Division 0 specs will follow City standards.

This task includes the following activities:

- Develop 60% design equipment specifications.
- Prepare a comments response log to collect 60% specification comments from the City. Responses will be prepared and incorporated during Task 8 under the 90% design.

Task 7.3 – 60% Cost Estimate

This task includes updating the cost estimate for the 60% Design drawings to a Class 3 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include refined cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Prepare a Class 3 OPCC and O&M costs for the project
- Submit draft Class 3 OPCC for City review.
- Prepare a comments response log for addressing Class 3 OPCC, to be incorporated in task 8 under the 90% design

Task 7.4 – 60% Design Workshop

This task includes conducting a **60% Design Workshop**, a 2-hour to review the 60% Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 7 Deliverables:

- 60% Design drawings (PDF)
- 60% Design specifications (Word)
- OPCC (Class 3), O&M costs (Xcel, PDF)
- 60% Design Review Comments log (Xcel, PDF)
- 60% Design Workshop agenda, materials, and meeting notes (PDF)

Task 7 Assumptions:

- Drawings to be prepared for the 60% design are summarized in Appendix C
- Specifications to be prepared for the 60% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 3 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 8 – 90% Design

KJ will develop the 90% Design drawings, specifications and updated OPCC including comments resolution from the 60% design.

Task 8.1 – 90% Design Drawings

This task includes the following activities:

- Develop and submit 90% Design drawings for City review.
- Prepare a comments response log to collect 90% design comments from the City. Responses will be prepared and incorporated during Task 9 under the 100% design.

The 90% Design drawings will include updated vendor design drawings.

Task 8.2 – 90% Specifications

KJ will prepare the 90% design level specifications for the main equipment. Division 0 specs will follow City standards.

This task includes the following activities:

- Develop 90% design equipment specifications.
- Prepare a comments response log to collect 90% specification comments from the City. Responses will be prepared and incorporated during Task 9 under the 100% design.

Task 8.3 – 90% Cost Estimate

This task includes updating the cost estimate based on the 90% Design drawings to a Class 2 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include refined cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Prepare a Class 2 OPCC and O&M costs for the project
- Submit draft Class 2 OPCC for City review.
- Prepare a comments response log for addressing Class 2 OPCC, to be incorporated in task 9 under the final design

Task 8.4 – 90% Design Workshop

This task includes conducting a **90% Design Workshop**, a 2-hour to review the 90% Design and OPCC. KJ

will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 8 Deliverables:

- 90% Design drawings (PDF)
- 90% Design specifications (Word)
- OPCC (Class 2), O&M costs (Xcel, PDF)
- 90% Design Review Comments log (Xcel, PDF)
- 90% Design Workshop agenda, materials, and meeting notes (PDF)

Task 8 Assumptions:

- Drawings to be prepared for the 90% design are summarized in Appendix C
- Specifications to be prepared for the 90% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 2 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 9 – Final Design

KJ will develop the Final Design drawings, specifications and updated OPCC including comments resolution from the 90% design.

Task 9.1 – 100% Design Drawings

This task includes the following activities:

- Develop and submit 100% Design drawings for City review.
- Review comments from the City and incorporate into FINAL stamped and signed design drawings.

The 100% Design drawings will include the final vendor design drawings.

Task 9.2 – 100% Specifications

KJ will prepare the 100% design level specifications for the project.

This task includes the following activities:

- Develop 100% design specifications and submit for City review.
- Review comments from the City and incorporate into FINAL stamped and signed design specifications.

Task 9.3 – 100% Cost Estimate

This task includes refining the cost estimate based on the Final Design drawings at a Class 2 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include the final cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Update Class 2 OPCC and O&M costs for the project
- Submit final Class 2 OPCC cost.

Task 9.4 – 100% Design Workshop

This task includes conducting a **100% Design Workshop**, a 2-hour to review the Final Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 9 Deliverables:

- 100% Final Design drawings (PDF, CAD)
- 100% Final Design specifications (Word, PDF)
- Final OPCC (Class 2), O&M costs (Xcel, PDF)
- 100% Design Workshop agenda, materials, and meeting notes (PDF)

Task 9 Assumptions:

- Drawings to be prepared for the 100% design are summarized in Appendix C
- Specifications to be prepared for the 100% design are summarized in Appendix D
- Cost Estimate will be Class 2 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 10 – Bid Support Services

KJ will provide support for the City for the project Bid, preparing conformed documents and providing responses to RFIs.

Task 10.1 – Conformed Drawings and Specifications

This task includes preparing and submit Conformed drawings and specifications

Task 10.2 – Bid Site Walk

This task assumes attendance by the Project Manager and Design Manager during the Bid site walk to support Bidders with answering questions.

Task 10.3 – RFI Responses

This task assumes an allowance of 60 hours for the project design team to prepare addenda based on received RFIs and responses agreed upon with the City.

Task 10.4 – Bid Support

This task assumes an allowance of 14 hours for the project team to support the City with evaluation of the proposals and comparison of Bid results

Task 10 Deliverables:

- Conformed drawings and specifications (PDF)
- RFI responses (Word, PDF)

Task 10 Assumptions:

- An allowance of 60 hours is assumed to support the City with RFI responses and addenda
- Attendance to 1 bid site walk by up to 2 KJ staff
- An allowance of 14 hours is assumed for the project team to support the City with Bid review

Task 11 – As needed support

This task assumes an allowance of $40,000 for any additional services provided by KJ as requested and approved by the City. Additional services can include:

- Additional project meetings or design review workshops
- Additional site visits or investigations required for the design development
- Changes to design assumptions or scope that require additional design drawings, specifications or modifications to the Preliminary Design Report
- Additional coordination required by the City for the Vendor procurement and selection process
- Additional support required by the City for the Bid and award process
- Extended project schedule and duration

This task also includes an allowance for an optional task for surveyor for utility marking to locate with GPR and/or electro detection of existing utilities if required.

Proposed Schedule

This proposal assumes the scope of services for Phase 2 will be completed in 8 months from receipt of the Notice to Proceed and services for Phase 3 will be complete in 12 months from initiation of Phase 3 activities. A potential project schedule is shown in Figure 6. Adhering to the anticipated notice to proceed date, meeting dates, and review times will be critical to achieving the design schedule presented below.

Figure 6. Anticipated Design Schedule Phase 2 and Phase 3

SVWD WWTP Master Plan Schedule

City of Scotts Valley WWTP Master Plan	Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		Phase 2								Phase 3											
		2026								2026			2027								
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Notice to Proceed Phase 2		✚																			
Task 1 - Project Management and Coordination																					
1.1 - Project Management																					
1.2 - Project Meetings		Kickoff			🗋			🗋													
Task 2 - Package Plant Vendor Pre-Selection																					
2.1 - MBR Preselection																					
Task 3 - Field Investigations																					
3.1 - Site Survey			✓																		
3.2 - Geotechnical Study				◆	✓																
3.3 - Site Visit			●																		
Task 4 - 30% Design																					
4.1 - 30% Design Drawings							◆														
4.2 - 30% Specifications							◆														
4.3 - 30% Cost Estimate							◆														
4.4 - 30% Design Workshop (2 hr, virtual)								W#1													
Task 5 - Design Basis Memorandum																					
5.1 - DRAFT Report							◆														
5.2 -Final Report								✓													
Notice to Proceed Phase 3										✚											
Task 6 - Project Management and Coordination																					
6.1 - Project Management																					
6.2 - Project Meetings										Kickoff			🗋			🗋			🗋		
Task 7 - 60% Design																					
7.1 - 60% Design Drawings												◆									
7.2 - 60% Specifications												◆									
7.3 - 60% Cost Estimate												◆									
7.4 - 60% Design Workshop (2 hr, virtual)													W#2								
Task 8 - 90% Design																					
8.1 - 90% Design Drawings																◆					
8.2 - 90% Specifications																◆					
8.3 - 90% Cost Estimate																◆					
8.4 - 90% Design Workshop (2 hr, virtual)																	W#3				
Task 9 - Final Design																					
9.1 - 100% Design Drawings																		◆	✓		
9.2 - 100% Specifications																		◆	✓		
9.3 - 100% Cost Estimate																		◆	✓		
9.4 - 100% Design Workshop (1 hr, virtual)																			W#4		
Task 10 - Bid Support Services																					
10.1 - Conformed Drawings & Specifications																				✓	
10.2 - Bid Site Walk																					✓
10.3 - RFI Responses																					
10.4 - Bid Support																					✓
Task 11 - As Needed Support																					
Total Project		**~ 20 months**																			

LEGEND

Meetings		Deliverables	
Workshops	W#	Draft	◆
Progress Meetings	🗋	Final	✓
Site Visit	●		

Kennedy Jenks

Proposed Fee

The proposed fee is summarized in Table 3, with a detailed breakdown of Phase 2 and 3 hours by subtask provided in Table 4.

Table 3. Proposed Fee Summary

Project Tasks	Total Hours	Total KJ Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Phase 2					
Task 1 - Project Management and Coordination	180	$ 49,645	$ -	$ -	$ 49,645
Task 2 - Package Plant Vendor Pre-Selection	90	$ 24,860	$ -	$ -	$ 24,860
Task 3 - Field Investigations	60	$ 16,840	$ 114,294	$ 1,375	$ 132,509
Task 4 - 30% Design	1230	$ 312,855	$ -	$ -	$ 312,855
Task 5 - Design Basis Memorandum	200	$ 51,410	$ -	$ -	$ 51,410
Total Phase 2 (Tasks 1 - 5)	**1760**	**$ 455,610**	**$ 114,294**	**$ 1,375**	**$ 571,279**
Phase 3					
Task 6 - Project Management and Coordination	320	$ 89,085	$ -	$ -	$ 89,085
Task 7 - 60% Design	2690	$ 689,340	$ -	$ -	$ 689,340
Task 8 - 90% Design	2600	$ 685,264	$ -	$ -	$ 685,264
Task 9 - Final Design	770	$ 202,704	$ -	$ -	$ 202,704
Task 10 - Bid Support Services	130	$ 35,638	$ -	$ 275	$ 35,913
Task 11 - As Needed Support	0	$ 40,000	$ 16,500	$ -	$ 56,500
Total Phase 3 (Tasks 6 to 11)	**6510**	**$ 1,742,031**	**$ 16,500**	**$ 275**	**$ 1,758,806**
Total Phase 2 & 3 (tasks 1 to 11)	**8270**	**$ 2,197,641**	**$ 130,794**	**$ 1,650**	**$ 2,330,086**

Table 4. Detailed Phase 2 and 3 Fee Estimate

Exhibit A: Proposal Fee Estimate

Kennedy Jenks

CLIENT Name: City of Scotts Valley

PROJECT Description: MBR Design (Complete Design)

Proposal/Job Number: _____ **Date:** 3/16/2026

January 1, 2025 Rates	QA/QC	QA/QC	Design manager	QA/QC	QA/QC	QA/QC	QA/QC	QA/QC	PM	Tech lead	Tech lead	Tech lead	Cost	Tech lead	Tech lead	Tech lead	I&C	Elec	Process	Civil	CAD	CAD	CAD	CAD	CAD			KJ	KJ	Sub	Sub	KJ	KJ	KJ				
Classification:	Eng-Sci-8 Don Ervin (Civil)	Eng-Sci-8 David S (Process)	Eng-Sci-8 Byron N (Process)	Eng-Sci-8 Sanki N (I&C)	Eng-Sci-8 Zach D (Electrical)	Eng-Sci-8 PJ (structural)	Eng-Sci-7 Zach Harris (bldg)	Eng-Sci-7 Mark P (Architect)	Eng-Sci-6 Claudia L	Eng-Sci-7 Jeremiah M (Process/Mech)	Eng-Sci-6 Brittany Mahoney (Architect)	Eng-Sci-6 Andrew Gudal (I&C)	Eng-Sci-6 Kieran (Cost)	Eng-Sci-5 Jon M (Electrical)	Eng-Sci-6 Patrick Tran (Civil)	Eng-Sci-5 Faiyaz (Structural)	Eng-Sci-4 Ricardo Mejia (I&C)	Eng-Sci-3 Vitaliy Z (electrical)	Eng-Sci-3 Drejhan (Process)	Eng-Sci-2 Jodi (bldg/Civil)	Eng-Sci-2 Nicholas Santamaria (I&C)	Sr CAD- Designer	CAD- Designer	Sr CAD- Technician	CAD- Technician	Project Assistant	Total	Labor	Escalation	Survey	Geotech	Sub-Markup	ODCs	ODCs Markup	Total Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Hourly Rate:	$340	$340	$340	$340	$340	$340	$315	$315	$290	$315	$290	$290	$290	$270	$290	$270	$250	$230	$230	$200	$200	$210	$200	$195	$180	$145	Hours	Fees	3%	Fees	Fees	10%	Fees	10%				Fees
																													$0			$0		$0				
Task 1 - Project Management and Coordination																																						
1.1 - Project Management																																						
Project Setup, Work plan, Closeout, H&S plan			4						4																	4	12	$3,100				$0		$0	$3,100	$0	$0	$3,100
Monthly Reports and Invoicing (8 months, monthtly)									16																	8	24	$5,800				$0		$0	$5,800	$0	$0	$5,800
1.2 - Project Meetings																																						
Kickoff Meeting (1hr, virtual)	1		2						2										2								7	$2,060				$0		$0	$2,060	$0	$0	$2,060
Progress Meetings (up tp 2, 1 hr duration, virtual)									2																		2	$580				$0		$0	$580	$0	$0	$580
Project Internal Meetings (biweekly, 1hr, virtual)	4	4	16	2	2	2	2	2	16	8	2	6		6	6	6	8	8	16	8							124	$35,040				$0		$0	$35,040	$0	$0	$35,040
C&CR	1	1	1						1	1		1			1			1	1	2							11	$3,065				$0		$0	$3,065	$0	$0	$3,065
Task 1 - Subtotal	**6**	**5**	**23**	**2**	**2**	**2**	**2**	**2**	**41**	**9**	**2**	**7**	**0**	**6**	**7**	**6**	**8**	**9**	**19**	**10**	**0**	**0**	**0**	**0**	**0**	**12**	**180**	**$49,645**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$49,645**	**$0**	**$0**	**$49,645**
Task 2 - Package Plant Vendor Pre-Selection																																						
2.1 - MBR Preselection																																						
Prepare RFP	2		8						8	4									16							2	40	$10,950				$0		$0	$10,950	$0	$0	$10,950
Prepare MBR vendor specifications		2	8	2					2	4		4						4	12							2	40	$11,050				$0		$0	$11,050	$0	$0	$11,050
Review RFIs and support City with vendor selection			4						2										4								10	$2,860				$0		$0	$2,860	$0	$0	$2,860
Task 2 - Subtotal	**2**	**2**	**20**	**2**	**0**	**0**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**90**	**$24,860**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$24,860**	**$0**	**$0**	**$24,860**
Task 3 - Field Investigations																																						
3.1 - Site Survey									1						8									8			17	$4,170		$33,904		$3,390		$0	$4,170	$37,294	$0	$41,464
3.2 - Geotechnical Study						4			1							6											11	$3,270			$70,000	$7,000		$0	$3,270	$77,000	$0	$80,270
3.3 - Site Visit			8							8					8				8								32	$9,400				$0	$1,250	$125	$9,400	$0	$1,375	$10,775
Task 3 - Subtotal	**0**	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**60**	**$16,840**	**$0**	**$33,904**	**$70,000**	**$10,390**	**$1,250**	**$125**	**$16,840**	**$114,294**	**$1,375**	**$132,509**
Task 4 - 30% Design																																						
4.1 - 30% Design Drawings	43	7	54	17	15	7	15	6	8	81	20	17	0	65	17	48	50	119	122	44	70	49	56	144			1074	$269,540				$0		$0	$269,540	$0	$0	$269,540
4.2 - 30% Specifications	2		6	2	1	1	4	2		9	2	5		3	2	1	13	3	16							4	76	$20,695				$0		$0	$20,695	$0	$0	$20,695
4.3 - 30% Cost Estimate			4						4				40						6								54	$15,500				$0		$0	$15,500	$0	$0	$15,500
4.4 - 30% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120				$0		$0	$7,120	$0	$0	$7,120
Task 4 - Subtotal	**45**	**7**	**68**	**19**	**16**	**8**	**19**	**8**	**16**	**94**	**22**	**26**	**40**	**68**	**19**	**49**	**63**	**122**	**150**	**48**	**70**	**49**	**56**	**144**	**0**	**4**	**1230**	**$312,855**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$312,855**	**$0**	**$0**	**$312,855**
Task 5 - Design Basis Memorandum																																						
5.1 - DRAFT Report	6		8	2	2	4	4	2	8	16	4	6		4	6	6	8	8	36	36						4	170	$43,970				$0		$0	$43,970	$0	$0	$43,970
5.2 -Final Report	2		4						2	4									6	8						4	30	$7,440				$0		$0	$7,440	$0	$0	$7,440
Task 5 - Subtotal	**8**	**0**	**12**	**2**	**2**	**4**	**4**	**2**	**10**	**20**	**4**	**6**	**0**	**4**	**6**	**6**	**8**	**8**	**42**	**44**	**0**	**0**	**0**	**0**	**0**	**8**	**200**	**$51,410**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$51,410**	**$0**	**$0**	**$51,410**
Total Phase 2 (Tasks 1 - 5)	**61**	**14**	**131**	**25**	**20**	**18**	**25**	**12**	**81**	**139**	**28**	**43**	**40**	**78**	**48**	**67**	**79**	**143**	**251**	**102**	**70**	**49**	**56**	**152**	**0**	**28**	**1760**	**$ 455,610**	**$ -**	**$ 33,904**	**$ 70,000**	**$ 10,390**	**$ 1,250**	**$ 125**	**$ 455,610**	**$ 114,294**	**$ 1,375**	**$ 571,279**

Exhibit A: Proposal Fee Estimate

Kennedy Jenks

CLIENT Name: City of Scotts Valley

PROJECT Description: MBR Design (Complete Design)

Proposal/Job Number:

Date: 3/16/2026

January 1, 2025 Rates	QA/QC	QA/QC	Design manager	QA/QC	QA/QC	QA/QC	QA/QC	QA/QC	PM	Tech lead	Tech lead	Tech lead	Cost	Tech lead	Tech lead	Tech lead	I&C	Elec	Process	Civil	CAD	CAD	CAD	CAD	CAD	CAD			KJ	KJ	Sub	Sub	KJ	KJ	KJ				
Classification:	Eng-Sci-8 Don Ervin (Civil)	Eng-Sci-8 David S (Process)	Eng-Sci-8 Byron N (Process)	Eng-Sci-8 Sanki N (I&C)	Eng-Sci-8 Zach D (Electrical)	Eng-Sci-8 PJ (structural)	Eng-Sci-7 Zach Harris (bldg)	Eng-Sci-7 Mark P (Architect)	Eng-Sci-6 Claudia L	Eng-Sci-7 Jeremiah M (Process/Mech)	Eng-Sci-6 Brittany Mahoney (Architect)	Eng-Sci-6 Andrew Gudal (I&C)	Eng-Sci-6 Kieran (Cost)	Eng-Sci-5 Jon M (Electrical)	Eng-Sci-6 Patrick Tran (Civil)	Eng-Sci-5 Faiyaz (Structural)	Eng-Sci-4 Ricardo Mejia (I&C)	Eng-Sci-3 Vitaliy Z (electrical)	Eng-Sci-3 Drajhan (Process)	Eng-Sci-2 Jodi (bldg/Civil)	Eng-Sci-2 Nicholas Santamaria (I&C)	Sr CAD- Designer	CAD- Designer	Sr CAD- Technician	CAD- Technician	Project Assistant	Total	Labor	Escalation	Survey	Geotech	Sub-Markup	ODCs	ODCs Markup	Total Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Hourly Rate:	$340	$340	$340	$340	$340	$340	$315	$315	$290	$315	$290	$290	$290	$270	$290	$270	$250	$230	$230	$200	$200	$210	$200	$195	$180	$145	Hours	Fees	3%	Fees	Fees	10%	Fees	10%				Fees
																													$0			$0		$0				
Task 6 - Project Management and Coordination																																						
6.1 - Project Management																																						
Project Setup, Work plan, Closeout, H&S plan			4						4																	4	12	$3,100				$0		$0	$3,100	$0	$0	$3,100
Monthly Reports and Invoicing (12 months, monthtly)									24																	12	36	$8,700				$0		$0	$8,700	$0	$0	$8,700
6.2 - Project Meetings																																						
Kickoff Meeting (1hr, virtual)	1		2						2	1									2	1							9	$2,575				$0		$0	$2,575	$0	$0	$2,575
Progress Meetings (up tp 3, 1hr, virtual)									3																		3	$870				$0		$0	$870	$0	$0	$870
Project Internal Meetings (biweekly, 1hr, virtual)	12		24	8	8	8	8	8	24	24	12	12	4	8	12	12	12	12	24	16	12						260	$73,840				$0		$0	$73,840	$0	$0	$73,840
Task 6 - Subtotal	**13**	**0**	**30**	**8**	**8**	**8**	**8**	**8**	**57**	**25**	**12**	**12**	**4**	**8**	**12**	**12**	**12**	**12**	**26**	**17**	**12**	**0**	**0**	**0**	**0**	**16**	**320**	**$89,085**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$89,085**	**$0**	**$0**	**$89,085**
Task 7 - 60% Design																																						
7.1 - 60% Design Drawings	75	12	95	29	27	13	27	10	6	141	35	30		114	30	84	88	208	214	77	123	86	98	252			1874	$470,020				$0		$0	$470,020	$0	$0	$470,020
7.2 - 60% Specifications	18		50	21	5	7	34	14		80	20	46		26	20	12	110	21	148	98						6	736	$196,700				$0		$0	$196,700	$0	$0	$196,700
7.3 - 60% Cost Estimate			4						4				40						6								54	$15,500				$0		$0	$15,500	$0	$0	$15,500
7.4 - 60% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120				$0		$0	$7,120	$0	$0	$7,120
Task 7 - Subtotal	**93**	**12**	**153**	**50**	**32**	**20**	**61**	**24**	**14**	**225**	**55**	**80**	**40**	**140**	**50**	**96**	**198**	**229**	**374**	**179**	**123**	**86**	**98**	**252**	**0**	**6**	**2690**	**$689,340**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$689,340**	**$0**	**$0**	**$689,340**
Task 8 - 90% Design																																						
8.1 - 90% Design Drawings	75	12	95	29	27	13	27	10	8	141	35	30		114	30	84	88	208	214	77	123	86	98	252			1876	$470,600	$14,118			$0		$0	$484,718	$0	$0	$484,718
8.2 - 90% Specifications	16		45	18	5	6	30	12		71	18	41		23	18	10	100	21	131	83						6	654	$174,865	$5,246			$0		$0	$180,111	$0	$0	$180,111
8.3 - 90% Cost Estimate			4						4				32						4								44	$12,720	$382			$0		$0	$13,102	$0	$0	$13,102
8.4 - 90% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120	$214			$0		$0	$7,334	$0	$0	$7,334
Task 8 - Subtotal	**91**	**12**	**148**	**47**	**32**	**19**	**57**	**22**	**16**	**216**	**53**	**75**	**32**	**137**	**48**	**94**	**188**	**229**	**355**	**164**	**123**	**86**	**98**	**252**	**0**	**6**	**2600**	**$665,305**	**$19,959**	**$0**	**$0**	**$0**	**$0**	**$0**	**$685,264**	**$0**	**$0**	**$685,264**
Task 9 - Final Design																																						
9.1 - 100% Design Drawings	21	4	27	8	8	4	8	3	4	40	10	9	0	33	9	24	25	60	60	22	35	25	28	72	0	0	539	$135,355	$4,061			$0		$0	$139,416	$0	$0	$139,416
9.2 - 100% Specifications	4	0	11	5	1	2	8	3	0	18	5	10	0	6	4	3	25	5	33	22	0	0	0	0	0	8	173	$45,445	$1,363			$0		$0	$46,808	$0	$0	$46,808
9.3 - 100% Cost Estimate			4						4				16						4	4							32	$8,880	$266			$0		$0	$9,146	$0	$0	$9,146
9.4 - 100% Design Workshop (1 hr, virtual)			4						4	4		4							6	4							26	$7,120	$214			$0		$0	$7,334	$0	$0	$7,334
Task 9 - Subtotal	**25**	**4**	**46**	**13**	**9**	**6**	**16**	**6**	**12**	**62**	**15**	**23**	**16**	**39**	**13**	**27**	**50**	**65**	**103**	**52**	**35**	**25**	**28**	**72**	**0**	**8**	**770**	**$196,800**	**$5,904**	**$0**	**$0**	**$0**	**$0**	**$0**	**$202,704**	**$0**	**$0**	**$202,704**
Task 10 - Bid Support Services																																						
10.1 - Conformed Drawings & Specifications			4						4	8									16				8				40	$10,320	$310			$0		$0	$10,630	$0	$0	$10,630
10.2 - Bid Site Walk			8						8																		16	$5,040	$151			$0	$250	$25	$5,191	$0	$275	$5,466
10.3 - RFI Responses			8						2	8		2		2	2	2	2	2	8	6		8	8				60	$15,340	$460			$0		$0	$15,800	$0	$0	$15,800
10.4 - Bid Support			4						4										6								14	$3,900	$117			$0		$0	$4,017	$0	$0	$4,017
Task 10 - Subtotal	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**18**	**16**	**0**	**2**	**0**	**2**	**2**	**2**	**2**	**2**	**30**	**6**	**0**	**8**	**16**	**0**	**0**	**0**	**130**	**$34,600**	**$1,038**	**$0**	**$0**	**$0**	**$250**	**$25**	**$35,638**	**$0**	**$275**	**$35,913**
Task 11 - As Needed Support																																						
11.1 - As needed services																											0	$40,000		$15,000		$1,500		$0	$40,000	$16,500	$0	$56,500
Task 10 - Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$40,000**	**$0**	**$15,000**	**$0**	**$1,500**	**$0**	**$0**	**$40,000**	**$16,500**	**$0**	**$56,500**
hidden line - task groups end																																						
Total Phase 3 (Tasks 6 to 11)	**222**	**28**	**401**	**118**	**81**	**53**	**142**	**60**	**117**	**544**	**135**	**192**	**92**	**326**	**125**	**231**	**450**	**537**	**888**	**418**	**293**	**205**	**240**	**576**	**0**	**36**	**6510**	**$ 1,715,130**	**$ 26,901**	**$15,000**	**$ -**	**$ 1,500**	**$ 250**	**$ 25**	**$ 1,742,031**	**$ 16,500**	**$ 275**	**$1,758,806**
Total Phase 2 & 3 (Tasks 16 to 11)	**283**	**42**	**532**	**143**	**101**	**71**	**167**	**72**	**198**	**683**	**163**	**235**	**132**	**404**	**173**	**298**	**529**	**680**	**1139**	**520**	**363**	**254**	**296**	**728**	**0**	**64**	**8270**	**$ 2,170,740**	**$ 26,901**	**$48,904**	**$70,000**	**$11,890**	**$1,500**	**$150**	**$ 2,197,641**	**$ 130,794**	**$ 1,650**	**$2,330,086**

Appendix A

Site Survey Proposal

January 26, 2026 (Rev 1/30/2026)

Claudia Llerandi, PE
Kennedy Jenks
2121 N. California Blvd, STE 810
Walnut Creek, CA 94596
Direct: (415) 243.2506
ClaudiaLlerandi@kennedyjenks.com

Re: Survey Support Services
Scotts Valley Wastewater treatment site, 700 Lundy Lane, Scotts Valley, CA,

Dear Ms Llerandi,

Thank you for choosing Towill, Inc. to compile and submit the proposal for Survey Support services. In the following sections, we outline our comprehensive understanding of the project, present the proposed scope of work, and provide an estimate for the associated costs.

THE PROJECT

The project involves survey support for the topographic surveys at the location, as indicated in Exhibit A, located in Scotts Valley, CA.

SCOPE OF SERVICES AND DELIVERABLES

Task One—Survey Support for Scotts Valley WWTP

1.1 General

Towill will provide the following services:

- Coordinate with Kennedy Jenks for the duration of the project, see anticipated schedule below.
- Provide land surveying services, which shall be dated, signed, and sealed by a professional surveyor (John T. May, PLS) in accordance with prime contract/scope requirements.
- Establish or tie-in to project control network.
    - Horizontal Datum and Grid Projection – North American Datum of NAD 83 (NAD83), California Coordinate System of 1983 (CCS83), Zone III, 2011 (2017.5) epoch
    - Vertical Datum – North American Vertical Datum of 1988 (NAVD 88)

1.2 Topographic Survey

Towill will conduct a field survey to collect topographic data to support design at the waste water treatment plant. Collected features will be visible (at the time of our field survey)

- Hardscape and softscape including gradebreaks, high points, and low points
- Identify material of hardscape and softscape
- Sanitary and storm surface features including, but not limited to manholes, catch basins, cleanouts, culverts, and headwalls.

- Provide rim and grate elevations, pipe inverts, size, and material. Locate the next manhole or catch basin up or down stream of storm or sanitary sewer pipes extending beyond the survey/property line such that pipe slope can be determined.
- Surface features such as valves, meters, boxes, vaults, fire hydrants, utility appurtenances, point of connections, and outfalls.
- Overhead electrical lines, including approximate height of lines, and guy wires.
- Fencing, gates, barriers, signs, bollards (permanent, and removable), signs, light poles, driveways, striping, wheel stops, and trees (size, species, and drip lines).
- Buildings, walls, structures, and equipment pads including finished floor elevations, doors, ramps, extent of awnings or overhangs, if applicable, bottom and top of wall, and top of equipment pad(s).

Optional Task:
Utility Marking company to locate with GPR and/or electro detection of existing underground utilities, mark on ground with paint or flags indicated type and depth. Towill will collect this data and incorporate into topographic deliverables.

Task One Deliverables
- ACAD Civil 3D file (2022 Version), with surface
- Control Report
- Pdf of topographic basemap (sheets)
- Dipsheets of Sanitary/Storm Drainage Structures
- Site Photos
- ASCII file (Point numbers, northing, easting, elevation and description)

SCHEDULE
Topographic surveys can be conducted with weeks of 2 NTP and final deliverables within 3 weeks of successful completion and collection of the field data.

ASSUMPTIONS, SPECIAL CONSIDERATIONS, AND EXCEPTIONS
Any work above and beyond the described scope above will be negotiated separately and billed on a time-and-materials basis per Towill's contract rate schedule. For clarification, our proposed technical approach assumes the following:

- Access to the site and notification of entry will be provided by others.
- Services other than those specifically described herein are not currently proposed.
- Our proposal does not include payment of any fees, permits, or other items not specifically mentioned in our scope of work. Such fees, if applicable, will be invoiced as additional costs.
- No encroachment permits are anticipated for this effort.
- No traffic control is anticipated for this effort.
- Travel time is included in this estimate.
- Weekends, and overtime are included in this estimate.
- Night and Holidays are not included in this estimate.
- No staking of right-of-way, easements, or boundaries is included in this estimate.

- Towill will receive all digital files in a timely manner to keep the project on track. If additional information is needed to complete a task Towill will notify Kennedy Jenks immediately.
- Additional time spent gathering necessary information needed to complete a task will be bill at a time and materials basis per contract rate.
- The Scope of Services outlined in this proposal are based on facts known at the time of submission, including, if applicable, information supplied by the Client. For some projects, the scope and level of required effort may not be fully definable during the initial phases. As the project progresses, facts discovered may indicate that the scope must be redefined. Towill will promptly provide Client with an amendment to this proposal/agreement to recognize such changes, which shall be deemed approved if not objected to within 15 days of receipt by the Client.

SUMMARIZED COST

Our proposed cost for the work described above is as follows and is based on our current contract rate schedule at a time-and-materials cost; see attached Exhibit C. This is an estimate of work, and factors such as site schedule, work requirements, and other considerations may affect this price. Please see Exhibit B for a full breakdown of hours anticipated for this project.

Items	Task Fee
Towill Topographic Survey	**$33,904**
Optional Mark and Locate	**$15,000**

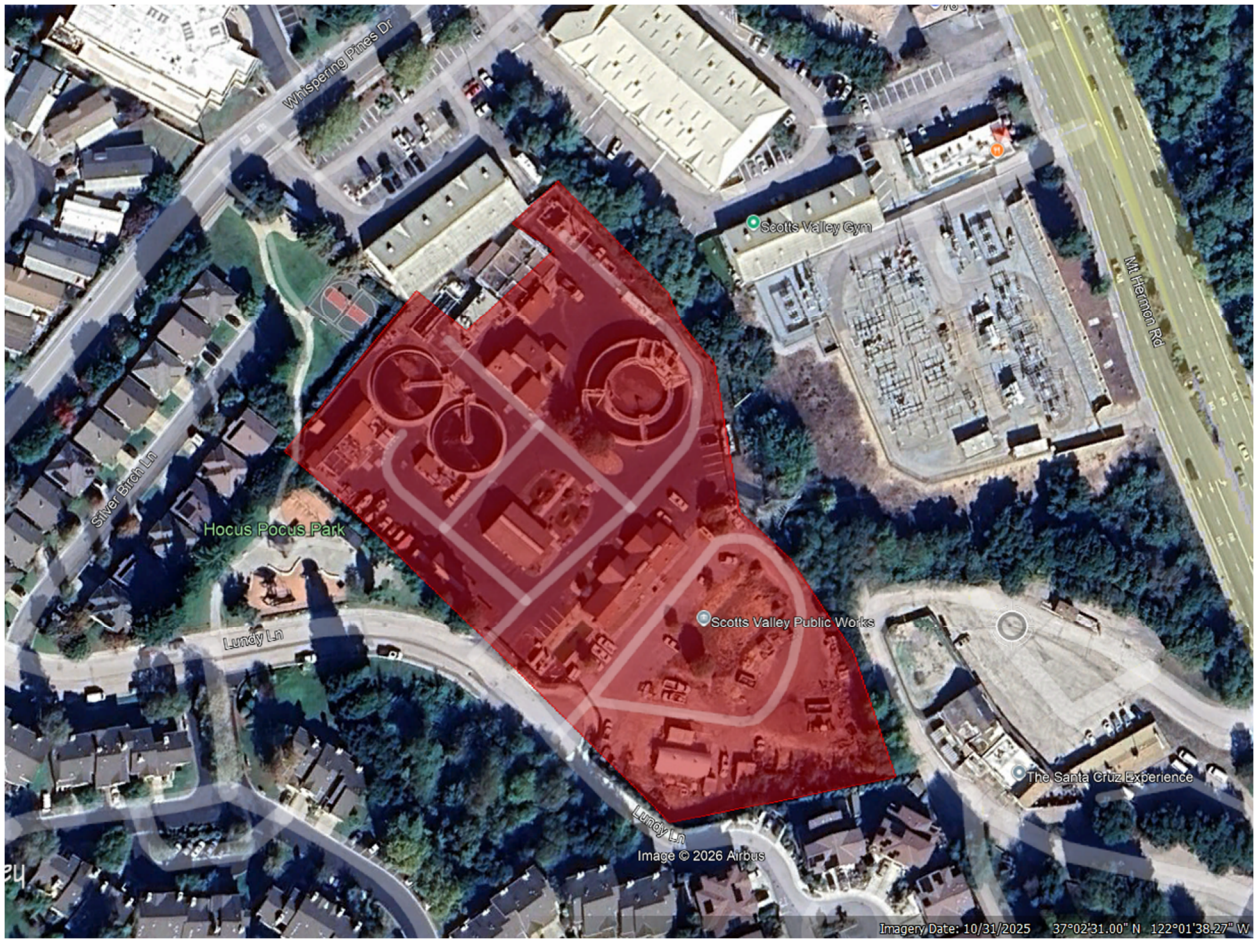
Thank you for this opportunity, and we look forward to working with you on this project. If you have any questions regarding this proposal, or if, for any reason, it does not meet your budget or time constraints, please contact me to discuss options to revise the proposal to better suit your needs. I can be reached by phone at (925) 682-6976 ext. 1032 or by email at john.may@towill.com.

Sincerely,
TOWILL, INC.

John T. May, PLS
Project Manager



Exhibit A



Limits of Site in Red

KJ-Scotts Valley

Towill Fee Schedule NorCal Survey 2026

PERSONNEL	Principal Surveyor	Senior PM / LS	Survey PM / LS	Project Surveyor / LS	Associate Surveyor / LSIT	Survey Tech	CADD Tech	1 Man Crew	1 Man Crew OT	2 Man Crew	2 Man Crew OT	Tot Hrs	TOTALS
Hourly Rates	**$275.00**	**$257.00**	**$225.00**	**$200.00**	**$184.00**	**$157.00**	**$124.00**	**$200.00**	**$300.00**	**$360.00**	**$540.00**		
	Ken	Frank/John	Menashe/ John H	Matt/John G/Touko/Angela	Kristine / Ivan / Kim / Kat/ Maceo / Jeff	Nguyen / Max / Tom	Intern	Field Crew					
Start Up & Coordination		**1**	**1**									2 hrs	$482.00
Topographic and Utility Survey													
Field Mobilizations		**4**		**2**	**8**	**2**				**40**		56 hrs	$17,614.00
Office Deliverables		**4**	**4**	**5**	**70**							83 hrs	$15,808.00
TOTAL HOURS	0	9	5	7	78	2	0	0	0	40	0	141	$33,904.00
TOTAL COST	**$0.00**	**$2,313.00**	**$1,125.00**	**$1,400.00**	**$14,352.00**	**$314.00**	**$0.00**	**$0.00**	**$0.00**	**$14,400.00**	**$0.00**		**$33,904.00**
TOTAL DAYS BY PERSONNEL	**0**	**1.125**	**0.625**	**0.875**	**9.75**	**0.25**	**0**	**0**	**0**	**4**	**0**		
TOTAL OFFICE DAYS	**12.625**							**Total Field days**	**4**	10 hr days			

TRAVEL TIME / PER CREW MEMBER

Start Up & Coordination
$482.00

Topographic and Utility Survey
$33,422.00

Project Total
$33,904.00

$33,904.00

ODC's		hours	RATE	UNITS/DAYS		Sub-/total
Optional Mark and Locate			**5000**	**3**		**15000**
						0
						0
						0
						0
TOTAL		0		3		$15,000.00
ESTIMATED PROJECT TOTAL						**$48,904.00**

TOWILL
SURVEYING | MAPPING | GIS

EXHIBIT C
LAND SURVEY SERVICES FEE SCHEDULE
Effective January 1, 2026

Labor Description	Hourly Rate
Principal Land Surveyor / Geomatics Principal Manager	$ 275.00
Senior Land Surveyor / Senior Project Manager	$ 268.00
Survey Project Manager	$ 235.00
Project Surveyor	$ 200.00
Associate Surveyor	$ 184.00
Survey Technician (Office)	$ 157.00
CADD Technician	$ 127.00
Project Coordinator	$ 113.00

Prevailing Wage Rates by Field Survey Personnel Classifications

One Person	$ 200.00
Two Person	$ 360.00

Notes:

- Field survey personnel and crews are billed at a minimum of 8 hours per day only.
- Field survey rates are inclusive of one survey vehicle, vehicle mileage up to 50 miles from the home office, conventional and GPS survey equipment, and standard safety equipment.
- Hydrographic equipment mobilization to the site will be charged at a per day mobilization of $1350 per day. Will consist of rubber boat, and single beam (sounding unit). For multi-beam hydrographic survey, a per day mobilization fee of $2500. Determination of means and methods of the hydrographic survey will be conducted prior to the start of the survey.

SPECIAL LABOR RATES

Labor Description	Hourly Rate
Hazmat Crew Supplement	Field Personnel Rate plus $10.00 per Person per Hour
Night Shift Work	Field Personnel Rate plus 12.5% per Person per Hour

AUTHORIZED OVERTIME LABOR RATES

Labor Description	Hourly Rate
Saturdays and in Excess of 8 Hours on Weekdays	1.5 times Regular Rate
Sundays and Holidays	2.0 times Regular Rate

EQUIPMENT AND OTHER DIRECT COSTS

Equipment Description	Rate
Terrestrial Static Laser Scanner	Quote Provided per Project
Terrestrial Mobile Laser Scanner	Quote Provided per Project
Specialty Survey Equipment	Quote Provided per Project

Client shall pay the costs, plus 10%, for any applicable government fees, title company charges, subconsultant fees, outside vendor costs, reproduction costs, vehicle mileage (except as noted above), travel related costs, rental vehicles and boats, rental and specialty equipment, consumable materials, digital delivery media, and delivery or messenger services incurred on Client's behalf.

Appendix B

Geotechnical Proposal

Project No.
P30480.000.001

January 28, 2026

Ms. Claudia Llerandi
Kennedy Jenks
2121 N. California Boulevard, Suite 810
Walnut Creek, CA 94596

Subject: MBR Package Treatment Plant
700 Lundy Lane
Scotts Valley, California

PROPOSAL FOR GEOTECHNICAL ENGINEERING SERVICES

References:
1. Pacific Crest Engineering Inc. 2022. Geotechnical Investigation, City of Scotts Valley, Department of Public Works. December 2022.
2. Bowman & Williams Consulting Civil Engineers and Land Surveyors. 2022. Demolition Plan City of Scott's Valley DPW-701 Lundy Lane. Scotts Valley, California. August 2022.

Dear Ms. Llerandi:

We present this proposal to perform geotechnical engineering services to support the planning and design of the proposed Membrane Bioreactor (MBR) package treatment plant within the Water Reclamation Facility located at 700 Lundy Lane in Scotts Valley, California. In preparation for this proposal, we were provided with an existing geotechnical investigation report for the site dated December 2022 (Reference 1). We also reviewed publicly available demolition plans for buildings formerly located on the site.

GEOTECHNICAL BACKGROUND

The approximately 1½-acre site is located within Assessor's Parcel Number (APN) 021-27-1098 in Scotts Valley, California, and is currently paved and occupied by trailers and soil/debris mounds.

Based on our review of the geotechnical investigation report performed by Pacific Crest Engineering Inc. in December 2022, we understand that the site is underlain by up to 10 feet of fill consisting of loose to medium dense sand. The fill is underlain by loose to medium dense sandy alluvial deposits. In the northern portion of the site, the native deposits include an approximately 5-foot-thick layer of highly compressible, soft, organic-rich clay that was reported below a depth of about 10 feet below grade. Bedrock was noted at depths between approximately 17 and 22 feet in most of the borings. Groundwater was recorded in all borings at depths ranging from 5 to 10 feet.

Santa Cruz County hazard mapping characterizes the site as having moderate liquefaction potential. The site is located roughly 50 feet southeast of the Evers Creek channel, posing a risk for liquefaction-induced lateral spreading.

Based on the existing subsurface data and mapping, it is our opinion that the MBR plant foundation design will need to consider the presence of potentially liquefiable material and up to 5 feet of highly compressible soft organic clay underlying the site.

SCOPE OF SERVICES

Task 1: Geotechnical Report

Our proposed scope of services will include a limited field investigation to supplement the existing data. Our field exploration will focus on confirming the subsurface conditions documented in the existing borings and filling data gaps, including shear-wave velocity data for seismic site classification and soil corrosion potential for foundation and utility design. Our proposed scope of services is detailed in the following subsections.

Available Data Review

We will review the existing reports and construction documents by others, available geologic maps, topographic maps, historical aerial photographs, and other geotechnical information pertaining to the site. We will incorporate the existing boring and laboratory data in our analysis of the site.

Field Exploration

To characterize the subsurface conditions for design, we propose to supplement the existing data by exploring the site with one boring, as a confirmation boring to supplement the available historical borings, and geophysical surface wave testing at the proposed locations shown in Exhibit 1. The proposed boring will be advanced within the limits of the demolished building that was formerly at the site.

EXHIBIT 1: Proposed Exploration Site Plan



- Boring – We will retain the services of a subcontractor to perform drilling one boring to bedrock. We anticipate the boring extending up to 20 feet below the existing ground surface or to rig refusal if it occurs at a shallower depth.
    - We will log the soil encountered and collect soil samples using split-spoon and modified California samplers, depending on the material encountered during drilling.
    - We will containerize soil cuttings from the exploratory boring in 55-gallon drums and temporarily store them at a designated location on site prior to off-site disposal. Our fee assumes the material will be classified (based on the results of analytical testing) and disposed of as Class II non-hazardous material; should supplemental testing be needed, or if the material disposal costs are anticipated to be greater than assumed, we will discuss with you the changed condition prior to offhaul.
- Geophysical Surface Wave Testing – We assume that the project will follow the 2025 California Building Code (CBC), which incorporates the ASCE 7-22 standard by reference. The ASCE 7-22 standard requires shear-wave velocity (V_S) data for site classification purposes. To evaluate the seismic site conditions to support site classification in accordance with the 2025 California Building Code and ASCE 7-22, we will retain a qualified geophysical subcontractor to perform Multichannel Analysis of Surface Waves (MASW) testing. This non-invasive method will be used to measure shear-wave velocity (V_S) profiles of the subsurface materials, providing data for seismic design parameters. The results will be incorporated into our geotechnical analysis and recommendations.

We anticipate that the field exploration will take approximately 1 to 2 days to complete.

Permitting and Utility Clearance

Prior to commencing our subsurface exploration services, we will obtain a geotechnical exploration drilling permit from Santa Cruz County for the proposed boring. We will coordinate and grout the exploratory boring in accordance with permit requirements.

At least 48 hours prior to drilling, we will mark the site for an Underground Service Alert (USA) utilities check. We will retain the services of a private utility locator to clear readily identifiable utilities at the proposed exploration location.

•Site and project description
•Complete record of soil boring and penetration test logs and soil samples
•Plot showing the location of the soil investigation
•Record of the soil profile, field exploration, and laboratory testing results

Laboratory Testing

We will perform limited laboratory testing in our ASTM-accredited in-house geotechnical laboratory to evaluate the engineering characteristics of the soil samples.

We also plan to perform soil corrosion potential testing on two samples. The testing suite will include pH, redox, resistivity, sulfate, and chloride content. The testing will be performed on samples collected within the fill material and within the organic clay layer.

Analysis and Report Preparation

We will analyze the subsurface and geophysical data and prepare a geotechnical report. The report will include the following, as appropriate.

- Discussion of the field operations and testing
- Discussion of physical properties of the typical soil/rock encountered on site

soil strength loss, slope stability, surface rupture, collapsible soil,

- Assessment of geological and geotechnical hazards, including:
  - Proximity of the site to active faults
  - Treatment of geotechnical constraints such as loose/soft surface soil, existing fill, expansive soil, liquefaction, lateral spreading and others based on field exploration results
  - Groundwater conditions

frost depth, buoyancy resistance

- Site preparation and grading recommendations, including:
  - Site preparation and temporary excavation considerations
  - Handling of on-site soil
  - Acceptable fill material
  - Subgrade preparation
  - Fill placement and utility backfill recommendations

for trench backfill and pipe bedding
Extents of excavations including lateral and vertical around foundations/structures
Wet weather considerations and dewatering requirements for site earthwork

- Soil corrosion potential based on laboratory corrosion tests
- 2025 California Building Code site class and seismic design criteria.
- Foundation alternatives and design recommendations for the proposed MBR plant, including:
  - Recommended depth and size of foundation
  - Bearing capacity
  - Lateral resistance
- Flexible and rigid pavement design recommendations

seismic design category

modulus of subgrade, coefficients of friction

soil corrosivity

Lateral earth pressures for below grade walls and structures (at-rest, active, and passive) for dry, wet, and seismic conditions
Estimated total and differential settlements for static and dynamic conditions:
1" maximum total settlement and 1/2" maximum differential settlement over 30 feet for non-hydraulic structures
¼" maximum differential settlement over 30 feet for hydraulic structures

We will prepare a draft geotechnical report for your review. Follo
any comments and finalize our report. The geotechnical repo
surface and subsurface conditions, seismicity, laboratory test d
and a site plan showing previous and current exploration locati

Task 2: Consultation

We will attend project meetings and provide consultation, as needed.

FEE AND SCHEDULE

We propose to perform the above-described scope of services for the fees presented in Table 1.

TABLE 1: Fee Estimate

SCOPE	FEE	FEE TYPE
Task 1 – Geotechnical Report	$65,000	Fixed-Fee
Task 2 – Consultation	$5,000	Time-and-Expense
TOTAL	**$70,000**	

Upon authorization, we expect our field exploration to be completed within 4 to 5 weeks depending on the County of Santa Cruz drilling permit turnaround time and the availability of our drilling and geophysical testing subcontractors. We can provide our draft geotechnical report within 4 weeks of completion of the field exploration. In total, we estimate 8 to 9 weeks from authorization to delivery of a draft geotechnical report. We will finalize the draft design report following your review.

Once you have accepted our proposal, we will schedule personnel and subcontractors to perform the field exploration.

ASSUMPTIONS AND EXCLUSIONS

- A field work plan is not necessary.
- Necessary removal or unlocking of fences or gates, permission to enter the site from the current owner or leaseholder, and/or required use permits must be secured by the client prior to our field activities. If site access or weather conditions restrict our field operations, a revision to our fee may be necessary.
- Prior to initiating our subsurface explorations, all site utilities and utility easements, including private utility pipes, must be accurately located in the field. This information must be made available to us at least 2 days prior to our field exploration. We will accept no responsibility for damage to existing utilities or irrigation pipes.
- We can perform our fieldwork between the hours of 7:00 AM and 6:00 PM, Monday through Friday; on-site access will be provided during these hours.
- If potentially hazardous materials are identified visually or by odor within our exploratory boring, we will notify you as soon as possible of such an occurrence in order to decide mutually whether to continue, suspend, modify, or cease the remainder of the field exploration program. All costs incurred as a result of encountering suspected hazardous materials would be charged on a time-and-expense basis.

AUTHORIZATION

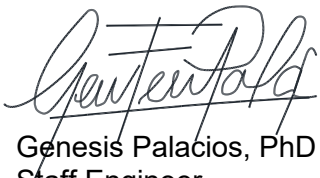
ENGEO's liability for damage due to professional negligence, acts, errors, omissions, breach of contract and consequential damages will be limited by Client to an amount not to exceed an aggregate limit of two hundred thousand dollars, or ENGEO's fee, whichever is greater, regardless of the legal theory under which such liability is imposed.

If the above scope of services and fee are acceptable, please send a consulting agreement for our review and acceptance. We can begin services upon receipt of an executed agreement

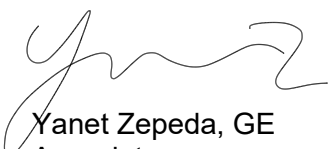
We look forward to continuing to serve you on this project. If you have any questions regarding this proposal, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated



Genesis Palacios, PhD
Staff Engineer



Yanet Zepeda, GE
Associate

gp/yz/nn/ca

Attachment: Preferred Client Fee Schedule

PREFERRED CLIENT FEE SCHEDULE
PROFESSIONAL SERVICES
Effective February 2025

President	$495.00 per hour
Principal	$415.00 per hour
Associate	$345.00 per hour
Subject Matter Expert	$450.00 per hour
Senior	$290.00 per hour
Project	$258.00 per hour
Staff	$230.00 per hour
Assistant	$183.00 per hour
Construction Services Manager II	$235.00 per hour*
Construction Services Manager I	$225.00 per hour*
Senior Field Representative II	$195.00 per hour*/**
Senior Field Representative I	$175.00 per hour*/**
Field Representative	$161.00 per hour*/**
Senior Laboratory Technician	$195.00 per hour
Laboratory Technician	$175.00 per hour
Senior GIS Developer	$210.00 per hour
GIS Developer	$200.00 per hour
Senior GIS Analyst	$205.00 per hour
GIS Analyst	$190.00 per hour
Senior CAD Specialist	$190.00 per hour
CAD Specialist	$180.00 per hour
Network Administrator	$265.00 per hour
Project Assistant	$155.00 per hour

* Two-hour minimum portal to portal and cancellations within 24 hours.
* OVERTIME RATES: Rates will be increased by a factor of 1.5 for all hours worked in excess of eight (8) Monday through Friday, and the first eight (8) hours worked on Saturday. Rates will be increased by a factor of 2.0 for all hours worked in excess of twelve (12) Monday through Friday, all hours worked in excess of eight (8) on Saturday, and all hours worked on Sundays and holidays.
** For Prevailing Wage projects, the hourly rate will be increased by $22.
** Rates will be increased by factor of 1.25 for night-shift hours (hours commencing after 4:00 p.m. or before 4:00 a.m.); rates will be increased by a factor of 1.875 (an additional factor of 1.5) for all night-shift hours in excess of eight (8); rates will be increased by a factor 2.5 for all night-shift hours worked in excess of twelve (12).
Scheduled night-shift work, which is cancelled with less than 24 hours' notice, will be billed at night-shift rates. Night-shift work of less than 4-hour scheduled duration will be billed a minimum of 4 hours at night shift rates.

ADDITIONAL SERVICES OFFERED

In addition to our core services of geotechnical, hydrologic and environmental engineering, including construction-phase testing and observation, ENGEO provides clients with services for establishment and management of Geologic Hazard Abatement Districts (GHAD) and for Entitlement and Permitting Support (EPS). For more information about these services and associated pricing, please contact ENGEO at (925) 866-9000.

OTHER FEES

- Equipment and materials will be charged in addition to the above hourly rates.
- Outside Consultants, Subcontracted Services and Equipment Rental ..... Cost plus 25%
- Expert Witness, Deposition, Mediation, Arbitration, or Court Appearance (Minimum Charge) ..... $2,800.00 half day, $4,800.00 full day

TERMS

Invoices will be submitted at completion of work or at approximately four week intervals and are due and payable upon receipt. Statements will be issued at monthly intervals. Charges not paid within 30 days of invoice date will accrue a late charge at a rate of 1.5 percent per month. In the event it becomes necessary to commence suit to collect amount due, Client agrees to pay attorney's fees and costs, as the court may deem reasonable until amount is paid. Fees will be applicable for one year from the effective date above; thereafter, fees will be adjusted annually. Our fees will be billed using an invoice format produced by a standardized accounting software package. A more customized itemization of charges and backup data will be provided upon Client's requests, but at additional fees. Final reports may be withheld until outstanding invoices are paid in full.

Many risks potentially affect ENGEO by virtue of entering into this agreement to perform services on behalf of client. A principal risk is the potential for human error by ENGEO. For client to obtain the benefit of a fee that includes a nominal allowance for dealing with our liability, client agree to limit ENGEO's liability to Client and all other parties for claims arising out of our performance of the services described in the agreement. The aggregate liability will not exceed $50,000 (or ENGEO's fee, whichever is greater, but not more than $1,000,000) for professional acts, errors, or omissions, including attorney's fees and costs that may be awarded to the prevailing party and client agrees to indemnify and hold harmless ENGEO from and against all liabilities in excess of the monetary limit established above.

EQUIPMENT AND MATERIALS CHARGES

DESCRIPTION	COST PER UNIT ($)	UNIT
Air Content Meter	7.00	hour
Bailers (Disposable)	10.00	each
Coatings Thickness Kit (eg. Fireproofing, Protective Paint)	30.00	hour
Concrete Crack Monitor	20.00	each
Coring Machine	30.00	hour
Double-Ring Infiltrometer	50.00	hour
Electronic Water Level Indicator	5.00	hour
Engineering Analysis Software	51.00	hour
Equipment Transport(er)	100.00	hour
Exploration Equipment (Electric Auger)	50.00	hour
Floor Flatness/Floor Level Equipment	40.00	hour
Generator	15.00	hour
GIS Website Portal Subscriptions	50.00	month
GPS Handheld Device	10.00	hour
GPR/GPS/Drone Survey Equipment	235.00	hour
Hand Auger and Soil Sampler	15.00	hour
Hydraulic Pull-Test Equipment	25.00	hour
Interface Probe	2.00	hour
Magnetic Particle Test Equipment	25.00	hour
Moisture Content Test Equipment	6.00	hour
Multi-Parameter Water Meter	15.00	hour
pH Meter/Turbidity Meter	10.00	hour
Photo Ionization Detector	20.00	hour
Reinforcing Bar Locator	100.00	hour
Sampling Tubes	10.00	each
Sand Cone Equipment and Material	5.00	hour
Schmidt Hammer	20.00	hour
Seismometer	50.00	hour
Skidmore Wilhelm Bolt Tension Calib.	40.00	hour
Slope Inclinometer/Settlement Indicator/VW Readout	50.00	hour
Torque Wrench	15.00	hour
Transfer Pump	3.00	hour
Ultrasonic Equipment	50.00	hour
Vapor Emission Test Kit	40.00	kit
Vector Conversion	60.00	conversion
Vehicle, nuclear gauge, equipment, wireless communication. *Add $5.00/hr. for RTK enabled autotesting equipment.	36.00*	hour
Vehicle, equipment, wireless communication	26.00	hour
Vibration Monitor	1800.00	month
Water Sampling Pumps	20.00	hour
Bridge Toll	actual	actual
Mileage	.98	mile
Parking	actual	actual
AutoCAD, Civil 3D, GIS, Drone Data Processing	36.00	hour
BoreDM Bore Log	55.00	per log
Photocopies Black & White	0.25	each
Photocopies Color 11 x 17	1.50	each
Photocopies Color 8½ x 11	1.00	each
Plot - Black & White	3.00	square foot
Plot - Color	4.00	square foot
Postage	actual	actual
Scan - Black & White	1.50	each
Scan - Color	3.75	each
Telephone	0.50	minute

Appendix C

Drawings Sheet List

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					GENERAL	
1	*	*	*	*	G-001	TITLE SHEET, PROJECT VICINITY MAP, AND LOCATION MAP
2	*	*	*	*	G-002	DRAWING INDEX
3	*	*	*	*	G-003	GENERAL ABBREVIATIONS
4	*	*	*	*	G-004	GENERAL NOTES AND LEGENDS
5	*	*	*	*	G-005	GENERAL EQUIPMENT DESIGNATIONS AND PROCESS IDENTIFICATION CODES
6	*	*	*	*	G-006	GENERAL PROCESS SYMBOLS
7	*	*	*	*	G-007	PROCESS FLOW DIAGRAM
8	*	*	*	*	G-008	HYDRAULIC PROFILE
9		*	*	*	G-009	DESIGN CRITERIA
10	*	*	*	*	G-010	SITE ACCESS, STORAGE, AND STAGING PLAN
11	*	*	*	*	G-011	SITE SEQUENCING PLAN
					DEMOLITION	
12	*	*	*	*	CD-301	CIVIL DEMOLITION AND TEMPORARY UTILITIES PLAN - I
13	*	*	*	*	CD-302	CIVIL DEMOLITION AND TEMPORARY UTILITIES PLAN - II
14		*	*	*	CD-499	CIVIL DEMOLITION DETAILS - I
15		*	*	*	CD-500	CIVIL DEMOLITION DETAILS - II
16	*	*	*	*	MD-001	MECHANICAL DEMOLITION PLAN AND DETAILS - I
17	*	*	*	*	MD-002	MECHANICAL DEMOLITION PLAN AND DETAILS - II
18	*	*	*	*	ED-001	ELECTRICAL DEMOLITION PLAN AND DETAILS - I
19	*	*	*	*	ED-002	ELECTRICAL DEMOLITION PLAN AND DETAILS - II
20	*	*	*	*	ED-003	ELECTRICAL DEMOLITION SINGLE LINE DIAGRAM - I
21	*	*	*	*	ED-004	ELECTRICAL DEMOLITION SINGLE LINE DIAGRAM - II
22	*	*	*	*	IC-001	I &C DEMOLITION DETAILS - I
23	*	*	*	*	IC-002	I &C DEMOLITION DETAILS - II
					CIVIL	
24	*	*	*	*	C-001	CIVIL NOTES
25		*	*	*	C-002	CIVIL LEGEND
26		*	*	*	C-003	STANDARD DETAILS - I
27		*	*	*	C-004	STANDARD DETAILS - II
28	*	*	*	*	C-005	OVERALL SITE PLAN
29	*	*	*	*	C-101	HORIZONTAL CONTROL AND PAVING PLAN - I
30	*	*	*	*	C-201	GRADING AND DRAINAGE PLAN - I
31	*	*	*	*	C-301	YARD PIPING PLAN - I
32		*	*	*	C-351	PIPING PROFILES - I
33		*	*	*	C-352	PIPING PROFILES - II
34			*	*	C-501	DETAILS - I
35			*	*	C-502	DETAILS - II
					ARCHITECTURAL	
36	*	*	*	*	A-001	CODE SUMMARY, SCHEDULES, AND NOTES
37			*	*	A-002	ARCHITECTURAL STANDARD DETAILS - I
38			*	*	A-003	ARCHITECTURAL STANDARD DETAILS - II
39	*	*	*	*	XX-A-01	BLOWER BUILDING - FLOOR AND ROOF PLAN
40	*	*	*	*	XX-A-02	BLOWER BUILDING - EXTERIOR ELEVATIONS
41		*	*	*	XX-A-03	BLOWER BUILDING - SECTIONS
					STRUCTURAL	
42		*	*	*	S-001	STRUCTURAL - GENERAL NOTES AND ABBREVIATIONS
43		*	*	*	S-002	STRUCTURAL - SPECIAL INSPECTION AND TESTING NOTES - II
44		*	*	*	S-003	STRUCTURAL - SPECIAL INSPECTION AND TESTING NOTES - II
45		*	*	*	S-004	STRUCTURAL - STANDARD DETAILS - I
46		*	*	*	S-005	STRUCTURAL - STANDARD DETAILS - II
47		*	*	*	S-006	STRUCTURAL - STANDARD DETAILS - III
48		*	*	*	XX-S-01	MBR - FOUNDATION PLAN AND SECTIONS
49		*	*	*	XX-S-01	BLOWER AND ELECTRICAL BUILDING - FOUNDATION PLAN AND ROOF PLAN
50		*	*	*	XX-S-02	BLOWER AND ELECTRICAL BUILDING - SECTIONS AND DETAILS
51		*	*	*	XX-S-01	UV DISINFECTION CANOPY - FOUNDATION PLAN AND ROOF PLAN
52		*	*	*	XX-S-02	UV DISINFECTION CANOPY - SECTIONS AND DETAILS
53		*	*	*	XX-S-01	SLUDGE HOLDING TANK AND DEWATERING - FOUNDATION PLAN AND SECTIONS

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					PROCESS MECHANICAL	
54	*	*	*	*	M-001	MECHANICAL ABBREVIATIONS AND NOTES
55		*	*	*	M-002	STANDARD DETAILS - I
56		*	*	*	M-003	STANDARD DETAILS - II
57		*	*	*	M-501	DETAILS - I
58		*	*	*	M-502	DETAILS - II
59		*	*	*	XX-M-01	ELECTRICAL BUILDING - PLAN
60		*	*	*	XX-M-02	ELECTRICAL BUILDING - SECTIONS AND DETAILS
61	*	*	*	*	XX-M-01	INFLUENT PUMP STATION - UPPER PLAN
62	*	*	*	*	XX-M-02	INFLUENT PUMP STATION - LOWER PLAN
63	*	*	*	*	XX-M-03	INFLUENT PUMP STATION - SECTIONS AND DETAILS
64	*	*	*	*	XX-M-01	FLOW METER VAULT - PLAN AND SECTIONS
65	*	*	*	*	XX-M-01	FINE SCREENING AND GRIT REMOVAL - PLAN
66	*	*	*	*	XX-M-03	FINE SCREENING AND GRIT REMOVAL - SECTIONS AND DETAILS
67	*	*	*	*	XX-M-01	MBR EQ TANK AND FEED PUMPS - PLAN
68	*	*	*	*	XX-M-02	MBR EQ TANK AND FEED PUMPS - SECTIONS AND DETAILS
69	*	*	*	*	XX-M-01	BNR/MBR OVERALL PLAN
70	*	*	*	*	XX-M-02	BNR/MBR TANKS - PLAN
71	*	*	*	*	XX-M-04	BNR/MBR TANKS - SECTIONS - I
72	*	*	*	*	XX-M-05	BNR/MBR TANKS - SECTIONS - II
73	*	*	*	*	XX-M-01	BLOWER BUILDING - PLAN
74	*	*	*	*	XX-M-02	BLOWER BUILDING - SECTIONS AND DETAILS
75	*	*	*	*	XX-M-01	UV DISINFECTION - PLAN
76	*	*	*	*	XX-M-02	UV DISINFECTION - SECTIONS AND DETAILS
77	*	*	*	*	XX-M-01	RECYCLED WATER TANK AND TRANSFER PUMP STATION - PLAN
78	*	*	*	*	XX-M-02	RECYCLED WATER TANK AND TRANSFER PUMP STATION - SECTIONS AND DETAILS
79	*	*	*	*	XX-M-01	MBR CIP - PLAN
80	*	*	*	*	XX-M-02	MBR CIP - SECTIONS AND DETAILS
81	*	*	*	*	XX-M-01	SLUDGE HOLDING TANK AND DEWATERING - PLAN
82	*	*	*	*	XX-M-02	SLUDGE HOLDING TANK AND DEWATERING - SECTIONS
83	*	*	*	*	XX-M-03	SLUDGE HOLDING TANK AND DEWATERING - DETAILS
					BUILDING MECHANICAL	
84		*	*	*	H-001	HVAC ABBREVIATIONS, NOTES, AND LEGEND
85		*	*	*	H-002	HVAC STANDARD DETAILS
86		*	*	*	H-003	HVAC EQUIPMENT SCHEDULES
87		*	*	*	XX-H-01	ELECTRICAL BUILDING - HVAC PLAN
88		*	*	*	XX-H-02	ELECTRICAL BUILDING - HVAC SECTIONS
89	*	*	*	*	XX-H-01	BLOWER BUILDING - HVAC PLAN
90		*	*	*	XX-H-02	BLOWER BUILDING - HVAC SECTIONS
					PLUMBING	
91		*	*	*	P-001	PLUMBING ABBREVIATIONS, NOTES, AND LEGEND
92		*	*	*	P-002	PLUMBING DETAILS
93		*	*	*	P-003	PLUMBING SCHEDULES
94		*	*	*	XX-P-01	MBR AREA - PLUMBING PLAN - I
95		*	*	*	XX-P-02	MBR AREA - PLUMBING PLAN - II
96		*	*	*	XX-P-01	SOLIDS TREATMENT BUILDING - PLUMBING PLAN

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					ELECTRICAL	
97	*	*	*	*	E-001	ELECTRICAL ABBREVIATIONS AND NOTES
98	*	*	*	*	E-002	ELECTRICAL LEGEND - I
99	*	*	*	*	E-003	ELECTRICAL LEGEND - II
100		*	*	*	E-004	ELECTRICAL STANDARD DETAILS - I
101		*	*	*	E-005	ELECTRICAL STANDARD DETAILS - II
102			*	*	E-011	DUCTBANK SECTIONS - I
103			*	*	E-012	DUCTBANK SECTIONS - II
104	*	*	*	*	E-021	ELECTRICAL SITE PLAN
105		*	*	*	E-031	PANELBOARD SCHEDULES
106	*	*	*	*	E-041	SINGLE LINE DIAGRAM - I
107	*	*	*	*	E-042	SINGLE LINE DIAGRAM - II
108	*	*	*	*	E-043	SINGLE LINE DIAGRAM - III
109		*	*	*	E-045	MCC ELEVATION
110		*	*	*	E-052	CONTROL SCHEMATIC - I (INFLUENT PUMPS)
111		*	*	*	E-059	CONTROL SCHEMATIC - II (RECYLED WATER PUMPS)
112		*	*	*	E-060	CONTROL SCHEMATIC - III (SOLIDS FEED PUMP)
113			*	*	E-062	CONDUIT BLOCK DIAGRAM - I
114			*	*	E-063	CONDUIT BLOCK DIAGRAM - II
115			*	*	E-071	CONDUIT AND CABLE SCHEDULE - I
116			*	*	E-072	CONDUIT AND CABLE SCHEDULE - II
117		*	*	*	E-XXX	ELECTRICAL BUILDING - POWER AND SIGNAL PLAN
118			*	*	E-XXX	ELECTRICAL BUILDING - LTG, RECEPT, AND GROUNDING PLAN
119		*	*	*	E-XXX	INFLUENT PUMP STATION - POWER AND SIGNAL PLAN
120			*	*	E-XXX	INFLUENT PUMP STATION - LTG, RECEPT, AND GROUNDING PLAN
121		*	*	*	E-XXX	MBR INFLUENT FLOW METER - POWER AND SIGNAL PLAN
122		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - I
123		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - II
124		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - III
125			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - I
126			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - II
127			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - III
128		*	*	*	E-XXX	BLOWER ROOM - POWER AND SIGNAL PLAN
129			*	*	E-XXX	BLOWER ROOM - LTG, RECEPT, AND GROUNDING PLAN
130		*	*	*	E-XXX	UV/RW AREA - POWER AND SIGNAL PLAN
131			*	*	E-XXX	UV/RW AREA - LTG, RECEPT AND GROUNDING PLAN
132		*	*	*	E-XXX	SLUDGE STORAGE AND DEWATERING AREA - POWER AND SIGNAL PLAN
133			*	*	E-XXX	SLUDGE STORAGE AND DEWATERING AREA - LTG, RECEPT AND GROUNDING PLAN
					INSTRUMENTATION AND CONTROLS	
134	*	*	*	*	I-001	INSTRUMENTATION LEGEND AND NOTES
135		*	*	*	I-002	INSTRUMENTATION STANDARD DETAILS - I
136		*	*	*	I-003	INSTRUMENTATION STANDARD DETAILS - II
137		*	*	*	I-004	NETWORK BLOCK DIAGRAM
138	*	*	*	*	XX-I-01	P&ID - INFLUENT PUMP STATION
139	*	*	*	*	XX-I-02	P&ID - FINE SCREENING AND GRIT REMOVAL
140	*	*	*	*	XX-I-03	P&ID - MBR EQ AND FEED PUMPS
141	*	*	*	*	XX-I-04	P&ID - BNR TRAIN - I
142		*	*	*	XX-I-05	P&ID - BNR TRAIN - II
143	*	*	*	*	XX-I-06	P&ID - MBR TRAIN - I
144		*	*	*	XX-I-07	P&ID - MBR TRAIN - II
145	*	*	*	*	XX-I-08	P&ID - PROCESS AERATION BLOWERS
146	*	*	*	*	XX-I-09	P&ID - MBR AIR SCOUR BLOWERS
147	*	*	*	*	XX-I-10	P&ID - MBR CIP SYSTEM
148	*	*	*	*	XX-I-11	P&ID - MBR PERMEATE PUMPS
149	*	*	*	*	XX-I-12	P&ID - UV DISINFECTION
150	*	*	*	*	XX-I-13	P&ID - UV CIP SYSTEM
151	*	*	*	*	XX-I-14	P&ID - RAS/WAS PUMPING SYSTEMS
152	*	*	*	*	XX-I-15	P&ID - RECYLED WATER BREAK TANK AND TRANSFER PUMP STATION
153	*	*	*	*	XX-I-16	P&ID - SLUDGE STORAGE AND DEWATERING
154	*	*	*	*	XX-I-17	P&ID - POLYMER STORAGE AND DOSING
155		*	*	*	XX-I-18	CONTROL PANEL EXTERNAL ELEVATIONS
No. of sheets	**76**	**137**	**155**	**155**		

Appendix D

Specifications List

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 00 - PROCUREMENT AND CONTRACTING REQUIREMENTS	
1	*	*	*	*	00 01 10	Table of Contents
2		*	*	*	00 11 13	Advertisement for Bids
3		*	*	*	00 21 13	Instructions to Bidders
4		*	*	*	00 41 00	Bid Form
5		*	*	*	00 41 13	Bid Form - Stipulated Sum (Single-Prime Contract)
6		*	*	*	00 43 13	Bid Security Form
7		*	*	*	00 43 25	Substitution Request Form
8		*	*	*	00 43 33	Proposed Products Form
9		*	*	*	00 43 36	Proposed Subcontractors Form
10		*	*	*	00 43 53	Escrow Bid Documents
11		*	*	*	00 45 12	Bidder's Information
12		*	*	*	00 45 14	Bidder's Safety Performance
13		*	*	*	00 45 15	Bidder's Subcontractor Qualifications
14		*	*	*	00 45 19	Noncollusion Affidavit
15		*	*	*	00 45 41	Iran Contracting Act Disclosure Form
16		*	*	*	00 52 00	Agreement Form
17		*	*	*	00 61 13.13	Performance Bond Form
18		*	*	*	00 61 13.16	Payment Bond Form
19		*	*	*	00 62 05	Proprietary Information Agreement
20		*	*	*	00 65 36	Warranty Form
21		*	*	*	00 72 00	General Conditions
22		*	*	*	00 73 16	Inusurance Requirements
23		*	*	*	00 73 19	Health and Safety Requirements
24		*	*	*	00 73 38	Disadvantaged Business Enterprise Requirements
25		*	*	*	00 73 43	Wage Rate Requirements
26		*	*	*	00 73 46	Wage Determination Schedule
27		*	*	*	00 73 83	Dispute Resolution
28		*	*	*	00 73 85	Clean Water State Revolving Fund Provisions

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 01 - GENERAL REQUIREMENTS	
29	*	*	*	*	01 00 00	Cover Page
30	*	*	*	*	01 01 10	Table of Contents
31		*	*	*	01 10 00	Professional Responsibilities and Seals
32		*	*	*	01 11 00	General Information and Summary of Work
33		*	*	*	01 14 00	Coordination and Project Requirements
34		*	*	*	01 14 10	Environmental Protection
35		*	*	*	01 14 16	System Access Request Requirements
36			*	*	01 14 50	Work Restrictions
37		*	*	*	01 26 00	RFI Procedures
38		*	*	*	01 32 10	Construction Schedules and Reports
39		*	*	*	01 33 00	Submittal Procedures
40		*	*	*	01 35 10	Delegated Design Procedures
41			*	*	01 35 44	Hazardous Materials Procedures
42		*	*	*	01 35 45	Wastewater Discharge Emergency Response Plan
43		*	*	*	01 45 00	Quality Control
44		*	*	*	01 50 00	Temporary Facilities and Controls
45			*	*	01 55 26	Traffic Control
46			*	*	01 77 00	Contract Closeout
47		*	*	*	01 78 23	Operations and Maintenance Manuals
48		*	*	*	01 79 10	Training
49		*	*	*	01 87 13	Structural Component and Equipment Performance Requirements
50			*	*	01 91 00	Commissioning
51			*	*	01 91 10	Commissioning Reference Test Forms
					DIVISION 02 - EXISTING CONDITIONS	
52		*	*	*	02 40 00	Demolition
					DIVISION 03 – CONCRETE	
53		*	*	*	03 10 00	Concrete Formwork and Formwork Accessories
54		*	*	*	03 15 00	Concrete Joints and Accessories
55		*	*	*	03 20 00	Concrete Reinforcement and Reinforcement Supports
56		*	*	*	03 30 00	Concrete Mixtures, Handling, Placing and Constructing
57		*	*	*	03 30 50	Hot Weather Concreting
58		*	*	*	03 30 60	Cold Weather Concreting
59		*	*	*	03 33 00	Concrete Curing and Protection
60		*	*	*	03 35 00	Concrete Finishing
61		*	*	*	03 60 00	Grouts
62		*	*	*	03 93 50	Repair of Defective Concrete
					DIVISION 04 – MASONRY	
63		*	*	*	04 22 00	Concrete Masonry Units
					DIVISION 05 – METALS	
64		*	*	*	05 05 23	Anchors in Concrete and Masonry
65		*	*	*	05 10 00	Structural Metal Framing
66		*	*	*	05 21 00	Open Web Steel Joists
67		*	*	*	05 31 00	Structural Metal Deck
68		*	*	*	05 40 00	Cold Formed Metal Framing
69		*	*	*	05 50 00	Metal Fabrications (Miscellaneous Metal)
70		*	*	*	05 73 00	Aluminum Component Railing System

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Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 07 – THERMAL AND MOISTURE PROTECTION	
71			*	*	07 10 00	Water Repellant Sealer
72			*	*	07 21 00	Thermal Insulation
73			*	*	07 41 13	Manufactured Metal Roof Panels
74			*	*	07 62 00	Flashing and Sheet Metal
75			*	*	07 72 00	Roof Accessories
76			*	*	07 92 00	Joint Sealants
					DIVISION 08 – OPENINGS	
77			*	*	08 31 00	Access Hatches
78			*	*	08 33 23	Overhead Coiling Doors
79			*	*	08 71 00	Finish Hardware
80			*	*	08 91 00	Louvers
					DIVISION 09 – FINISHES	
81			*	*	09 29 00	Gypsum Wallboard
82			*	*	09 51 00	Acoustical Treatment
83			*	*	09 91 00	Painting
84			*	*	09 96 00	High-Performance Coatings
85			*	*	09 96 23	Graffiti Resistant Coating
86			*	*	09 96 56	Chemical Resistant Epoxy Coating
					DIVISION 10 – SPECIALTIES	
87			*	*	10 00 00	Building Specialties
88			*	*	10 40 00	Identifying Devices
					DIVISION 13 – SPECIAL CONSTRUCTION	
89		*	*	*	13 34 17	Pre-Engineered Metal Canopy Systems
90		*	*	*	13 47 14	Cathodic Protection for Buried Piping
					DIVISION 22 – PLUMBING	
91		*	*	*	22 00 00	Plumbing
					DIVISION 23 – HEATING, VENTILATING, AND AIR CONDITIONING (HVAC)	
92		*	*	*	23 30 00	Heating, Ventilating and Air Conditioning Distribution
93		*	*	*	23 31 16	FRP Duct and Accessories
94		*	*	*	23 70 00	Heating, Ventilating and Air Conditioning Equipment
95		*	*	*	23 80 00	Commissioning of HVAC Systems

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Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 26 – ELECTRICAL	
96		*	*	*	26 01 26	Electrical Tests
97		*	*	*	26 05 00	General Electrical Requirements
98		*	*	*	26 05 10	Electric Motor Drives
99		*	*	*	26 05 19	Low Voltage Wire and Cable
100		*	*	*	26 05 20	Signal Cable
101		*	*	*	26 05 26	Electrical Grounding
102		*	*	*	26 05 33	Electrical Raceway Systems
103		*	*	*	26 05 43	Underground Electrical Work
104		*	*	*	26 05 73	Power System Studies
105		*	*	*	26 09 00	Control Devices
106		*	*	*	26 22 00	Dry Type Transformers
107		*	*	*	26 24 13	Switchboards
108		*	*	*	26 24 16	Panelboards
109		*	*	*	26 24 19	Motor Control Centers
110		*	*	*	26 27 26	Wiring Devices
111		*	*	*	26 28 00	Protective Devices and Switches
112		*	*	*	26 29 13	Motor Starters
113		*	*	*	26 29 23	Variable Frequency Drives
114		*	*	*	26 33 54	Uninterruptible Power Supply (UPS) 1.5kVA and Smaller
115		*	*	*	26 35 26	Harmonic Filters
116		*	*	*	26 43 00	Surge Protective Devices
117		*	*	*	26 50 00	Lighting
					DIVISION 27 – COMMUNICATIONS	
118		*	*	*	27 13 23	Communications Optical Fiber Backbone Cabling
					DIVISION 31 – EARTHWORK	
119		*	*	*	31 00 00	Earthwork
120		*	*	*	31 10 00	Site Preparation
121		*	*	*	31 32 10	Excavation Support and Protection
122		*	*	*	31 43 16	Compaction Grouting
					DIVISION 32 – EXTERIOR IMPROVEMENTS	
123		*	*	*	32 12 16	Paving and Surfacing
124		*	*	*	32 16 00	Concrete Curbs, Gutters and Sidewalks
					DIVISION 33 – UTILITIES	
125		*	*	*	33 01 10	Disinfection and Testing of Water Lines
126		*	*	*	33 05 19	Ductile Iron Pipe and Fittings
127		*	*	*	33 05 29	Polyvinyl Chloride Pipe – Pressure Systems
128		*	*	*	33 05 30	Polyvinyl Chloride Pipe – Gravity Systems
129		*	*	*	33 14 00	General Buried Piping Requirements

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Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 40 – PROCESS PIPING AND INTEGRATION	
130		*	*	*	40 05 08	Pipe Supports
131		*	*	*	40 05 57	Electric Valve Actuators
132		*	*	*	40 05 59	Sluice and Weir Gates
133		*	*	*	40 05 61	Gate Valves
134		*	*	*	40 05 62	Plug Valves
135		*	*	*	40 05 64	Butterfly Valves
136		*	*	*	40 05 65	Check Valves
137		*	*	*	40 05 67	Aeration Valves
138		*	*	*	40 05 68	Air Valves
139		*	*	*	40 27 00	Piping, Valves and Accessories
140			*	*	40 27 10	Pipe Couplings
141		*	*	*	40 42 13	Piping Insulation
142		*	*	*	40 60 00	Instrumentation and Controls, General Requirements
143		*	*	*	40 60 01	Instrument Schedule
144		*	*	*	40 63 00	Programmable Logic Controller (PLC)
145		*	*	*	40 63 01	PLC Input/Output Schedule
146		*	*	*	40 66 00	Networking and Communication
147		*	*	*	40 67 00	Panels
148		*	*	*	40 68 10	Supervisory Control and Data Acquisition (SCADA) System
149	*	*	*	*	40 68 20	Process Control Strategies and Programming
150	*	*	*	*		Overall MBR and UV Disinfection Control and Monitoring
151	*	*	*	*		MBR and UV Regulatory Monitoring and Reporting
152	*	*	*	*		Grit Removal
153	*	*	*	*		Influent Pumps and Flow Monitoring
154	*	*	*	*		Fine Screening
155	*	*	*	*		Flow Equalization and MBR Feed Pumps
156	*	*	*	*		MBR Packaged System (Anoxic, Aeration, Membranes, MLR, WAS, CIP)
157	*	*	*	*		UV Disinfection
158	*	*	*	*		RW Transfer Pumps and Storage
159	*	*	*	*		Biosolids Storage and Dewatering
160		*	*	*	40 71 00	Flow Measurement
161		*	*	*	40 72 00	Level Measurement
162		*	*	*	40 73 00	Pressure Measurement
163		*	*	*	40 74 00	Temperature Measurement
164		*	*	*	40 75 00	Process Analytical Instruments
165		*	*	*	40 78 00	Panel Mounted and Miscellaneous Field Instruments
					DIVISION 41 – MATERIAL PROCESSING AND HANDLING EQUIPMENT	
166		*	*	*	41 22 13	Davit Cranes
					DIVISION 43 – PROCESS GAS AND LIQUID HANDLING, PURIFICATION AND STORAGE EQUIPMENT	
167			*	*	43 06 20	Equipment Schedule
168		*	*	*	43 1133	Rotary Blowers
169		*	*	*	43 23 31	Vertical Non-Clog Centrifugal Pumps
170		*	*	*	43 23 58	Rotary Lobe Pumps
171		*	*	*	43 24 13	Vertical Turbine Solids Handling Pumps
172		*	*	*	43 25 01	Submersible Wastewater Pumps
173		*	*	*	43 41 43	Polyethylene Storage Tanks (RW)
174		*	*	*		Steel Storage Containers/Tanks (MBR Influent)

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Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 46 – WASTEWATER EQUIPMENT	
175		*	*	*	46 21 33	Fine Screens
176		*	*	*		Grit Removal
177		*	*	*	46 33 44	Peristaltic Chemical Metering Pumps
178		*	*	*	46 51 46	Fine Bubble Aeration Diffusion Equipment
179		*	*	*	46 61 35	Membrane Filtration Equipment
180		*	*	*	46 66 15	UV Disinfection Equipment
181		*	*	*		Submersible Mixers
No of Specs	**14**	**155**	**181**	**181**		

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement for Professional Services ("Agreement") is made and entered into as of May 6, 2026, by and between the City of Scotts Valley, a municipal corporation, hereinafter referred to as "CITY", and Kennedy Jenks Consultants, Inc., hereinafter referred to as "CONSULTANT".

RECITALS

A. CITY desires to retain CONSULTANT for certain professional services as set forth in this Agreement.

B. CONSULTANT is specially trained, experienced, and competent to perform the special services which will be required by this Agreement.

C. CONSULTANT possesses the skill, ability, background, certification, and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

NOW, THEREFORE, in consideration of the recitals and the mutual promises contained herein, CITY and CONSULTANT agree as follows:

AGREEMENT

1. Employment of CONSULTANT:

CITY agrees to, and hereby does, retain and employ CONSULTANT to perform the professional services as outlined in the Scope of Work attached hereto and incorporated herein as Exhibit "A". CONSULTANT'S work product shall be performed pursuant to generally accepted standards of practice in effect at the time of performance.

2. Responsible Personnel:

CITY has relied upon the professional training and ability of CONSULTANT to perform the services hereunder as a material inducement to enter into this Agreement. Primary personnel responsible for the completion of the work described in this Agreement shall be:

Claudia Llerandi, PE
2121 North California Boulevard, Suite 810
Walnut Creek, CA 94596
(415) 243-2506
ClaudiaLlerandi@kennedyjenks.com

3. Scope of Work:

Scope of Work – Phases of Services

Phase 2 Services (Authorized Work)
This Agreement authorizes Consultant to perform only the services identified as “Phase 2”, as described in the attached Scope of Work/Proposal dated March 16, 2026. Consultant shall provide all labor, materials, and services necessary to complete Phase 2 in accordance with the terms of this Agreement. No work associated with Phase 3 or any other phase is authorized unless expressly approved in writing by the City.

Phase 3 Services (Excluded/Future Authorization)
Phase 3 services are expressly excluded from the scope of this Agreement. The Parties acknowledge that Phase 3, if pursued, shall be subject to a separate written agreement or amendment to be brought forward at a future date and will require separate governing body approval, if applicable.

Preservation of Phase 3 Pricing
Notwithstanding the exclusion of Phase 3 from this Agreement, Consultant agrees to maintain the Phase 3 fee structure and pricing outlined in Consultant’s proposal dated March 16, 2026, for a period of 12 months from the effective date of this Agreement, should the City elect to proceed with Phase 3. After this period, Phase 3 pricing may be subject to revision and mutual agreement. For purposes of this Agreement, the ‘Effective Date’ shall be the date on which the Agreement is fully executed by both Parties.

No Obligation for Future Work
Nothing in this Agreement shall obligate the City to proceed with Phase 3 services, and any future Phase 3 work shall only be authorized through a duly executed amendment or separate agreement.

CONSULTANT shall perform the services as specified in Exhibit A in a professional manner. To the extent there is a conflict between the terms of this Agreement and Exhibit A, the terms of this Agreement shall control.

4. Time of Performance:
The services of CONSULTANT are to commence upon execution of this Agreement and shall continue until all authorized work is approved by the CITY. All such work shall be completed no later than 1 year from signing. Time is of the essence in the performance of this Agreement. No waiver by either party hereto of the nonperformance or any breach of any term, provision, or condition of this Agreement, or any default hereunder shall be considered to be or operate as a waiver of any subsequent nonperformance, breach, or default.

5. Compensation:
CONSULTANT shall accept compensation for services performed as set forth in Section 3 in an amount not to exceed $628,406.90. Periodic payments to CONSULTANT shall be made upon submittal of invoices by CONSULTANT to CITY for review and approval by the City Manager. Invoices will be paid by CITY within a reasonable time after the invoices are received and approved.

6. Insurance:

CONSULTANT agrees to have and maintain, for the duration of the Agreement, the following minimum insurance requirements. Prior to the execution of the Agreement, CONSULTANT shall provide proof of insurance required. Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the CITY.

CONSULTANT shall furnish the CITY with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the CITY before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive CONSULTANT's obligation to provide them. The CITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Coverage shall be at least as broad as:

1. 1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence limit. 2. Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Contractor has no owned autos, covering hired, (Code 8) and non-owned autos (Code 9), with limit no less than $2,000,000 per accident for bodily injury and property damage. 3. Workers' Compensation: as required by the State of California, with Statutory Limits. 4. Professional Liability (Errors & Omissions): As appropriate to CONSULTANT's services, and not less than $5,000,000 per occurrence. 5. Sexual Abuse or Molestation (SAM) Liability: If the work will include contact with minors, and the CGL policy referenced above is not endorsed to include affirmative coverage for sexual abuse or molestation, Contractor shall obtain and maintain a policy covering Sexual Abuse and Molestation with a limit no less than $2,000,000 per occurrence or claim.

The insurance policies are to contain, or be endorsed to contain, the following provisions:

The City of Scotts Valley, its Council Members, elected and appointed officers, agents and employees shall be named as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Independent Contractor including materials, parts or equipment furnished in connection with such work

or operations. General liability coverage can be provided in the form of an endorsement to the Independent Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used).

For any claims related to this Agreement, CONSULTANT's insurance coverage shall be primary insurance coverage (at least as broad as ISO CG 20 01 04 13) with respect to the CITY, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the CITY, its officers, officials, employees, or volunteers shall be excess of the CONSULTANT's insurance and shall not contribute with it.

CONSULTANT hereby grants to CITY a waiver of any right to subrogation which any insurer of said CONSULTANT may acquire against the CITY by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the CITY has received a waiver of subrogation endorsement from the insurer.

CONSULTANT shall require the insurer to provide CITY with 30-day prior notice of termination or material change in coverage and ten (10) days prior notice of cancellation for non-payment.

7. Indemnity:

CONSULTANT shall hold harmless, indemnify and defend CITY, its elective and appointive boards, commissions, officers, agents, servants, volunteers, and employees from and against any and all claims, costs, damages, liability, losses, or suits (including court costs and attorney fees) for personal injury (including death), property damage and any other damages of any sort whatsoever, arising out of, or alleged to have arisen out of to the proportionate extent cause by, the willful or negligent acts, errors, or omissions of CONSULTANT or CONSULTANT'S contractors, subcontractors, agents, or employees in the performance of this Agreement. This indemnity shall not apply to any claims brought by CONSULTANT for default of this Agreement, or for claims brought by CITY or any third party where the underlying injury or damage is finally determined by a court of competent jurisdiction to arise solely from the negligent or willful misconduct of CITY.

For design professionals (as that term is defined by statute) acting within the scope of their professional capacity, to the fullest extent permitted by law, CONSULTANT shall, at its own expense, indemnify, protect, defend (by counsel reasonably satisfactory to the CITY) and hold harmless any Indemnified Parties from and against any and all Liability, whether actual, alleged or threatened, which arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the CONSULTANT, or as may be provided by statute in Civil Code § 2782.8, as may be amended from time to time.

CONSULTANT's duty to indemnify, protect, defend and hold harmless as set forth in this section shall include the duty to defend (by counsel reasonably satisfactory to the CITY)

as set forth in California Civil Code § 2778. The CONSULTANT's responsibility to indemnify, defend, and hold harmless the Indemnified Parties under this section shall not extend to the active negligence or willful misconduct of the Indemnified Parties. This section shall survive the termination of this Agreement.

8. Termination:

This Agreement may be terminated by the CITY immediately for cause or by either party without cause upon fifteen days' written notice of termination. Upon termination, CONSULTANT shall be entitled to compensation for services performed up to the effective date of termination.

CONSULTANT shall accept, for itself, as full payment for services rendered and all work to be done and performed hereunder and in complete satisfaction of all claims against CITY by reason of voluntary abandonment or suspension of work or termination of the Agreement, the sum determined on an hourly basis in accordance with the provisions of this Agreement, or any modification of amendment thereto, plus all direct expenses incurred, including those expenses incurred which are directly attributable to the incomplete portion of the work which could not be canceled.

In the event of termination, CONSULTANT shall deliver as a condition to the payment of the compensation provided for above, or otherwise make available to CITY, all research data, reports, estimates, summaries, and other such information and materials as may have been accumulated by CONSULTANT in performing this Agreement, whether completed or in process in accordance with Section 9 of this Agreement.

9. Documents:

Notes, studies, chain, computations, electronic files, and other data and information obtained by CONSULTANT for this project shall, upon receipt of payment for services rendered, be made available to CITY by CONSULTANT at CITY'S request and shall become the property of CITY. In the event CITY alters the document, CITY agrees CONSULTANT shall have no responsibility whatsoever for any claim arising out of, or alleged to have risen out of, use of the altered document.

All plans, studies, documents, charts, computations, and electronic files prepared by and for CONSULTANT, its officers, employees and agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the CITY upon payment to CONSULTANT for such work, and the CITY shall have the sole right to use such materials in its discretion without further compensation to CONSULTANT or to any other party. CONSULTANT shall, at CONSULTANT'S expense, provide such reports, plans, studies, documents, and other writings to CITY upon written request.

10. Independent Contractor:

CONTRACTOR is an independent contractor retained by CITY to perform the work described herein. ALL personnel employed by CONSULTANT are not and shall not be

deemed to be employees of CITY. CONSULTANT shall obtain no rights to retirement benefits or other benefits that accrue to CITY'S employees, and CONSULTANT hereby expressly waives any claim it may have to such rights. CONSULTANT shall comply with all state and federal laws pertaining to employment and compensation of its employees and its agents, including the provision of Workers' Compensation.

11. Licenses:

CONSULTANT represents and warrants to CITY that it has all licenses, permits, qualifications, insurance, and approvals of whatsoever nature which are legally required of CONSULTANT to practice its profession. CONSULTANT represents and warrants to CITY that CONSULTANT shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of CONSULTANT to practice its profession. CONSULTANT shall maintain a City of Scotts Valley business license.

12. CITY Not Obligated to Third Parties; Subcontractors; Oversight:

The CITY shall not be obligated or liable for payment hereunder to any party other than the CONSULTANT. CONSULTANT shall ensure the following requirements are satisfied in the performance of the Agreement with respect to its own employees:

A. Workers' Compensation. CONSULTANT certifies that it is aware of the provisions of the California Labor Code which require every employee to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code, and CONSULTANT certifies that it will comply with such provisions before commencing performance of the Agreement and at all times in the performance of the Agreement.

B. Prevailing Wage. CONSULTANT and CONSULTANT's subconsultants (if any) shall, to the extent required by the California Labor Code, pay not less than the latest prevailing wage rates to workers and professionals as determined by the Director of Industrial Relations of the State of California pursuant to California Labor Code, Part 7, Chapter 1, Article 2. Copies of the applicable wage determination shall be available on file at the CITY's office of the City Clerk.

C. Injury and Illness Prevention Program. CONSULTANT certifies that it is aware of and has complied with the provisions of California Labor Code § 6401.7, which requires every employer to adopt a written injury and illness prevention program.

D. CONSULTANT shall pay all taxes, assessments and premiums under the federal Social Security Act, any applicable unemployment insurance contributions, Workers Compensation insurance premiums, sales taxes, use taxes, personal property taxes, or other taxes or assessments now or hereafter in effect and

payable by reason of or in connection with the services to be performed by CONSULTANT.

The CITY is not responsible or liable for CONSULTANT's failure to comply with any and all of its requirements under this section and Agreement.

13. Political Reform Act Economic Interests:
If CITY determines CONSULTANT comes within the definition of CONSULTANT under the Political Reform Act (Government Code §87100), CONSULTANT shall complete and file and shall require any other person doing work under this Agreement to complete and file a "Statement of Economic Interest" with the Clerk of the City of Scotts Valley disclosing CONSULTANT and/or such other person's financial interests.

14. Assignment:
The parties recognize that a substantial inducement to CITY for entering into this Agreement is the professional reputation, experience, and competence of CONSULTANT. Assignments of any or all rights, duties, or obligations of the CONSULTANT under this Agreement will be permitted only with the express consent of the CITY. CONSULTANT shall not subcontract any portion of the work to be performed under this Agreement without the written authorization of the CITY. If the CITY consents to such subcontract, CONSULTANT shall be fully responsible to CITY for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between CITY and subcontractor nor shall it create any obligation on the part of the CITY to pay or to see to the payment of any monies due to any such contractor other than as otherwise required by law.

15. Binding on Successors:
This Agreement is binding on the heirs, successors and assigns of the parties hereto.

16. Amendment:
This Agreement may be amended, modified, or changed by the parties, provided that said Agreement, modification or change is in writing and approved by the authorized representative of the parties.

17. Applicable Law and Attorney's Fees:
This Agreement shall be construed and enforced in accordance with the laws of the State of California, and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Santa Cruz. Should any legal action be brought by a party for breach of this Agreement or to enforce any provision of the Agreement, the prevailing party of such action shall be entitled to recover its reasonable litigation expenses, including attorney fees.

18. Entire Agreement:
This Agreement contains the entire understanding between the parties with respect to the subject matter herein. There are no representations, agreements, or

understandings. Whether oral or written, between or among the parties relating to the subject matter of this Agreement which are not fully expressed herein. The drafting and negotiation of this Agreement have been participated in by each of the parties and/or their counsel, and for all purposes this Agreement shall be deemed to have been drafted jointly by all parties.

19. Waiver:

Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this agreement.

20. Severability:

If any term or portion of this Agreement shall be held by a court of competent jurisdiction to be invalid, illegal, or otherwise unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

WITNESS WHEREOF this Agreement is executed by CITY and by CONSULTANT on this 6th day of May, 2026, at Scotts Valley, California.

CONSULTANT	CITY OF SCOTTS VALLEY
SIGNATURE	**SIGNATURE**
Claudia Llerandi, PE	Mali LaGoe, City Manager
FULL NAME	**FULL NAME**
DATE SIGNED	**DATE SIGNED**

APPROVED AS TO FORM: KIRSTEN POWELL, CITY ATTORNEY	ATTEST:
SIGNATURE	**SIGNATURE**
Kirsten M. Powell, City Attorney	Cathie Simonovich, City Clerk
FULL NAME	**FULL NAME**
DATE SIGNED	**DATE SIGNED**

Exhibits List

A - ScottsValley_MBR_Design_Proposal_3.16.2026

Exhibit A

ScottsValley_MBR_Design_Proposal_3.16.2026

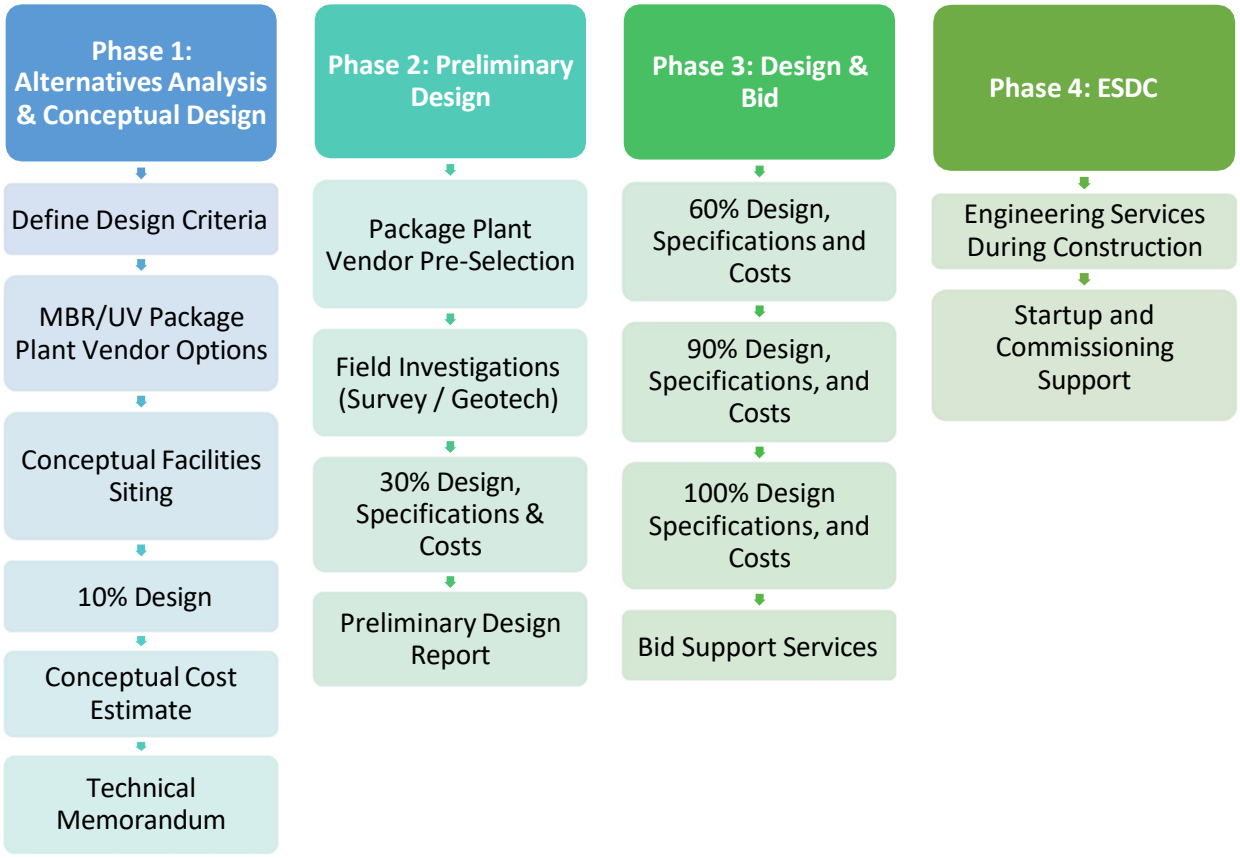
CITY OF SCOTTS VALLEY

Membrane Bioreactor (MBR) Package Plant Design

City staff reached out to Kennedy/Jenks Consultants, Inc. (KJ) to provide a scope of work to provide design services to complete the design of a new Membrane Bioreactor (MBR) treatment facility to produce recycled water that complies with the agreement and regulatory requirements for serving Scotts Valley Water District recycled water and to alleviate treatment demands on the existing Water Reclamation Facility (WRF).

The proposed scope for the MBR design is planned in 4 phases as illustrated in Figure 1. Phase 1 for alternative analysis and conceptual design of the MBR plant to a 10% level was completed in May 2025. This scope of work provides a detailed scope and fee estimate to perform Phase 2 MBR design package up to 30% design. A detailed scope will be prepared in the future as requested by the City for phases 3 and 4 to complete the MBR design, provide support to the City with bids, for engineering services during construction (ESDC), startup and commissioning support.

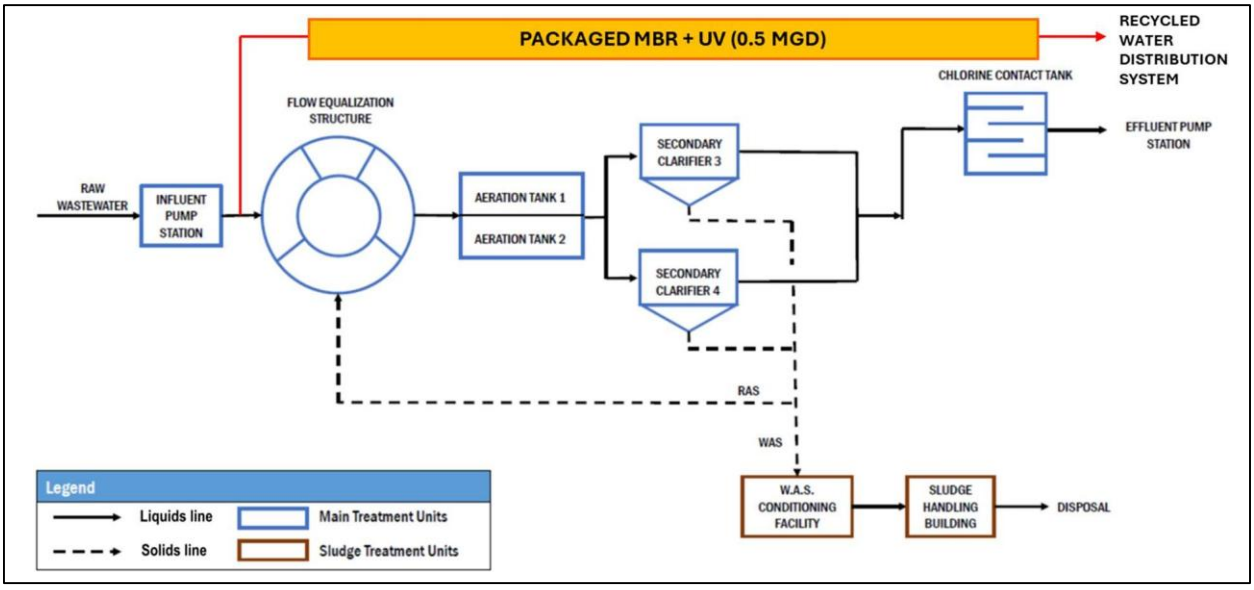
Figure 1. Flow Chart to Implement the Scotts Valley MBR Package Plant Design



Project Background

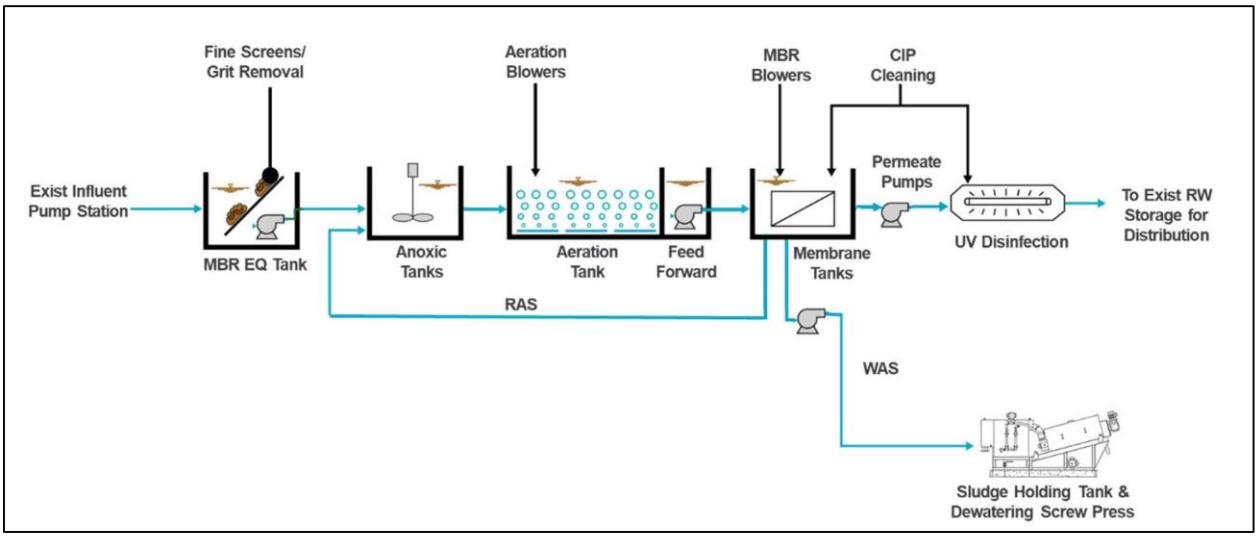
In 2024, the City approved a scope effort to complete **Phase 1** of this project with an alternatives analysis for the selection of a location for the MBR package plant and to develop a 10% conceptual design for the MBR system. Kennedy Jenks developed a 10% design package and a technical memorandum for a parallel MBR and UV treatment facility that could treat 0.5 MGD with the option to expand to 0.75 MGD in the future, as shown in Figure 2.

Figure 2. Concept for MBR/UV Package Plant



The MBR/UV package plant would be supplied with raw wastewater from the WRF existing influent pump station, and the produced effluent will be sent to the existing WRF recycled water storage tank for distribution to Scotts Valley Water District. The wasted sludge will be processed at a solids holding tank and dewatering screw press system for disposal, as shown in Figure 3.

Figure 3: General MBR/UV Package Treatment Process Flow Diagram



With the addition of a new split-stream treatment process, the existing tertiary treatment system will be decommissioned, and the operation of the existing secondary treatment process will return to its original design intent as a BOD/TSS removal treatment process.

During the **Phase 1** alternatives evaluation three MBR vendors were evaluated and compared, and the City selected as preferred option a Kubota KSP6 MBR system with parallel treatment trains, each capable of treating 0.25 MGD. A Cloacina MBR package system was the second closest option for the MBR system, as shown in the alternatives ranking for the different vendor options in Table 1.

Table 1. Alternatives Ranking Matrix

Vendor Alternatives			Alternative 1		Alternative 2		Alternative 3	
			Cloacina		Kubota		Ovivo	
Criteria	**Weight**	**Range**	**Score**	**Weighted Score**	**Score**	**Weighted Score**	**Score**	**Weighted Score**
Customizability	10%	1 - 3	3.0	0.30	2.0	0.20	1.0	0.10
Constructability	25%		2.0	0.50	3.0	0.75	1.0	0.25
Expandability	10%		2.0	0.20	3.0	0.30	1.0	0.10
Ease of O&M	20%		2.0	0.40	3.0	0.60	2.0	0.40
Experience and Support	10%		3.0	0.30	2.0	0.20	1.0	0.10
Capital Cost	25%		3.0	0.75	3.0	0.75	1.0	0.25
Total	**100%**			**2.5**		**2.8**		**1.2**
Rank				**2**		**1**		**3**

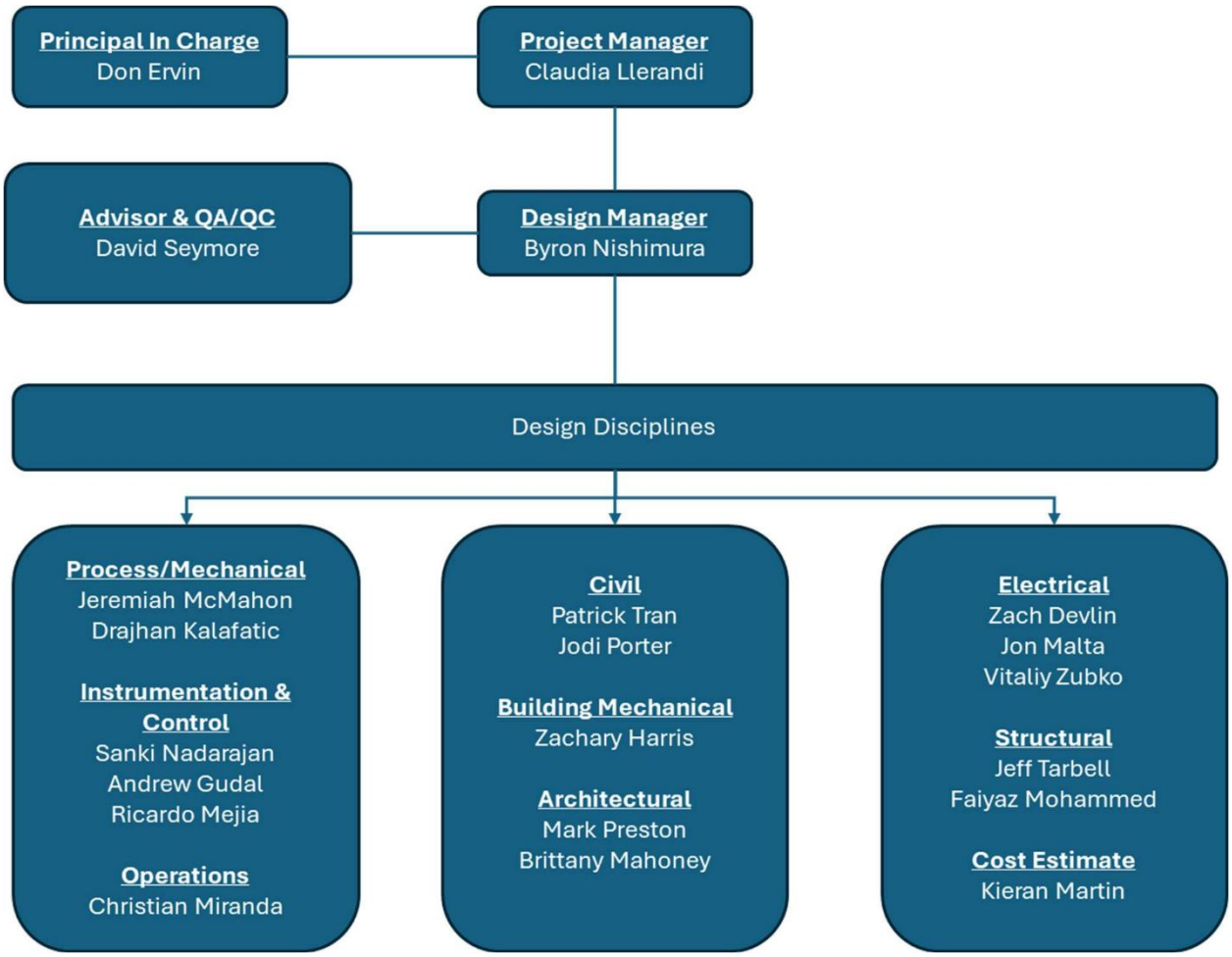
Different locations at the WRF were evaluated for the feasibility of installing the new MBR system, and the preferred location selected was the empty lot area east of the existing WRF Administration building. A preliminary MBR site layout for the Kubota system is shown in Figure 4.

During **Phase 2** of the project, Kennedy Jenks will support the City with preparing an RFP package for vendor selection for the MBR system and develop the 30% design package for the MBR system. **Phase 3** is envisioned to begin once an MBR vendor is selected to collaborate with the vendor to integrate their MBR design into the overall design package for the MBR project completing the 60%, 90% and final design for the MBR system. Early procurement of the MBR system vendor will provide design, cost and schedule certainty. **Phase 4** is envisioned to begin once a contractor is selected for the project, to provide engineering services during construction and support with startup and commissioning of the MBR system.

Project Team

The proposed project team is illustrated in the organization chart in Figure 5.

Figure 5. Project Organization Chart



Proposed Scope of Work

The proposed scope of work is to provide a full design for the MBR system, including design plans and specifications suitable for bid, as well as providing support for the City for early procurement of the MBR package system and bid support for the overall project and contractor selection.

The proposed scope of work, described herein, includes the following tasks:

Phase 2:

- Task 1 – Project Management and Coordination (Phase 2)
- Task 2 – Package Plant Vendor Pre-Selection
- Task 3 – Field Investigations
- Task 4 – 30% Design
- Task 5 – Preliminary Design Report

Phase 3:

- Task 6 – Project Management and Coordination (Phase 3)
- Task 7 – 60% Design
- Task 8 – 90% Design
- Task 9 – Final Design
- Task 10 – Bid Support Services
- Task 11 – As Needed Support

Phase 2: Preliminary Design

Task 1 – Project Management and Coordination

KJ will develop and implement the appropriate management procedures and actions to facilitate timely and cost-effective delivery of quality service and deliverables to the City for the Project. This includes project administration related to schedule, budget, and scope management, management of subconsultants, and communication of project activities with the City for Phase 2 under this task.

Task 1.1 – Project Management

This task addresses the management and administrative responsibilities associated with schedule, budget control, monthly invoice preparation, and project closeout. This phase of the work assumes an 8-month duration with submittal of eight (8) monthly invoices.

Task 1.2 – Project Meetings

The following meetings are assumed during Phase 2:

- **Phase 2 Kick-off Meeting –** Discuss information needs and schedule for Phase 2. This meeting will be conducted virtually and is assumed to be 1 hr in duration.
- **Progress Meetings –** Check in calls with the City to provide updates on progress to date and overall project status, align schedule and provide budget updates.
- **Project Internal meetings** – internal calls with the KJ design team and experts for coordination as needed on the design deliverables.
- **Concept and Criteria Review Meeting** – KJ will conduct an in-house C&CR meeting early in the Project to obtain focused technical input from senior KJ staff based on their experience from other similar projects. This process is a component of KJ's quality control process and allows for senior staff to provide technical review and input into the design aspects of the project. It helps address opportunities for improvements to the design and address potential future challenges in detailed design activities.

All meetings will be held via webinar with video and desktop sharing, using the Microsoft Office 365 Teams environment. Invitees for the progress meetings will include personnel from the City, the KJ Project Manager, and as needed technical staff. KJ will prepare and distribute meeting agendas, materials, and succinct notes to document discussions, action items, and decisions.

Task 1 Deliverables:

- Eight (8) monthly invoices and progress reports (PDF)
- Meeting agendas and minutes (Word or PDF)

Task 1 Assumptions:

- KJ's schedule and fee are based on providing Phase 2 services for a period of eight (8) months
- Schedule will depend on the completion of the MBR vendor pre-procurement process and alignment with RFP release and evaluation time required by the City (discussed in Task 2)
- Up to 2 progress meetings assumed with the City, 1 hr in duration, attended virtually.

Task 2 – Package Plant Vendor Pre-Selection

This task includes providing the City support preparing a request for proposals from MBR package plant vendors to pre-select the MBR package plant to be used for the project design.

A request for proposal (RFP) document would be prepared, including the 10% design drawings developed under previous Phase 1 and equipment performance specifications developed under this task to be used by the vendors for their proposal package responses. KJ will provide the City support to prepare a RFP for the package plant vendor selection, provide the MBR package plant performance specifications, answer questions during the RFP phase, and provide support as needed for the evaluation of the vendor proposals.

Materials developed for the RFP will include:

- The City's standard RFP documents modified for equipment pre-selection.
- 10% design drawings.
- Equipment performance specifications.

Benefits of formal pre-selection include:

- Achieves competitive pricing and detailed technical information to develop the 60% Design.
- Vendor proposals may include a pre-negotiated price and pre-negotiated escalation to protect the City from future price increases beyond the agreed upon escalation index.
- Selection of the vendor is based on defined scoring criteria such as cost and non-cost scoring criteria (best value selection).
- Pre-selected vendor contract is assigned to the contractor to purchase and install the equipment.

Task 2 Deliverables:

- Package plant pre-selection materials: RFP language, MBR package plan specifications (Word, PDF)
- Tables comparing the vendor proposals, if applicable (Xcel, PDF)

Task 2 Assumptions:

- The City will consolidate the RFP for the City to review and release. The City will manage the procurement process once a Vendor is selected.
- The completion of the 30% design and DBM scoped under Tasks 4 and 5 will not depend on selection of a vendor.
- Design details for the package plant will be provided in the 60% design (Phase 3).

Task 3 – Field Investigations

This task will include conducting field investigations to support the development of the 30% design drawings and specifications. KJ will subcontract with a Survey Subconsultant (TOWILL) to conduct a topographic survey of the project area and a Geotech Subconsultant (ENGEO) to perform geotechnical field investigations. Potholing is not included as part of this task. Refinement of the survey and geotechnical scope can be initiated once a preferred alternative layout is selected.

Task 3.1 – Site Survey

KJ will coordinate with **TOWILL** to provide surveying services and develop a topographic map for the project area defined by survey limits established based on the selected location for the package treatment system and connections to the existing WRF facility, based on the 10% design drawings completed in Phase 1. The topographic survey will include the following:

- Horizontal Datum and Grid Projection – North American Datum of NAD 83, California Coordinate System of 1986 (CCS83), Zone III, 2011 (2017.5) epoch

- Vertical datum – North American Vertical Datum of 1988 (NAVD 88)

Survey scope includes an optional task for utility marking to locate with GPR and/or electro detection of existing utilities if required. Additional details for this site survey scope are included in Appendix A.

Task 3.2 – Geotechnical

KJ will coordinate with **ENGEO** to provide geotechnical engineering and recommendations for the design and construction of project and prepare a Draft Geotechnical Design Report. KJ will review and provide comments on the Draft Geotechnical Design Report prepared by **ENGEO**. Following a round of review comments, **ENGEO** will submit their Geotechnical Design Report to KJ. Additional details for this geotechnical scope are included in Appendix B.

Task 3.3 – Site Visit

This task includes one in-person site visit, following the Phase 2 kick-off meeting to confirm the alignments, extent of the preferred conceptual layout alternative, and refine the initial survey and geotechnical scope of work as-needed.

Task 3 Deliverables:

- Topographic survey data and documentation from the surveying firm (CAD files).
- Geotechnical data and report from the geotechnical firm (Word, PDF).

Task 3 Assumptions:

- The scope of work assumes field investigations will be conducted for the package plant location as selected for the 10% Design plans developed under Task 4.
- Four (4) KJ staff will attend the site visit following the Phase 2 Kick-off Meeting, specifically design leads for Process, Mechanical and Civil disciplines.
- Potholing is not included under this task. Based on the survey results if additional utility investigations are needed, KJ will work with the City to develop a scope and fee as needed.

The survey and geotechnical information will be integrated into the 30% Design and DBM, as appropriate.

Task 4 – 30% Design

Starting with the 10% Design documents prepared under Phase 1, KJ will develop the 30% Design drawings showing the area where the MBR package plant will connect. The details of the MBR package plant will be provided by the selected vendor and incorporated during the 60% design phase. Specifications and updated Opinion of Probable Construction Cost (OPCC) for the 30% design level will also be developed for this task.

Task 4.1 – 30% Design Drawings

This task includes the following activities:

- Develop and submit 30% Design drawings for City review.
- Prepare a comments response log to collect 30% design comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

The 30% Design drawings will not include detailed vendor design drawings but will provide delineations for the MBR package system boundaries and show the interconnections between the WRF and the package system.

The MBR design is anticipated to include the following components including modifications to the WRF as follows (see Figure 4):

- Existing Influent pump station to be modified to include grit removal and updates to the existing pump station to convert 2 of the existing pumps to be able to pump raw wastewater influent into the MBR system.
- At the MBR package plant site, the raw wastewater will be screened using fine screens and equalized before being pumped into the MBR package system for treatment, followed by UV disinfection and transfer pumps that will convey the disinfected effluent to the existing recycled water storage wet well.
- The MBR package plant will include an odor control system, a building for housing the blowers and electrical equipment, chemical dosing system under a canopy, and a concrete pad where the MBR package system will be placed at.
- The MBR Waste Activated Sludge (WAS) will be pumped to a new sludge holding tank and screw press to be located at the WRF adjacent to the solids handling building.

A summary of the proposed drawing sheets to be prepared at 30%, 60%, 90% and final design is included in Appendix C.

Task 4.2 – 30% Specifications

KJ will prepare the 30% design level specifications for the main equipment for City review.

This task includes the following activities:

- Develop 30% design equipment specifications.
- Prepare a comments response log to collect 30% specification comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

A summary of the proposed specifications to be prepared at 30%, 60%, 90% and final design is included in Appendix D.

Task 4.3 – 30% Cost Estimate

This task includes preparation of the basis of estimate based on the 30% Design drawings for a Class 3 OPCC in accordance with AACE Cost classification level (see Table 2). The OPCC will include the cost for the MBR package plant based on the vendor proposal from Phase 1 and adjusted if feasible with input received from the vendors for the pre selection process during Task 2. Preliminary operations and maintenance (O&M) costs for the treatment facility will also be developed.

Table 2. Cost Estimate Classification Levels

	Primary Characteristic	*Secondary Characteristic*		
ESTIMATE CLASS	**MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES** Expressed as % of complete definition	**END USAGE** Typical purpose of estimate	**METHODOLOGY** Typical estimating method	**EXPECTED ACCURACY RANGE** Typical variation in low and high ranges
Class 5	0% to 2%	Concept screening	Capacity factored, parametric models, judgment, or analogy	L: -20% to -50% H: +30% to +100%
Class 4	1% to 15%	Study or feasibility	Equipment factored or parametric models	L: -15% to -30% H: +20% to +50%
Class 3	10% to 40%	Budget authorization or control	Semi-detailed unit costs with assembly level line items	L: -10% to -20% H: +10% to +30%
Class 2	30% to 75%	Control or bid/tender	Detailed unit cost with forced detailed take-off	L: -5% to -15% H: +5% to +20%
Class 1	65% to 100%	Check estimate or bid/tender	Detailed unit cost with detailed take-off	L: -3% to -10% H: +3% to +15%

This task includes the following activities:

- Prepare a Class 3 OPCC and O&M costs for the project, including MBR package plant costs based on the RFP responses and selected vendor from Task 2.
- Submit draft Class 3 OPCC for City review.
- Prepare a comments response log to collect Class 3 OPCC comments from the City. Responses will be prepared and incorporated during Task 7 under the 60% design.

Task 4.4 – 30% Design Workshop

This task includes conducting a **30% Design Workshop**, a 2-hour to review the 30% Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 4 Deliverables:

- 30% Design drawings (PDF)
- 30% Design specifications (Word)
- OPCC (Class 3), O&M costs based on 30% Design documents (Xcel, PDF)
- 30% Design Review Comments log (Xcel, PDF)
- 30% Design Workshop agenda, materials, and meeting notes (PDF)

Task 4 Assumptions:

- Drawings to be prepared for the 30% design are summarized in Appendix C

- Specifications to be prepared for the 30% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 3 level
- Design workshop will be conducted virtually and be 2 hours in duration
- Upon vendor selection, MBR package drawings would be provided for the Phase 3 60% design, which is not part of this Phase 2 scope of work.

Task 5 – Design Basis Memorandum (DBM)

A succinct Draft DBM will summarize the design criteria for the 30% design and design considerations for the project.

Task 5.1 – Draft DBM

The Draft DBM will include design criteria, 30% Drawings, and Class 3 OPCC for the preferred package plant location identified in Phase 1.

The DBM will document and include code review for the package plant and ancillary project elements in compliance with:

- California Building Code (CBC), current edition
- California Plumbing Code (CPC), current edition
- California Fire Code (CFC), current edition
- California Mechanical Code (CMC), current edition
- National Electrical Code (NEC), current edition
- NFPA 820: Standards for fire [protection in Wastewater Treatment and Collection Facilities
- Cal-OSHA
- State Water Resources Control Board (SWRCB), Construction General permit (CGP)
- California Air Resources Control Board (CARB, if needed)
- Other local ordinances

Task 5.2 – Final DBM

A Final DBM will be prepared based on the comments received from the City on the Draft DBM.

Task 5 Deliverables:

- Draft DBM (Word, PDF)
- Final DBM (Word, PDF)

Task 5 Assumptions:

- City will provide one set of consolidated comments in track changes/embedded comments in the Word document within three (3) weeks of the Draft DBM submittal.

- KJ will discuss refinements to the process design criteria with City and WRF staff during the monthly progress meetings.

Phase 3: Design and Bid

Task 6 – Project Management and Coordination

KJ will provide project administration related to schedule, budget, and scope management, management of subconsultants, and communication of project activities with the City for Phase 3 under this task.

Task 6.1 – Project Management

This task addresses the management and administrative responsibilities associated with schedule, budget control, monthly invoice preparation, and project closeout. This phase of the work assumes a 12-month duration with submittal of twelve (12) monthly invoices.

Task 6.2 – Project Meetings

The following meetings are assumed during Phase 3:

- **Phase 2 Kick-off Meeting** – Discuss information needs and schedule for Phase 3. This meeting will be conducted virtually and is assumed to be 1 hr in duration.
- **Progress Meetings** – Regular check in calls with the City to provide updates on progress to date and overall project status, align schedule and provide budget updates.
- **Project Internal meetings** – internal calls with KJ design team and experts for coordination as needed on the design deliverables.

All meetings will be held via webinar with video and desktop sharing, using the Microsoft Office 365 Teams environment. Invitees for the progress meetings will include personnel from the City, the KJ Project Manager, and as needed technical staff. KJ will prepare and distribute meeting agendas, materials, and succinct notes to document discussions, action items, and decisions.

Task 6 Deliverables:

- Twelve (12) monthly invoices and progress reports (PDF)
- Meeting agendas and minutes (Word or PDF)

Task 6 Assumptions:

- KJ's schedule and fee are based on providing Phase 3 services for a period of Twelve (12) months
- Up to 3 progress meetings assumed with the City, 1 hr in duration, attended virtually.

Task 7 – 60% Design

Starting with the 30% Design documents prepared under Phase 2, KJ will develop the 60% Design drawings and incorporate the details of the MBR package plant provided by the selected vendor.

Specifications and updated Opinion of Probable Construction Cost (OPCC) for the 60% design level will also be developed for this task.

Task 7.1 – 60% Design Drawings

This task includes the following activities:

- Develop and submit 60% Design drawings for City review.

- Prepare a comments response log to collect 60% design comments from the City. Responses will be prepared and incorporated during Task 8 under the 90% design.

The 60% Design drawings will include detailed vendor design drawings.

Task 7.2 – 60% Specifications

KJ will prepare the 60% design level specifications for the main equipment. Division 0 specs will follow City standards.

This task includes the following activities:

- Develop 60% design equipment specifications.
- Prepare a comments response log to collect 60% specification comments from the City. Responses will be prepared and incorporated during Task 8 under the 90% design.

Task 7.3 – 60% Cost Estimate

This task includes updating the cost estimate for the 60% Design drawings to a Class 3 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include refined cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Prepare a Class 3 OPCC and O&M costs for the project
- Submit draft Class 3 OPCC for City review.
- Prepare a comments response log for addressing Class 3 OPCC, to be incorporated in task 8 under the 90% design

Task 7.4 – 60% Design Workshop

This task includes conducting a **60% Design Workshop**, a 2-hour to review the 60% Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 7 Deliverables:

- 60% Design drawings (PDF)
- 60% Design specifications (Word)
- OPCC (Class 3), O&M costs (Xcel, PDF)
- 60% Design Review Comments log (Xcel, PDF)
- 60% Design Workshop agenda, materials, and meeting notes (PDF)

Task 7 Assumptions:

- Drawings to be prepared for the 60% design are summarized in Appendix C
- Specifications to be prepared for the 60% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 3 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 8 – 90% Design

KJ will develop the 90% Design drawings, specifications and updated OPCC including comments resolution from the 60% design.

Task 8.1 – 90% Design Drawings

This task includes the following activities:

- Develop and submit 90% Design drawings for City review.
- Prepare a comments response log to collect 90% design comments from the City. Responses will be prepared and incorporated during Task 9 under the 100% design.

The 90% Design drawings will include updated vendor design drawings.

Task 8.2 – 90% Specifications

KJ will prepare the 90% design level specifications for the main equipment. Division 0 specs will follow City standards.

This task includes the following activities:

- Develop 90% design equipment specifications.
- Prepare a comments response log to collect 90% specification comments from the City. Responses will be prepared and incorporated during Task 9 under the 100% design.

Task 8.3 – 90% Cost Estimate

This task includes updating the cost estimate based on the 90% Design drawings to a Class 2 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include refined cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Prepare a Class 2 OPCC and O&M costs for the project
- Submit draft Class 2 OPCC for City review.
- Prepare a comments response log for addressing Class 2 OPCC, to be incorporated in task 9 under the final design

Task 8.4 – 90% Design Workshop

This task includes conducting a **90% Design Workshop**, a 2-hour to review the 90% Design and OPCC. KJ

will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 8 Deliverables:

- 90% Design drawings (PDF)
- 90% Design specifications (Word)
- OPCC (Class 2), O&M costs (Xcel, PDF)
- 90% Design Review Comments log (Xcel, PDF)
- 90% Design Workshop agenda, materials, and meeting notes (PDF)

Task 8 Assumptions:

- Drawings to be prepared for the 90% design are summarized in Appendix C
- Specifications to be prepared for the 90% design are summarized in Appendix D
- Cost Estimate will be prepared to Class 2 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 9 – Final Design

KJ will develop the Final Design drawings, specifications and updated OPCC including comments resolution from the 90% design.

Task 9.1 – 100% Design Drawings

This task includes the following activities:

- Develop and submit 100% Design drawings for City review.
- Review comments from the City and incorporate into FINAL stamped and signed design drawings.

The 100% Design drawings will include the final vendor design drawings.

Task 9.2 – 100% Specifications

KJ will prepare the 100% design level specifications for the project.

This task includes the following activities:

- Develop 100% design specifications and submit for City review.
- Review comments from the City and incorporate into FINAL stamped and signed design specifications.

Task 9.3 – 100% Cost Estimate

This task includes refining the cost estimate based on the Final Design drawings at a Class 2 OPCC based on AACE Cost classification level (see **Table 2**). The OPCC will include the final cost for the MBR package plant as provided by the selected vendor. O&M costs for the treatment facility will also be updated.

This task includes the following activities:

- Update Class 2 OPCC and O&M costs for the project
- Submit final Class 2 OPCC cost.

Task 9.4 – 100% Design Workshop

This task includes conducting a **100% Design Workshop**, a 2-hour to review the Final Design and OPCC. KJ will develop a workshop agenda, PowerPoint presentation, and develop meeting minutes. Up to six (6) KJ staff will attend and the workshop.

Task 9 Deliverables:

- 100% Final Design drawings (PDF, CAD)
- 100% Final Design specifications (Word, PDF)
- Final OPCC (Class 2), O&M costs (Xcel, PDF)
- 100% Design Workshop agenda, materials, and meeting notes (PDF)

Task 9 Assumptions:

- Drawings to be prepared for the 100% design are summarized in Appendix C
- Specifications to be prepared for the 100% design are summarized in Appendix D
- Cost Estimate will be Class 2 level
- Design workshop will be conducted virtually and be 2 hours in duration

Task 10 – Bid Support Services

KJ will provide support for the City for the project Bid, preparing conformed documents and providing responses to RFIs.

Task 10.1 – Conformed Drawings and Specifications

This task includes preparing and submit Conformed drawings and specifications

Task 10.2 – Bid Site Walk

This task assumes attendance by the Project Manager and Design Manager during the Bid site walk to support Bidders with answering questions.

Task 10.3 – RFI Responses

This task assumes an allowance of 60 hours for the project design team to prepare addenda based on received RFIs and responses agreed upon with the City.

Task 10.4 – Bid Support

This task assumes an allowance of 14 hours for the project team to support the City with evaluation of the proposals and comparison of Bid results

Task 10 Deliverables:

- Conformed drawings and specifications (PDF)
- RFI responses (Word, PDF)

Task 10 Assumptions:

- An allowance of 60 hours is assumed to support the City with RFI responses and addenda
- Attendance to 1 bid site walk by up to 2 KJ staff
- An allowance of 14 hours is assumed for the project team to support the City with Bid review

Task 11 – As needed support

This task assumes an allowance of $40,000 for any additional services provided by KJ as requested and approved by the City. Additional services can include:

- Additional project meetings or design review workshops
- Additional site visits or investigations required for the design development
- Changes to design assumptions or scope that require additional design drawings, specifications or modifications to the Preliminary Design Report
- Additional coordination required by the City for the Vendor procurement and selection process
- Additional support required by the City for the Bid and award process
- Extended project schedule and duration

This task also includes an allowance for an optional task for surveyor for utility marking to locate with GPR and/or electro detection of existing utilities if required.

Proposed Schedule

This proposal assumes the scope of services for Phase 2 will be completed in 8 months from receipt of the Notice to Proceed and services for Phase 3 will be complete in 12 months from initiation of Phase 3 activities. A potential project schedule is shown in Figure 6. Adhering to the anticipated notice to proceed date, meeting dates, and review times will be critical to achieving the design schedule presented below.

Figure 6. Anticipated Design Schedule Phase 2 and Phase 3

SVWD WWTP Master Plan Schedule

City of Scotts Valley WWTP Master Plan	Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		Phase 2								Phase 3											
		2026								2026			2027								
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Notice to Proceed Phase 2		✚																			
Task 1 - Project Management and Coordination																					
1.1 - Project Management																					
1.2 - Project Meetings		Kickoff			🗋			🗋													
Task 2 - Package Plant Vendor Pre-Selection																					
2.1 - MBR Preselection																					
Task 3 - Field Investigations																					
3.1 - Site Survey			✓																		
3.2 - Geotechnical Study				◆	✓																
3.3 - Site Visit			●																		
Task 4 - 30% Design																					
4.1 - 30% Design Drawings							◆														
4.2 - 30% Specifications							◆														
4.3 - 30% Cost Estimate							◆														
4.4 - 30% Design Workshop (2 hr, virtual)								W#1													
Task 5 - Design Basis Memorandum																					
5.1 - DRAFT Report								◆													
5.2 -Final Report									✓												
Notice to Proceed Phase 3										✚											
Task 6 - Project Management and Coordination																					
6.1 - Project Management																					
6.2 - Project Meetings										Kickoff			🗋			🗋			🗋		
Task 7 - 60% Design																					
7.1 - 60% Design Drawings												◆									
7.2 - 60% Specifications												◆									
7.3 - 60% Cost Estimate												◆									
7.4 - 60% Design Workshop (2 hr, virtual)													W#2								
Task 8 - 90% Design																					
8.1 - 90% Design Drawings																◆					
8.2 - 90% Specifications																◆					
8.3 - 90% Cost Estimate																◆					
8.4 - 90% Design Workshop (2 hr, virtual)																	W#3				
Task 9 - Final Design																					
9.1 - 100% Design Drawings																		◆	✓		
9.2 - 100% Specifications																		◆	✓		
9.3 - 100% Cost Estimate																		◆	✓		
9.4 - 100% Design Workshop (1 hr, virtual)																			W#4		
Task 10 - Bid Support Services																					
10.1 - Conformed Drawings & Specifications																				✓	
10.2 - Bid Site Walk																					✓
10.3 - RFI Responses																					
10.4 - Bid Support																					✓
Task 11 - As Needed Support																					
Total Project		**~ 20 months**																			

LEGEND

Meetings		Deliverables	
Workshops	W#	Draft	◆
Progress Meetings	🗋	Final	✓
Site Visit	●		

Kennedy Jenks

Proposed Fee

The proposed fee is summarized in Table 3, with a detailed breakdown of Phase 2 and 3 hours by subtask provided in Table 4.

Table 3. Proposed Fee Summary

Project Tasks	Total Hours	Total KJ Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Phase 2					
Task 1 - Project Management and Coordination	180	$ 49,645	$ -	$ -	$ 49,645
Task 2 - Package Plant Vendor Pre-Selection	90	$ 24,860	$ -	$ -	$ 24,860
Task 3 - Field Investigations	60	$ 16,840	$ 114,294	$ 1,375	$ 132,509
Task 4 - 30% Design	1230	$ 312,855	$ -	$ -	$ 312,855
Task 5 - Design Basis Memorandum	200	$ 51,410	$ -	$ -	$ 51,410
Total Phase 2 (Tasks 1 - 5)	**1760**	**$ 455,610**	**$ 114,294**	**$ 1,375**	**$ 571,279**
Phase 3					
Task 6 - Project Management and Coordination	320	$ 89,085	$ -	$ -	$ 89,085
Task 7 - 60% Design	2690	$ 689,340	$ -	$ -	$ 689,340
Task 8 - 90% Design	2600	$ 685,264	$ -	$ -	$ 685,264
Task 9 - Final Design	770	$ 202,704	$ -	$ -	$ 202,704
Task 10 - Bid Support Services	130	$ 35,638	$ -	$ 275	$ 35,913
Task 11 - As Needed Support	0	$ 40,000	$ 16,500	$ -	$ 56,500
Total Phase 3 (Tasks 6 to 11)	**6510**	**$ 1,742,031**	**$ 16,500**	**$ 275**	**$ 1,758,806**
Total Phase 2 & 3 (tasks 1 to 11)	**8270**	**$ 2,197,641**	**$ 130,794**	**$ 1,650**	**$ 2,330,086**

Table 4. Detailed Phase 2 and 3 Fee Estimate

Exhibit A: Proposal Fee Estimate

Kennedy Jenks

CLIENT Name: City of Scotts Valley

PROJECT Description: MBR Design (Complete Design)

Proposal/Job Number: **Date:** 3/16/2026

January 1, 2025 Rates	QA/QC	QA/QC	Design manager	QA/QC	QA/QC	QA/QC	QA/QC	QA/QC	PM	Tech lead	Tech lead	Tech lead	Cost	Tech lead	Tech lead	Tech lead	I&C	Elec	Process	Civil	CAD	CAD	CAD	CAD	CAD			KJ	KJ	Sub	Sub	KJ	KJ	KJ				
Classification:	Eng-Sci-8 Don Ervin (Civil)	Eng-Sci-8 David S (Process)	Eng-Sci-8 Byron N (Process)	Eng-Sci-8 Sanki N (I&C)	Eng-Sci-8 Zach D (Electrical)	Eng-Sci-8 PJ (structural)	Eng-Sci-7 Zach Harris (bldg)	Eng-Sci-7 Mark P (Architect)	Eng-Sci-6 Claudia L	Eng-Sci-7 Jeremiah M (Process/Mech)	Eng-Sci-6 Brittany Mahoney (Architect)	Eng-Sci-6 Andrew Gudal (I&C)	Eng-Sci-6 Kieran (Cost)	Eng-Sci-5 Jon M (Electrical)	Eng-Sci-6 Patrick Tran (Civil)	Eng-Sci-5 Faiyaz (Structural)	Eng-Sci-4 Ricardo Mejia (I&C)	Eng-Sci-3 Vitaly Z (electrical)	Eng-Sci-3 Drejhan (Process)	Eng-Sci-2 Jodi (bldg/Civil)	Eng-Sci-2 Nicholas Santamaria (I&C)	Sr CAD- Designer	CAD- Designer	Sr CAD- Technician	CAD- Technician	Project Assistant	Total	Labor	Escalation	Survey	Geotech	Sub-Markup	ODCs	ODCs Markup	Total Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Hourly Rate:	$340	$340	$340	$340	$340	$340	$315	$315	$290	$315	$290	$290	$290	$270	$290	$270	$250	$230	$230	$200	$200	$210	$200	$195	$180	$145	Hours	Fees	3%	Fees	Fees	10%	Fees	10%				Fees
																													$0			$0		$0				
Task 1 - Project Management and Coordination																																						
1.1 - Project Management																																						
Project Setup, Work plan, Closeout, H&S plan			4						4																	4	12	$3,100				$0		$0	$3,100	$0	$0	$3,100
Monthly Reports and Invoicing (8 months, monthtly)									16																	8	24	$5,800				$0		$0	$5,800	$0	$0	$5,800
1.2 - Project Meetings																																						
Kickoff Meeting (1hr, virtual)	1		2						2										2								7	$2,060				$0		$0	$2,060	$0	$0	$2,060
Progress Meetings (up tp 2, 1 hr duration, virtual)									2																		2	$580				$0		$0	$580	$0	$0	$580
Project Internal Meetings (biweekly, 1hr, virtual)	4	4	16	2	2	2	2	2	16	8	2	6		6	6	6	8	8	16	8							124	$35,040				$0		$0	$35,040	$0	$0	$35,040
C&CR	1	1	1						1	1		1			1			1	1	2							11	$3,065				$0		$0	$3,065	$0	$0	$3,065
Task 1 - Subtotal	**6**	**5**	**23**	**2**	**2**	**2**	**2**	**2**	**41**	**9**	**2**	**7**	**0**	**6**	**7**	**6**	**8**	**9**	**19**	**10**	**0**	**0**	**0**	**0**	**0**	**12**	**180**	**$49,645**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$49,645**	**$0**	**$0**	**$49,645**
Task 2 - Package Plant Vendor Pre-Selection																																						
2.1 - MBR Preselection																																						
Prepare RFP	2		8						8	4									16							2	40	$10,950				$0		$0	$10,950	$0	$0	$10,950
Prepare MBR vendor specifications		2	8	2					2	4		4						4	12							2	40	$11,050				$0		$0	$11,050	$0	$0	$11,050
Review RFIs and support City with vendor selection			4						2										4								10	$2,860				$0		$0	$2,860	$0	$0	$2,860
Task 2 - Subtotal	**2**	**2**	**20**	**2**	**0**	**0**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**90**	**$24,860**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$24,860**	**$0**	**$0**	**$24,860**
Task 3 - Field Investigations																																						
3.1 - Site Survey									1						8									8			17	$4,170		$33,904		$3,390		$0	$4,170	$37,294	$0	$41,464
3.2 - Geotechnical Study						4			1							6											11	$3,270			$70,000	$7,000		$0	$3,270	$77,000	$0	$80,270
3.3 - Site Visit			8							8					8				8								32	$9,400				$0	$1,250	$125	$9,400	$0	$1,375	$10,775
Task 3 - Subtotal	**0**	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**60**	**$16,840**	**$0**	**$33,904**	**$70,000**	**$10,390**	**$1,250**	**$125**	**$16,840**	**$114,294**	**$1,375**	**$132,509**
Task 4 - 30% Design																																						
4.1 - 30% Design Drawings	43	7	54	17	15	7	15	6	8	81	20	17	0	65	17	48	50	119	122	44	70	49	56	144			1074	$269,540				$0		$0	$269,540	$0	$0	$269,540
4.2 - 30% Specifications	2		6	2	1	1	4	2		9	2	5		3	2	1	13	3	16							4	76	$20,695				$0		$0	$20,695	$0	$0	$20,695
4.3 - 30% Cost Estimate			4						4				40						6								54	$15,500				$0		$0	$15,500	$0	$0	$15,500
4.4 - 30% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120				$0		$0	$7,120	$0	$0	$7,120
Task 4 - Subtotal	**45**	**7**	**68**	**19**	**16**	**8**	**19**	**8**	**16**	**94**	**22**	**26**	**40**	**68**	**19**	**49**	**63**	**122**	**150**	**48**	**70**	**49**	**56**	**144**	**0**	**4**	**1230**	**$312,855**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$312,855**	**$0**	**$0**	**$312,855**
Task 5 - Design Basis Memorandum																																						
5.1 - DRAFT Report	6		8	2	2	4	4	2	8	16	4	6		4	6	6	8	8	36	36						4	170	$43,970				$0		$0	$43,970	$0	$0	$43,970
5.2 -Final Report	2		4						2	4									6	8						4	30	$7,440				$0		$0	$7,440	$0	$0	$7,440
Task 5 - Subtotal	**8**	**0**	**12**	**2**	**2**	**4**	**4**	**2**	**10**	**20**	**4**	**6**	**0**	**4**	**6**	**6**	**8**	**8**	**42**	**44**	**0**	**0**	**0**	**0**	**0**	**8**	**200**	**$51,410**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$51,410**	**$0**	**$0**	**$51,410**
Total Phase 2 (Tasks 1 - 5)	**61**	**14**	**131**	**25**	**20**	**18**	**25**	**12**	**81**	**139**	**28**	**43**	**40**	**78**	**48**	**67**	**79**	**143**	**251**	**102**	**70**	**49**	**56**	**152**	**0**	**28**	**1760**	**$ 455,610**	**$ -**	**$ 33,904**	**$ 70,000**	**$ 10,390**	**$ 1,250**	**$ 125**	**$ 455,610**	**$ 114,294**	**$ 1,375**	**$ 571,279**

Exhibit A: Proposal Fee Estimate

Kennedy Jenks

CLIENT Name: City of Scotts Valley

PROJECT Description: MBR Design (Complete Design)

Proposal/Job Number:

Date: 3/16/2026

January 1, 2025 Rates	QA/QC	QA/QC	Design manager	QA/QC	QA/QC	QA/QC	QA/QC	QA/QC	PM	Tech lead	Tech lead	Tech lead	Cost	Tech lead	Tech lead	Tech lead	I&C	Elec	Process	Civil	CAD	CAD	CAD	CAD	CAD	CAD			KJ	KJ	Sub	Sub	KJ	KJ	KJ				
Classification:	Eng-Sci-8 Don Ervin (Civil)	Eng-Sci-8 David S (Process)	Eng-Sci-8 Byron N (Process)	Eng-Sci-8 Sanki N (I&C)	Eng-Sci-8 Zach D (Electrical)	Eng-Sci-8 PJ (structural)	Eng-Sci-7 Zach Harris (bldg)	Eng-Sci-7 Mark P (Architect)	Eng-Sci-6 Claudia L	Eng-Sci-7 Jeremiah M (Process/Mech)	Eng-Sci-6 Brittany Mahoney (Architect)	Eng-Sci-6 Andrew Gudal (I&C)	Eng-Sci-6 Kieran (Cost)	Eng-Sci-5 Jon M (Electrical)	Eng-Sci-6 Patrick Tran (Civil)	Eng-Sci-5 Faiyaz (Structural)	Eng-Sci-4 Ricardo Mejia (I&C)	Eng-Sci-3 Vitaliy Z (electrical)	Eng-Sci-3 Drajhan (Process)	Eng-Sci-2 Jodi (bldg/Civil)	Eng-Sci-2 Nicholas Santamaria (I&C)	Sr CAD- Designer	CAD- Designer	Sr CAD- Technician	CAD- Technician	Project Assistant	Total	Labor	Escalation	Survey	Geotech	Sub-Markup	ODCs	ODCs Markup	Total Labor	Total Subs	Total Expenses	Total Labor + Subs + Expenses
Hourly Rate:	$340	$340	$340	$340	$340	$340	$315	$315	$290	$315	$290	$290	$290	$270	$290	$270	$250	$230	$230	$200	$200	$210	$200	$195	$180	$145	Hours	Fees	3%	Fees	Fees	10%	Fees	10%				Fees
																													$0			$0		$0				
Task 6 - Project Management and Coordination																																						
6.1 - Project Management																																						
Project Setup, Work plan, Closeout, H&S plan			4						4																	4	12	$3,100				$0		$0	$3,100	$0	$0	$3,100
Monthly Reports and Invoicing (12 months, monthtly)									24																	12	36	$8,700				$0		$0	$8,700	$0	$0	$8,700
6.2 - Project Meetings																																						
Kickoff Meeting (1hr, virtual)	1		2						2	1									2	1							9	$2,575				$0		$0	$2,575	$0	$0	$2,575
Progress Meetings (up tp 3, 1hr, virtual)									3																		3	$870				$0		$0	$870	$0	$0	$870
Project Internal Meetings (biweekly, 1hr, virtual)	12		24	8	8	8	8	8	24	24	12	12	4	8	12	12	12	12	24	16	12						260	$73,840				$0		$0	$73,840	$0	$0	$73,840
Task 6 - Subtotal	**13**	**0**	**30**	**8**	**8**	**8**	**8**	**8**	**57**	**25**	**12**	**12**	**4**	**8**	**12**	**12**	**12**	**12**	**26**	**17**	**12**	**0**	**0**	**0**	**0**	**16**	**320**	**$89,085**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$89,085**	**$0**	**$0**	**$89,085**
Task 7 - 60% Design																																						
7.1 - 60% Design Drawings	75	12	95	29	27	13	27	10	6	141	35	30		114	30	84	88	208	214	77	123	86	98	252			1874	$470,020				$0		$0	$470,020	$0	$0	$470,020
7.2 - 60% Specifications	18		50	21	5	7	34	14		80	20	46		26	20	12	110	21	148	98						6	736	$196,700				$0		$0	$196,700	$0	$0	$196,700
7.3 - 60% Cost Estimate			4						4				40						6								54	$15,500				$0		$0	$15,500	$0	$0	$15,500
7.4 - 60% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120				$0		$0	$7,120	$0	$0	$7,120
Task 7 - Subtotal	**93**	**12**	**153**	**50**	**32**	**20**	**61**	**24**	**14**	**225**	**55**	**80**	**40**	**140**	**50**	**96**	**198**	**229**	**374**	**179**	**123**	**86**	**98**	**252**	**0**	**6**	**2690**	**$689,340**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$689,340**	**$0**	**$0**	**$689,340**
Task 8 - 90% Design																																						
8.1 - 90% Design Drawings	75	12	95	29	27	13	27	10	8	141	35	30		114	30	84	88	208	214	77	123	86	98	252			1876	$470,600	$14,118			$0		$0	$484,718	$0	$0	$484,718
8.2 - 90% Specifications	16		45	18	5	6	30	12		71	18	41		23	18	10	100	21	131	83						6	654	$174,865	$5,246			$0		$0	$180,111	$0	$0	$180,111
8.3 - 90% Cost Estimate			4						4				32						4								44	$12,720	$382			$0		$0	$13,102	$0	$0	$13,102
8.4 - 90% Design Workshop (2 hr, virtual)			4						4	4		4							6	4							26	$7,120	$214			$0		$0	$7,334	$0	$0	$7,334
Task 8 - Subtotal	**91**	**12**	**148**	**47**	**32**	**19**	**57**	**22**	**16**	**216**	**53**	**75**	**32**	**137**	**48**	**94**	**188**	**229**	**355**	**164**	**123**	**86**	**98**	**252**	**0**	**6**	**2600**	**$665,305**	**$19,959**	**$0**	**$0**	**$0**	**$0**	**$0**	**$685,264**	**$0**	**$0**	**$685,264**
Task 9 - Final Design																																						
9.1 - 100% Design Drawings	21	4	27	8	8	4	8	3	4	40	10	9	0	33	9	24	25	60	60	22	35	25	28	72	0	0	539	$135,355	$4,061			$0		$0	$139,416	$0	$0	$139,416
9.2 - 100% Specifications	4	0	11	5	1	2	8	3	0	18	5	10	0	6	4	3	25	5	33	22	0	0	0	0	0	8	173	$45,445	$1,363			$0		$0	$46,808	$0	$0	$46,808
9.3 - 100% Cost Estimate			4						4				16						4	4							32	$8,880	$266			$0		$0	$9,146	$0	$0	$9,146
9.4 - 100% Design Workshop (1 hr, virtual)			4						4	4		4							6	4							26	$7,120	$214			$0		$0	$7,334	$0	$0	$7,334
Task 9 - Subtotal	**25**	**4**	**46**	**13**	**9**	**6**	**16**	**6**	**12**	**62**	**15**	**23**	**16**	**39**	**13**	**27**	**50**	**65**	**103**	**52**	**35**	**25**	**28**	**72**	**0**	**8**	**770**	**$196,800**	**$5,904**	**$0**	**$0**	**$0**	**$0**	**$0**	**$202,704**	**$0**	**$0**	**$202,704**
Task 10 - Bid Support Services																																						
10.1 - Conformed Drawings & Specifications			4						4	8									16				8				40	$10,320	$310			$0		$0	$10,630	$0	$0	$10,630
10.2 - Bid Site Walk			8						8																		16	$5,040	$151			$0	$250	$25	$5,191	$0	$275	$5,466
10.3 - RFI Responses			8						2	8		2		2	2	2	2	2	8	6		8	8				60	$15,340	$460			$0		$0	$15,800	$0	$0	$15,800
10.4 - Bid Support			4						4										6								14	$3,900	$117			$0		$0	$4,017	$0	$0	$4,017
Task 10 - Subtotal	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**18**	**16**	**0**	**2**	**0**	**2**	**2**	**2**	**2**	**2**	**30**	**6**	**0**	**8**	**16**	**0**	**0**	**0**	**130**	**$34,600**	**$1,038**	**$0**	**$0**	**$0**	**$250**	**$25**	**$35,638**	**$0**	**$275**	**$35,913**
Task 11 - As Needed Support																																						
11.1 - As needed services																											0	$40,000		$15,000		$1,500		$0	$40,000	$16,500	$0	$56,500
Task 10 - Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$40,000**	**$0**	**$15,000**	**$0**	**$1,500**	**$0**	**$0**	**$40,000**	**$16,500**	**$0**	**$56,500**
hidden line - task groups end																																						
Total Phase 3 (Tasks 6 to 11)	**222**	**28**	**401**	**118**	**81**	**53**	**142**	**60**	**117**	**544**	**135**	**192**	**92**	**326**	**125**	**231**	**450**	**537**	**888**	**418**	**293**	**205**	**240**	**576**	**0**	**36**	**6510**	**$ 1,715,130**	**$ 26,901**	**$15,000**	**$ -**	**$ 1,500**	**$ 250**	**$ 25**	**$ 1,742,031**	**$ 16,500**	**$ 275**	**$1,758,806**
Total Phase 2 & 3 (Tasks 16 to 11)	**283**	**42**	**532**	**143**	**101**	**71**	**167**	**72**	**198**	**683**	**163**	**235**	**132**	**404**	**173**	**298**	**529**	**680**	**1139**	**520**	**363**	**254**	**296**	**728**	**0**	**64**	**8270**	**$ 2,170,740**	**$ 26,901**	**$48,904**	**$70,000**	**$11,890**	**$1,500**	**$150**	**$ 2,197,641**	**$ 130,794**	**$ 1,650**	**$2,330,086**

Appendix A

Site Survey Proposal

January 26, 2026 (Rev 1/30/2026)

Claudia Llerandi, PE
Kennedy Jenks
2121 N. California Blvd, STE 810
Walnut Creek, CA 94596
Direct: (415) 243.2506
ClaudiaLlerandi@kennedyjenks.com

Re: Survey Support Services
Scotts Valley Wastewater treatment site, 700 Lundy Lane, Scotts Valley, CA,

Dear Ms Llerandi,

Thank you for choosing Towill, Inc. to compile and submit the proposal for Survey Support services. In the following sections, we outline our comprehensive understanding of the project, present the proposed scope of work, and provide an estimate for the associated costs.

THE PROJECT

The project involves survey support for the topographic surveys at the location, as indicated in Exhibit A, located in Scotts Valley, CA.

SCOPE OF SERVICES AND DELIVERABLES

Task One—Survey Support for Scotts Valley WWTP

1.1 General

Towill will provide the following services:

- Coordinate with Kennedy Jenks for the duration of the project, see anticipated schedule below.
- Provide land surveying services, which shall be dated, signed, and sealed by a professional surveyor (John T. May, PLS) in accordance with prime contract/scope requirements.
- Establish or tie-in to project control network.
    - Horizontal Datum and Grid Projection – North American Datum of NAD 83 (NAD83), California Coordinate System of 1983 (CCS83), Zone III, 2011 (2017.5) epoch
    - Vertical Datum – North American Vertical Datum of 1988 (NAVD 88)

1.2 Topographic Survey

Towill will conduct a field survey to collect topographic data to support design at the waste water treatment plant. Collected features will be visible (at the time of our field survey)

- Hardscape and softscape including gradebreaks, high points, and low points
- Identify material of hardscape and softscape
- Sanitary and storm surface features including, but not limited to manholes, catch basins, cleanouts, culverts, and headwalls.

- Provide rim and grate elevations, pipe inverts, size, and material. Locate the next manhole or catch basin up or down stream of storm or sanitary sewer pipes extending beyond the survey/property line such that pipe slope can be determined.
- Surface features such as valves, meters, boxes, vaults, fire hydrants, utility appurtenances, point of connections, and outfalls.
- Overhead electrical lines, including approximate height of lines, and guy wires.
- Fencing, gates, barriers, signs, bollards (permanent, and removable), signs, light poles, driveways, striping, wheel stops, and trees (size, species, and drip lines).
- Buildings, walls, structures, and equipment pads including finished floor elevations, doors, ramps, extent of awnings or overhangs, if applicable, bottom and top of wall, and top of equipment pad(s).

Optional Task:
Utility Marking company to locate with GPR and/or electro detection of existing underground utilities, mark on ground with paint or flags indicated type and depth. Towill will collect this data and incorporate into topographic deliverables.

Task One Deliverables
- ACAD Civil 3D file (2022 Version), with surface
- Control Report
- Pdf of topographic basemap (sheets)
- Dipsheets of Sanitary/Storm Drainage Structures
- Site Photos
- ASCII file (Point numbers, northing, easting, elevation and description)

SCHEDULE
Topographic surveys can be conducted with weeks of 2 NTP and final deliverables within 3 weeks of successful completion and collection of the field data.

ASSUMPTIONS, SPECIAL CONSIDERATIONS, AND EXCEPTIONS
Any work above and beyond the described scope above will be negotiated separately and billed on a time-and-materials basis per Towill's contract rate schedule. For clarification, our proposed technical approach assumes the following:

- Access to the site and notification of entry will be provided by others.
- Services other than those specifically described herein are not currently proposed.
- Our proposal does not include payment of any fees, permits, or other items not specifically mentioned in our scope of work. Such fees, if applicable, will be invoiced as additional costs.
- No encroachment permits are anticipated for this effort.
- No traffic control is anticipated for this effort.
- Travel time is included in this estimate.
- Weekends, and overtime are included in this estimate.
- Night and Holidays are not included in this estimate.
- No staking of right-of-way, easements, or boundaries is included in this estimate.

- Towill will receive all digital files in a timely manner to keep the project on track. If additional information is needed to complete a task Towill will notify Kennedy Jenks immediately.
- Additional time spent gathering necessary information needed to complete a task will be bill at a time and materials basis per contract rate.
- The Scope of Services outlined in this proposal are based on facts known at the time of submission, including, if applicable, information supplied by the Client. For some projects, the scope and level of required effort may not be fully definable during the initial phases. As the project progresses, facts discovered may indicate that the scope must be redefined. Towill will promptly provide Client with an amendment to this proposal/agreement to recognize such changes, which shall be deemed approved if not objected to within 15 days of receipt by the Client.

SUMMARIZED COST

Our proposed cost for the work described above is as follows and is based on our current contract rate schedule at a time-and-materials cost; see attached Exhibit C. This is an estimate of work, and factors such as site schedule, work requirements, and other considerations may affect this price. Please see Exhibit B for a full breakdown of hours anticipated for this project.

Items	Task Fee
Towill Topographic Survey	**$33,904**
Optional Mark and Locate	**$15,000**

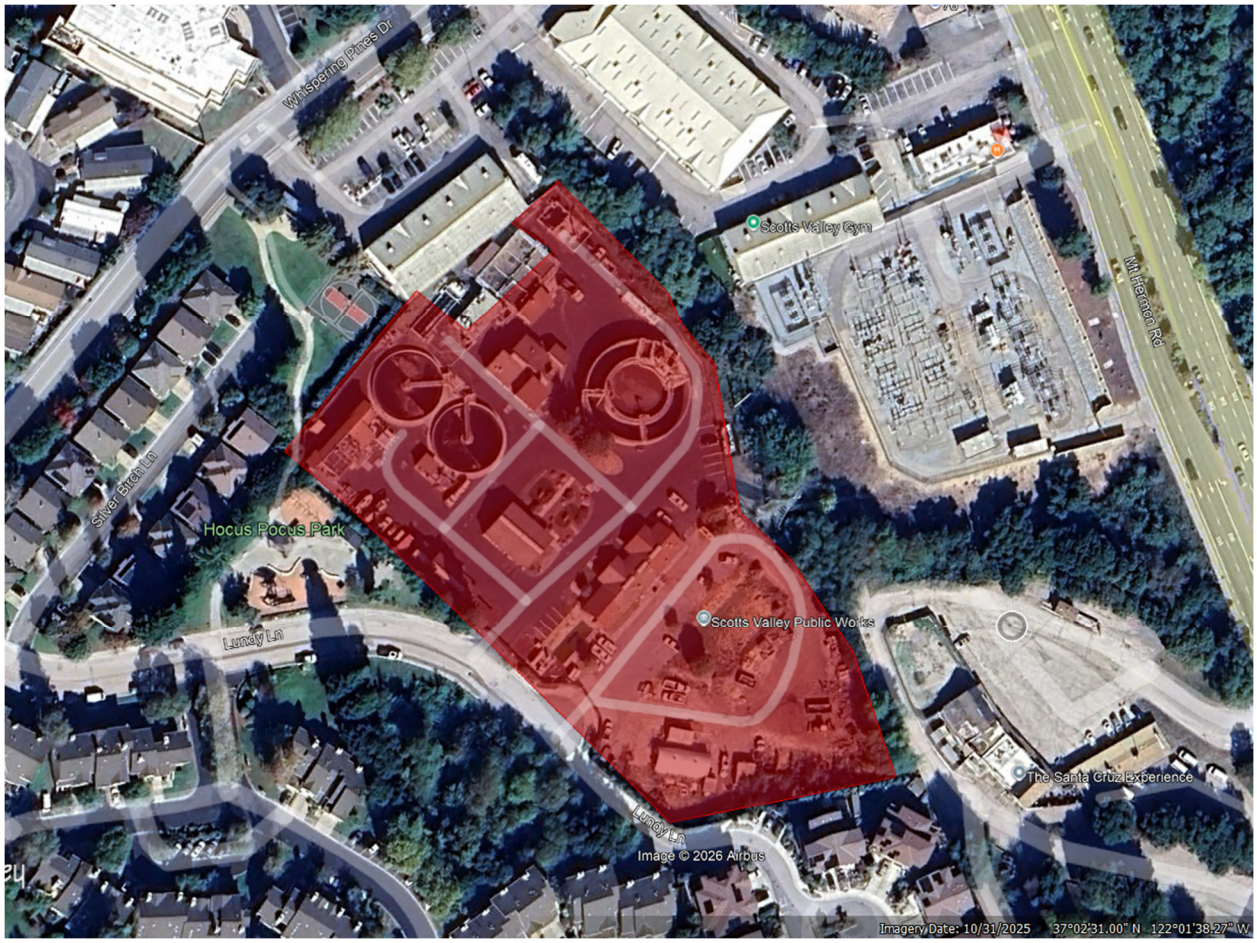
Thank you for this opportunity, and we look forward to working with you on this project. If you have any questions regarding this proposal, or if, for any reason, it does not meet your budget or time constraints, please contact me to discuss options to revise the proposal to better suit your needs. I can be reached by phone at (925) 682-6976 ext. 1032 or by email at john.may@towill.com.

Sincerely,
TOWILL, INC.

John T. May, PLS
Project Manager



Exhibit A



Limits of Site in Red

KJ-Scotts Valley

Towill Fee Schedule NorCal Survey 2026

PERSONNEL	Principal Surveyor	Senior PM / LS	Survey PM / LS	Project Surveyor / LS	Associate Surveyor / LSIT	Survey Tech	CADD Tech	1 Man Crew	1 Man Crew OT	2 Man Crew	2 Man Crew OT	Tot Hrs	TOTALS
Hourly Rates	**$275.00**	**$257.00**	**$225.00**	**$200.00**	**$184.00**	**$157.00**	**$124.00**	**$200.00**	**$300.00**	**$360.00**	**$540.00**		
	Ken	Frank/John	Menashe/ John H	Matt/John G/Touko/Angela	Kristine / Ivan / Kim / Kat/ Maceo / Jeff	Nguyen / Max / Tom	Intern	Field Crew					
Start Up & Coordination		**1**	**1**									2 hrs	$482.00
Topographic and Utility Survey													
Field Mobilizations		**4**		**2**	**8**	**2**				**40**		56 hrs	$17,614.00
Office Deliverables		**4**	**4**	**5**	**70**							83 hrs	$15,808.00
TOTAL HOURS	0	9	5	7	78	2	0	0	0	40	0	141	$33,904.00
TOTAL COST	**$0.00**	**$2,313.00**	**$1,125.00**	**$1,400.00**	**$14,352.00**	**$314.00**	**$0.00**	**$0.00**	**$0.00**	**$14,400.00**	**$0.00**		**$33,904.00**
TOTAL DAYS BY PERSONNEL	**0**	**1.125**	**0.625**	**0.875**	**9.75**	**0.25**	**0**	**0**	**0**	**4**	**0**		
TOTAL OFFICE DAYS	**12.625**							**Total Field days**	**4**	10 hr days			

TRAVEL TIME / PER CREW MEMBER

Start Up & Coordination
$482.00

Topographic and Utility Survey
$33,422.00

Project Total
$33,904.00

$33,904.00

ODC's		hours	RATE	UNITS/DAYS		Sub-/total
Optional Mark and Locate			**5000**	**3**		**15000**
						0
						0
						0
						0
TOTAL		0		3		$15,000.00
ESTIMATED PROJECT TOTAL						**$48,904.00**

TOWILL
SURVEYING | MAPPING | GIS

EXHIBIT C
LAND SURVEY SERVICES FEE SCHEDULE
Effective January 1, 2026

Labor Description	Hourly Rate
Principal Land Surveyor / Geomatics Principal Manager	$ 275.00
Senior Land Surveyor / Senior Project Manager	$ 268.00
Survey Project Manager	$ 235.00
Project Surveyor	$ 200.00
Associate Surveyor	$ 184.00
Survey Technician (Office)	$ 157.00
CADD Technician	$ 127.00
Project Coordinator	$ 113.00

Prevailing Wage Rates by Field Survey Personnel Classifications

One Person	$ 200.00
Two Person	$ 360.00

Notes:

- Field survey personnel and crews are billed at a minimum of 8 hours per day only.
- Field survey rates are inclusive of one survey vehicle, vehicle mileage up to 50 miles from the home office, conventional and GPS survey equipment, and standard safety equipment.
- Hydrographic equipment mobilization to the site will be charged at a per day mobilization of $1350 per day. Will consist of rubber boat, and single beam (sounding unit). For multi-beam hydrographic survey, a per day mobilization fee of $2500. Determination of means and methods of the hydrographic survey will be conducted prior to the start of the survey.

SPECIAL LABOR RATES

Labor Description	Hourly Rate
Hazmat Crew Supplement	Field Personnel Rate plus $10.00 per Person per Hour
Night Shift Work	Field Personnel Rate plus 12.5% per Person per Hour

AUTHORIZED OVERTIME LABOR RATES

Labor Description	Hourly Rate
Saturdays and in Excess of 8 Hours on Weekdays	1.5 times Regular Rate
Sundays and Holidays	2.0 times Regular Rate

EQUIPMENT AND OTHER DIRECT COSTS

Equipment Description	Rate
Terrestrial Static Laser Scanner	Quote Provided per Project
Terrestrial Mobile Laser Scanner	Quote Provided per Project
Specialty Survey Equipment	Quote Provided per Project

Client shall pay the costs, plus 10%, for any applicable government fees, title company charges, subconsultant fees, outside vendor costs, reproduction costs, vehicle mileage (except as noted above), travel related costs, rental vehicles and boats, rental and specialty equipment, consumable materials, digital delivery media, and delivery or messenger services incurred on Client's behalf.

Appendix B

Geotechnical Proposal

Project No.
P30480.000.001

January 28, 2026

Ms. Claudia Llerandi
Kennedy Jenks
2121 N. California Boulevard, Suite 810
Walnut Creek, CA 94596

Subject: MBR Package Treatment Plant
700 Lundy Lane
Scotts Valley, California

PROPOSAL FOR GEOTECHNICAL ENGINEERING SERVICES

References:
1. Pacific Crest Engineering Inc. 2022. Geotechnical Investigation, City of Scotts Valley, Department of Public Works. December 2022.
2. Bowman & Williams Consulting Civil Engineers and Land Surveyors. 2022. Demolition Plan City of Scott's Valley DPW-701 Lundy Lane. Scotts Valley, California. August 2022.

Dear Ms. Llerandi:

We present this proposal to perform geotechnical engineering services to support the planning and design of the proposed Membrane Bioreactor (MBR) package treatment plant within the Water Reclamation Facility located at 700 Lundy Lane in Scotts Valley, California. In preparation for this proposal, we were provided with an existing geotechnical investigation report for the site dated December 2022 (Reference 1). We also reviewed publicly available demolition plans for buildings formerly located on the site.

GEOTECHNICAL BACKGROUND

The approximately 1½-acre site is located within Assessor's Parcel Number (APN) 021-27-1098 in Scotts Valley, California, and is currently paved and occupied by trailers and soil/debris mounds.

Based on our review of the geotechnical investigation report performed by Pacific Crest Engineering Inc. in December 2022, we understand that the site is underlain by up to 10 feet of fill consisting of loose to medium dense sand. The fill is underlain by loose to medium dense sandy alluvial deposits. In the northern portion of the site, the native deposits include an approximately 5-foot-thick layer of highly compressible, soft, organic-rich clay that was reported below a depth of about 10 feet below grade. Bedrock was noted at depths between approximately 17 and 22 feet in most of the borings. Groundwater was recorded in all borings at depths ranging from 5 to 10 feet.

Santa Cruz County hazard mapping characterizes the site as having moderate liquefaction potential. The site is located roughly 50 feet southeast of the Evers Creek channel, posing a risk for liquefaction-induced lateral spreading.

Based on the existing subsurface data and mapping, it is our opinion that the MBR plant foundation design will need to consider the presence of potentially liquefiable material and up to 5 feet of highly compressible soft organic clay underlying the site.

SCOPE OF SERVICES

Task 1: Geotechnical Report

Our proposed scope of services will include a limited field investigation to supplement the existing data. Our field exploration will focus on confirming the subsurface conditions documented in the existing borings and filling data gaps, including shear-wave velocity data for seismic site classification and soil corrosion potential for foundation and utility design. Our proposed scope of services is detailed in the following subsections.

Available Data Review

We will review the existing reports and construction documents by others, available geologic maps, topographic maps, historical aerial photographs, and other geotechnical information pertaining to the site. We will incorporate the existing boring and laboratory data in our analysis of the site.

Field Exploration

To characterize the subsurface conditions for design, we propose to supplement the existing data by exploring the site with one boring, as a confirmation boring to supplement the available historical borings, and geophysical surface wave testing at the proposed locations shown in Exhibit 1. The proposed boring will be advanced within the limits of the demolished building that was formerly at the site.

EXHIBIT 1: Proposed Exploration Site Plan



- Boring – We will retain the services of a subcontractor to perform drilling one boring to bedrock. We anticipate the boring extending up to 20 feet below the existing ground surface or to rig refusal if it occurs at a shallower depth.
    - We will log the soil encountered and collect soil samples using split-spoon and modified California samplers, depending on the material encountered during drilling.
    - We will containerize soil cuttings from the exploratory boring in 55-gallon drums and temporarily store them at a designated location on site prior to off-site disposal. Our fee assumes the material will be classified (based on the results of analytical testing) and disposed of as Class II non-hazardous material; should supplemental testing be needed, or if the material disposal costs are anticipated to be greater than assumed, we will discuss with you the changed condition prior to offhaul.
- Geophysical Surface Wave Testing – We assume that the project will follow the 2025 California Building Code (CBC), which incorporates the ASCE 7-22 standard by reference. The ASCE 7-22 standard requires shear-wave velocity (V_S) data for site classification purposes. To evaluate the seismic site conditions to support site classification in accordance with the 2025 California Building Code and ASCE 7-22, we will retain a qualified geophysical subcontractor to perform Multichannel Analysis of Surface Waves (MASW) testing. This non-invasive method will be used to measure shear-wave velocity (V_S) profiles of the subsurface materials, providing data for seismic design parameters. The results will be incorporated into our geotechnical analysis and recommendations.

We anticipate that the field exploration will take approximately 1 to 2 days to complete.

Permitting and Utility Clearance

Prior to commencing our subsurface exploration services, we will obtain a geotechnical exploration drilling permit from Santa Cruz County for the proposed boring. We will coordinate and grout the exploratory boring in accordance with permit requirements.

At least 48 hours prior to drilling, we will mark the site for an Underground Service Alert (USA) utilities check. We will retain the services of a private utility locator to clear readily identifiable utilities at the proposed exploration location.

•Site and project description
•Complete record of soil boring and penetration test logs and soil samples
•Plot showing the location of the soil investigation
•Record of the soil profile, field exploration, and laboratory testing results

Laboratory Testing

We will perform limited laboratory testing in our ASTM-accredited in-house geotechnical laboratory to evaluate the engineering characteristics of the soil samples.

We also plan to perform soil corrosion potential testing on two samples. The testing suite will include pH, redox, resistivity, sulfate, and chloride content. The testing will be performed on samples collected within the fill material and within the organic clay layer.

Analysis and Report Preparation

We will analyze the subsurface and geophysical data and prepare a geotechnical report. The report will include the following, as appropriate.

- Discussion of the field operations and testing
- Discussion of physical properties of the typical soil/rock encountered on site

soil strength loss, slope stability, surface rupture, collapsible soil,

- Assessment of geological and geotechnical hazards, including:
  - Proximity of the site to active faults
  - Treatment of geotechnical constraints such as loose/soft surface soil, existing fill, expansive soil, liquefaction, lateral spreading and others based on field exploration results
  - Groundwater conditions

frost depth, buoyancy resistance

- Site preparation and grading recommendations, including:
  - Site preparation and temporary excavation considerations
  - Handling of on-site soil
  - Acceptable fill material
  - Subgrade preparation
  - Fill placement and utility backfill recommendations

for trench backfill and pipe bedding
Extents of excavations including lateral and vertical around foundations/structures
Wet weather considerations and dewatering requirements for site earthwork

- Soil corrosion potential based on laboratory corrosion tests
- 2025 California Building Code site class and seismic design criteria.
- Foundation alternatives and design recommendations for the proposed MBR plant, including:
  - Recommended depth and size of foundation
  - Bearing capacity
  - Lateral resistance
- Flexible and rigid pavement design recommendations

seismic design category

modulus of subgrade, coefficients of friction

soil corrosivity

Lateral earth pressures for below grade walls and structures (at-rest, active, and passive) for dry, wet, and seismic conditions
Estimated total and differential settlements for static and dynamic conditions:
1" maximum total settlement and 1/2" maximum differential settlement over 30 feet for non-hydraulic structures
¼" maximum differential settlement over 30 feet for hydraulic structures

We will prepare a draft geotechnical report for your review. Follo
any comments and finalize our report. The geotechnical repo
surface and subsurface conditions, seismicity, laboratory test d
and a site plan showing previous and current exploration locati

Task 2: Consultation

We will attend project meetings and provide consultation, as needed.

FEE AND SCHEDULE

We propose to perform the above-described scope of services for the fees presented in Table 1.

TABLE 1: Fee Estimate

SCOPE	FEE	FEE TYPE
Task 1 – Geotechnical Report	$65,000	Fixed-Fee
Task 2 – Consultation	$5,000	Time-and-Expense
TOTAL	**$70,000**	

Upon authorization, we expect our field exploration to be completed within 4 to 5 weeks depending on the County of Santa Cruz drilling permit turnaround time and the availability of our drilling and geophysical testing subcontractors. We can provide our draft geotechnical report within 4 weeks of completion of the field exploration. In total, we estimate 8 to 9 weeks from authorization to delivery of a draft geotechnical report. We will finalize the draft design report following your review.

Once you have accepted our proposal, we will schedule personnel and subcontractors to perform the field exploration.

ASSUMPTIONS AND EXCLUSIONS

- A field work plan is not necessary.
- Necessary removal or unlocking of fences or gates, permission to enter the site from the current owner or leaseholder, and/or required use permits must be secured by the client prior to our field activities. If site access or weather conditions restrict our field operations, a revision to our fee may be necessary.
- Prior to initiating our subsurface explorations, all site utilities and utility easements, including private utility pipes, must be accurately located in the field. This information must be made available to us at least 2 days prior to our field exploration. We will accept no responsibility for damage to existing utilities or irrigation pipes.
- We can perform our fieldwork between the hours of 7:00 AM and 6:00 PM, Monday through Friday; on-site access will be provided during these hours.
- If potentially hazardous materials are identified visually or by odor within our exploratory boring, we will notify you as soon as possible of such an occurrence in order to decide mutually whether to continue, suspend, modify, or cease the remainder of the field exploration program. All costs incurred as a result of encountering suspected hazardous materials would be charged on a time-and-expense basis.

AUTHORIZATION

ENGEO's liability for damage due to professional negligence, acts, errors, omissions, breach of contract and consequential damages will be limited by Client to an amount not to exceed an aggregate limit of two hundred thousand dollars, or ENGEO's fee, whichever is greater, regardless of the legal theory under which such liability is imposed.

If the above scope of services and fee are acceptable, please send a consulting agreement for our review and acceptance. We can begin services upon receipt of an executed agreement

We look forward to continuing to serve you on this project. If you have any questions regarding this proposal, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated

Genesis Palacios, PhD
Staff Engineer

Yanet Zepeda, GE
Associate

gp/yz/nn/ca

Attachment: Preferred Client Fee Schedule

PREFERRED CLIENT FEE SCHEDULE
PROFESSIONAL SERVICES
Effective February 2025

President	$495.00 per hour
Principal	$415.00 per hour
Associate	$345.00 per hour
Subject Matter Expert	$450.00 per hour
Senior	$290.00 per hour
Project	$258.00 per hour
Staff	$230.00 per hour
Assistant	$183.00 per hour
Construction Services Manager II	$235.00 per hour*
Construction Services Manager I	$225.00 per hour*
Senior Field Representative II	$195.00 per hour*/**
Senior Field Representative I	$175.00 per hour*/**
Field Representative	$161.00 per hour*/**
Senior Laboratory Technician	$195.00 per hour
Laboratory Technician	$175.00 per hour
Senior GIS Developer	$210.00 per hour
GIS Developer	$200.00 per hour
Senior GIS Analyst	$205.00 per hour
GIS Analyst	$190.00 per hour
Senior CAD Specialist	$190.00 per hour
CAD Specialist	$180.00 per hour
Network Administrator	$265.00 per hour
Project Assistant	$155.00 per hour

* Two-hour minimum portal to portal and cancellations within 24 hours.
* OVERTIME RATES: Rates will be increased by a factor of 1.5 for all hours worked in excess of eight (8) Monday through Friday, and the first eight (8) hours worked on Saturday. Rates will be increased by a factor of 2.0 for all hours worked in excess of twelve (12) Monday through Friday, all hours worked in excess of eight (8) on Saturday, and all hours worked on Sundays and holidays.
** For Prevailing Wage projects, the hourly rate will be increased by $22.
** Rates will be increased by factor of 1.25 for night-shift hours (hours commencing after 4:00 p.m. or before 4:00 a.m.); rates will be increased by a factor of 1.875 (an additional factor of 1.5) for all night-shift hours in excess of eight (8); rates will be increased by a factor 2.5 for all night-shift hours worked in excess of twelve (12).
Scheduled night-shift work, which is cancelled with less than 24 hours' notice, will be billed at night-shift rates. Night-shift work of less than 4-hour scheduled duration will be billed a minimum of 4 hours at night shift rates.

ADDITIONAL SERVICES OFFERED

In addition to our core services of geotechnical, hydrologic and environmental engineering, including construction-phase testing and observation, ENGEO provides clients with services for establishment and management of Geologic Hazard Abatement Districts (GHAD) and for Entitlement and Permitting Support (EPS). For more information about these services and associated pricing, please contact ENGEO at (925) 866-9000.

OTHER FEES

- Equipment and materials will be charged in addition to the above hourly rates.
- Outside Consultants, Subcontracted Services and Equipment Rental ..... Cost plus 25%
- Expert Witness, Deposition, Mediation, Arbitration, or Court Appearance (Minimum Charge) ..... $2,800.00 half day, $4,800.00 full day

TERMS

Invoices will be submitted at completion of work or at approximately four week intervals and are due and payable upon receipt. Statements will be issued at monthly intervals. Charges not paid within 30 days of invoice date will accrue a late charge at a rate of 1.5 percent per month. In the event it becomes necessary to commence suit to collect amount due, Client agrees to pay attorney's fees and costs, as the court may deem reasonable until amount is paid. Fees will be applicable for one year from the effective date above; thereafter, fees will be adjusted annually. Our fees will be billed using an invoice format produced by a standardized accounting software package. A more customized itemization of charges and backup data will be provided upon Client's requests, but at additional fees. Final reports may be withheld until outstanding invoices are paid in full.

Many risks potentially affect ENGEO by virtue of entering into this agreement to perform services on behalf of client. A principal risk is the potential for human error by ENGEO. For client to obtain the benefit of a fee that includes a nominal allowance for dealing with our liability, client agree to limit ENGEO's liability to Client and all other parties for claims arising out of our performance of the services described in the agreement. The aggregate liability will not exceed $50,000 (or ENGEO's fee, whichever is greater, but not more than $1,000,000) for professional acts, errors, or omissions, including attorney's fees and costs that may be awarded to the prevailing party and client agrees to indemnify and hold harmless ENGEO from and against all liabilities in excess of the monetary limit established above.

EQUIPMENT AND MATERIALS CHARGES

DESCRIPTION	COST PER UNIT ($)	UNIT
Air Content Meter	7.00	hour
Bailers (Disposable)	10.00	each
Coatings Thickness Kit (eg. Fireproofing, Protective Paint)	30.00	hour
Concrete Crack Monitor	20.00	each
Coring Machine	30.00	hour
Double-Ring Infiltrometer	50.00	hour
Electronic Water Level Indicator	5.00	hour
Engineering Analysis Software	51.00	hour
Equipment Transport(er)	100.00	hour
Exploration Equipment (Electric Auger)	50.00	hour
Floor Flatness/Floor Level Equipment	40.00	hour
Generator	15.00	hour
GIS Website Portal Subscriptions	50.00	month
GPS Handheld Device	10.00	hour
GPR/GPS/Drone Survey Equipment	235.00	hour
Hand Auger and Soil Sampler	15.00	hour
Hydraulic Pull-Test Equipment	25.00	hour
Interface Probe	2.00	hour
Magnetic Particle Test Equipment	25.00	hour
Moisture Content Test Equipment	6.00	hour
Multi-Parameter Water Meter	15.00	hour
pH Meter/Turbidity Meter	10.00	hour
Photo Ionization Detector	20.00	hour
Reinforcing Bar Locator	100.00	hour
Sampling Tubes	10.00	each
Sand Cone Equipment and Material	5.00	hour
Schmidt Hammer	20.00	hour
Seismometer	50.00	hour
Skidmore Wilhelm Bolt Tension Calib.	40.00	hour
Slope Inclinometer/Settlement Indicator/VW Readout	50.00	hour
Torque Wrench	15.00	hour
Transfer Pump	3.00	hour
Ultrasonic Equipment	50.00	hour
Vapor Emission Test Kit	40.00	kit
Vector Conversion	60.00	conversion
Vehicle, nuclear gauge, equipment, wireless communication. *Add $5.00/hr. for RTK enabled autotesting equipment.	36.00*	hour
Vehicle, equipment, wireless communication	26.00	hour
Vibration Monitor	1800.00	month
Water Sampling Pumps	20.00	hour
Bridge Toll	actual	actual
Mileage	.98	mile
Parking	actual	actual
AutoCAD, Civil 3D, GIS, Drone Data Processing	36.00	hour
BoreDM Bore Log	55.00	per log
Photocopies Black & White	0.25	each
Photocopies Color 11 x 17	1.50	each
Photocopies Color 8½ x 11	1.00	each
Plot - Black & White	3.00	square foot
Plot - Color	4.00	square foot
Postage	actual	actual
Scan - Black & White	1.50	each
Scan - Color	3.75	each
Telephone	0.50	minute

Appendix C

Drawings Sheet List

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					GENERAL	
1	*	*	*	*	G-001	TITLE SHEET, PROJECT VICINITY MAP, AND LOCATION MAP
2	*	*	*	*	G-002	DRAWING INDEX
3	*	*	*	*	G-003	GENERAL ABBREVIATIONS
4	*	*	*	*	G-004	GENERAL NOTES AND LEGENDS
5	*	*	*	*	G-005	GENERAL EQUIPMENT DESIGNATIONS AND PROCESS IDENTIFICATION CODES
6	*	*	*	*	G-006	GENERAL PROCESS SYMBOLS
7	*	*	*	*	G-007	PROCESS FLOW DIAGRAM
8	*	*	*	*	G-008	HYDRAULIC PROFILE
9		*	*	*	G-009	DESIGN CRITERIA
10	*	*	*	*	G-010	SITE ACCESS, STORAGE, AND STAGING PLAN
11	*	*	*	*	G-011	SITE SEQUENCING PLAN
					DEMOLITION	
12	*	*	*	*	CD-301	CIVIL DEMOLITION AND TEMPORARY UTILITIES PLAN - I
13	*	*	*	*	CD-302	CIVIL DEMOLITION AND TEMPORARY UTILITIES PLAN - II
14		*	*	*	CD-499	CIVIL DEMOLITION DETAILS - I
15		*	*	*	CD-500	CIVIL DEMOLITION DETAILS - II
16	*	*	*	*	MD-001	MECHANICAL DEMOLITION PLAN AND DETAILS - I
17	*	*	*	*	MD-002	MECHANICAL DEMOLITION PLAN AND DETAILS - II
18	*	*	*	*	ED-001	ELECTRICAL DEMOLITION PLAN AND DETAILS - I
19	*	*	*	*	ED-002	ELECTRICAL DEMOLITION PLAN AND DETAILS - II
20	*	*	*	*	ED-003	ELECTRICAL DEMOLITION SINGLE LINE DIAGRAM - I
21	*	*	*	*	ED-004	ELECTRICAL DEMOLITION SINGLE LINE DIAGRAM - II
22	*	*	*	*	IC-001	I &C DEMOLITION DETAILS - I
23	*	*	*	*	IC-002	I &C DEMOLITION DETAILS - II
					CIVIL	
24	*	*	*	*	C-001	CIVIL NOTES
25		*	*	*	C-002	CIVIL LEGEND
26		*	*	*	C-003	STANDARD DETAILS - I
27		*	*	*	C-004	STANDARD DETAILS - II
28	*	*	*	*	C-005	OVERALL SITE PLAN
29	*	*	*	*	C-101	HORIZONTAL CONTROL AND PAVING PLAN - I
30	*	*	*	*	C-201	GRADING AND DRAINAGE PLAN - I
31	*	*	*	*	C-301	YARD PIPING PLAN - I
32		*	*	*	C-351	PIPING PROFILES - I
33		*	*	*	C-352	PIPING PROFILES - II
34			*	*	C-501	DETAILS - I
35			*	*	C-502	DETAILS - II
					ARCHITECTURAL	
36	*	*	*	*	A-001	CODE SUMMARY, SCHEDULES, AND NOTES
37			*	*	A-002	ARCHITECTURAL STANDARD DETAILS - I
38			*	*	A-003	ARCHITECTURAL STANDARD DETAILS - II
39	*	*	*	*	XX-A-01	BLOWER BUILDING - FLOOR AND ROOF PLAN
40	*	*	*	*	XX-A-02	BLOWER BUILDING - EXTERIOR ELEVATIONS
41		*	*	*	XX-A-03	BLOWER BUILDING - SECTIONS
					STRUCTURAL	
42		*	*	*	S-001	STRUCTURAL - GENERAL NOTES AND ABBREVIATIONS
43		*	*	*	S-002	STRUCTURAL - SPECIAL INSPECTION AND TESTING NOTES - II
44		*	*	*	S-003	STRUCTURAL - SPECIAL INSPECTION AND TESTING NOTES - II
45		*	*	*	S-004	STRUCTURAL - STANDARD DETAILS - I
46		*	*	*	S-005	STRUCTURAL - STANDARD DETAILS - II
47		*	*	*	S-006	STRUCTURAL - STANDARD DETAILS - III
48		*	*	*	XX-S-01	MBR - FOUNDATION PLAN AND SECTIONS
49		*	*	*	XX-S-01	BLOWER AND ELECTRICAL BUILDING - FOUNDATION PLAN AND ROOF PLAN
50		*	*	*	XX-S-02	BLOWER AND ELECTRICAL BUILDING - SECTIONS AND DETAILS
51		*	*	*	XX-S-01	UV DISINFECTION CANOPY - FOUNDATION PLAN AND ROOF PLAN
52		*	*	*	XX-S-02	UV DISINFECTION CANOPY - SECTIONS AND DETAILS
53		*	*	*	XX-S-01	SLUDGE HOLDING TANK AND DEWATERING - FOUNDATION PLAN AND SECTIONS

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					PROCESS MECHANICAL	
54	*	*	*	*	M-001	MECHANICAL ABBREVIATIONS AND NOTES
55		*	*	*	M-002	STANDARD DETAILS - I
56		*	*	*	M-003	STANDARD DETAILS - II
57		*	*	*	M-501	DETAILS - I
58		*	*	*	M-502	DETAILS - II
59		*	*	*	XX-M-01	ELECTRICAL BUILDING - PLAN
60		*	*	*	XX-M-02	ELECTRICAL BUILDING - SECTIONS AND DETAILS
61	*	*	*	*	XX-M-01	INFLUENT PUMP STATION - UPPER PLAN
62	*	*	*	*	XX-M-02	INFLUENT PUMP STATION - LOWER PLAN
63	*	*	*	*	XX-M-03	INFLUENT PUMP STATION - SECTIONS AND DETAILS
64	*	*	*	*	XX-M-01	FLOW METER VAULT - PLAN AND SECTIONS
65	*	*	*	*	XX-M-01	FINE SCREENING AND GRIT REMOVAL - PLAN
66	*	*	*	*	XX-M-03	FINE SCREENING AND GRIT REMOVAL - SECTIONS AND DETAILS
67	*	*	*	*	XX-M-01	MBR EQ TANK AND FEED PUMPS - PLAN
68	*	*	*	*	XX-M-02	MBR EQ TANK AND FEED PUMPS - SECTIONS AND DETAILS
69	*	*	*	*	XX-M-01	BNR/MBR OVERALL PLAN
70	*	*	*	*	XX-M-02	BNR/MBR TANKS - PLAN
71	*	*	*	*	XX-M-04	BNR/MBR TANKS - SECTIONS - I
72	*	*	*	*	XX-M-05	BNR/MBR TANKS - SECTIONS - II
73	*	*	*	*	XX-M-01	BLOWER BUILDING - PLAN
74	*	*	*	*	XX-M-02	BLOWER BUILDING - SECTIONS AND DETAILS
75	*	*	*	*	XX-M-01	UV DISINFECTION - PLAN
76	*	*	*	*	XX-M-02	UV DISINFECTION - SECTIONS AND DETAILS
77	*	*	*	*	XX-M-01	RECYCLED WATER TANK AND TRANSFER PUMP STATION - PLAN
78	*	*	*	*	XX-M-02	RECYCLED WATER TANK AND TRANSFER PUMP STATION - SECTIONS AND DETAILS
79	*	*	*	*	XX-M-01	MBR CIP - PLAN
80	*	*	*	*	XX-M-02	MBR CIP - SECTIONS AND DETAILS
81	*	*	*	*	XX-M-01	SLUDGE HOLDING TANK AND DEWATERING - PLAN
82	*	*	*	*	XX-M-02	SLUDGE HOLDING TANK AND DEWATERING - SECTIONS
83	*	*	*	*	XX-M-03	SLUDGE HOLDING TANK AND DEWATERING - DETAILS
					BUILDING MECHANICAL	
84		*	*	*	H-001	HVAC ABBREVIATIONS, NOTES, AND LEGEND
85		*	*	*	H-002	HVAC STANDARD DETAILS
86		*	*	*	H-003	HVAC EQUIPMENT SCHEDULES
87		*	*	*	XX-H-01	ELECTRICAL BUILDING - HVAC PLAN
88		*	*	*	XX-H-02	ELECTRICAL BUILDING - HVAC SECTIONS
89	*	*	*	*	XX-H-01	BLOWER BUILDING - HVAC PLAN
90		*	*	*	XX-H-02	BLOWER BUILDING - HVAC SECTIONS
					PLUMBING	
91		*	*	*	P-001	PLUMBING ABBREVIATIONS, NOTES, AND LEGEND
92		*	*	*	P-002	PLUMBING DETAILS
93		*	*	*	P-003	PLUMBING SCHEDULES
94		*	*	*	XX-P-01	MBR AREA - PLUMBING PLAN - I
95		*	*	*	XX-P-02	MBR AREA - PLUMBING PLAN - II
96		*	*	*	XX-P-01	SOLIDS TREATMENT BUILDING - PLUMBING PLAN

DRAWING INDEX

Scotts Valley MBR (WWTP)

#	30% (PDR)	60%	90%	100%	SHEET NO	SHEET TITLE
					ELECTRICAL	
97	*	*	*	*	E-001	ELECTRICAL ABBREVIATIONS AND NOTES
98	*	*	*	*	E-002	ELECTRICAL LEGEND - I
99	*	*	*	*	E-003	ELECTRICAL LEGEND - II
100		*	*	*	E-004	ELECTRICAL STANDARD DETAILS - I
101		*	*	*	E-005	ELECTRICAL STANDARD DETAILS - II
102			*	*	E-011	DUCTBANK SECTIONS - I
103			*	*	E-012	DUCTBANK SECTIONS - II
104	*	*	*	*	E-021	ELECTRICAL SITE PLAN
105		*	*	*	E-031	PANELBOARD SCHEDULES
106	*	*	*	*	E-041	SINGLE LINE DIAGRAM - I
107	*	*	*	*	E-042	SINGLE LINE DIAGRAM - II
108	*	*	*	*	E-043	SINGLE LINE DIAGRAM - III
109		*	*	*	E-045	MCC ELEVATION
110		*	*	*	E-052	CONTROL SCHEMATIC - I (INFLUENT PUMPS)
111		*	*	*	E-059	CONTROL SCHEMATIC - II (RECYLED WATER PUMPS)
112		*	*	*	E-060	CONTROL SCHEMATIC - III (SOLIDS FEED PUMP)
113			*	*	E-062	CONDUIT BLOCK DIAGRAM - I
114			*	*	E-063	CONDUIT BLOCK DIAGRAM - II
115			*	*	E-071	CONDUIT AND CABLE SCHEDULE - I
116			*	*	E-072	CONDUIT AND CABLE SCHEDULE - II
117		*	*	*	E-XXX	ELECTRICAL BUILDING - POWER AND SIGNAL PLAN
118			*	*	E-XXX	ELECTRICAL BUILDING - LTG, RECEPT, AND GROUNDING PLAN
119		*	*	*	E-XXX	INFLUENT PUMP STATION - POWER AND SIGNAL PLAN
120			*	*	E-XXX	INFLUENT PUMP STATION - LTG, RECEPT, AND GROUNDING PLAN
121		*	*	*	E-XXX	MBR INFLUENT FLOW METER - POWER AND SIGNAL PLAN
122		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - I
123		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - II
124		*	*	*	E-XXX	MBR AREA - POWER AND SIGNAL PLAN - III
125			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - I
126			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - II
127			*	*	E-XXX	MBR AREA - LTG, RECEPT, AND GROUNDING PLAN - III
128		*	*	*	E-XXX	BLOWER ROOM - POWER AND SIGNAL PLAN
129			*	*	E-XXX	BLOWER ROOM - LTG, RECEPT, AND GROUNDING PLAN
130		*	*	*	E-XXX	UV/RW AREA - POWER AND SIGNAL PLAN
131			*	*	E-XXX	UV/RW AREA - LTG, RECEPT AND GROUNDING PLAN
132		*	*	*	E-XXX	SLUDGE STORAGE AND DEWATERING AREA - POWER AND SIGNAL PLAN
133			*	*	E-XXX	SLUDGE STORAGE AND DEWATERING AREA - LTG, RECEPT AND GROUNDING PLAN
					INSTRUMENTATION AND CONTROLS	
134	*	*	*	*	I-001	INSTRUMENTATION LEGEND AND NOTES
135		*	*	*	I-002	INSTRUMENTATION STANDARD DETAILS - I
136		*	*	*	I-003	INSTRUMENTATION STANDARD DETAILS - II
137		*	*	*	I-004	NETWORK BLOCK DIAGRAM
138	*	*	*	*	XX-I-01	P&ID - INFLUENT PUMP STATION
139	*	*	*	*	XX-I-02	P&ID - FINE SCREENING AND GRIT REMOVAL
140	*	*	*	*	XX-I-03	P&ID - MBR EQ AND FEED PUMPS
141	*	*	*	*	XX-I-04	P&ID - BNR TRAIN - I
142		*	*	*	XX-I-05	P&ID - BNR TRAIN - II
143	*	*	*	*	XX-I-06	P&ID - MBR TRAIN - I
144		*	*	*	XX-I-07	P&ID - MBR TRAIN - II
145	*	*	*	*	XX-I-08	P&ID - PROCESS AERATION BLOWERS
146	*	*	*	*	XX-I-09	P&ID - MBR AIR SCOUR BLOWERS
147	*	*	*	*	XX-I-10	P&ID - MBR CIP SYSTEM
148	*	*	*	*	XX-I-11	P&ID - MBR PERMEATE PUMPS
149	*	*	*	*	XX-I-12	P&ID - UV DISINFECTION
150	*	*	*	*	XX-I-13	P&ID - UV CIP SYSTEM
151	*	*	*	*	XX-I-14	P&ID - RAS/WAS PUMPING SYSTEMS
152	*	*	*	*	XX-I-15	P&ID - RECYLED WATER BREAK TANK AND TRANSFER PUMP STATION
153	*	*	*	*	XX-I-16	P&ID - SLUDGE STORAGE AND DEWATERING
154	*	*	*	*	XX-I-17	P&ID - POLYMER STORAGE AND DOSING
155		*	*	*	XX-I-18	CONTROL PANEL EXTERNAL ELEVATIONS
No. of sheets	**76**	**137**	**155**	**155**		

Appendix D

Specifications List

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 00 - PROCUREMENT AND CONTRACTING REQUIREMENTS	
1	*	*	*	*	00 01 10	Table of Contents
2		*	*	*	00 11 13	Advertisement for Bids
3		*	*	*	00 21 13	Instructions to Bidders
4		*	*	*	00 41 00	Bid Form
5		*	*	*	00 41 13	Bid Form - Stipulated Sum (Single-Prime Contract)
6		*	*	*	00 43 13	Bid Security Form
7		*	*	*	00 43 25	Substitution Request Form
8		*	*	*	00 43 33	Proposed Products Form
9		*	*	*	00 43 36	Proposed Subcontractors Form
10		*	*	*	00 43 53	Escrow Bid Documents
11		*	*	*	00 45 12	Bidder's Information
12		*	*	*	00 45 14	Bidder's Safety Performance
13		*	*	*	00 45 15	Bidder's Subcontractor Qualifications
14		*	*	*	00 45 19	Noncollusion Affidavit
15		*	*	*	00 45 41	Iran Contracting Act Disclosure Form
16		*	*	*	00 52 00	Agreement Form
17		*	*	*	00 61 13.13	Performance Bond Form
18		*	*	*	00 61 13.16	Payment Bond Form
19		*	*	*	00 62 05	Proprietary Information Agreement
20		*	*	*	00 65 36	Warranty Form
21		*	*	*	00 72 00	General Conditions
22		*	*	*	00 73 16	Inusurance Requirements
23		*	*	*	00 73 19	Health and Safety Requirements
24		*	*	*	00 73 38	Disadvantaged Business Enterprise Requirements
25		*	*	*	00 73 43	Wage Rate Requirements
26		*	*	*	00 73 46	Wage Determination Schedule
27		*	*	*	00 73 83	Dispute Resolution
28		*	*	*	00 73 85	Clean Water State Revolving Fund Provisions

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 01 - GENERAL REQUIREMENTS	
29	*	*	*	*	01 00 00	Cover Page
30	*	*	*	*	01 01 10	Table of Contents
31		*	*	*	01 10 00	Professional Responsibilities and Seals
32		*	*	*	01 11 00	General Information and Summary of Work
33		*	*	*	01 14 00	Coordination and Project Requirements
34		*	*	*	01 14 10	Environmental Protection
35		*	*	*	01 14 16	System Access Request Requirements
36			*	*	01 14 50	Work Restrictions
37		*	*	*	01 26 00	RFI Procedures
38		*	*	*	01 32 10	Construction Schedules and Reports
39		*	*	*	01 33 00	Submittal Procedures
40		*	*	*	01 35 10	Delegated Design Procedures
41			*	*	01 35 44	Hazardous Materials Procedures
42		*	*	*	01 35 45	Wastewater Discharge Emergency Response Plan
43		*	*	*	01 45 00	Quality Control
44		*	*	*	01 50 00	Temporary Facilities and Controls
45			*	*	01 55 26	Traffic Control
46			*	*	01 77 00	Contract Closeout
47		*	*	*	01 78 23	Operations and Maintenance Manuals
48		*	*	*	01 79 10	Training
49		*	*	*	01 87 13	Structural Component and Equipment Performance Requirements
50			*	*	01 91 00	Commissioning
51			*	*	01 91 10	Commissioning Reference Test Forms
					DIVISION 02 - EXISTING CONDITIONS	
52		*	*	*	02 40 00	Demolition
					DIVISION 03 – CONCRETE	
53		*	*	*	03 10 00	Concrete Formwork and Formwork Accessories
54		*	*	*	03 15 00	Concrete Joints and Accessories
55		*	*	*	03 20 00	Concrete Reinforcement and Reinforcement Supports
56		*	*	*	03 30 00	Concrete Mixtures, Handling, Placing and Constructing
57		*	*	*	03 30 50	Hot Weather Concreting
58		*	*	*	03 30 60	Cold Weather Concreting
59		*	*	*	03 33 00	Concrete Curing and Protection
60		*	*	*	03 35 00	Concrete Finishing
61		*	*	*	03 60 00	Grouts
62		*	*	*	03 93 50	Repair of Defective Concrete
					DIVISION 04 – MASONRY	
63		*	*	*	04 22 00	Concrete Masonry Units
					DIVISION 05 – METALS	
64		*	*	*	05 05 23	Anchors in Concrete and Masonry
65		*	*	*	05 10 00	Structural Metal Framing
66		*	*	*	05 21 00	Open Web Steel Joists
67		*	*	*	05 31 00	Structural Metal Deck
68		*	*	*	05 40 00	Cold Formed Metal Framing
69		*	*	*	05 50 00	Metal Fabrications (Miscellaneous Metal)
70		*	*	*	05 73 00	Aluminum Component Railing System

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 07 – THERMAL AND MOISTURE PROTECTION	
71			*	*	07 10 00	Water Repellant Sealer
72			*	*	07 21 00	Thermal Insulation
73			*	*	07 41 13	Manufactured Metal Roof Panels
74			*	*	07 62 00	Flashing and Sheet Metal
75			*	*	07 72 00	Roof Accessories
76			*	*	07 92 00	Joint Sealants
					DIVISION 08 – OPENINGS	
77			*	*	08 31 00	Access Hatches
78			*	*	08 33 23	Overhead Coiling Doors
79			*	*	08 71 00	Finish Hardware
80			*	*	08 91 00	Louvers
					DIVISION 09 – FINISHES	
81			*	*	09 29 00	Gypsum Wallboard
82			*	*	09 51 00	Acoustical Treatment
83			*	*	09 91 00	Painting
84			*	*	09 96 00	High-Performance Coatings
85			*	*	09 96 23	Graffiti Resistant Coating
86			*	*	09 96 56	Chemical Resistant Epoxy Coating
					DIVISION 10 – SPECIALTIES	
87			*	*	10 00 00	Building Specialties
88			*	*	10 40 00	Identifying Devices
					DIVISION 13 – SPECIAL CONSTRUCTION	
89		*	*	*	13 34 17	Pre-Engineered Metal Canopy Systems
90		*	*	*	13 47 14	Cathodic Protection for Buried Piping
					DIVISION 22 – PLUMBING	
91		*	*	*	22 00 00	Plumbing
					DIVISION 23 – HEATING, VENTILATING, AND AIR CONDITIONING (HVAC)	
92		*	*	*	23 30 00	Heating, Ventilating and Air Conditioning Distribution
93		*	*	*	23 31 16	FRP Duct and Accessories
94		*	*	*	23 70 00	Heating, Ventilating and Air Conditioning Equipment
95		*	*	*	23 80 00	Commissioning of HVAC Systems

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 26 – ELECTRICAL	
96		*	*	*	26 01 26	Electrical Tests
97		*	*	*	26 05 00	General Electrical Requirements
98		*	*	*	26 05 10	Electric Motor Drives
99		*	*	*	26 05 19	Low Voltage Wire and Cable
100		*	*	*	26 05 20	Signal Cable
101		*	*	*	26 05 26	Electrical Grounding
102		*	*	*	26 05 33	Electrical Raceway Systems
103		*	*	*	26 05 43	Underground Electrical Work
104		*	*	*	26 05 73	Power System Studies
105		*	*	*	26 09 00	Control Devices
106		*	*	*	26 22 00	Dry Type Transformers
107		*	*	*	26 24 13	Switchboards
108		*	*	*	26 24 16	Panelboards
109		*	*	*	26 24 19	Motor Control Centers
110		*	*	*	26 27 26	Wiring Devices
111		*	*	*	26 28 00	Protective Devices and Switches
112		*	*	*	26 29 13	Motor Starters
113		*	*	*	26 29 23	Variable Frequency Drives
114		*	*	*	26 33 54	Uninterruptible Power Supply (UPS) 1.5kVA and Smaller
115		*	*	*	26 35 26	Harmonic Filters
116		*	*	*	26 43 00	Surge Protective Devices
117		*	*	*	26 50 00	Lighting
					DIVISION 27 – COMMUNICATIONS	
118		*	*	*	27 13 23	Communications Optical Fiber Backbone Cabling
					DIVISION 31 – EARTHWORK	
119		*	*	*	31 00 00	Earthwork
120		*	*	*	31 10 00	Site Preparation
121		*	*	*	31 32 10	Excavation Support and Protection
122		*	*	*	31 43 16	Compaction Grouting
					DIVISION 32 – EXTERIOR IMPROVEMENTS	
123		*	*	*	32 12 16	Paving and Surfacing
124		*	*	*	32 16 00	Concrete Curbs, Gutters and Sidewalks
					DIVISION 33 – UTILITIES	
125		*	*	*	33 01 10	Disinfection and Testing of Water Lines
126		*	*	*	33 05 19	Ductile Iron Pipe and Fittings
127		*	*	*	33 05 29	Polyvinyl Chloride Pipe – Pressure Systems
128		*	*	*	33 05 30	Polyvinyl Chloride Pipe – Gravity Systems
129		*	*	*	33 14 00	General Buried Piping Requirements

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 40 – PROCESS PIPING AND INTEGRATION	
130		*	*	*	40 05 08	Pipe Supports
131		*	*	*	40 05 57	Electric Valve Actuators
132		*	*	*	40 05 59	Sluice and Weir Gates
133		*	*	*	40 05 61	Gate Valves
134		*	*	*	40 05 62	Plug Valves
135		*	*	*	40 05 64	Butterfly Valves
136		*	*	*	40 05 65	Check Valves
137		*	*	*	40 05 67	Aeration Valves
138		*	*	*	40 05 68	Air Valves
139		*	*	*	40 27 00	Piping, Valves and Accessories
140			*	*	40 27 10	Pipe Couplings
141		*	*	*	40 42 13	Piping Insulation
142		*	*	*	40 60 00	Instrumentation and Controls, General Requirements
143		*	*	*	40 60 01	Instrument Schedule
144		*	*	*	40 63 00	Programmable Logic Controller (PLC)
145		*	*	*	40 63 01	PLC Input/Output Schedule
146		*	*	*	40 66 00	Networking and Communication
147		*	*	*	40 67 00	Panels
148		*	*	*	40 68 10	Supervisory Control and Data Acquisition (SCADA) System
149	*	*	*	*	40 68 20	Process Control Strategies and Programming
150	*	*	*	*		Overall MBR and UV Disinfection Control and Monitoring
151	*	*	*	*		MBR and UV Regulatory Monitoring and Reporting
152	*	*	*	*		Grit Removal
153	*	*	*	*		Influent Pumps and Flow Monitoring
154	*	*	*	*		Fine Screening
155	*	*	*	*		Flow Equalization and MBR Feed Pumps
156	*	*	*	*		MBR Packaged System (Anoxic, Aeration, Membranes, MLR, WAS, CIP)
157	*	*	*	*		UV Disinfection
158	*	*	*	*		RW Transfer Pumps and Storage
159	*	*	*	*		Biosolids Storage and Dewatering
160		*	*	*	40 71 00	Flow Measurement
161		*	*	*	40 72 00	Level Measurement
162		*	*	*	40 73 00	Pressure Measurement
163		*	*	*	40 74 00	Temperature Measurement
164		*	*	*	40 75 00	Process Analytical Instruments
165		*	*	*	40 78 00	Panel Mounted and Miscellaneous Field Instruments
					DIVISION 41 – MATERIAL PROCESSING AND HANDLING EQUIPMENT	
166		*	*	*	41 22 13	Davit Cranes
					DIVISION 43 – PROCESS GAS AND LIQUID HANDLING, PURIFICATION AND STORAGE EQUIPMENT	
167			*	*	43 06 20	Equipment Schedule
168		*	*	*	43 1133	Rotary Blowers
169		*	*	*	43 23 31	Vertical Non-Clog Centrifugal Pumps
170		*	*	*	43 23 58	Rotary Lobe Pumps
171		*	*	*	43 24 13	Vertical Turbine Solids Handling Pumps
172		*	*	*	43 25 01	Submersible Wastewater Pumps
173		*	*	*	43 41 43	Polyethylene Storage Tanks (RW)
174		*	*	*		Steel Storage Containers/Tanks (MBR Influent)

SPECIFICATIONS INDEX

Scotts Valley MBR (WWTP)

# of Specs	30% (PDR)	60%	90%	100%	SECTION NO.	TITLE
					DIVISION 46 – WASTEWATER EQUIPMENT	
175		*	*	*	46 21 33	Fine Screens
176		*	*	*		Grit Removal
177		*	*	*	46 33 44	Peristaltic Chemical Metering Pumps
178		*	*	*	46 51 46	Fine Bubble Aeration Diffusion Equipment
179		*	*	*	46 61 35	Membrane Filtration Equipment
180		*	*	*	46 66 15	UV Disinfection Equipment
181		*	*	*		Submersible Mixers
No of Specs	**14**	**155**	**181**	**181**		

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Kendra Reed, Finance Manager

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Investment Report for the Quarter Ended March 31, 2026**

SUMMARY OF ISSUE

Attached is the quarterly investment report for the City and the Supplemental Law Enforcement Services Fund (SLESF) for the period ended March 31, 2026. This item is provided for Council review in accordance with California Government Code requirements. No Council action is required.

The investment portfolio is in compliance with the City's adopted Investment Policy and California Government Code Section 53646. Sufficient liquidity is maintained to meet the City's anticipated expenditures for the next six months.

The City primarily invests operating funds in the Local Agency Investment Fund (LAIF), the California Asset Management Program (CAMP), and demand deposit accounts. CAMP is a California Joint Powers Authority (JPA) established in 1989. Investments in the CAMP Cash Reserve Portfolio and CAMP Term are permitted under California Government Code Section 53601(p). CAMP is governed by a Board of Trustees consisting of experienced local agency finance professionals.

The SLESF investment report reflects the status of funds received from the State of California and restricted for front-line law enforcement services as of March 31, 2026.

Additional information regarding the State's Pooled Money Investment Account (PMIA) and LAIF is included for reference from the California State Treasurer's Office.

FISCAL IMPACT

There is no fiscal impact of receiving and filing the report.

STAFF RECOMMENDATION

Receive and file an Investment Report for the Quarter Ended March 31, 2026.

TABLE OF CONTENTS

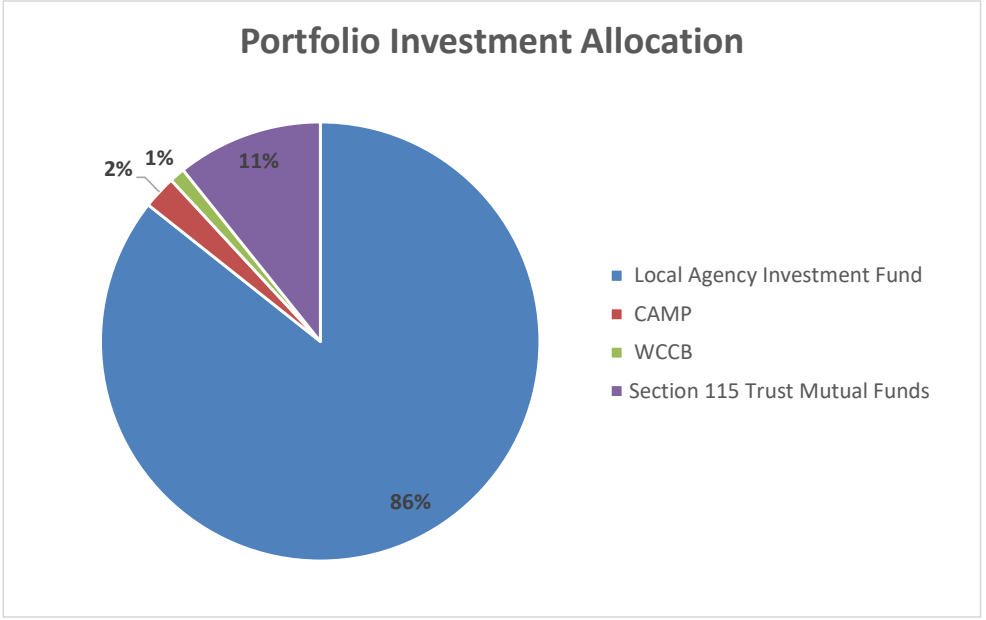
1. FY2526_Q3_Investment Report

City of Scotts Valley
Quarterly Investment Report
March 31, 2026

TRUSTEE	TYPE OF INVESTMENT	ISSUER	MATURITY DATE	FACE VALUE	COST	MARKET VALUE	VALUATION	YIELD
	General Pooled Investments							
State of California	Local Agency Investment Fund (LAIF)	State of California	Demand - 1 day	$ 19,016,846	$ 19,016,846	$ 19,016,482 [1]	LAIF	3.980%
Board of Trustees	California Asset Management Program (CAMP)	CAMP	Demand - 1 day	$ 545,844	$ 545,844	$ 545,844	CAMP	3.800%
West Coast Community Bank	West Coast Community Bank	WCCB	Demand - 1 day	$ 252,745	$ 252,745	$ 252,745	WCCB	4.010%
					Weighted Average Rate for General Pooled Investments			**3.975%**
	Section 115 Trust							
Charles Schwab Trust Bank	Mutual Fund	Schwab	Demand - 1 day	2,322,864	2,322,864	$ 2,381,055	Schwab	-0.190%
	Investments of Bond Proceeds							
Bank of New York Mellon	US Treasury Notes	Bank of New York Mellon	Demand - 1 day	$ 409	$ 409	$ 409	Bank of New York	3.060%
Bank of New York Mellon	US Treasury Notes	Bank of New York Mellon	Demand - 1 day	$ 357,949	$ 357,949	$ 357,949	Bank of New York	3.515% [2]
Bank of New York Mellon	US Treasury Notes	Bank of New York Mellon	Demand - 1 day	$ 96,990	$ 96,990	$ 96,990	Bank of New York	0.000%

[1] Interest is paid at maturity. Market Value based on latest factor of 0.999980831 provided by LAIF on 03/31/2026, which has been applied to face value.

[2] Weighted average for all accounts.



Supplemental Law Enforcement Fund (SLESF)
Quarterly Investment Report
March 31, 2026

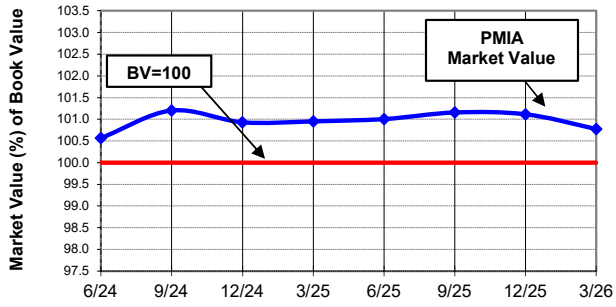
FACE VALUE	MARKET VALUE	TRUSTEE/INVESTMENT TYPE	YIELD
$ 279,734	$ 279,972 *	California Local Agency Investment Fund (LAIF)	3.980%
$ 279,734	$ 279,972		

* Interest is paid at maturity. Market Value includes accrued interest.

MONTHLY PERFORMANCE
Pooled Money Investment Account
March 2026

	3/31/2026	2/28/2026	12 Months HIGH	12 Months LOW
Average Life (days)	260	258	260	236
Certificates of Deposit & Bank Notes	10.77%	9.63%	10.77%	9.12%
Commercial Paper	6.52%	5.99%	7.40%	5.38%
Treasuries	56.86%	57.66%	57.66%	51.39%

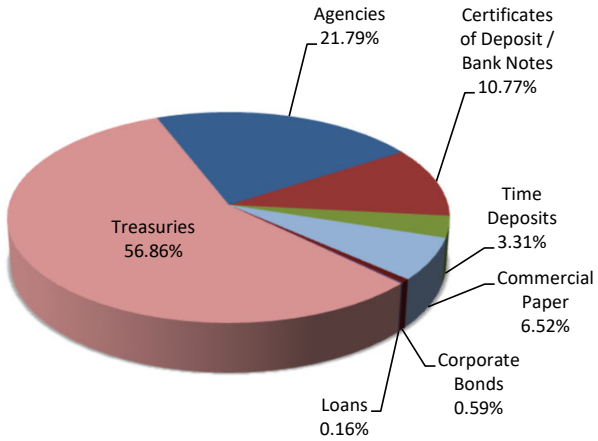
PMIA MARKET VALUATION



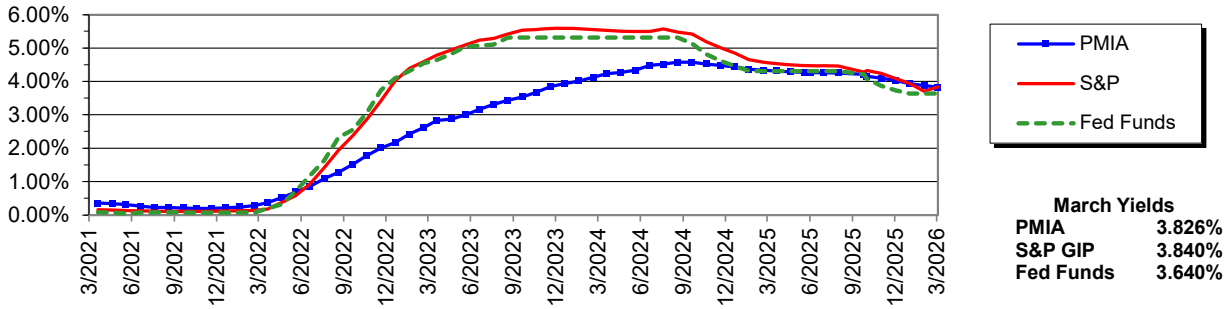
MARKET VALUE (%) of BOOK VALUE

Jun-2024	**100.5652**	**Jun-2025**	**101.0035**
Sep-2024	**101.2007**	**Sep-2025**	**101.1558**
Dec-2024	**100.9316**	**Dec-2025**	**101.1164**
Mar-2025	**100.9501**	**Mar-2026**	**100.7756**

PMIA Portfolio Composition
3/31/2026
$165.3 billion



Average Monthly Yield Comparison - 03/2021 through 03/2026



March Yields

PMIA	**3.826%**
S&P GIP	**3.840%**
Fed Funds	**3.640%**

Percentages may not total 100%, due to rounding.

PMIA/LAIF Performance Report as of 04/15/26

Quarterly Performance Quarter Ended 03/31/26

LAIF Apportionment Rate[2]:	3.98
LAIF Earnings Ratio[2]:	0.00010906180047888
LAIF Administrative Cost[1]*:	TBD
LAIF Fair Value Factor[1]:	0.999980831
PMIA Daily[1]:	3.82
PMIA Quarter to Date[1]:	3.92
PMIA Average Life[1]:	261

PMIA Average Monthly Effective Yields[1]

March	**3.826**
February	3.871
January	3.931
December	4.025
November	4.096
October	4.150

Pooled Money Investment Account Monthly Portfolio Composition [1] 3/31/26 $165.3 billion

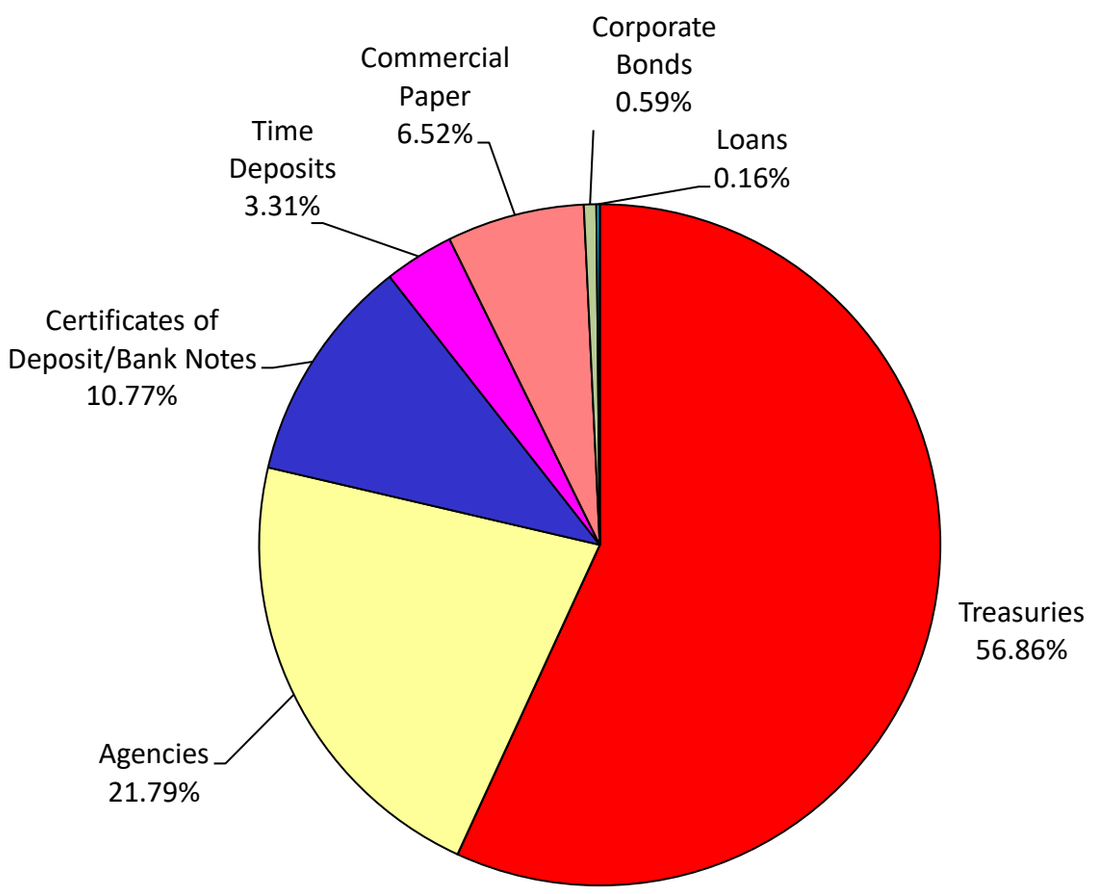


Chart does not include $829,000.00 in mortgages, which equates to 0.001%. Percentages may not total 100% due to rounding.

Daily rates are now available here. **View PMIA Daily Rates**

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1) .

**The percentage of administrative cost equals the total administrative cost divided by the quarterly interest earnings. The law provides that administrative costs are not to exceed 5% of quarterly EARNINGS of the fund. However, if the 13-week Daily Treasury Bill Rate on the last day of the fiscal year is below 1%, then administrative costs shall not exceed 8% of quarterly EARNINGS of the fund for the subsequent fiscal year.*

Source:
[1] State of California, Office of the Treasurer
[2] State of California, Office of the Controller

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Stephanie Hill, Administrative Services Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Monthly Treasurer's Report - February 2026**

SUMMARY OF ISSUE

Summary and Statutory Requirement

California Government Code Section 41004 requires the City Treasurer to submit a written report and accounting of all receipts, disbursements, and fund balances to the City Clerk and the legislative body. The attached Treasurer's Report is prepared to fulfill this statutory requirement.

The attachment provides a summary of the City's cash-based investment activity and financial position for February. This report reflects only cash receipts, disbursements, and fund balances for the period presented. It does not include internal accounting entries, accrual adjustments, depreciation, interfund reclassifications, or other year-end transactions that occur as part of the annual audit and close process.

Third Quarter Financial Interpretation, January Through March

The information presented reflects financial activity during the third quarter of the fiscal year. By this stage, the City's financial trends are more clearly established, and staff gains stronger visibility into anticipated year-end outcomes.

Additional recurring revenues, including sales tax, transient occupancy tax, franchise fees, and intergovernmental revenues, continue to be realized during this period. The City also begins preparing for the second major property tax distribution, which typically occurs in April.

Expenditure activity at this point reflects the majority of regular operating costs for the fiscal year. Capital project activity, contract services, and seasonal programs become more visible in third-quarter reports.

Third-quarter data is a key indicator for:

- Preliminary year-end revenue projections
- Identification of emerging budget pressures
- Early baseline assumptions for the upcoming fiscal year budget, including labor,

insurance, utilities, and contract cost trends

At this stage, financial variances are increasingly evaluated as either true structural changes or remaining timing differences.

How to Interpret the Treasurer's Report
The Treasurer's Report is a cash-based snapshot of the City's financial activity. It reflects money received, money spent, and fund balances based on actual cash activity only. It does not include accruals or year-end accounting adjustments and should not be interpreted as the City's final financial position.

Relationship to the Annual Audit and Financial Forecasting
The Treasurer's Report remains unaudited. Staff uses third-quarter information to refine year-end revenue and expenditure projections and to support upcoming budget development for the next fiscal year.

Ongoing Use Throughout the Fiscal Year
Third-quarter reporting plays a critical role in shaping forward-looking financial planning. While not final, these results offer a strong preview of anticipated year-end performance.

FISCAL IMPACT

There is no fiscal impact in receiving and filing the report.

STAFF RECOMMENDATION

Review and accept the Treasurer's Report for the month ended February 28, 2026.

TABLE OF CONTENTS

1. 2026.02_Monthly Treasurer's Report

Cash and Investments Balance by Fund

In accordance with California Government Code Section 53601, the City utilizes a pooled cash and investment approach. This means that all available cash from various City funds is consolidated into a single investment pool for the purpose of maximizing interest earnings and ensuring effective cash management.

The pooled funds are invested in compliance with the City's adopted Investment Policy, which is guided by the primary objectives of safety, liquidity, and yield. Investments are made only in instruments permitted under Government Code §53601, including but not limited to:

- U.S. Treasury and agency securities
- Bank certificates of deposit
- Bank demand deposits
- Local Agency Investment Fund (LAIF)
- California Asset Management Program (CAMP)
- Municipal bonds
- Money market accounts

Each fund participating in the pool retains its individual equity interest and receives its proportionate share of investment earnings based on its average cash balance.

This pooling strategy provides economies of scale, increases investment diversification, and ensures that public funds are managed responsibly in accordance with state law and best practices for public sector finance.

As of February 28, 2026, the City's unaudited cash and investments totaled $22,860,735.

Fund Category	Cash Summary	
General Fund	$	2,951,774
General Capital Improvement Fund	$	(1,711,370)
Special Revenue Fund - Development Impact Fees	$	3,897,062
Special Revenue Fund	$	14,074,357
Debt Service	$	769,878
Wastewater Enterprise Fund	$	2,879,035
	$	**22,860,735**

- *A negative fund balance may occur temporarily when expenditures are incurred before related revenues are received, or when internal transfers from other funds are pending. These timing differences are expected to be resolved in future periods as revenues are collected or transfers are completed.*

Investment Type	Cash Summary	
Bank of America	$	594,609
LAIF	$	19,016,846
CAMP	$	544,090
WCCB	$	251,902
SCHWAB	$	2,453,287
	$	**22,860,735**

City's Current Financial Position

In accordance with California government code section 53646 (b) (3), the City is financially positioned and able to meet its estimated expenditure requirements for the next six months.

The following Fund Balance schedule represents actual funding available for all funds at the end of the monthly period. This amount differs from the above Cash Summary schedule as assets and liabilities are components of the fund balance. As illustrated in the summary below, *Total Cash* is adjusted by the addition of *Total Assets* less the amount of *Total Liabilities* to arrive at the *Ending Fund Balance* – which represents the actual amount of funds available.

Working capital represents the difference between the Wastewater Fund's current assets (such as cash, investments, and receivables) and its current liabilities (such as accounts payable and accrued expenses). It is a measure of the Fund's short-term financial health and its ability to meet operating obligations as they come due.

Adjusting Cash to Ending Fund Balance		
Total Cash	$	22,860,735
Plus: Assets	$	5,564,818
Less: Liabilities	$	(4,243,305)
Ending Fund Balance	**$**	**24,182,247**

City of Scotts Valley
Changes in Total Fund Balance
For the month ended February 28, 2026

Fund	Description	Beginning Fund Balance 07/01/2025	Increase / (Decrease) July-January	Current Period Revenue	Current Period Expenditure	Fund Balance as of 02/28/2026
General Fund						
1	General Fund	3,258,974	(234,095)	1,236,131	(1,342,686)	2,918,324
6	Equipment Replacement Reserve	960,604	8,892	214	-	969,711
	Recreation Funds (4, 28, 123)	(92,151)	(193,629)	26,222	(56,614)	(377,681)
Subtotal General Funds		**4,035,277**	**(418,831)**	**1,262,567**	**(1,399,300)**	**3,510,355**
General Capital Improvement Fund						
150	Major Capital Projects	841,873	(2,154,379)	-	(252,967)	(1,565,472)
151	Capital Outlay Projects	6,589	(231,446)	-	(4,000)	(228,857)
Subtotal Capital Improvement Fund		**848,462**	**(2,385,825)**	**-**	**(256,967)**	**(1,794,329)**
Special Revenue Fund - Development Impact Fees						
7	Drainage Construction Impact Fees	143,947	8,796	-	-	152,744
8	Traffic Impact Mitigation Fees	1,176,836	48,295	-	-	1,225,132
9	Park & Recreation Facilities Impact Fees	1,786,209	79,435	-	-	1,865,645
21	General Facility Impact Fees	6,202	1,932	-	-	8,134
27	Police Facility Building Impact Fees	410,308	12,726	-	-	423,034
86	Library Impact Fees	213,991	8,382	-	-	222,373
Subtotal Special Revenue Funds - Development Impact F		**3,737,494**	**159,568**	**-**	**-**	**3,897,062**
Special Revenue Fund						
2	Recycling/Environment	198,335	(57,681)	-	(8,567)	132,087
3	Gas Tax	1,173,854	199,077	25,165	-	1,398,096
5	SMIP Fees	5,722	(2,599)	210	-	3,333
17	Home Grant Program	511,064	2,316	-	-	513,380
19	Affordable Housing	4,546,602	88,753	-	(1,974)	4,633,381
24	Lennar Funds	621,150	-	-	-	621,150
31	STP Exchange Projects	-	-	-	-	-
33	Tree Replacement	55,416	1,120	240	-	56,776
35	Green Building Funding	624,993	50,902	223	-	676,118
36	Disability Compliance	25,919	2,808	280	(28)	28,979
50	Pinewood Estates Maint. Dist.	222	(2,592)	3,445	(86)	989
51	Mt. Hermon Traffic Mitigation	162,706	3,393	-	-	166,100
77	Skypark Landscape Maint. Dist.	(3,988)	(21,193)	22,624	(879)	(3,436)
78	Skypark Landscape Maint. Dist. Insurance	562,869	11,738	-	-	574,607
88	Library Improvements (Measure S)	140	22,213	-	-	22,353
89	Library - Cty MOE Excess Distribution	647,062	11,508	-	-	658,570
115	Section 115 Set Aside - Pension	2,270,164	143,298	40,704	(878)	2,453,287
155	Measure D Sales Tax for Transportation	1,032,320	146,554	29,712	-	1,208,586
156	SB-1 (RMRA)	1,149,812	193,121	28,723	-	1,371,655
200	Quimby Act	204,508	4,265	-	-	208,772
201	Measure Q	-	-	-	-	-
306	Supplemental Law Enforcement Services	156,585	86,541	21,100	-	264,226
313	Youth Focused Programs	51,173	2,006	-	(2,182)	50,998
317	Community And Economic Grants	472,689	9,857	-	-	482,547
Subtotal Special Revenue Funds - Other		**14,469,318**	**895,403**	**172,427**	**(14,594)**	**15,522,554**
Debt Service						
66	Debt Service	1,069,878	(300,000)	-	-	769,878
Subtotal Debt Service Funds		**1,069,878**	**(300,000)**	**-**	**-**	**769,878**
Wastewater Enterprise Fund						
10	Wastewater Operations	2,324,179	1,090,870	1,636,266	(253,833)	4,797,482
11	Tertiary Operating	(262,632)	(202,452)	-	(11,392)	(476,476)
12	Waterwater Treatment Facility Fee (DIF)	436,775	34,280	-	-	471,055
14	Wastewater Capital Replacement Fund	237,817	(2,098,668)	-	(33,330)	(1,894,182)
Subtotal Wastewater Enterprise Funds		**2,736,139**	**(1,175,970)**	**1,636,266**	**(298,555)**	**2,897,879**
Total All Funds		**26,896,567**	**(3,225,655)**	**3,071,260**	**(1,969,416)**	**24,803,397**

City of Scotts Valley

Monthly Wire Payments

FEBRUARY 2026

Date	Vendor	Description		Amount
2/4/2026	CalPERS	CalPERS Pension 01/23 PR	$	62,429.38
2/4/2026	CalPERS	CalPERS Health - February	$	145,586.11
2/4/2026	Payroll	Payroll 02/06/2026	$	305,839.92
2/6/2026	SVPOA	Payroll Deductions	$	209.00
2/6/2026	PORAC	Payroll Deductions	$	573.75
2/6/2026	SEIU	Payroll Deductions	$	566.53
2/6/2026	COPE	Payroll Deductions	$	10.00
2/6/2026	ICMA	Payroll Deductions	$	12,247.98
2/6/2026	Health Equity (FSA)	Payroll Deductions	$	1,272.51
2/6/2026	Fallen Officer	Payroll Deductions	$	5.00
2/11/2026	CalPERS	CalPERS Pension 02/06 PR	$	61,382.65
2/17/2026	Bank of America	Bank Fees	$	677.06
2/18/2026	Payroll	Payroll 02/20/26	$	294,880.05
2/20/2026	PARS	Payroll Deductions	$	177.47
2/20/2026	SVPOA	Payroll Deductions	$	209.00
2/20/2026	LEGAL	Payroll Deductions	$	1,000.00
2/20/2026	COPE	Payroll Deductions	$	10.00
2/20/2026	ICMA	Payroll Deductions	$	12,249.85
2/20/2026	Health Equity (FSA)	Payroll Deductions	$	1,272.51
2/20/2026	Fallen Officer	Payroll Deductions	$	5.00
2/23/2026	CalPERS	CalPERS Health - March	$	146,058.04
2/27/2026	BNY	2017 TARB Bond Payment	$	151,240.64
2/27/2026	BNY	CFD 97-1 Bond Payment	$	3,757.21
2/23/2026	CalPERS	CalPERS UAL	$	188,768.92
2/26/2026	Retirees	Retiree Medical March	$	45,494.07
			$	**1,435,922.65**

Check Number	Check Date	Vendor Name	Check Amount
135496	02/13/2026	A TOOL SHED, INC.	$ 207.39
135497	02/13/2026	ACCENT CLEAN & SWEEP INC	$ 5,478.00
135498	02/13/2026	ACE PORTABLE SERVICES	$ 1,877.18
135499	02/13/2026	ACTION AUTO GLASS	$ 779.00
135500	02/13/2026	ALLIANT	$ 2,009.00
135501	02/13/2026	ALVAREZ IND INC CLEAN BLDG	$ 451.00
135502	02/13/2026	AMAZON CAPITAL SERVICES	$ 1,430.57
135503	02/13/2026	AT&T	$ 8.91
135504	02/13/2026	AT&T	$ 285.94
135505	02/13/2026	BATTERIES + BULBS #314	$ 319.46
135506	02/13/2026	BKF ENGINEERS	$ 6,546.25
135507	02/13/2026	BRASS KEY LOCKSMITH	$ 38.36
135508	02/13/2026	BRENDA LEACH ART	$ 260.00
135509	02/13/2026	BRINK'S AWARDS & SIGNS	$ 95.48
135510	02/13/2026	BRISHAN INC.	$ 8,137.48
135511	02/13/2026	CAL-WEST LIGHTING & SIGNAL INC	$ 6,576.10
135512	02/13/2026	CENTRAL COAST SYSTEMS	$ 465.00
135513	02/13/2026	CHAD PRICE	$ 2,295.00
135514	02/13/2026	CITY OF SANTA CRUZ	$ 435.00
135515	02/13/2026	COASTAL EVERGREEN CORP	$ 15,242.00
135516	02/13/2026	COMCAST	$ 261.04
135517	02/13/2026	COMCAST	$ 2,101.10
135518	02/13/2026	CORIE L. ASCANI, PSY.D.	$ 550.00
135519	02/13/2026	COUNTY OF SANTA CRUZ	$ 2,031.12
135520	02/13/2026	CRYSTAL SPRINGS WATER CO	$ 415.10
135521	02/13/2026	CSG CONSULTANTS, INC	$ 1,587.50
135522	02/13/2026	DEPT OF TRANSPORTATION	$ 4,466.44
135523	02/13/2026	DOCTORS ON DUTY	$ 420.00
135524	02/13/2026	ECOLOGICAL CONCERNS	$ 282.00
135525	02/13/2026	EMPLOYMENT DEV. DEPT.	$ 326.99
135526	02/13/2026	ENVIRONMENTAL INNOVATIONS	$ 9,329.85
135527	02/13/2026	EWING IRRIGATION PRODUCTS	$ 3,460.17
135528	02/13/2026	FERGUSON ENTERPRISES, LLC #795	$ 48.05
135529	02/13/2026	FIRST ALARM	$ 316.47
135530	02/13/2026	GRAINGER	$ 41.54
135531	02/13/2026	HERC RENTALS	$ 2,626.11
135532	02/13/2026	INTERWEST CONSULTING GROUP	$ 2,716.89
135533	02/13/2026	JC GRADING PAVING SOLUTION INC	$ 9,750.00
135534	02/13/2026	JC GRADING PAVING SOLUTION INC	$ 24,053.08
135535	02/13/2026	KATI KING	$ 1,508.14
135536	02/13/2026	KENNEDY-JENKS CONSULTANTS	$ 33,330.38
135537	02/13/2026	LC ACTION POLICE SUPPLY	$ 233.93

Check Number	Check Date	Vendor Name	Check Amount
135538	02/13/2026	LOGAN & POWELL, LLP	$ 17,621.27
135539	02/13/2026	LT MUNICIPAL CONSULTANTS	$ 2,060.00
135540	02/13/2026	M-GROUP	$ 13,050.00
135541	02/13/2026	MBASIA	$ 1,393.00
135542	02/13/2026	MCCAMPBELL ANALYTICAL, INC.	$ 899.00
135543	02/13/2026	MID VALLEY SUPPLY	$ 498.08
135544	02/13/2026	MISSION UNIFORM SERVICE	$ 1,338.05
135545	02/13/2026	MONTEREY BAY ANALYTICAL SVCS	$ 3,052.40
135546	02/13/2026	MONTEREY REGIONAL	$ 10,520.40
135547	02/13/2026	MP EXPRESS, INC.	$ 398.75
135548	02/13/2026	NATIONAL COMTEL NETWORK INC.	$ 22.28
135549	02/13/2026	NBS GOVERNMENT FINANCE GROUP	$ 2,137.75
135550	02/13/2026	OPERATIONAL TECHNICAL SERVICES	$ 9,444.48
135551	02/13/2026	PACIFIC GAS & ELECTRIC CO	$ 70,777.00
135552	02/13/2026	PERFECTMIND INC	$ 4,000.00
135553	02/13/2026	PHILLIP D NEUMAN	$ 37,125.58
135554	02/13/2026	PHOENIX GROUP	$ 370.48
135555	02/13/2026	PURETEC INDUSTRIAL WATER	$ 59.66
135556	02/13/2026	ROSS RECREATION EQUIPMENT INC.	$ 248,121.59
135557	02/13/2026	S.V. WATER DISTRICT	$ 750.00
135558	02/13/2026	SANTA CRUZ CO ENVIRONMENTAL	$ 628.00
135559	02/13/2026	SCARBOROUGH LUMBER	$ 670.93
135560	02/13/2026	SCOTTS VALLEY SPRINKLER	$ 636.46
135561	02/13/2026	STANDARD INSURANCE COMPANY	$ 944.39
135562	02/13/2026	STERLING WATER TECHNOLOGIES	$ 12,040.72
135563	02/13/2026	SYCAL ENGINEERING INC	$ 4,799.77
135564	02/13/2026	THE PIED PIPER INC.	$ 226.00
135565	02/13/2026	THOMSON REUTERS-WEST	$ 416.30
135566	02/13/2026	THRIVE BRIGHT LLC	$ 6,300.00
135567	02/13/2026	TORO PETROLEUM CORP	$ 8,620.48
135568	02/13/2026	USA BLUE BOOK	$ 752.38
135569	02/13/2026	VEOLIA WATER TECHNOLOGIES	$ 4,294.85
135570	02/13/2026	WAGE WORKS	$ 125.00
135571	02/13/2026	WEX BANK	$ 7,427.88
135572	02/13/2026	WILLIAM WISEMAN	$ 2,558.00
135573	02/13/2026	WIZIX TECHNOLOGY GROUP, INC	$ 670.20
135574	02/13/2026	ADOBE ANIMAL HOSPITAL SOQUEL	$ 206.98
135575	02/13/2026	AGILE OCCUPATIONAL MEDICINE	$ 2,395.00
135576	02/13/2026	AMAZON CAPITAL SERVICES	$ 738.50
135577	02/13/2026	AT&T	$ 4,492.29
135578	02/13/2026	COUNTY OF SANTA CRUZ	$ 208.00
135579	02/13/2026	IACP	$ 440.00

Check Number	Check Date	Vendor Name	Check Amount
135580	02/13/2026	MP EXPRESS, INC.	$ 139.16
135581	02/13/2026	NORTH BAY FORD-LINCOLN-	$ 144.96
135582	02/13/2026	RALEY'S	$ 47.22
135583	02/13/2026	SANTA CRUZ LIVE SCAN, INC.	$ 30.00
135584	02/13/2026	SCOTT GARNER	$ 273.00
135585	02/13/2026	STERICYCLE INC	$ 338.66
135586	02/13/2026	ZOLL MEDICAL CORPORATION	$ 772.64
135587	02/20/2026	AT&T	$ 56.24
135588	02/20/2026	AT&T MOBILITY	$ 126.97
135589	02/20/2026	BARBARA LANSDOWNE	$ 500.00
135590	02/20/2026	BECKY MCNULTY	$ 500.00
135591	02/20/2026	BKF ENGINEERS	$ 1,470.00
135592	02/20/2026	BLUETRITON BRANDS INC	$ 94.02
135593	02/20/2026	COMCAST	$ 777.68
135594	02/20/2026	CSG CONSULTANTS, INC	$ 37,127.30
135595	02/20/2026	DAWN BANKS	$ 199.20
135596	02/20/2026	ENTERPRISE FM TRUST	$ 13,137.52
135597	02/20/2026	EXCHANGE CLUB OF SCOTTS VALLEY	$ 420.00
135598	02/20/2026	FOREVER FIREWOOD, INC.	$ 908.00
135599	02/20/2026	GOOD CITY COMPANY	$ 8,770.00
135600	02/20/2026	ISAIAH PEKARY	$ 2,705.94
135601	02/20/2026	JOANNA HAROS	$ 279.00
135602	02/20/2026	JOEL RIGLER	$ 500.00
135603	02/20/2026	K & D LANDSCAPING, INC.	$ 3,711.00
135604	02/20/2026	KARRIYMA PEKARY	$ 250.00
135605	02/20/2026	KAYLA WEISS	$ 500.00
135606	02/20/2026	LEAF CAPITAL FUNDING LLC	$ 806.54
135607	02/20/2026	LUCA FITZGERALD	$ 500.00
135608	02/20/2026	MARY LOUISE DEFALCO	$ 54.00
135609	02/20/2026	MISSION COMMUNICATIONS, LLC	$ 2,903.60
135610	02/20/2026	MONTEREY BAY ANALYTICAL SVCS	$ 1,181.00
135611	02/20/2026	O'REILLY AUTOMOTIVE,INC	$ 106.37
135612	02/20/2026	OLIN CORPORATION AS SOLE	$ 5,972.66
135613	02/20/2026	OPERATIONAL TECHNICAL SERVICES	$ 9,444.48
135614	02/20/2026	PETERSON POWER SYSTEMS, INC.	$ 11,631.87
135615	02/20/2026	PHILLIP D NEUMAN	$ 3,764.92
135616	02/20/2026	SANTA CRUZ CO ENVIRONMENTAL	$ 767.25
135617	02/20/2026	SCARBOROUGH LUMBER	$ 1,409.96
135618	02/20/2026	SHARRON BARTH	$ 162.00
135619	02/20/2026	STRATEGIC GOVERNMENT RESOURCES	$ 4,152.50
135620	02/20/2026	THE PIED PIPER INC.	$ 155.50
135621	02/20/2026	TRITON CONSTRUCTION	$ 300.00

Check Number	Check Date	Vendor Name	Check Amount
135622	02/20/2026	URBAN FIELD STUDIO OAKLAND	$ 4,535.00
135623	02/20/2026	VISIT SANTA CRUZ COUNTY	$ 25,260.05
135624	02/20/2026	YOGA FOR ALL MOVEMENT	$ 69.00
135625	02/26/2026	ACC BUSINESS	$ 1,838.87
135626	02/26/2026	AFLAC-FLEX ONE	$ 883.70
135627	02/26/2026	AGILE OCCUPATIONAL MEDICINE	$ 925.00
135628	02/26/2026	ALEXIS TROLL	$ 34.50
135629	02/26/2026	AMY EVANS	$ 25.00
135630	02/26/2026	ANA PATON-MORALES	$ 30.00
135631	02/26/2026	ART CLEANERS	$ 3,057.85
135632	02/26/2026	AT&T MOBILITY	$ 1,616.55
135633	02/26/2026	BAY TREE, LLC	$ 4,604.58
135634	02/26/2026	BKF ENGINEERS	$ 7,865.00
135635	02/26/2026	BRINK'S AWARDS & SIGNS	$ 252.97
135636	02/26/2026	BSAFE PLAYGROUND INSPECTION	$ 1,600.00
135637	02/26/2026	CALDER CONSULTING GROUP	$ 2,800.00
135638	02/26/2026	CENTRAL COAST REGIONAL WATER	$ 4,212.00
135639	02/26/2026	COMCAST	$ 386.27
135640	02/26/2026	DAVID J. POWERS & ASSOC	$ 1,034.89
135641	02/26/2026	DEPT OF JUSTICE	$ 231.00
135642	02/26/2026	DKF SOLUTIONS GROUP LLC	$ 7,992.00
135643	02/26/2026	ERIKA TAUREIELLO	$ 25.00
135644	02/26/2026	GRACE KAU	$ 30.00
135645	02/26/2026	GREEN WASTE RECOVERY, LLC	$ 13,455.23
135646	02/26/2026	JULIE GONZALEZ	$ 25.00
135647	02/26/2026	KARLA LOPEZ	$ 30.00
135648	02/26/2026	KATE KOROLEVA	$ 30.00
135649	02/26/2026	KATI KING	$ 1,508.14
135650	02/26/2026	KOSMONT COMPANIES, INC	$ 1,822.50
135651	02/26/2026	KRISTINA LANPHEIR	$ 30.00
135652	02/26/2026	MAR-KEN INTERNATIONAL POLICE	$ 300.00
135653	02/26/2026	MARIO ANIMA	$ 25.00
135654	02/26/2026	MEGHAN FOHL	$ 28.75
135655	02/26/2026	MISSION UNIFORM SERVICE	$ 427.41
135656	02/26/2026	MONTEREY BAY ANALYTICAL SVCS	$ 4,261.00
135657	02/26/2026	MP EXPRESS, INC.	$ 128.75
135658	02/26/2026	MUTUAL OF OMAHA	$ 1,238.25
135659	02/26/2026	NATALIA PETROV	$ 30.00
135660	02/26/2026	NATE GILLESPIE	$ 25.00
135661	02/26/2026	NICOLE PETERSON	$ 26.37
135662	02/26/2026	OPENGOV, INC.	$ 3,225.00
135663	02/26/2026	OPERATIONAL TECHNICAL SERVICES	$ 2,951.40

Check Number	Check Date	Vendor Name	Check Amount
135664	02/26/2026	PHILLIP D NEUMAN	$ 5,828.51
135665	02/26/2026	PRINICPAL LIFE INSURANCE CO	$ 7,684.57
135666	02/26/2026	PRIYA ASUNCION	$ 30.00
135667	02/26/2026	PRODESSE PROPERTY GROUP	$ 5,378.40
135668	02/26/2026	REBALYN WOLFINGTON	$ 30.00
135669	02/26/2026	ROBERT ORMONDE	$ 285.34
135670	02/26/2026	ROD MARKELL	$ 1,974.00
135671	02/26/2026	S.V. WATER DISTRICT	$ 5,105.38
135672	02/26/2026	S.V. WATER DISTRICT - BULK	$ 95.36
135673	02/26/2026	SAN LORENZO VALLEY WATER DISTR	$ 75.23
135674	02/26/2026	SCARBOROUGH LUMBER	$ 162.28
135675	02/26/2026	SCOTTS VALLEY CAR WASH	$ 108.91
135676	02/26/2026	SCOTTS VALLEY SPRINKLER	$ 131.52
135677	02/26/2026	STRATEGIC GOVERNMENT RESOURCES	$ 5,227.50
135678	02/26/2026	SUMMIT UNIFORMS	$ 2,542.97
135679	02/26/2026	TALLEN CALIFORNIA, LLC	$ 2,187.50
135680	02/26/2026	TODD YOUNG	$ 3,245.00
135681	02/26/2026	U.S. BANK CORPORATE	$ 24,521.82
135682	02/26/2026	URETSKY SECURITY	$ 800.00
			$ 917,407.40

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Stephanie Hill, Administrative Services Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Second reading and adoption of Ordinance No. 15.14 an amendment to the Business License Tax Ordinance to establish economic development event exemption and associated administrative fee**

SUMMARY OF ISSUE

The proposed ordinance amends Chapter 5.04.080 of the Municipal Code to establish a limited exemption from the business license tax for vendors participating exclusively in qualifying Economic Development Events. The ordinance also authorizes the City Council, or designee, to designate such events and administer the program.

The City's current Business License Tax Ordinance does not distinguish between permanent businesses and vendors operating at temporary events, which can create administrative challenges for short-duration community events.

The proposed amendment reinstates a narrowly tailored exemption consistent with prior City practice. Economic Development Events are defined as City-sponsored or authorized events intended to promote tourism, economic activity, and community engagement. The exemption applies only to events lasting no more than two consecutive days, with each occurrence of a recurring event treated separately.

On April 15, 2026, the ordinance was introduced for first reading and is now presented for second reading and adoption, effective after 30 days.

FISCAL IMPACT

The proposed program is designed to be cost-recovery in nature. The Economic Development Event Vendor License Fee will offset administrative costs associated with program oversight and implementation.

While the exemption may result in a minor reduction in business license tax revenue from temporary vendors, this impact is expected to be limited and may be offset by increased economic activity generated by events.

STAFF RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 15.14.

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1. Ordinance No. 15.14 Business License Amendment - Econ. Dev. Special Events

ORDINANCE NO. 15.14

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING TITLE 5, CHAPTER 5.04 BY AMENDING SECTION 5.04.080 TO ADD AN EXEMPTION FOR COUNCIL DESIGNATED ECONOMIC DEVELOPMENT SPECIAL EVENTS

WHEREAS, the City Council of the City of Scotts Valley introduced an ordinance to establish a business license tax ("BLT") on August 7, 2024, which was approved by a majority of the voters of Scotts Valley on November 5, 2024; and

WHEREAS, the BLT established exemptions from the business license tax for certain businesses operating in the City of Scotts Valley; and

WHEREAS, pursuant to Section 2 of Ordinance No 15.13, the City Council has the ability to amend the ordinance so long as such amendments do not increase the tax; and

WHEREAS, the BLT currently requires all businesses operating within City limits to obtain a business license and pay the applicable tax; and

WHEREAS, the BLT does not differentiate vendors participating in temporary events such as festivals, markets, and community-based economic development activities; and

WHEREAS, a prior version of the BLT included a limited exemption for certain temporary or City-supported events; and

WHEREAS, these events provide important economic and community benefits and not having a limited exemption for these temporary events can create administrative challenges for both vendors and event organizers; and

WHEREAS, the City desires to establish a narrowly tailored exemption consistent with prior City practice and ensuring continued regulatory compliance and cost recovery.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY as follows:

Section 1. Title 10, Chapter 5.04, Section 5.04.080 is hereby amended to add subsection 5.04.080H. Council-Designated Economic Development Special Events to read as follows:

"Section 5.04.080 H. Council-Designated Economic Development Special Events

1) Limited Exemption Authorized.
   The business license tax imposed under this Chapter shall not apply to a vendor, exhibitor, or merchant that operates solely at a special event formally designated by the City Council, or City Council designee, as an economic development event

under this subsection. For purposes for this Section, an “Economic Development Event” is defined as a temporary event that:

a) Is intended to promote tourism, economic activity, community engagement, or local business visibility within the City;

b) Is sponsored, co-sponsored, or formally authorized by the City;
c) Occurs for no more than two (2) consecutive calendar days;
d) Shall take place on public or private property within the City; and
e) Includes vendors, exhibitors, or merchants participating only for the duration of the event.

Each individual occurrence of an event shall be considered a separate Economic Development Event, regardless of whether the event is part of a recurring series, program, or branded activity but a consecutive multi-day event shall be considered one Economic Development Event.

2) Vendor Limitation.
A vendor may receive an exemption under this subsection for no more than three (3) Economic Development Events within a single fiscal year. A vendor that participates in more than three Economic Development Events in a fiscal year shall be required to obtain and pay for a business license in accordance with this Chapter.

3) Vendor Eligibility Criteria.
To qualify for the exemption, all of the following conditions must be met:

a) The vendor operates within the City only for the duration of the designated special event;
b) The vendor does not maintain a permanent or ongoing business location within the City, including but not limited to commercial storefronts or regularly operating home-based businesses;
c) The vendor conducts no other business activity within the City during the same fiscal year outside of the designated event; and
d) The vendor complies with all other applicable federal, state, and local laws and permit requirements.

4) Economic Development Event Vendor License Fee.

a) As a condition of designating an event as an Economic Development Event, the event organizer shall pay an Economic Development Event Vendor License Fee, established by resolution of the City Council to recover the City’s reasonable costs associated with administering the exemption, including, but not limited to, staff review, vendor verification, and compliance monitoring.

b) If the event organizer elects not to pay the administrative fee on behalf of participating vendors, each vendor, exhibitor, or merchant participating in the Economic Development Event shall be required to individually apply for and obtain an Economic Development Event Vendor License and pay the applicable fee established by resolution of the City Council.

c) The City may require the event organizer to provide a list of participating vendors and other reasonably necessary information to administer this Section.

5) Scope of Exemption.
This exemption applies only to the business license tax imposed under this Chapter and does not relieve any person or entity from compliance with other applicable federal, state, or local laws, including, but not limited to, seller's permit requirements, health permits, encroachment permits, or public safety regulations.

6) Administrative Authority.
The Collector may require documentation reasonably necessary to verify eligibility and may deny the exemption if the requirements of this subsection are not satisfied."

Section 2. CEQA COMPLIANCE. The proposed amendments are exempt pursuant to the CEQA Guidelines Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The proposed ordinance cannot reasonably be said to have a significant effect on the environment.

Section 3. SEVERABILITY. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 4. To the extent the provisions of the Scotts Valley Municipal Code as amended by this Ordinance are substantially the same as the provisions of that Code as they read immediately prior to the adoption of this Ordinance, then those provisions shall be construed as continuations of the earlier provisions and not as new enactments.

Section 5. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

Section 6. PUBLICATION. The City Clerk shall certify as to the adoption of this

Ordinance and shall cause a summary thereof to be published within fifteen (15) days of adoption and shall post a certified copy of this Ordinance, including the vote for and against same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

This Ordinance was introduced on the 15th day of April, 2026, and passed and adopted on the 6th day of May, 2026, at a duly held meeting of the City Council of the City of Scotts Valley by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Donna Lind, Mayor

ATTEST:

_____
Cathie Simonovich, City Clerk

APPROVED AS TO FORM:

_____
Kirsten Powell, City Attorney

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Scott Garner, Police Captain

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Second reading and adoption of Ordinance No. 22-200.4 approving LexiPol Policy 706 pertaining to the funding, acquisition, and use of military equipment as mandated by Assembly Bill 481**

SUMMARY OF ISSUE

California Assembly Bill 481 (AB 481) requires law enforcement agencies to obtain governing body approval, by ordinance, for the funding, acquisition, and use of designated “military equipment,” and to annually review and renew that approval. The City of Scotts Valley has remained in compliance since adopting its initial ordinance in May 2022, with annual renewals in 2023, 2024, and 2025. AB 481 also mandates an annual report detailing equipment use, inventory, costs, complaints, policy compliance, and future acquisitions. The Scotts Valley Police Department presented its 2026 annual report at a public meeting on March 16, 2026, with no public attendance, again during the April 15th City Council meeting, and proposed replacing three outdated rifles. Also, on April 15th, as required by AB 481, the City Council introduced Ordinance No. 22-200.4, reaffirming Lexipol Policy 706 governing the use of military equipment. At tonight's meeting, the City Council will consider adopting Ordinance No. 22-200.4. If adopted, the Ordinance will be effective in 30 days.

FISCAL IMPACT

Adoption of Ordinance No. 22-200.4 has no fiscal impact.

STAFF RECOMMENDATION

Staff recommends that the City Council adopt Ordinance No. 22-200.4.

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1. 2025 AB 481 Annual Report
2. AB481 Ordiance 2025

SCOTTS VALLEY POLICE DEPARTMENT

2025 AB 481 ANNUAL REPORT

Chief Jayson Rutherford

April 15th, 2026

Public Hearing on 3/16/2026

2025 AB 481 ANNUAL REPORT

AB 481 Military Equipment Use Compliance Requirements:

• Approval of the Military Equipment Use Policy (Completed 5/2022 Policy #706)

• Approval of the Military Equipment Use Ordinance (Completed 5/2022 Ord. # 22-200)

• Publishing the Policy (Completed 5/2022)

• Annual Report

Annual Report:

In 2022, Assembly Bill 481 required all California Law Enforcement to declare any equipment categorized as Military Equipment. Furthermore, agencies were required to get permission from their governing bodies to possess and utilize that equipment. The Scotts Valley Police abided by the law and obtained permission to utilize two items on the list. In addition, AB 481 requires all agencies to provide an annual report to their governing body and open to public viewing.

Items deemed to be “military equipment” by AB 481 are used as a component of overall best practices for Law Enforcement throughout the country. These tools have been tested in the field and are used by officers to enhance citizen safety and officer safety. Loss of these items would jeopardize the welfare of citizens and SVPD officers.

Officers are trained on all department issued equipment before utilizing the equipment in the field. Officers receiving the equipment undergo training on the nomenclature, functionality, and risks associated with the use of the equipment. Furthermore, officers are required to requalify annually.

Officers must comply with mandated training as regulated by Federal, State and Local statutes. Most of the training is managed and administered by the California Commission on Peace Officer Standards and Training (POST), which sets minimum training standard for California law enforcement officers.

AB 481 requires six elements to be included in the annual report for each type of equipment, which are outlined below.

1) Summary of how each type of equipment was used and the purpose of that use:

The Scotts Valley Police Department received approval to use Category 10 - Specialized Firearms (AR-15 .223/5.56 patrol rifle) and Category 14 -Kinetic Energy Weapons (Remington 870 shotgun converted to “less-lethal” only). These tools are essential to effectively respond to active threats, protect the community, and de-escalate dangerous situations when possible.

2025 AB 481 ANNUAL REPORT

Rifles and Less-Lethal Shotguns were deployed during the annual rifle range and qualification training dates in January 2025. Additionally, a lateral hire successfully completed the rifle / less lethal certification course in December 2025.

There was one rifle and no shotgun discharged during the below listed field deployment(s).





Rifles and/or Less-Lethal shotguns were deployed during the following incidents:

SVPD Officer Assigned to the Santa Cruz County Anti-Crime Team:

1. WPD Case Number, Date/Duration: 10/17/25 (45 Mins), Synopsis: SVPD employee assigned to SCCACT assisted WPD in a warrant service of a violent gang member with firearms. Prohibited firearm(s) recovered.

2. CHP Case Number, Date/Duration: 07/30/25 (25 Mins), Synopsis: SCCACT assisted SCARE in a warrant service of a suspect who was in possession of firearms as a prohibited person.

3. Case: 25W-01975, Date/Duration: 07/01/25 (1 hour), Synopsis: Search warrant execution on subject with prohibited firearms. 14 firearms recovered.

4. Case: 25W-00969, Date/Duration: 04/06/25 (1.5 hour), Synopsis: Search warrant for possession of firearms as a prohibited person. 15 firearms recovered.

5. Case: 25W-00827, Date/Duration: 03/21/25 (20 mins), Synopsis: Search warrant service for a suspect who was in possession of firearms/narcotics as a prohibited person. 5 firearms and illegal controlled substances were recovered.

6. WPD Case number, Date/Duration: 03/14/25 (20 mins), Synopsis: Search warrant service for a suspect who was in possession of several assault weapons. Several illegal firearms were recovered.

7. WPD case, Date/Duration: 01/15/25 (2 hours), Synopsis: SCCACT assisted WPD with an occupied residential burglary. A SVPD officer assigned to SCCACT covered a perimeter position until SWAT arrived.

Scotts Valley Police Operations Deployments:

8. 26V-00068: Officer deployed their department issued AR15 during the search of a residence that had been burglarized.

9. 26V-00208: Officer deployed his department issued AR15 during the search of a business that had been burglarized.

10. 25V-00483: Date/Duration: 06/03/2025 (5 minutes) SVPD Officers had to dispatch an injured deer on La Madrona near Silverwood.

2) Quantity possessed of each type of equipment:

The department currently has 16 patrol rifles and 5 less lethal shotguns in our inventory.

3) Annual costs for each type of equipment, "including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs":

City Council approved $5808.35 to purchase three new Colt AR-15 rifles to replace three outdated existing Bushmaster rifles.

SVPD Officers completed an eight-hour rifle and less-lethal shotgun training and qualification in January 2025. The cost of the ammunition for this training was $1200.

SVPD Lateral hire completed an eight-hour rifle and less lethal training and qualification in December, 2025. The cost of the ammunition for this training was $100.

4) Summary of complaints or concerns received for each type of equipment:

There were no complaints or concerns received.

5) Information disclosing violations of military equipment policies and actions taken in response, as well as result of internal audits:

There were no violations of Scotts Valley Police Lexipol policy 706, Military Equipment.

6) Plans to acquire additional military equipment in the coming year, and the quantity sought:

SVPD currently has 3 Bushmaster AR-15 rifles and 11 Colt AR-15 rifles. The Bushmaster rifles were purchased in 2010 and need replacing due to prolonged use and wear. In 2025,

we received approval from the City Council to replace three Bushmaster rifles with three new Colt rifles. The three Bushmaster rifles were taken out of service and destroyed, so the number of rifles in our inventory remained the same.

In 2026, we are proposing to replace an additional three outdated Bushmaster rifles with three new Colt rifles. The three Bushmaster rifles will be taken out of service and destroyed, so the number of rifles in our inventory will remain the same. The total cost of the three new Colt rifles completely outfitted with sling, Aimpoint optic, and tactical light will be $5990.00. This amount is already included in the budget and does not impact the General Fund.

ORDINANCE NO. 22-200.4

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING TITLE 9 OF THE SCOTTS VALLEY MUNICIPAL CODE BY ADDING CHAPTER 9.22, USE OF MILITARY EQUIPMENT BY THE POLICE DEPARTMENT

WHEREAS, on September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481, relating to the use of military equipment by law enforcement agencies; and

WHEREAS, Assembly Bill 481 (AB 481), codified at California Government Code sections 7070 through 7075, requires law enforcement agencies to obtain approval of the applicable governing body, by an ordinance adopting a "military equipment" use policy at a regular meeting held pursuant to open meeting laws prior to taking certain actions relating to the funding, acquisition, or use of "military equipment". The term "military equipment" is defined in California Government Code Section 7070; and

WHEREAS, AB 481 allows the City Council to approve the funding, acquisition, or use of military equipment, within its jurisdiction only if it makes specified determinations; and

WHEREAS, the proposed military equipment use policy is found within Scotts Valley Police Department Lexipol Policy Manual, General Order 706. The policy was published on February 16, 2022 and displayed on the Scotts Valley Police Department website on March 10, 2022 is being presented to the City Council on April 15, 2026. A copy of the policy is attached hereto as Exhibit A; and

WHEREAS, the Scotts Valley Police Department Policy 706 meets the requirements of California Government Code 7070; and

WHEREAS, this ordinance adds to the Municipal Code to affirm Scotts Valley Police Department Policy 706 and authorize the use of "military equipment" by the members of the Scotts Valley Police Department as described in Policy 706; and

WHEREAS, in the enactment of this ordinance, the City followed the guidelines adopted by the State of California and published in the California Code of Regulations, Title 14, Section 15000, et seq. and found this activity is not a "project" as defined by California Environmental Quality Act (CEQA) because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF SCOTTS VALLEY DOES ORDAIN AS FOLLOWS:

SECTION 1. The foregoing facts are adopted as findings of the City Council as though set forth in fully within the body of this ordinance.

SECTION 2. That Chapter 9.22 of Title 9 of the Scotts Valley Municipal Code reads as follows:

“CHAPTER 9.22 - MILITARY EQUIPMENT USE POLICY.

Section 9.22.010- Findings and Purpose

Sec. 9.22.010 – Findings and Purpose.

(a) The City Council has made the following determinations:

(1) The military equipment inventoried and presented to the City Council is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety; and

(2) The Military Equipment Use Policy (“Policy”) will safeguard the public’s welfare, safety, civil rights, and civil liberties; and

(3) The military equipment identified in the Military Equipment Use Policy is reasonably cost effective compared to available alternatives that can achieve the same objective of Officer and civilian safety; and

(4) Prior military equipment use complied with the applicable Equipment Use Policy (which included equipment now defined as military equipment) that was in effect at the time, or if prior uses did not comply with the accompanying Military Equipment Use Policy, corrective action has been taken to remedy nonconforming uses and ensure future compliance.

(b) The Police Department has submitted a proposed Policy to the City Council and has made those documents available on the Police Department’s website for at least 30 days prior to the public hearing concerning the military equipment at issue.

(c) The Policy was considered by the City Council as an agenda item in an open session of a regular meeting, noticed in accordance with the Ralph M. Brown Act, at which public comment was permitted.

(d) The Policy shall be made publicly available on the Police Department’s website for as long as the military equipment is available for use.

(e) The Police Department shall submit an annual military equipment report to the City Council, containing the information required in Government Code Section 7072, and the City Council shall determine whether each type of military equipment identified in that report has complied with the standards for approval set forth in (a)(1)-(4) above.

(f) The City Council shall review this ordinance, and vote on whether to renew it, on an annual basis at a regular meeting, in accordance with Government Code Section 7071(e)(2)

(g) The City Council approves the use of the Policy and finds that it satisfies the requirements of Government Code Section 7070(d).”

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction such portion shall be deemed a separate, distinct and independent provision of such Ordinance and shall not affect the validity of the remaining portions thereof.

SECTION 4. REPEALS CONFLICTING ORDINANCES. All other ordinances of the City of Scotts Valley or provisions of the Scotts Valley Municipal Code which are in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION 5. CEQA COMPLIANCE. The City Council finds and determines that the enactment of this Ordinance is not a "project" as that term is used in the California Environmental Quality Act ("CEQA;" Cal. Pub. Resources Code Section 21000 et seq.) or the State CEQA Guidelines (Cal. Code of Regs., Title 14, Section 15000 et seq.). Therefore, no environmental assessment is required or necessary.

SECTION 6. EFFECTIVE DATE. The above and foregoing ordinance was introduced for a first reading on April 15, 2026, and passed and adopted on May 6, 2026, at a duly held meeting of the City Council of the City of Scotts Valley by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Donna Lind, Mayor

ATTEST: _____
Cathie Simonovich, City Clerk

APPROVED
AS TO FORM: _____
Kirsten Powell, City Attorney

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Kirsten Powell, City Attorney

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Second reading and adoption of Ordinance No. 202 designating no stopping, no parking areas**

SUMMARY OF ISSUE

On April 15, 2026, the City Council introduced Ordinance No. 202 designating no stopping and no parking areas. Chapter 10.08 of the Scotts Valley Municipal Code regulates parking within the City but does not specifically designate no parking areas within the City. No parking areas are designated in the California Vehicle but additional means of designation are appropriate. Ordinance No. 202 identifies the no parking areas in the City and gives the Public Works Director the ability to designate no parking areas consistent with applicable traffic engineering standards. In addition, the City Council has the ability to designate no parking areas by resolution. Tonight, the City Council should consider adopting Ordinance No. 202. If adopted, the ordinance will be effective in 30 days.

FISCAL IMPACT

There is no fiscal impact associated with adoption of Ordinance No. 202. If any areas are designated for no parking, minimal costs will be incurred to properly sign or mark the no parking areas.

STAFF RECOMMENDATION

Staff recommends that the City Council adopt Ordinance No. 202 designating no stopping and no parking areas.

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1. Ordinance No. 202 No Parking Areas

ORDINANCE NO. 202

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING TITLE 10, CHAPTER 10.08 BY ADDING SECTION 10.08.035 DESIGNATING NO STOPPING, NO PARKING AREAS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY as follows:

Section 1. Title 10, Chapter 10.08 of the Scotts Valley Municipal Code is hereby amended by adopting a new Section 10.08.035 to read as follows:

"10.08.035 No stopping, no parking areas – Designations.

No operator of any vehicle shall stop, stand, park or leave standing any vehicle, whether attended or unattended, in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer, other authorized officer or official traffic control device:

A. Within any loading zone for any purpose other than unloading or loading of passengers or materials; provided, that no stop for the loading or unloading of passengers shall be made for more than five minutes; or provided, that no stop for the loading or unloading of materials shall be made for more than 20 minutes.

B. Within a bus stop zone, unless the vehicle is a bus or a school bus.

C. In a designated "No Parking," "No Stopping," or any time-specific no parking or no stopping zone when signs or markings, as prescribed in California Vehicle Code Section 21458, are placed giving notice of such prohibition.

D. Within a designated on-road bicycle lane anywhere on the city street system.

E. Within any divisional or median island unless authorized and clearly indicated with appropriate signs or markings.

F. In any area where the Public Works Director determines that the parking or stopping of a vehicle would constitute a traffic hazard or would endanger life or property consistent with applicable traffic engineering standards, when such area is indicated by appropriate signs or by red paint upon the curb surface.

G. In any area established by resolution of the city council as a no parking or no stopping area, when such area is indicated by appropriate signs or by red paint upon the curb surface."

Section 2. CEQA COMPLIANCE. The proposed amendments are exempt pursuant to the CEQA Guidelines Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

The proposed amendments are adopted to restrict parking in particular areas and cannot be said to reasonably have a significant effect on the environment.

Section 3. SEVERABILITY. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 4. To the extent the provisions of the Scotts Valley Municipal Code as amended by this Ordinance are substantially the same as the provisions of that Code as they read immediately prior to the adoption of this Ordinance, then those provisions shall be construed as continuations of the earlier provisions and not as new enactments.

Section 5. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

Section 6. PUBLICATION. The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of adoption and shall post a certified copy of this Ordinance, including the vote for and against same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

This Ordinance was introduced on the 15th day of April, 2026, and passed and adopted on the 6th day of May, 2026, at a duly held meeting of the City Council of the City of Scotts Valley by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Donna Lind, Mayor

ATTEST:

_____
Cathie Simonovich, City Clerk

APPROVED AS TO FORM:

_____
Kirsten Powell, City Attorney

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Kirsten Powell, City Attorney

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Public Hearing to consider the adoption of Fire Facility Impact Fees to be collected by the City on behalf of the Scotts Valley Fire Protection District**

SUMMARY OF ISSUE

Pursuant to the Mitigation Fee Act (Government Code §§ 66000-66025), local agencies may establish, increase, or impose fees as a condition of approval of development to mitigate the impacts of such development on public facilities. The City has codified those fees in Chapter 15.20. Currently, the City collects the following impact fees: General Facilities and Equipment, Wastewater Treatment Facilities, Law Enforcement Facilities, Equipment and Training, Storm Drainage Facilities, Parks and Recreation Facilitieis, Library Facilities, Streets and Thoroughfares and Administrative Overhead fees.

New development within the City also increases the need and demand for fire protection services and other emergency services, including, but not limited to, the need for certain capital facilities and other capital assets provided by the Scotts Valley Fire Protection District ("District"). At the request of the District and in compliance with the Mitigation Fee Act, the City Council may establish impact fees that are collected on behalf of the District upon new development within the District and the City. As climate change extends and exacerbates fire risk in California, the District is in need of greater resources to protect the community.

To address that need, the District has prepared a Fire Facilities Impact Fee Study (“Report”) for the purposes of establishing the legal and policy basis for imposing a fire facilties impact fee within the District. The impact fee will be used to fund the acquisition and construction of fire protection and emergency fire protection services. On November 12, 2025, the Board of Directors of the District adopted Resolution No. 2025-18, approving the Report, making the required findings under the Mitigation Fee Act, and requesting the City Council adopt the impact fees proposed. The City has made the Report available for public review 10 days prior to the public hearing by the City Council and notice of the public hearing was published in the Scotts Valley Press Banner on April 17, 2026, and April 24, 2026, in accordance with Section 66018 of the Mitigation Fee Act.
In order to collect the fire facilities impact fees on behalf the District, the City must amend Section 15.20.030 of the Municipal Code to add the fee and approve a resolution adopting the fees as set by the District. In addition, the City Council is being asked to authorize the City

Manager to enter into a Memorandum of Understanding with the District which memorializes the terms upon which the Fees will be imposed, collected and distributed, including a payment of 5% of each fee to the City and indemnification by the District for any challenges to the fees.

FISCAL IMPACT

The adoption of the ordinance and the collection of the fees on behalf of the District will result in a recovery of 5% of the fees collected by the City. At this time, it is difficult to determine the exact amount of fees that will be collected as it is based on development projects.

STAFF RECOMMENDATION

1. Introduce Ordinance No. 203, amending Section 15.20.030 of the Municipal Code to establish a Fire Facility Impact Fee and waive the reading thereof; and
2. Adopt Resolution No. 2092, Adopting the Scotts Valley Fire District Fire Facilities Impact Fee Study and Impact Fees and Authorizing the City Manager to Enter into that Certain Agreement with the Scotts Valley Fire Protection District Regarding the Collection of the Impact Fees.

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1. Ordinance No. 203 Fire Impact Fees
2. Resolution No. 2092 SVFD DIF
3. Exhibit B SVFPD - Impact Fee Collection MOU

ORDINANCE NO. 203

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AMENDING SECTION 15.20.030 OF TITLE 15, CHAPTER 15.20 OF THE SCOTTS VALLEY MUNICIPAL CODE TO ESTABLISH A FIRE FACILITIES IMPACT FEE AND PROVIDING FOR ITS ADOPTION BY RESOLUTION OF THE SCOTTS VALLEY FIRE DISTRICT BOARD OF DIRECTORS

WHEREAS, this Ordinance sets forth the requirements for establishing and administering a development impact fee program imposed by the City of Scotts Valley ("City") on behalf of the Scotts Valley Fire District ("District"); and

WHEREAS, new development within the boundaries of the Scotts Valley Fire Protection District (“District”) impacts and necessitates the need and demand for fire protection services and other emergency services, including, but not limited to, the need for certain District capital facilities and other District capital assets; and

WHEREAS, wildfires are a frequent natural disaster in California, causing significant harm and loss to individuals, communities, property, and great swaths of natural landscape, and the frequency, duration and size of wildfires have increased over the last several decades; and

WHEREAS, as climate change extends and exacerbates fire risk in California, there are areas within the District that are at relatively high risk for fire and according to the Santa Cruz County Climate Vulnerability Technical Compendium (January 2025), the decadal probability of a wildfire is projected to increase to the 50th and 90th percentiles for 2040s and 2070s, respectively, compared to historical baseline for emissions scenarios; and

WHEREAS, on June 11, 2025, the District adopted the Scotts Valley Fire District Hazard Map Ordinance No. 2025-1, establishing fire hazard severity zones (FHSZ) within the District, including FHSZs high and moderate fire hazard zones, thereby increasing the importance of fire protection services and capital facilities; and

WHEREAS, the District has prepared the required documentation to comply with the California Mitigation Fee Act (Government Code §§66000-66025) including a Fire Facilities Impact Fee Study dated July 22, 2025 (“Nexus Study”) which established the legal and policy basis to support a new Impact Fee program within the District; and

WHEREAS, there is a reasonable relationship between the fees used and the types of development projects on which the fee is imposed for the reasons set forth in the District's resolution and nexus study attached to this Ordinance; and

WHEREAS, there is a reasonable relationship between the need for the Public Facilities, including Fire Facilities, Equipment, and Apparatus, and the development projects on which the fee is imposed for the reasons set forth in the District's resolution and nexus study attached to this Ordinance; and

WHEREAS, on November 12, 2025, after considering the Nexus Study and testimony received at a public hearing, the Board of Directors of the District established a Fire Facility Fee and made the following findings pursuant to Government Code § 66001:

1. The broad purpose of the Impact Fees is to protect public health, safety, and general welfare by providing adequate District facilities. The specific purpose of the Impact Fees is to fund the acquisition or construction of fire protection and emergency fire protection services and other emergency services, including, but not limited to, the need for certain capital facilities and other capital assets (collectively, "Fire Protection Facilities and Assets") provided by the District attributable to new development in the District.

2. The uses of the Impact Fees will be used to fund the District's Fire Protection Facilities and Assets to serve new development. The specific Fire Protection Facilities and Assets are further set forth in the District's Capital Improvement Plan ("CIP"), which was approved by the Board on November 12, 2025. The CIP indicates the approximate location, size, time of availability, and estimates of costs for all Fire Protection Facilities and Assets that may be funded with Impact Fees.

3. The uses of the Impact Fees are reasonably related to the types of development projects for which the Impact Fees are imposed, in that the Impact Fees will be used to expand the District's Fire Protection Facilities and Assets to meet the additional demand generated by new development.

4. The Impact Fees bear a reasonable relationship to the need for Fire Protection Facilities and Assets and the type of development on which the Impact Fees are imposed.

The Nexus Study demonstrates that there is a reasonable relationship between the amount of the Impact Fees and the cost of the Fire Protection Facilities and Assets attributable to the new development within the District's boundaries.

WHEREAS, the District requests the establishment and administration of a development impact fee because the District lacks statutory authority to impose development impact mitigation fees independently, and the District has prepared all of the supporting documentation to support the findings required to establish the fee, collect the fee and comply with all necessary reporting and accounting procedures for the fee.

NOW, THEREFORE, the City Council of the City of Scotts Valley hereby ordains as follows:

Section 1. Recitals. The foregoing recitals are true and correct and are incorporated into the findings herein.

Section 2. Section 15.20.030 of Chapter 15.20 of Title 15 of the Scotts Valley Municipal Code is hereby amended to read as follows:

"SECTION 15.20.030. The following development impact fees are hereby established and imposed on the issuance of all building permits for development within the city to finance the cost of the following categories of public facilities and improvements required by new development:

A. General Facilities and Equipment. A development impact fee is hereby established for general facilities and equipment.

B. Wastewater Treatment Facilities. A development impact fee is hereby established for wastewater treatment facilities.

C. Law Enforcement Facilities, Equipment and Training. A development impact fee is hereby established for law enforcement facilities, equipment and training.

D. Storm Drainage Facilities. A development impact fee is hereby established for storm drainage facilities.

E. Park and Recreation Facilities. A development impact fee is hereby established for park and recreation facilities.

F. Library Facilities. A development impact fee is hereby established for library facilities.

G. Streets and Thoroughfares. A development impact fee is hereby established for streets and thoroughfares.

H. Administrative Overhead. A development impact fee is hereby established for administrative overhead to cover the cost of general administration of this chapter and any resolution adopted pursuant hereto, performance of accounting tasks associated herewith, supervision and handling of funds, preparation and/or updating of master facilities plans and/or capital financing plans, and the like. This fee shall be set as a percentage of the fees set forth in subsections A through G, above, which are collected pursuant to this chapter. This fee does not relate to and is not designed to cover administrative costs incurred by the city in the case of any specific public facility constructed with the fees referenced in subsections A through G, above, since such project specific administrative costs are included in and shall be recovered from such fees.

I. Fire Facilities Impact Fee. A development impact fee is hereby established for fire facilities. The specific amount of the fee shall be established by resolution of the Scotts Valley Fire District or its successor.

Except as provided above, the city council shall, by council resolution, set forth the specific amount of the fees, describe the benefit and impact area on which the fees are imposed, list the specific public improvements to be financed and describe the estimated cost of these facilities."

Section 3. **CEQA COMPLIANCE.** The proposed amendments are exempt pursuant to the CEQA Guidelines Section 15061(b)(3), which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The establishment of the Fire Facilities Fee does not have the potential for causing a significant effect on the environment.

Section 4. **SEVERABILITY.** If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

Section 5. To the extent the provisions of the Scotts Valley Municipal Code as amended by this Ordinance are substantially the same as the provisions of that Code as they read immediately prior to the adoption of this Ordinance, then those provisions shall be construed as continuations of the earlier provisions and not as new enactments.

Section 6. **EFFECTIVE DATE**. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

Section 7. **PUBLICATION**. The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of adoption and shall post a certified copy of this Ordinance, including the vote for and against same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

This Ordinance was introduced on the 6th date of May, 2026, and passed and adopted on the 20th day of May, 2026, at a duly held meeting of the City Council of the City of Scotts Valley by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Donna Lind, Mayor

ATTEST:

_____
Cathie Simonovich, City Clerk

APPROVED AS TO FORM:

_____
Kirsten Powell, City Attorney

RESOLUTION NO. 2092

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY ADOPTING THE SCOTTS VALLEY FIRE DISTRICT FIRE FACILITIES IMPACT FEE STUDY AND IMPACT FEES AND AUTHORIZING THE CITY MANAGER TO ENTER INTO THAT CERTAIN AGREEMENT WITH THE SCOTTS VALLEY FIRE DISTRICT REGARDING THE COLLECTION OF THE IMPACT FEES

WHEREAS, pursuant to the Mitigation Fee Act (Government Code §§ 66000-66025), local agencies may establish, increase, or impose fees as a condition for approval of development to mitigate the impacts of such development on public facilities; and

WHEREAS, new development within the boundaries of the Scotts Valley Fire Protection District ("District") impacts and necessitates the need and demand for fire protection services and other emergency services, including, but not limited to, the need for certain District capital facilities and other District capital assets; and

WHEREAS, wildfires are a frequent natural disaster in California, causing significant harm and loss to individuals, communities, property, and great swaths of natural landscape, and the frequency, duration and size of wildfires have increased over the last several decades; and

WHEREAS, as climate change extends and exacerbates fire risk in California, there are areas within the District that are at relatively high risk for fire and according to the Santa Cruz County Climate Vulnerability Technical Compendium (January 2025), the decadal probability of a wildfire is projected to increase to the 50th and 90th percentiles for 2040s and 2070s, respectively, compared to historical baseline for emissions scenarios; and

WHEREAS, on June 11, 2025, the District adopted the Scotts Valley Fire District Hazard Map Ordinance No. 2025-1, establishing fire hazard severity zones (FHSZ) within the District, including FHSZs high and moderate fire hazard zones, thereby increasing the importance of fire protection services and capital facilities; and

WHEREAS, on November 12, 2025, the District approved the Fire Facilities Impact Fee Study dated July 22, 2025 ("Nexus Study") which established the legal and policy basis to support a new Impact Fee program within the District and adopted the fees in accordance with the study ("Impact Fees"); and

WHEREAS, the District has requested that the City establish and administer a development impact fee on its behalf because the District lacks statutory authority to impose development impact mitigation fees independently, and the District has prepared all of the supporting documentation to support the findings required to establish the Impact Fees, collect the Impact Fees and comply with all necessary reporting and accounting procedures for the Impact Fees; and

WHEREAS, in order to collect the Impact Fees on behalf of the District, the City and the District shall enter an agreement documenting the obligations of the parties; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA"), this action is not a "project" because the Resolution provides for the creation of a funding mechanism for Fire Protection Facilities and Assets but does not involve a commitment to any specific projects for such purposes that may result in a potentially significant impact on the environment. (CEQA Guidelines § 15378(b)(4).) CEQA also provides, in CEQA Guidelines Section 15061(b)(3), that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is exempt from CEQA; and

WHEREAS, the City desires to adopt the Nexus Study, approve the Impact Fees established by the Nexus Study and adopted by the District and authorize the City Manager to enter into an agreement with the District regarding the collection of the impact fees.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Scotts Valley, as follows:

1. Nexus Study. The City Council hereby approves the Nexus Study provided as Attachment "A" that is incorporated into this Resolution. When adopting the Nexus Study, in accordance with Government Code § 66001, the District made the following findings:

    a. The broad purpose of the Impact Fees is to protect public health, safety, and general welfare by providing adequate District facilities. The specific purpose of the Impact Fees is to fund the acquisition or construction of fire protection and emergency fire protection services and other emergency services, including, but not limited to, the need for certain capital facilities and other capital assets (collectively, "Fire Protection Facilities and Assets") provided by the District attributable to new development in the District.

    b. The uses of the Impact Fees will be used to fund the District's Fire Protection Facilities and Assets to serve new development. The specific Fire Protection Facilities and Assets are further set forth in the District's Capital Improvement Plan ("CIP"), which was approved by the Board on November 12, 2025. The CIP indicates the approximate location, size, time of availability, and estimates of costs for all Fire Protection Facilities and Assets that may be funded with Impact Fees.

    c. The uses of the Impact Fees are reasonably related to the types of development projects for which the Impact Fees are imposed, in that the Impact Fees will be used to expand the District's Fire Protection Facilities and Assets to meet the additional demand generated by new development.

d. The Impact Fees bear a reasonable relationship to the need for Fire Protection Facilities and Assets and the type of development on which the Impact Fees are imposed.

e. The Nexus Study demonstrates that there is a reasonable relationship between the amount of the Impact Fees and the cost of the Fire Protection Facilities and Assets attributable to the new development within the District's boundaries.

The City Council hereby adopts those findings.

BE IT FURTHER RESOLVED that the City Council hereby approves the following Impact Fees on new development within the City:

Development Type	Units		Impact Fee per Unit	Avg Sq Ft per Unit	Impact Fee per Sq Ft
All Residential	DU	$	1,262	2,485	$ 0.51
Assisted Living	Bed	$	10,693		
Hotel/Motel	Room	$	743		
Commercial-Retail	KSF	$	1,040		
Office	KSF	$	668		
Industrial	KSF	$	149		

The City will hereby collect the Impact Fees on behalf of the District in accordance with Scotts Valley Municipal Code Chapter 15.20 and that certain Memorandum of Understanding by and between Scotts Valley Fire District and City of Scotts Valley for the Establishment, Imposition and Collection of Impact Fees ("MOU"), a copy of which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED that the City Council hereby authorizes the City Manager to execute the MOU.

The above and foregoing resolution was passed and adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 6th day of May, 2026, by the following vote:

AYES:
NOES:
ABSENT:

_____
Donna Lind, Mayor

ATTEST:

_____
Cathie Simonovich, City Clerk

Exhibit "A"

Nexus Study

SCOTTS VALLEY FIRE PROTECTION DISTRICT

Fire Facilities Impact Fee Study

Final Report

July 22, 2025

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Appendix A 1

Executive Summary

The Scotts Valley Fire Protection District retained NBS Government Finance Group to prepare this study to analyze the impacts of new development on capital facilities and to calculate impact fees based on that analysis.

The methods used in this study are consistent with those outlined in the *Impact Fee Nexus Study Templates* prepared for the California Department of Housing and Community Development by the Terner Center for Housing Innovation at UC Berkeley in fulfillment of AB 602. Those methods are designed to satisfy the legal requirements of the U. S. Constitution, and the California Mitigation Fee Act (Government Code Sections 66000 *et seq.*).

Organization of the Report

Chapter 1 of this report provides an overview of the legal requirements for establishing and imposing such fees, and methods that can be used to calculate impact fees.

Chapter 2 contains data on existing and future development used in this report.

Chapter 3 analyzes the impacts of development on fire protection facilities and calculates impact fees for those facilities.

Chapter 4 summarizes requirements for adopting and implementing impact fees.

Appendix A to this report contains a comparison of impact fees for surrounding and/or similar agencies including the cities of Coalinga, King City, Marina, Morgan Hill, Santa Cruz, Soledad, and Watsonville.

Development Data

Chapter 2 of this report presents estimates of existing development in the District's service area, and a forecast of future development in terms of units of development and calls for service per year for each type of development defined in this study.

Chapter 2 also establishes values for demand factors such as fire calls per unit per year. Those factors are used to represent the impact of new development in the impact fee calculations.

It is important to note that because of amendments to the Mitigation Fee Act contained in AB 602 (2021) that were incorporated into California law effective in 2022, residential impact fees must be calculated proportionately to the square footage of the proposed units. Impact fees for residential development in this study are calculated as impact fees per square foot for residential development. Prior to the adoption of AB 602 it was common practice to calculate residential impact fees on a per-unit basis for single-family and multi-family residential development.

Impact Fees Analysis

The impact fees calculated in this report are based on the existing level of service in the District in keeping with the requirements of Government Code Section 66016.5, which was added by AB 602 in 2021. The existing level of service is defined as the relationship between the replacement cost of existing District facilities, apparatus, vehicles and equipment and the number of calls for service per year received by the District. That relationship is stated as a cost per call for service per year.

As part of this study, NBS analyzed the distribution of the District's calls for service for a full year to determine the average number of calls per unit per year generated by different types of development. The impact fee per unit for each type of development is calculated by multiplying the cost per call by the number of calls per unit per year generated by each type of development. The impact fees calculated in this report are intended to apply to all types of new development in the District other than development by government entities.

The impact fees calculated in this report are shown in Table S.1, below. Fees for residential development are calculated on a per square foot basis, and non-residential impact fees are calculated on a per-unit basis.

Table S.1 Summary of Impact Fees Calculated in this Study

Development Type	Units [1]	Impact Fee per Unit [2]	Avg Sq Ft per Unit [3]	Impact Fee per Sq Ft [4]
All Residential	DU	$ 1,284	2,485	$ 0.52
Assisted Living	Bed	$ 10,876		
Hotel/Motel	Room	$ 755		
Commercial-Retail	KSF	$ 1,057		
Office	KSF	$ 680		
Industrial	KSF	$ 151		
Other Non-Residential Uses: Impact Fee = Calls per KSF per Year X $7,553.09 per call per Year				

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area; room = guest room or suite

[2] Impact fee per unit = cost per call for service X calls for service per unit

[3] Average square feet per new residential unit built between 2018 - 2024 provided by the City of Scotts Valley Community Development Department

[4] Impact fee per square foot (residential) = impact fee per unit / square feet per unit

Table S.2 shows the proposed impact fees from Table S.1 with the addition of a 0.3% administrative charge. That percentage is intended to cover the average annual cost of preparing an impact fee update study every eight years as required by the Mitigation Fee Act.

The percentage of the administrative charge is based on the estimated cost of an impact fee update study ($25,000) divided by eight years of estimated future impact fee revenue.

Table S.2 Proposed Impact Fees + Administrative Charge

Development Type	Units [1]	Impact Fee per Unit [2]	Avg Sq Ft per Unit	Impact Fee per Sq Ft
All Residential	DU	$ 1,288	2,485	$ 0.52
Assisted Living	Bed	$ 10,910		
Hotel/Motel	Room	$ 758		
Commercial-Retail	KSF	$ 1,061		
Office	KSF	$ 682		
Industrial	KSF	$ 152		
Other Non-Residential Uses: Impact Fee = Calls per KSF per Year X $7,576.68 per call per Year				

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area; room = guest room or suite

[2] In this table an administrative charge is added to the Impact Fee in Table S.1; See discussion in text

As explained in Chapter 2 and Chapter 3 of this report, the District may encounter non-residential development projects that do not fit well into any of the non-residential development categories for which impact fees are calculated in that report. In that case, the District can calculate a customized impact fee using the formula shown as "Other Non-Residential Uses" in the tables above and further discussed in Chapter 3.

Chapter 1. Introduction

Purpose

The purpose of this study is to analyze the impacts of development on the need for certain capital facilities and other capital assets provided by the Scotts Valley Fire District (District) and to calculate impact fees based on that analysis. This report documents the approach, data and methodology used in this study to calculate impact fees.

The impact fees calculated in this report are intended to satisfy all legal requirements governing such fees, including provisions of the U. S. Constitution, the California Constitution and the California Mitigation Fee Act (Government Code Sections 66000-66025).

Legal Framework for Impact Fees

This brief summary of the legal framework for development fees is intended as a general overview. It was not prepared by an attorney and should not be treated as legal advice.

Fire Protection District Law of 1987. California Health and Safety Code Section 13916, which is part of the Fire Protection District Law of 1987, states: "A (fire protection) district board shall not charge a fee on new construction or development for the construction of public improvements or facilities or the acquisition of equipment." However, although the District itself may not charge such fees, it is quite common in California for cities and counties to impose fire impact fees for fire protection districts that provide services within their boundaries. The fees calculated in this report are intended to be adopted by the City of Scotts Valley and Santa Cruz County.

U. S. Constitution. Like all land use regulations, development exactions, including impact fees, are subject to the 5th Amendment prohibition on taking of private property for public use without just compensation. Both state and federal courts have recognized the imposition of impact fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against "regulatory takings." A regulatory taking occurs when regulations unreasonably deprive landowners of property rights protected by the Constitution.

In two cases dealing with exactions, the U. S. Supreme Court has held that when a government agency requires the dedication of land or an interest in land as a condition of development approval or imposes exactions as a condition of approval on a development project, the agency must demonstrate an "essential nexus" between such exactions and the interest being protected (See *Nollan v. California Coastal Commission,* 1987) and make an "individualized determination" that the exaction imposed is "roughly proportional" to the burden created by development (See *Dolan v. City of Tigard,* 1994). In April 2024, the U. S. Supreme Court ruled that even legislatively adopted impact fees are subject to *Nollan* and *Dolan*.

Defining "Nexus." The nexus required to justify exactions and impact fees can be thought of as having the three elements discussed below. We think proportionality is logically included as one element of that nexus, even though it was discussed separately in *Dolan v. Tigard.* The elements of the nexus discussed below mirror the three "reasonable relationship" findings required by the Mitigation Fee Act for establishment and imposition of impact fees.

1. Need or Impact. An agency imposing impact fees must demonstrate that a development project subject to those fees will create a need for the facilities to be funded by the impact fees. All new development in a community creates additional demands on some or all public facilities provided by local government. If the capacity of facilities is not increased to satisfy the additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to recover the cost of development-related facilities, but only to the extent that the need for facilities is related to the development project subject to the fees.

The *Nollan* decision reinforced the principle that development exactions may be used only to mitigate impacts created by the development projects upon which they are imposed. In this study, the impact of development on facility needs is analyzed in terms of quantifiable relationships between various types of development and the demand for public facilities based on applicable level-of-service standards. This report contains all of the information needed to demonstrate compliance with this element of the nexus.

2. Benefit. An agency imposing impact fees must demonstrate that a development project subject to those fees will benefit from the facilities funded by the impact fees. With respect to the benefit relationship, the most basic requirement is that facilities funded by impact fees be available to serve the development paying the fees. A sufficient benefit relationship also requires that impact fee revenues be segregated from other funds and expended in a timely manner on the facilities for which the fees were charged. Nothing in the U.S. Constitution or California law requires that facilities paid for with impact fee revenues be available exclusively to development projects paying the fees.

Procedures for earmarking and expenditure of fee revenues are mandated by the Mitigation Fee Act, as are procedures to ensure that the fees are either expended in a timely manner or refunded. Those requirements are intended to ensure that developments benefit from the impact fees they are required to pay. Thus, over time, procedural issues as well as substantive issues can come into play with respect to the benefit element of the nexus.

3. Proportionality. An agency imposing impact fees must demonstrate that the amount of those fees is proportional to the impact created by development projects subject to the fees. Proportionality in impact fees depends on properly identifying development-related facility costs and calculating the fees in such a way that those costs are allocated in proportion to the facility needs created by different types and amounts of development. The section on impact fee methodology, below, describes methods used to allocate facility costs and calculate impact fees that meet the proportionality standard.

California Constitution. The California Constitution grants broad police power to local governments, including the authority to regulate land use and development. That police power is the source of authority for local governments in California to impose impact fees on development. Some impact fees have been challenged on grounds that they are special taxes imposed without voter approval in violation of Article XIIIA. Impact fees calculated in this report do not exceed the cost of providing facilities needed to serve new development and, thus, are not special taxes requiring voter approval pursuant to Article XIIIA.

Articles XIIIC and XIIID, added to the California Constitution by Proposition 218 in 1996, require voter approval for some "property-related fees," but exempt "the imposition of fees or charges, as a condition of property development." Thus, impact fees are exempt from those requirements.

The Mitigation Fee Act. California's impact fee statute originated in Assembly Bill 1600 during the 1987 session of the Legislature and took effect in January 1989. AB 1600 added several sections to the Government Code, beginning with Section 66000. Since that time, the impact fee statute has been amended from time to time, and in 1997 was officially titled the "Mitigation Fee Act." Unless otherwise noted, code sections referenced in this report are from the Government Code.

The Mitigation Fee Act does not limit the types of capital improvements for which impact fees may be charged. It defines public facilities very broadly to include "public improvements, public services and community amenities." Although the issue is not specifically addressed in the Mitigation Fee Act both case law and statute (see Government Code Section 65913.8) clarify that impact fees may not be used to pay for ongoing maintenance or operating costs. Consequently, the fees calculated in this report are based on the cost of capital assets only.

The Mitigation Fee Act does not use the term "mitigation fee" except in its official title. Nor does it use the common term "impact fee." The Act simply uses the word "fee," which is defined as "a monetary exaction, other than a tax or special assessment...that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project …."

To avoid confusion with other types of fees, this report uses the widely accepted term "impact fee" which should be understood to mean "fee" as defined in the Mitigation Fee Act.

The Mitigation Fee Act contains requirements for establishing, increasing and imposing impact fees. They are summarized below. It also contains provisions that govern the collection and expenditure of fees and requires annual reports and periodic re-evaluation of impact fee programs. Those administrative requirements are discussed in the implementation chapter of this report.

Required Findings. Section 66001 (a) requires that an agency establishing, increasing or imposing impact fees, must make findings to:

1. Identify the purpose of the fee
2. Identify the use of the fee; and
3. Determine that there is a reasonable relationship between the use of the fee and the development type on which it is imposed
4. Determine that there is a reasonable relationship between the need for the facility and the type of development on which the fee is imposed

In addition, Section 66001 (b) requires that in any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The requirements outlined above are discussed in more detail below.

Identifying the Purpose of the Fees. The broad purpose of impact fees is to protect public health, safety and general welfare by providing for adequate public facilities. The specific purpose of the fees calculated in this study is to fund acquisition or construction of certain capital assets that will be needed to mitigate the impacts of planned new development on District facilities, and to maintain an acceptable level of public services as the District grows.

This report recommends that findings regarding the purpose of an impact fee should define the purpose broadly, as providing for the funding of adequate public facilities to serve additional development.

Identifying the Use of the Fees. According to Section 66001(a)(2), if a fee is used to finance public facilities, those facilities must be identified. A capital improvement plan may be used for that purpose but is not mandatory if the facilities are identified in a General Plan, a Specific Plan, or in other public documents. Section 66002(a) says the CIP shall indicate the approximate location, size, time of availability and estimates of cost for all facilities or improvements to be financed with the fees. Section 66002 (b) requires that if a capital improvement plan is used to identify the facilities, it must be updated annually.

However, a new provision in Section 66016.5(a)(6), which was added by AB 602 in 2021, requires that large jurisdictions adopt a capital improvement plan as part of an impact fee study. That requirement applies to impact fee nexus studies adopted after January 1, 2022. "Large jurisdiction" means a county of 250,000 or more or any city within that county. That new requirement appears to override the original language of Section 66001(a)(2), so that a capital improvement plan (CIP) is no longer optional. A CIP is now required for all new impact fee nexus studies adopted by large jurisdictions. The annual update requirement remains in effect.

Reasonable Relationship Requirement. As discussed above, Section 66001 requires that, for fees subject to its provisions, a "reasonable relationship" must be demonstrated between:

1. the use of the fee and the type of development on which it is imposed;
2. the need for a public facility and the type of development on which a fee is imposed; and,
3. the amount of the fee and the facility cost attributable to the development on which the fee is imposed.

Development Agreements and Reimbursement Agreements. The requirements of the Mitigation Fee Act do not apply to fees collected under development agreements (see Govt. Code Section 66000) or reimbursement agreements (see Govt. Code Section 66003). The same is true of fees in lieu of park land dedication imposed under the Quimby Act (see Govt. Code Section 66477).

Existing Deficiencies. In 2006, Section 66001(g) was added to the Mitigation Fee Act (by AB 2751) to clarify that impact fees "shall not include costs attributable to existing deficiencies in public facilities..." The legislature's intent in adopting this amendment, as stated in the bill, was to codify the holdings of *Bixel v. City of Los Angeles* (1989), *Rohn v. City of Visalia* (1989), and *Shapell Industries Inc. v. Governing Board* (1991).

Section 66001(g) also states that impact fees "may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to *(1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan.*" (Emphasis added.)

Impact Fees for Existing Facilities. Impact fees may be used to recover costs for existing facilities to the extent that those facilities are needed to serve additional development and have the capacity to do so. In other words, it must be possible to show that fees used to pay for existing facilities meet the need and benefit elements of the nexus. As a practical matter, such fees are difficult to implement unless the fees are needed to repay outstanding debt related to the facilities in question.

Recent Legislation

Several new laws enacted by the State of California since 2019 to facilitate development of affordable housing bear on the implementation of impact fees calculated in this study. Below are brief overviews of some key bills passed since 2019.

SB 330 – The Housing Crisis Act of 2019. SB 330 (amended and clarified in 2021 by SB 8) contained a variety of amendments designed to promote affordable housing. Among them was a provision in Government Code Section 65589.5 that prohibits the imposition of new approval requirements on a housing development project once a preliminary application has been submitted. That provision applies to increases in impact fees except

when the resolution or ordinance establishing the fee authorizes automatic, inflationary adjustments to the fee or exaction. These provisions will remain in effect until January 1, 2030.

AB 1483 – Housing Data: Collection and Reporting (2019). AB 1483 added Section 65490.1 to the Government Code, and requires that a city, county or special district must post on its website a current schedule of its fees and exactions, as well as associated nexus studies and annual reports. Updates must be posted within 30 days.

SB 13 – Accessory Dwelling Units (2019). SB 13 amended Government Code Section 65852.2 to prohibit the imposition of impact fees on accessory dwelling units (ADUs) smaller than 750 square feet and to require that impact fees for ADUs of 750 square feet or more must be proportional to the square footage of the primary dwelling unit. The proportionality requirement means that impact fees for ADUs of 750 square feet or more must be calculated on a case-by-case basis during the approval process.

Prior to SB 13, a water or sewer connection fee or capacity charge for an accessory dwelling unit requiring a new or separate utility connection was required to be based on either the accessory dwelling unit's size or the number of its plumbing fixtures. SB 13 revises the basis for calculating the connection fee or capacity charge to either the accessory dwelling unit's square feet or the number of its drainage fixture units.

AB 602 – Amendments to the Planning and Land Use Law and the Mitigation Fee Act (2021). AB 602 adds Section 65940.1 to the Planning and Land Use Law requiring cities, counties and special districts that have internet websites to post schedules of fees, exactions and affordability requirements, annual fee reports, and an archive of nexus studies on that website, and to update that information within 30 days after any changes.

AB 602 also adds Section 66016.5 to the Mitigation Fee Act imposing several new requirements for impact fees that went into effect in 2022, including:

- A nexus study must identify the existing level of service for each facility, identify the proposed new level of service (if any), and explain why the new level of service is appropriate.
- If a nexus study supports an increase in an existing fee the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of the fees collected under the original fee.
- Large jurisdictions (counties over 250,000 and cities within those counties) must adopt a capital improvement plan as part of the nexus study.
- All impact fee nexus studies shall be adopted at a public hearing with at least 30 days' notice, and the local agency shall notify any member of the public that requests notice of intent to begin and impact fee nexus study of the date of the hearing.
- Nexus studies shall be updated at least every eight years, from the period beginning on January 1, 2022.

- A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units in the development. A nexus study is not required to comply with this requirement if the local agency makes certain findings specified in the law. A local agency that imposes a fee proportionately to the square footage of units in the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development.
- Authorizes any member of the public, including an applicant for a development project, to submit evidence that impact fees proposed by an agency fail to comply with the Mitigation Fee Act, and requires the legislative body of the agency to consider such evidence and adjust the proposed fee if deemed necessary.

AB 516 – Amendments to the Mitigation Fee Act (2023). AB 516, which took effect on January 1, 2024, amends Government Code Section 66006 to add certain requirements to the annual reports mandated by that section. Specifically, Section 66006 now requires that:

- Annual reports indicate whether construction on public improvements identified in previous annual reports began on the approximate date shown in the previous annual report; and,
- If a project failed to start construction on schedule, the annual report must explain the reason for the delay and provide a revised approximate date when construction will begin.

AB 516 also amends Section 66023 to provide that when a person requests an audit of a fee or charge levied by a local agency, that audit may address when revenue generated by that fee or charge is scheduled to be expended, and when the public improvement to be funded by that fee or charge is scheduled to be completed. Prior to this amendment, the only stated purpose of such an audit was to determine whether such a fee or charge exceeds the amount reasonably necessary to cover the cost of any product, public facility or service provided by the local agency.

Impact Fee Calculation Methodology

The methods used to calculate impact fees in this study are designed to comply with all of the legal requirements discussed earlier in this chapter. Any one of several legitimate methods may be used to calculate impact fees. The choice of a particular method depends primarily on the service characteristics of, and planning requirements for, the type of facility being addressed. To some extent those methods are interchangeable, because they all allocate facility costs in proportion to the needs created by development.

Allocating facility costs to various types and amounts of development is central to all methods of impact fee calculation. Costs are allocated by means of formulas that quantify the relationship between development and the need for facilities. In a cost allocation

formula, the impact of development is represented by some attribute of development such as added population or added vehicle trips that represent the impacts created by different types and amounts of development.

Although it is not mandatory, this study adopts the nomenclature used in the Impact Fee Nexus Study Templates prepared by the Terner Center for Housing Innovation at UC Berkeley to describe impact fee calculation methods. Those templates were prepared for The California Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code and are cited in AB 602.

Planned Facility Method. With this method, impact fees are calculated so that new development will pay for the planned expansion of facilities at the future standard attributable to new development. To calculate the cost per unit of demand, the cost of planned facilities is divided by the amount of demand that will be created by new development. The impact fees depend on the cost of planned future facilities and a plan for future development, so the fees should be recalculated if facility plans or development plans change.

Existing Inventory Method. With this method, impact fees are calculated so that new development will fund expansion of facilities at the same standard currently used to serve existing development. To calculate the cost per unit of demand, the value of existing facilities is divided by the amount of demand associated with existing development. This method allows impact fees to be calculated without a list of planned facilities, but such a list is required by AB 602 as part of a Capital Improvement Plan that must be adopted with any new impact fee nexus study. This approach can be used to calculate impact fees for many types of public facilities but is usually not appropriate for facilities such as transportation improvements or water, wastewater or drainage systems where improvement needs must be determined by engineering analysis.

System Plan Method. With this method, impact fees are calculated so that new development pays for its share of the cost of an integrated system of facilities at the future standard attributable to new development. To calculate the cost per unit of demand, the value of existing facilities plus the cost of planned facilities is divided by the combined demand associated with both existing development and planned development. This approach is especially appropriate for impact fees for fire protection and EMS facilities because new facilities must be planned to integrate geographically with existing facilities.

Impact Fees for Accessory Dwelling Units (ADUs)

SB 477, enacted in 2024, relocated and consolidated California's ADU laws into a new Government Code Chapter (Chapter 13, Division 1, Title 7). Recent amendments to ADU law provide that impact fees may not be imposed on ADUs smaller than 750 square feet and establish the following requirement for impact fees imposed on ADUs of 750 square feet or more:

> "Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit."

The proportionality requirement, as stated above, generally depends on the square footage of both the primary unit and the ADU. Since the fees calculated in this report for residential are assessed on a per square foot basis, proportionality is already provided by the impact fee calculation for ADUs.

Chapter 2. Development Data

This chapter presents data on existing and future development that will be used to calculate impact fees in subsequent chapters of this report. The information in this chapter may be used to establish levels of service, analyze facility needs, and/or allocate the cost of capital facilities among various types of new development.

Study Area

The study area for this study is the area within the boundaries of the Scotts Valley Fire Protection District which includes the City of Scotts Valley and a portion of unincorporated Santa Cruz County surrounding the City.

Time Frame

Planned future development in this study is forecasted out to 2045. However, the methods used to calculate impact fees in this study do not depend on the timing of future development.

Development Types

The development types for which impact fees are calculated in this report are discussed below. Impact fees calculated in this report are intended to be applied based on actual land uses rather than zoning or general plan land use designations. For mixed use development projects, impact fees should be applied to each type of development within the project, consistent with the number of units of development of each type within the project.

Residential Development. Government Code Section 66016.5(a)(5)(A) which was added to the Mitigation Fee Act by AB 602 in 2021 contains the following requirement:

> "A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development"

This study calculates impact fees per square foot fees for all types of residential development using average square-feet-per-unit numbers provided by the District.

Senior/Assisted Living Facilities. While senior living and assisted living facilities, including rehabilitation and skilled nursing facilities have some of the characteristics of residential uses, their impact characteristics can be substantially different from most residential development, with less impact on transportation and parks and recreation facilities and greater impact on emergency medical services. Consequently senior/assisted living facilities are treated as a separate category in this study and are not considered a form of housing development subject to the requirements of Government Code Section 66016.5.

Development in this category is measured in terms of beds, which is intended as a proxy for the number of occupants of a facility.

Non-Residential Development. Non-residential development types used in this study are:

- Hotel/Motel
- Commercial/Retail
- Office
- Industrial

The impact fees calculated in this report are intended to be applied to development projects, or portions of projects, based on the actual type of development being constructed. Except for the Hotel/Motel category, which is measured in terms of guest rooms, the non-residential development types listed above are measured in terms of gross leasable floor area in thousands of square feet (KSF).

In cases where a proposed development project does not fit reasonably well into one of the development types defined in this study, the District has the option to calculate an impact fee that is tailored to that specific use. See the sub-section on Other Types of Development, below.

Public Facilities, Public Schools and Parks. In addition to the development types listed above, the development tables presented later in this chapter include public (government) facilities, public schools and parks. Impact fees cannot be imposed on those uses, either because of legal constraints or because the local government agency would be imposing the fees on itself, which serves no purpose. However, those uses do create measurable impacts on fire protection/emergency medical services, and they are included in the impact fee analysis so that the impacts associated with those exempt uses can be distinguished from demand associated with fee-paying development types.

Other types of Development. The development types for which impact fees are calculated in this study will encompass most new development in the District, but there may be some development projects that don't fit very well within any of the established fee categories. In such cases, it is possible to calculate a customized impact fee at the time a project is approved.

For example, to calculate a customized fire impact fee, it would be necessary to estimate the number of fire calls for service per year that will be generated by the project, based on the number of calls generated by similar existing uses in the District's service area. Then, that number would be multiplied by the cost per call per year calculated in this study to arrive at the fire impact fee for the project.

Demand Variable

To calculate impact fees, the relationship between facility needs and development must be quantified in cost allocation formulas. Some measurable attribute of development, in this case, calls for service per year, is used as a "demand variable" in the cost allocation

formula to represent the impact of different types of development the facility type being analyzed.

Demand variables are selected either because they directly measure the service demand created by various types of development, or because they are reasonably correlated with that demand.

Demand for fire protection, emergency medical response and other services provided by the District is impacted by both residential and non-residential development. In this study, the number of fire calls for service per unit per year is used to represent the demand for fire protection and emergency response services by various types of development in the District. The calls-for-service-per year-factors used in this study are based on analysis by NBS of a random sample of all calls for a one-year period.

January 1, 2023, and December 31, 2023, the District logged over 2,357 calls for service. As part of this study, NBS analyzed a random sample of 500 of those calls and classified them by development type based on address. Calls that could not be associated with a particular type of development were excluded from the analysis. The results based on a sample size of 500 are correlated with a 5% margin of error at the 95% confidence level.

To arrive at a calls-for-service-per-year factor for each type of development, the percentage of sampled calls associated with each type of development defined in this study was applied to the number of calls for service per year to determine the number of calls generated by each type of development for the year. Then, the number of calls per year attributed to each type of development was divided by the number of existing units for that type to arrive at the average number of calls per unit per year. Fire calls-per-unit-per-year factors used in this study are shown in Table 2.1, discussed on the following page.

Demand Factors

Table 2.1 shows the demand factors used in this study, which are fire calls per unit per year factors for each type of development.

Table 2.1: Demand Factors

Development Type [1]	Unit Type [2]	Fire Calls per Unit [3]
All Residential	DU	0.17
Assisted Living	Bed	1.44
Hotel/Motel	Room	0.10
Commercial-Retail	KSF	0.14
Office	KSF	0.09
Industrial	KSF	0.02
Public Facilities	KSF	0.12
Schools	Student	0.02
Parks	Acre	0.07

[1] The square-feet-per-unit ranges shown in this table for residential development include all types of residential development including single-family, multi-family and mobile homes

[2] DU = dwelling unit; KSF = 1,000 square feet of gross leasable area (GLA); Room = guest room or suite

[3] Fire calls for service per unit per year based on analysis of a random sample of all 2023 calls for service; see discussion in text and in Chapter 2

Existing and Future Development

Tables 2.2 through 2.4 on the following pages present summaries of existing and future development by development type in the District.

Table 2.2 shows estimated existing development as of January 1, 2024, in terms of units and fire district calls for service.

Table 2.2: Existing Development January 1, 2024 - Scotts Valley Fire District

Development Type	Unit Type [1]	No. of Units [2]	Fire Calls per Year [5]
All Residential	DU	8,826	1,464
Assisted Living	Bed	220	316
Hotel/Motel	Room	685	71
Commercial-Retail	KSF	1,607	226
Office	KSF	1,028	95
Industrial	KSF	3,355	60
Public Facilities	KSF	357	42
Schools	Students	2,779	65
Parks	Acres	255	18
Totals			**2,357**

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area; Room = guest room or suite

[2] Number of existing residential units based on ESRI Housing Summary Report for SVFD Boundaries; non-residential units provided by City of Scotts Valley and ESRI Business Summary Report employees per unit x number of Units from Table 2.1

[5] Fire calls for service per year based on analysis of a random sample of all 2023 calls for service; see discussion in text and in Chapter 2

Table 2.3 shows projected new development to 2045, in terms of units and fire department calls for service.

Table 2.3: Projected Future Development to 2045 - Scotts Valley Fire District

Development Type	Unit Type [1]	No. of Units [2]	Fire Calls per Year [7]
All Residential	DU	1,268	216
Assisted Living	Bed	61	88
Hotel/Motel	Room	175	17
Commercial-Retail	KSF	2.0	0
Office	KSF	60.0	5
Industrial	KSF	242.8	5
Public Facilities	KSF	1.7	0
Schools	Students	735	15
Parks	Acres	70	5
Totals			**351**

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Added units based on City of Scotts Valley AMBAG growth projections

[3] Added population based on Table LU-1 of the Scotts Valley General Plan

[4] Added employees from City of Scotts Valley

[7] Added fire calls per year for residential development = added units X the average residential rate of 0.17 fire calls per unit per year; added fire calls for non-residential development = added units X calls per unit per year from Table 2.1

Table 2.4 shows projected total development in 2045 in terms of units and fire district calls for service. The figures shown in Table 2.4 represent the sum of the corresponding figures from Tables 2.2 and 2.3.

Table 2.4: Total 2045 Development - Scotts Valley Fire District

Development Type	Unit Type [1]	No. of Units [2]	Fire Calls per Year [7]
All Residential	DU	10,094	1,680
Assisted Living	Bed	281	404
Hotel/Motel	Room	860	88
Commercial-Retail	KSF	1,609	226
Office	KSF	1,088	100
Industrial	KSF	3,598	65
Public Facilities	KSF	358	42
Schools	Students	3,514	80
Parks	Acres	325	23
Totals			**2,708**

Note: The figures shown in Table 2.4 represent the sum of the corresponding figures from Tables 2.2 and 2.3

Chapter 3. Impact Fees

Scotts Valley Fire District does not have an existing fire impact fee program. This chapter calculates impact fees for fire protection and emergency response facilities, apparatus and equipment provided by the District to all development in the District's service area.

Service Area

The Scotts Valley Fire District provides fire protection and emergency services to the City and community of Scotts Valley, Branciforte, and adjacent unincorporated areas of Santa Cruz County.

The impact fees calculated in this chapter are intended to apply to all new development in the District with the exception of government buildings, which are typically exempt from impact fees.

Methodology

This chapter calculates impact fees using the existing inventory method discussed in Chapter 1. With this method, impact fees are calculated so that new development will fund the acquisition of additional facilities (including apparatus, vehicles and equipment) necessary to maintain the level of service currently provided by the District.

To calculate the cost per unit of demand with this method, the replacement cost of existing facilities, apparatus, vehicles and equipment is divided by the number of calls for service per year associated with existing development. As discussed in the next section, demand for services provided by the District is represented by the number of calls for service per year. This method ensures that the impact fees charged to future development will not exceed the amount needed to maintain the existing level of service. With the existing inventory method, replacement costs for existing assets are not depreciated because they represent the cost to acquire additional assets needed to serve additional development

Demand Variable

As discussed in Chapter 2, the impact of development is represented in this study by the number of calls for service per unit per year generated by each type of development defined in this study.

Level of Service

In 2021, Section 66016.5 was added to the Mitigation Fee by Act AB 602. That section requires that, after January 1, 2022, the level of service used in an impact fee study must be compared with the existing level of service. If new impact fees are based on a level of service that exceeds the existing level of service, an explanation is required. For impact fees calculated using the Existing Inventory Method, the fees are based on the same level

of service as the existing level of service, so no justification is required to satisfy Paragraph 66016.5(a)(2).

Facilities, Apparatus and Equipment

At present, the District operates three stations. The administrative office is co-located at Station 1 in Scotts Valley. Table 3.1 contains information on the District's existing fire stations including construction dates, building sizes, and site sizes, as well as building replacement costs and land values.

Table 3.1: Existing Fire Stations

Facility	Constr Date	Building Sq Ft [1]	Site Acres [2]	Bldg Cost/ Repl Cost [3]	Est Land Cost [4]	Impact Fee Cost Basis [5]
Station 1 (Headquarters) – 7 Erba Lane, Scotts Valley	1963	9300	0.90	$ 4,900,000	$ 1,109,858	$ 6,009,858
Station 2 – 251 Glenwood Drive, Scotts Valley	2001	5600	0.50	$ 2,300,000	$ 616,588	$ 2,916,588
Station 3 – 2711 Branciforte Drive, Santa Cruz	1950	5000	1.00	$ 1,600,000	$ 1,233,176	$ 2,833,176
Total				**$ 8,800,000**	**$ 2,959,622**	**$ 11,759,622**

[1] Building square feet provided by the Scotts Valley Fire Protection District Facilities Master Plan, May 2019

[2] Site acres provided by the the Scotts Valley Fire Protection District Facilities Master Plan, May 2019

[3] Building replacement cost provided by SVFPD; estimates reflect age and condition of facilities

[4] Cost or value of site estimated based on $1,233,176 per acre; provided by SVFPD based on recent appraisal

[5] Impact fee cost basis = sum of building and site cost or value

Table 3.2 lists the District's existing firefighting apparatus and other vehicles and equipment. Costs for all vehicles and equipment shown in the far-right column of Table 3.2 are replacement costs provided by the District.

Table 3.2: Existing Fire Apparatus and Vehicles

Model Year	Description	Useful Life (Yrs)	Replacement Cost [1]	Impact Fee Cost Basis [3]
2003	Pierce/International Water Tender WT255C	20	$ 500,000	$ 500,000
2006	GMC/Leader Type III Ambulance R2566	15	$ 300,000	$ 300,000
2007	Pierce/International Type III E2537	20	$ 600,000	$ 600,000
2008	Chevy Tahoe QRV U2562	10	$ 60,000	$ 60,000
2012	Pierce Saber E2510	20	$ 1,100,000	$ 1,100,000
2013	Dodge Ram PU 1500 B2504	12	$ 70,000	$ 70,000
2014	Dodge Ram PU 1500 B2502	12	$ 70,000	$ 70,000
2017	Pierce Enforcer E2511	20	$ 1,100,000	$ 1,100,000
2017	2017 Ford Explorer P2591	12	$ 60,000	$ 60,000
2018	KME Type III E2538	20	$ 600,000	$ 600,000
2018	Chevy Tahoe C2500	12	$ 70,000	$ 70,000
2018	Dodge Ram PU 2500 U2595	20	$ 70,000	$ 70,000
2019	Chevy 1500 PU B2501	12	$ 70,000	$ 70,000
2024	Weis Type VI E2546	15	$ 273,000	$ 273,000
2024	Pierce Enforcer E2512	20	$ 1,100,000	$ 1,100,000
Total			**$ 6,043,000**	**$ 6,043,000**

[1] Replacement cost provided by SVFPD

[2] Impact fee cost basis equals the replacement cost

Table 3.3 summarizes the costs from Tables 3.1 and 3.2.

Table 3.3: Impact Fee Cost Basis - Existing Assets

Component	Total Cost Basis [1]
Existing Fire Stations	$ 11,759,622
Existing Fire Apparatus and Vehicles	$ 6,043,000
Total Cost	**$ 17,802,622**

[1] See Tables 3.1 and 3.2

Cost per Call for Service

Table 3.4 calculates the cost per call for service for existing facilities, apparatus and equipment using the total impact fee cost basis from Table 3.3 and the number of existing calls for service per year.

Table 3.4: Cost per Call for Service

Total Cost Basis[1]	Existing Calls for Service [2]	Cost per CFS [3]
$17,802,622	2,357	$7,553.09

[1] Total cost basis See Table 3.3

[2] See Table 2.2

[3] Cost per call for service = total cost basis / existng calls for service

In the next section, the cost per call for service per year from Table 3.4 is used to calculate impact fees per unit for all types of development defined in this study as well as impact fees per square foot for residential development.

The cost per call for service per year in Table 3.4 can also be used to calculate customized impact fees for development projects that do not fit well within the categories of development defined in this study. Customized impact fees can be calculated using the cost per call for service per year from Table 3.4 multiplied by the estimated number of calls per year that will be generated by a specific project.

Impact Fees per Unit

Table 3.5 shows the calculation of fire facilities impact fees per unit of development for each category of development defined in this study, as well as impact fees per square foot for residential development. Those fees are calculated using the cost per call for service per year from Table 3.4 and the calls-per-unit-per-year factors from Table 2.2. The residential impact fees per unit are divided by the average existing square foot per unit in the district to get a fee per square foot.

Table 3.5 Impact Fees per Unit and per Square Foot (Residential)

Development Type	Units [1]	Cost per Call [2]	Calls per Unit [3]	Impact Fee per Unit [4]	Avg Sq Ft per Unit [5]	Impact Fee per Sq Ft [6]
All Residential	DU	$7,553.09	0.17	$ 1,284.02	2,485	$ 0.52
Assisted Living	Bed	$7,553.09	1.44	$ 10,876.44		
Hotel/Motel	Room	$7,553.09	0.10	$ 755.31		
Commercial-Retail	KSF	$7,553.09	0.14	$ 1,057.43		
Office	KSF	$7,553.09	0.09	$ 679.78		
Industrial	KSF	$7,553.09	0.02	$ 151.06		
Public Facilities	KSF	$7,553.09	0.12	$ 906.37		
Schools	Student	$7,553.09	0.02	$ 151.06		
Parks	Acre	$7,553.09	0.07	$ 528.72		

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area; room = guest room or suite

[2] Cost per call for service; see Table 3.4

[3] Calls for service per unit; see Table 2.1

[4] Impact fee per unit = cost per call for service X calls for service per unit

[5] Average square feet per new residential unit built between 2018 - 2024; provided by the City of Scotts Valley Community Development Department

[6] Impact fee per square foot (residential) = impact fee per unit / square feet per unit

Customizing Impact Fees. For any type of non-residential development that does not fit well into the Commercial-Retail, Office, or Industrial categories, the District can customize impact fees based on an analysis of the number of calls for service they are likely to generate. That analysis can be based on the calls generated by similar uses in the District or in areas served by other fire departments. The formula to calculate a customized fee would be:

Impact Fee per Unit = Calls per Unit per Year X Cost per Call per Year from Table 3.3

Projected Revenue

Because there is no way to estimate the actual square footage of residential development that will be subject to these impact fees, potential revenue from these fire facilities impact fees is estimated here based on the projected number of calls for service that will

be added by new development to buildout and the cost per call for service used in the impact fee calculations. Table 3.6 shows that calculation. In Table 3.6, calls for service generated by public facilities are excluded from the projected revenue calculation because no impact fees will be imposed on those facilities.

Table 3.6 Projected Revenue

Added Calls for Service [1]	Cost per Call [2]	Projected Revenue [3]
331	$7,553.09	$2,501,319

[1] See Table 2.3; added calls from public facilities and K-12 public schools are excluded because the District does not collect impact fees from those types of development

[2] See Table 3.4

[3] Projected revenue = added calls for service X cost per call

The revenue projected in Table 3.6 assumes that future development occurs as shown in Chapter 2. Actual revenue may vary depending on the actual mix of development that occurs in the District between the date of this report and buildout of undeveloped land in the District.

To ensure that revenue from impact fees does not exceed the cost of future facilities needed to serve added development, projected revenue should be compared with the estimated cost of future Fire Department facilities, apparatus and equipment.

The District plans to obtain added capacity in their facilities needed to serve future development through either the retrofit of existing Station 1, or a replacement Station, as well as retrofits and added equipment to existing training facilities. The cost of these improvements ranges from approximately $10 million up to $29 million based on the District's knowledge of project parameters at this time. Additionally, the District requires purchase of a ladder truck, which is estimated to cost approximately $2 million. The projected $2.9 million in impact fee revenue shown in Table 3.6 will cover a portion of the facility improvement costs needed for the District to serve its buildout service population; therefore, there is no anticipated risk of the revenue from impact fees exceeding the cost of future facilities needed to serve added development.

Updating the Fees

The impact fees calculated in this chapter are based on the current estimated replacement costs for fire district facilities, apparatus and vehicles. We recommend that the fees be reviewed and adjusted annually using local cost data or an index such as the Engineering News Record Building Cost Index or the California Construction Cost Index. See the Implementation Chapter for more on indexing of fees.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires an agency establishing, increasing or imposing impact fees to make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.) The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to mitigate the impact of new development in the District on the need for facilities, apparatus and equipment provided by the Scotts Valley Fire Protection District.

Use of the Fee. Impact fees calculated in this chapter will be used to provide additional facilities, apparatus and equipment to mitigate the impact of new development in the District on the need for those facilities.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to provide additional facilities, apparatus and equipment to serve the added demand for fire protection and other emergency services associated with new development in the Scotts Valley Fire Protection District.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. New development in the District increases the demand for fire protection and other emergency services provided by the Scotts Valley Fire Protection District. Without additional facilities, apparatus and equipment, the increase in demand associated with new development would negatively impact the ability the District to provide services efficiently and effectively to all development in the District.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the fire impact fees charged to a development project will depend on the increase in calls for service associated with that project. The fees per square foot for residential development and the fees per unit of

non-residential development calculated in this chapter for each type of development are based on the estimated calls for service per unit per year associated with that type of development in the Scotts Valley Fire Protection District. Thus, the fee charged to a development project reflects the impact of that project on the overall need for facilities, apparatus and equipment used by the District to serve development in the District.

Chapter 4. Implementation

This chapter of the report summarizes requirements for adoption and administration of impact fees, calculated in this study. It was not prepared by an attorney and is not intended as legal advice.

Statutory requirements for the adoption and administration of fees imposed as a condition of development approval (impact fees) are found in the Mitigation Fee Act (Government Code Sections 66000 *et seq.*).

Adoption

Procedures for adoption of fees subject to the Mitigation Fee Act, including notice and public-hearing requirements, are specified in Government Code Sections 66016 and 66018. It should be noted that Section 66018 refers to Government Code Section 6062a, which requires that the public hearing notice be published at least twice during the 10-day notice period. However, Section 66016.5 added by AB 602 in 2021 requires that impact fee nexus studies be adopted at a public hearing with at least a 30-day notice.

Government Code Section 66017 provides that fees subject to the Mitigation Fee Act do not become effective until 60 days after final action by the governing body.

Actions establishing or increasing fees subject to the Mitigation Act require certain findings, as set forth in Government Code Section 66001 and discussed in Chapter 1 of this report.

A nexus summary for each impact fee calculated in this report can be found in individual chapters of this report and those nexus summaries may be used to support the findings required by Section 66001.

Administration

The California Mitigation Fee Act (Government Code Sections 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. References to code sections in the following paragraphs pertain to the California Government Code.

Notices and Statute of Limitations. Section 66006 (f) provides that a local agency, at the time it imposes a fee for public improvements on a specific development project, "... shall identify the public improvement that the fee will be used to finance." The required notification could refer to the capital improvement plan that must now be adopted with each new impact fee nexus study.

Section 66020 (d) (1) requires that the agency, at the time it imposes an impact fee, shall provide a written statement of the amount of the fee and written notice of a 90-day period during which the imposition of the fee can be protested. Failure to protest imposition of the fee during that period may deprive the fee payer of the right to subsequent legal challenge.

Section 66022 (a) provides a separate procedure for challenging the establishment of an impact fee. Such challenges must be filed within 120 days of enactment.

Collection of Fees. Government Code section 66007provides that, with some exceptions, a local agency shall not require payment of impact fees by developers of residential development projects prior to the issuance of the first certificate of occupancy, or first temporary certificate of occupancy, whichever occurs first.

In 2024, SB 937 added Government Code section 66007(c) relating to "designated residential development projects," as defined by statute. Subdivision (c) directs local agencies to not require payment of impact fees for "designated residential development projects" until the first certificate of occupancy or first temporary certificate of occupancy is issued, whichever occurs first. Subdivision (c) also provides that a local agency may require the payment of fees or charges at an earlier time if either of the following conditions are met: (i) the fees or charges are to reimburse the local agency for expenditures previously made to the extent those expenditures have not been paid or reimbursed by another parties; or (ii) the fees or charges will be collected for public improvements or facilities related to providing fire, public safety, and emergency services to the residential development, and an account has been established and funds appropriated for the public improvements or facilities. "Appropriated" means authorization by the governing body of the local agency for which the fee is collected to make expenditures and incur obligations for specific purposes.

Statutory restrictions on the time at which fees may be collected do not apply to non-residential development.

Earmarking and Expenditure of Fee Revenue. Section 66006 (a) mandates that fees be deposited "with other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected." Section 66006 (a) also requires that interest earned on the fee revenues be placed in the capital account and used for the same purpose.

Impact Fee Exemptions, Reductions, and Waivers. In the event that a development project is found to have no impact on facilities for which impact fees are charged, such project must be exempted from the fees.

If a project has characteristics that will make its impacts on a particular public facility or infrastructure system significantly and permanently smaller than the average impact used to calculate impact fees in this study, the fees should be reduced accordingly to meet the requirement that there must be a reasonable relationship between the amount of the fee and the cost of the public facility attributable to the development on which the fee is imposed. The fee reduction is required if the fee is not proportional to the impact of the development on relevant public facilities.

In some cases, an agency may desire to voluntarily waive or reduce impact fees that would otherwise apply to a project as a way of promoting goals such as affordable housing or economic development. Such a waiver or reduction is within the discretion of the governing body but may not result in increased costs to other development projects. So, the effect of such policies is that the lost revenue must be made up from sources other than impact fees.

Credit for Improvements Provided by Developers. If the responsible agency requires a developer, as a condition of project approval, to dedicate land or construct facilities or improvements for which impact fees are charged, the responsible agency should ensure that the impact fees are adjusted so that the overall contribution by the developer does not exceed the impact created by the development.

In the event that a developer voluntarily offers to dedicate land, or construct facilities or improvements in lieu of paying impact fees, the responsible agency may accept or reject such offers and may negotiate the terms under which such an offer would be accepted. Excess contributions by a developer may be offset by reimbursement agreements.

Credit for Existing Development. If a project involves replacement, redevelopment or intensification of previously existing development, impact fees should be applied only to the portion of the project that represents a net increase in demand for relevant responsible agency facilities, applying the measure of demand used in this study to calculate that impact fee.

Annual Report. Section 66006 (b) (1) requires that once each year, within 180 days of the close of the fiscal year, the local agency must make available to the public the following information for each separate account established to receive impact fee revenues:

1. A brief description of the type of fee in the account or fund;
2. The amount of the fee;
3. The beginning and ending balance of the account or fund;
4. The amount of the fees collected and interest earned;
5. Identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the percentage of the cost of the public improvement that was funded with fees;
6. Identification of the approximate date by which the construction of a public improvement will commence, if the agency determines sufficient funds have been collected to complete financing of an incomplete public improvement;
7. A description of each inter-fund transfer or loan made from the account or fund, including interest rates, repayment dates, and a description of the improvement on which the transfer or loan will be expended;
8. The amount of any refunds or allocations made pursuant to Section 66001, paragraphs (e) and (f).

The annual report must be reviewed by the agency's governing body at its next regularly scheduled public meeting, but not less than 15 days after the statements are made public, per Section 66006 (b) (2).

Five-Year Findings and Refunds under the Mitigation Fee Act. Prior to 1996, The Mitigation Fee Act required that a local agency collecting impact fees was required to expend or commit impact fee revenue within five years or make findings to justify a continued need for the money. Otherwise, those funds had to be refunded. SB 1693, adopted in 1996 as an amendment to the Mitigation Fee Act, changed that requirement in material ways.

Now, Section 66001 (d) requires that, for the fifth fiscal year following the first deposit of any impact fee revenue into an account or fund as required by Section 66006 (b), and every five years thereafter, the local agency shall make all of the following findings for any fee revenue that remains unexpended, whether committed or uncommitted:

1. Identify the purpose to which the fee will be put;
2. Demonstrate the reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements for which impact fees are to be used;
4. Designate the approximate dates on which the funding necessary to complete financing of those improvements will be deposited into the appropriate account or fund.

Those findings are to be made in conjunction with the annual reports discussed above. If such findings are not made as required by Section 66001, the local agency could be required to refund the moneys in the account or fund, per Section 66001 (d).

Once the agency determines that sufficient funds have been collected to complete financing on incomplete improvements for which impact fee revenue is to be used, it must, within 180 days of that determination, identify an approximate date by which construction of the public improvement will be commenced (Section 66001 (e)). If the agency fails to comply with that requirement, it must refund impact fee revenue in the account according to procedures specified in Section 66001 (d).

For a useful discussion of the foregoing requirements, see "The Mitigation Fee Act's Five-Year Findings Requirement: Beware Costly Pitfalls" by Glen Hansen, Senior Counsel, Abbott and Kindermann, and Rick Jarvis, Managing Partner, Jarvis, Fay and Gibson, presented at the 2022 League of California Cities City Attorneys Spring Conference.

Audit Requests. Section 66023 provides that any person may request an audit to determine whether any fee or charge levied by a local agency exceeds the amount reasonably necessary to cover the cost of any product, public facility, as defined in Section 66000, or service provided by the local agency. The legislative body of the local agency

may retain an independent auditor to conduct the audit but is not required to conduct an audit if an audit has been performed for the same fee within the previous 12 months.

The agency shall retain an independent auditor to conduct an audit only if the person who requests the audit deposits with the local agency the amount of the local agency's reasonable estimate of the cost of the independent audit. At the conclusion of the audit, the local agency shall reimburse unused sums, if any, or the requesting person shall pay the local agency the excess of the actual cost of the audit over the amount that was deposited.

However, if the local agency fails to comply with the annual report requirement of Section 66006 following the establishment, increase or imposition of a fee, but requires payment of that fee in connection with the approval of a development project for three consecutive years, the agency shall not require a deposit for the independent audit and shall pay the cost of the audit.

Indexing of Impact Fees. Impact fees calculated in this report are based on current costs and should be adjusted periodically to account for changes in the cost of facilities or other capital assets that will be funded by those fees. That adjustment is intended to account for escalation in costs for land, construction, vehicles and other relevant capital assets. For construction costs, the General Services Department's California Cost Index is a useful reference, as is the *Engineering News Record* Building Cost Index (BCI). Where land costs are covered by an impact fee, land costs should be adjusted based on changes in local land prices. Costs for vehicles and other assets may be updated based on vendor information.

Requirements Imposed by AB 602

In 2021, the California Legislature passed AB 602 and the Governor signed it into law. AB 602 creates some new requirements for impact fees that went into effect in 2022. The new law amends Government Code Section 65940.1 and adds Section 66016.5 to impose the following requirements:

1) A city, county or special district that has an internet website shall post on its website:
    a) A current written schedule of fees, exactions and affordability requirements applicable to a proposed housing development project, and shall present that information in a manner that identifies the fees, exactions and affordability requirements that apply to each parcel and the fees that apply to each new water and sewer utility connection
    b) All zoning ordinances and development standards and specifying the zoning, design and development standards that apply to each parcel
    c) A list of the information that will be required from any applicant for a development project, as specified in Government Code Section 69540

d) The current and five previous annual fee reports required by Government Code Section 66006 and Subsection 66013 (d).

e) An archive of impact fee nexus studies, cost of service studies or equivalent conducted on or after January 1, 2018.

2) The above information shall be updated within 30 days of any changes

3) A City or County shall request from a development proponent, upon issuance of a certificate of occupancy or final inspection, the total amount of fees and exactions associated with the project for which the certificate is issued. That information must be posted on the website and updated at least twice a year.

4) Before adoption of an impact fee, an impact fee nexus study shall be adopted.

5) When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and explain why the new level of service is appropriate

6) If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of the fees collected under the original fee.

7) A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of the proposed units of the development. A local agency that imposes a fee proportionately to the square footage if the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development. A nexus study is not required to comply with this requirement if the agency makes certain findings outlined in the statute.

8) Large jurisdictions as defined in Section 53559.1 (d) of the Health and Safety Code (counties of 250,000 or more and cities in those counties) shall adopt a capital improvement plan as part of a nexus study.

9) All studies shall be adopted at a public hearing with at least 30-day's notice, and the local agency shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.

10) Studies shall be updated at least every eight years, beginning on January 1, 2022.

Training and Public Information

Effective administration of an impact fee program requires considerable preparation and training. It is important that those responsible for collecting the fees, and for explaining them to the public, understand both the details of the fee program and its supporting rationale.

It is also useful to pay close attention to handouts that provide information to the public regarding impact fees. Impact fees should be clearly distinguished from other fees, such

as user fees for application processing, and the purpose and use of particular impact fees should be made clear.

Finally, anyone responsible for accounting, capital budgeting, or project management for projects involving impact fees must be fully aware of the restrictions placed on the expenditure of impact fee revenues. Fees must be expended for the purposes identified in the impact fee nexus study in which they were calculated, and the responsible agency must be able to show that funds have been properly expended.

Recovery of Administrative Costs

To recover the cost of periodic impact fee update studies and ongoing staff costs for capital budgeting, annual reports, five-year updates and other requirements of the Mitigation Fee Act, an administrative charge may be added to the impact fees calculated in this report. See the Executive Summary for a discussion of an administrative charge to recover some costs for administration and/or updating of impact fees.

Appendix A

Fee Comparison

Development Type/Fee Category	Fee Type / Unit	Proposed Maximum Fee	City of Coalinga [1]	King City [2]	City of Marina [3]	City of Morgan Hill [4]	City of Santa Cruz [5]	City of Soledad [6]	City of Watsonville [7]
			Fire Services	***Fire Protection Services***	***Public Safety Fee [8]***	***Public Safety Facilities [8]***	***Public Safety Impact Fee: Fire [8]***	***Public Safety Facilities [8]***	***Fire Impact Fee***
RESIDENTIAL	per DU	$0.52 per s.f.	Low / Medium Density: $489 per DU	Single Family: $865.22 per DU Multiple Family / Mobile Home / Low, Very Low, and Extremely Low Income Restricted: $692.64 per DU	Single-Family: $996 per DU Multi-Family: $922 per DU Mobile Home: $922 per Home Senior Homes: $662 per Home Campground: $922 Per campground	Single Family : $703 per DU Multifamily : $677 per DU Senior/Downtown/ Secondary Unit: $464 per DU	Single-Family: $0.574 per Sq.Ft. ($287 per DU) Multi-Family: $0.975 per Sq.Ft. ($488 per DU)	Single Family: $1,670 per DU Multi Family: $1,335 per DU	New Construction: $1,090 per DU Addition: $0.45 per Sq. Ft.
NON RESIDENTIAL									
Assisted Living	Bed	$ 10,876	*No Comparison Available*	*No Comparison Available*	Assisted Living-Senior: $368 per DU	*No Comparison Available*	*No Comparison Available*	*No Comparison Available*	*No Comparison Available*
Hotel/Motel	Room	$ 755	*No Comparison Available*	$376.03 per unit	$164 per room	$76 per room	$ 0.193 per Sq. Ft. ($97 per room)	*No Comparison Available*	*No Comparison Available*
Commercial-Retail	KSF	$ 1,057	$0.03 per Sq. Ft. ($30 per KSF)	$0.57 per Sq. Ft. ($570 per KSF)	$361 per KSF	$13,791 per Acre ($313 per KSF)	$ 0.551 per Sq. Ft. ($551 per KSF)	$410 per KSF	$ 0.45 per Sq. Ft. ($450 per KSF)
Office	KSF	$ 680	*No Comparison Available*	*No Comparison Available*	$604 per KSF	$16,534 per Acre ($376 per KSF)	$ 0.644 per Sq. Ft. ($644 per KSF)	$1,268 per KSF	*No Comparison Available*
Industrial	KSF	$ 151	$0.01 per Sq. Ft. ($10 per KSF	$0.16 per Sq. Ft. ($160 per KSF)	$120 per KSF	$16,553 per Acre ($385 per KSF)	$ 0.257 per Sq. Ft. ($257 per KSF)	$799 per KSF	$ 0.45 per Sq. Ft. ($450 per KSF)

[Notes]
[1] Sourced: "Coalinga_Development Impact Fees Master List Updated 10-15-2018_20200819110927874 1.pdf"
[2] Sourced: "KingCity_Master Fee Schedule Update 1.15.2024_20240111305358055.pdf"
[3] Sourced: "CityofMarina - Exhibit A - 21-22 Annual Impact Fee Report.pdf"
[4] Sourced: "MorganHill_Impact Fee Schedule Effective January 15, 2024 (PDF)_20240109184340967 3.pdf"
[5] Sourced "SantaCruz_Citywide Master Fee Schedule_wImpactFees.pdf"
[6] Sourced "CityofSoledad_Master-Fee-Schedule-FY-24-25.pdf"
[7] Sourced "City of Watsonville_Impact Fees 2022-23.pdf"
[8] May include both police and fire facilities

Exhibit "B"

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN SCOTTS VALLEY FIRE DISTRICT
AND CITY OF SCOTTS VALLEY FOR THE ESTABLISHMENT, IMPOSITION AND COLLECTION OF IMPACT FEES

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made this _____ day of _____ 2026 ("Effective Date"), by and between **SCOTTS VALLEY FIRE DISTRICT** ("District"), a fire district organized and existing pursuant to the Fire Protection District Law of 1987 and charged with providing fire protection services within its jurisdictional boundaries, and the **CITY OF SCOTTS VALLEY** ("City"), a California general law city and municipal corporation duly organized and existing under the constitution and laws of the state of California. The District and City may be referred to herein individually as a "Party" or collectively as the "Parties."

RECITALS

WHEREAS, pursuant to the Mitigation Fee Act (Government Code §§ 66000-66025), local agencies may establish, increase, or impose fees ("Impact Fees") as a condition of approval of development to mitigate the impacts of such development on public facilities; and

WHEREAS, new development within the District and the City increases the need and demand for fire protection services and other emergency services, including, but not limited to, the need for certain capital facilities and other capital assets provided by the District; and

WHEREAS, wildfires are a frequent natural disaster in California, causing significant harm and loss to individuals, communities, property, and great swaths of natural landscape, and the frequency, duration and size of wildfires have increased over the last several decades; and

WHEREAS, as climate change extends and exacerbates fire risk in California, there are areas within the District and the City that are at relatively high risk for fire and according to the Santa Cruz County Climate Vulnerability Technical Compendium (January 2025), the decadal probability of a wildfire is projected to increase to the 50th and 90th percentiles for 2040s and 2070s, respectively, compared to historical baseline for emissions scenarios; and

WHEREAS, on June 11, 2025, the District adopted the Scotts Valley Fire District Hazard Map Ordinance No. 2025-1, establishing fire hazard severity zones (FHSZ) within the District, including FHSZs high and moderate fire hazard zones, thereby increasing the need for fire protection services and facilities; and

WHEREAS, the City may be asked to review and approve new development projects located within the District, including within FHSZ that are designated as high and moderate; and

WHEREAS, at the request of the District and in compliance with the Mitigation Fee Act, the City Council may establish impact fees that are collected on behalf of the District upon new development within the District and the City pursuant to the Mitigation Fee Act; and

WHEREAS, the District has caused to be prepared a Fire Facilities Impact Fee Study ("Report") for the purposes of establishing the legal and policy basis for imposing the Impact Fee within the District, and the City has reviewed the Report, which is incorporated herein and made by reference a part hereof; and

WHEREAS, on November 12, 2025, the Board of Directors of the District adopted Resolution No. 2025-18, approving the Report, making the required findings in Government Code section 66001(a), and requesting the City Council adopt the Impact Fees proposed therein; and

WHEREAS, the Report was made available for public review 10 days prior to the public hearing conducted by the District and for 10 days prior to the public hearing conducted by the City Council and notice of the City's public hearing was published in the Scotts Valley Press Banner on April 17, 2026, and April 24, 2026, in accordance with Section 66018 of the Mitigation Fee Act; and

WHEREAS, on May 6, 2026, the City Council conducted a public hearing and then adopted Ordinance No. 203, establishing the Fire Facilities Fee, and adopting Resolution No. 2092 approving the Report and adopting the Impact Fees therein; and

WHEREAS, the City and District now desire to memorialize the terms upon which the Impact Fees shall be imposed, collected, and distributed, pursuant to the terms of this MOU.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. **ESTABLISHMENT OF IMPACT FEES.** In seeking to establish a new Impact Fee for fire protection services, the District shall provide the City with all information, documentation, studies, reports, and proposed findings required under the Mitigation Fee Act. District shall provide the amount of the Impact Fee to be collected through the City's development process from any development project within the boundaries of District and the City and shall transmit said proposed fee amount in writing to the City with all supporting documentation. District hereby warrants that any proposed establishment of an Impact Fee complies with all provisions of the Mitigation Fee Act.

   Once adopted by the City, any establishment of an Impact Fee (or amendment or change to an existing fee) shall not become effective until sixty (60) days after final City approval pursuant to Government Code section 66017(a).

2. **CALCULATION OF IMPACT FEES.** District understands that City staff shall rely on the information and analysis District provides to the City.

3. **ADMINISTRATIVE CHARGE.** In consideration of the City collecting Impact Fees on behalf of District, City shall retain five percent (5%) of all Impact Fees collected on behalf of District as an administrative charge. The administrative charge provided for in this MOU shall be applied to any fee disbursed after execution of this MOU even if the impact fee was collected prior to execution of this MOU.

4. **DISBURSEMENT PROCEDURE.** City and District agree that the City shall disburse Impact Fees, less the Administrative charge, to the District on a monthly basis, unless otherwise agreed to by both Parties. For inquiries relating to the disbursement of Impact Fees, the City may contact the District's Administration Department and the District may contact the City's Finance Department.

5. **TIME OF IMPACT FEE COLLECTION.** Any new Impact Fee will not be collected until the date of the final inspection or when the certificate of occupancy is issued, whichever comes first, unless otherwise specified by the Mitigation Fee Act or other State law.

6. **RESPONSIBILITIES UNDER THE MITIGATION FEE ACT**.

   6.1. Compliance with the Mitigation Fee Act. District hereby warrants that any Impact Fees the City imposes and collects on its behalf complies with the requirements of the Mitigation Fee Act. District agrees to assist the City with any inquiries related to the collection or the amount of Impact Fees, including, but not limited to, whether certain projects are exempt from the collection of Impact Fees.

   6.2. Deposit, and Disbursement of Fees. City shall deposit collected Impact Fees in accordance with Government Code section 66006(a). The City shall disburse fees to the District on a monthly basis, unless otherwise agreed to by both Parties. In the event any issues arise about the disbursement of collected Impact Fees, the District and the City shall work together in good faith to resolve the issues within a reasonable time and the City may withhold disbursement until the issue is resolved.

6.3. Accounting and Audit. The City shall account for the collected funds, and the District shall account for the expended Impact Fees in compliance with the Mitigation Fee Act. The District shall have the sole responsibility to account for the expenditure of Impact Fees and perform, at its sole expense, any audit required under the Mitigation Fee Act. To the extent that the District requires information from the City to comply with the Mitigation Fee Act, including, but not limited to, Government Code section 66006(b), the District may request that information from the City in writing and the City shall respond, in writing, with that information in no more than ten (10) calendar days.

Per Government Code section 66006(e), the City shall also inform an applicant at the time of the collection of Impact Fees: (1) that the applicant has a right to request an audit pursuant to Government Code section 66023; (2) that the applicant has a right to file a written request for mailed notice of the meeting of when the City Council is reviewing the Annual Report (defined below); and (3) the website link where the Annual Report (defined below) is made available.

6.4. Annual Reporting Requirements. The District shall ensure compliance with the annual reporting requirements ("Annual Report") under Government Code section 66006(b). The District shall be responsible for preparing the Annual Report regarding the Impact Fees and shall provide the Annual Report to the City no later than sixty (60) days before the Annual Report is statutorily required to be made available to the public. For clarity, the District shall provide the Annual Report to the City on or before November 1st of each calendar year.

Upon request from the District, the City shall provide the necessary information relating to the Impact Fees for the District to prepare the Annual Report. Such information from the City shall not be unreasonably delayed.

The City shall ensure that the City Council makes the Annual Report available to the public no later than one hundred eighty (180) days after the last day of the fiscal year, in accordance with the Mitigation Fee Act, as amended. Further, the City shall ensure that the Annual Report and the notice of the time and place of the City Council meeting whereby the City Council considers approval of the Annual Report be provided not less than fifteen (15) days after the Annual Report is made available to the public.

The Parties understand and agree that cooperation between the City and the District is necessary to comply with Annual Report requirements of the Mitigation Fee Act.

6.5. Five-Year Report. The District shall ensure compliance with the five-year reporting and findings requirements ("Five-Year Report") under Government Code section 66001(d). The District shall be responsible for preparing the Five-Year Report regarding the Impact Fees and shall provide the Five-Year Report for the City Council to consider, at the same time the District provides the Annual Report, and will provide it no later than sixty (60) days before the Annual Report is statutorily required to be made available to the public. It is the District's intention to report to the public the information included the Five-Year Report on an annual basis.

Upon request from the District, the City shall provide the necessary information relating to the Impact Fees for the District to prepare the Five-Year Report. Such information from the City shall not be unreasonably delayed. The Parties understand and agree that cooperation between the City and the District shall be necessary to comply with the Five-Year Report requirements under the Mitigation Fee Act.

The City shall ensure that the City Council considers the approval of the Five-Year Report at the same time the City Council considers the Annual Report.

6.6. Posting Impact Fees. In accordance with Government Code section 65940.1, both the City and the District shall make any Impact Fees imposed on behalf of the District, including a written fee schedule, available on its respective websites.

7. **DISPUTES AS TO IMPACT FEES**. In the event of any disputes arising from claims related to the Impact Fees, the District and the City shall work together in good faith to resolve the issues within a reasonable time. If the Parties cannot resolve the issues in dispute within sixty (60) days, then the Parties agree that any and all disputes, claims or controversies arising out of or relating to this MOU shall be submitted to non-binding mediation prior to instituting litigation in any court. The Parties shall cooperate with one another in selecting a mediator and in scheduling the mediation proceedings. The Parties agree that they shall participate in the mediation in good faith and that they shall share equally in its costs. The mediation shall be held in Santa Cruz County. Any agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction over the matter. Such agreements shall be binding upon the Parties and may be entered as a judgment in accordance with applicable legal standards.

   In the event of any application to reduce or appeal an Impact Fee by an applicant, disagreement regarding the amount or the application of any Impact Fees collected, or any protest under Government Code section 66020, the City shall provide a copy of the protest or appeal to the District within forty-eight (48) hours, unless the period ends on a weekend or holiday, in which case it extends to the next business day. The District shall review the protest or appeal and provide a written response to the City within 20days. If the City disagrees or questions the written response, the Parties shall meet in good faith and within 5 business days to discuss the response and agree to language acceptable to both Parties. In the event the Parties cannot agree, the City shall adopt the District's response subject to the District's duty to indemnify the City as provided in Section 8 below. The District shall reimburse the City for any expenses, including, but not limited to, staff time incurred addressing the protest or appeal.

   The Parties understand and acknowledge that a protest or appeal relating to the Impact Fee must be filed at the time of approval or conditional approval of the development, or within ninety (90) days after the date of the imposition of the Impact Fee.

8. **INDEMNIFICATION.** The District shall hold harmless, indemnify and defend the City, its elective and appointive boards, commissions, officers, agents, and employees from and against any and all claims, costs, damages, liability, losses, or suits (including court costs and attorney fees) regarding the District's impact fees and the imposition or collection of the Impact Fees. This indemnity shall not apply to any claims brought by the District for default of this Agreement, or for claims brought by the City or any third party where the underlying injury or damage is finally determined by a court of competent jurisdiction to arise solely from the negligent or willful misconduct of City.

   The District's duty to indemnify, protect, defend and hold harmless as set forth in this section shall include the duty to defend (by counsel reasonably satisfactory to the City) as set forth in California Civil Code § 2778. The District's responsibility to indemnify, defend, and hold harmless the City, its elective and appointive boards, commissions, officers, agents, and employees under this section shall not extend to the active negligence or willful misconduct of the City. This section shall survive the termination of this Agreement.

9. **TERMINATION OF MOU**. Either Party may terminate this MOU by providing one hundred eighty (180) days' written notice to the other Party for any reason. Termination of the MOU relieves the City of the obligation to collect Impact Fees only after expiration of the one hundred eighty (180) days' notice, unless the Parties mutually agree in writing to cease collection of the Impact Fees sooner. In addition, the City reserves the right to stop collecting the Impact Fees, and agrees to provide the District notice within seventy-two (72) hours of

the City evoking such right, only in the event of a change in law related to the collection of impact fees or the filing of a lawsuit which challenges the City's right to impose or collect the Impact Fee.

10. **COUNTERPARTS**. This MOU may be executed in counterparts, and all counterparts together shall be construed as one document. Counterparts hereof that are transmitted by facsimile or electronic transmission shall be given identical legal effect as an original.

11. **GOVERNING LAW**. This MOU shall be governed by, and the rights, duties and obligations of the Parties shall be determined and enforced in accordance with, the laws of the State of California. All actions or proceedings brought to enforce the terms and conditions of this MOU shall be maintained in Santa Cruz County, California. No such action may be instituted by either party until they have met and conferred in good faith over any disputed issues.

12. **SEVERANCE**. Any provision, sentence, or word of this MOU that proves to be invalid or illegal shall in no way affect, impair, or invalidate any other provision, sentence, or word of this MOU and such other provisions, sentences, and words shall remain in full force and effect.

13. **ENTIRE AGREEMENT**. This MOU contains the entire agreement of the Parties with respect to the subject matter hereof and supersedes all prior negotiations, understandings, or agreements. This MOU may be modified only in writing signed by both Parties.

14. **AUTHORITY.** Each Party warrants to each other that the individual signing this MOU on behalf of such party is fully authorized to bind such party and agrees to be bound by this MOU as of the effective date of this Agreement.

15. **DRAFTING PARTY**. This MOU is created as a joint effort of both Parties and shall not be interpreted against either Party as the drafter of the MOU.

16. **ATTORNEYS' FEES.** In the event either Party institutes legal action to enforce its rights under this MOU, in whatever forum, public or private, each Party shall be solely responsible for its costs and attorneys' fees. No court shall have authority or jurisdiction to rule or order contrary to this section.

17. **NO THIRD-PARTY RIGHTS**. This MOU has been created exclusively for the benefit of the signatory parties and no rights are created in any third party by entry into this MOU.

18. **EFFECTIVE DATE**. The effective date of this MOU shall be upon execution by the Parties.

ACCEPTED AND AGREED on the date indicated below:

Dated: _____, 2026	Dated: _____, 2026
SCOTTS VALLEY FIRE DISTRICT	**CITY OF SCOTTS VALLEY**
By: _____	By: _____
Print Name: _____	Print Name: _____
Print Title: _____	Print Title: _____

APPROVED AS TO FORM:

By: _____

[Name]
District Attorney

ATTEST:

By: _____

[Name]
District Clerk

APPROVED AS TO FORM:

By: _____

Kirsten Powell
City Attorney

ATTEST:

By: _____

Cathie Simonovich
City Clerk

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Stephanie Hill, Administrative Services Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Public Hearing to consider Resolution 1198.81 adopting proposed Fiscal Year 2026-27 User Fee Schedule and Charges**

SUMMARY OF ISSUE

In 2024, the City of Scotts Valley (the "City") engaged NBS to conduct an independent user fee study analysis of the City's cost-based user fees and charges for planning, building, public works, recreation, police and administrative services. This study reviewed the current service delivery methods, staffing, and costs to determine the appropriate fee structures and costs of services provided for each service.

In general, fees related to building, police, public works and administrative services are typically set by agencies at or near full cost recovery. Planning fee cost recovery levels are set based on several considerations such as economic development initiatives, the level and extent of undeveloped or potentially redeveloped property, and the development marketplace relative to other communities within the region.

Each year, typically as part of the budget process, the City reviews User Fees to ensure they remain clear, appropriate, and reflective of actual service costs. Proposed updates take into account local cost increases to the City as well as broader inflationary trends, including changes in the Consumer Price Index (CPI). For User Fees subject to a general percentage adjustment, a 4% increase is currently being proposed.
Key changes are noted below:

- Economic Development Event Vendor Fee
- Delinquent Lien Fee
- Firearms - CCW Standard Permit reduction
- Building Department fees for certain repairs and remodels
- Engineering Night Work Inspections

The User Fee Schedule is subject to a public hearing prior to adoption. At the conclusion of the public hearing this evening, and subject to any modifications, the Council could then adopt the User Fee Schedule through approval of the attached resolution. Cal. Government Code §66017(a) requires that any fees associated with processing applications and permits relative

to development projects (as defined) may not be effective sooner than 60 days after final action is taken on the fees after a public hearing. Other fees could go into effect immediately if the City Council so chose. Instead of implementing fees on mixed dates, staff is recommending that all fees and charges be implemented on July 6, 2026.

Recreation fee updates are not included in this item. These fees are typically reviewed and adjusted at the beginning of the calendar year to better align with peak event planning.

FISCAL IMPACT

It is estimated that the increase will generate $50,000 per year and will be factored into the respective budgets.

STAFF RECOMMENDATION

It is recommended the City Council approve Resolution 1198.81 adopting the proposed FY2026/27 User Fee Schedule and Charges.

TABLE OF CONTENTS

1. Exhibit A FY2627 User Fees
2. Resolution 1198.81 User Fees and Charges

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Administrative / Miscellaneous Fees				
Business License Application Related:				
New application fee - Local business	per license	[6]	$ 261	$ 271
New application fee - Non-local business	per license	[6]	$ 60	$ 62
Location change fee (same business)	per license	[6]	$ 146	$ 151
Name change fee (no substantive business change)	per license	[6]	$ 41	$ 42
Duplicate business license fee	each		$ 10	$ 10
Economic Development Event Vendor Fee - Event administered	each	[6]	New	$ 25
Economic Development Event Vendor Fee - City administered	each	[6]	New	$ 50
Business License Tax	per license	[1]	See Ordinance	See Ordinance
Credit Card Processing Fees	per transaction	[8]	Actual Cost	Actual Cost
Duplication - Digital copies	per USB drive	[2]	At actual USB cost	At actual USB cost
Duplication - Photo copies	each	[2]	$0.10 per page for public records	$0.10 per page for public records
Elections - Petition Filing Fee	per filing	[2]	$ 200	$ 200
Entertainment Permit - Not on City property:				
New application	per permit	[4]	$ 728	$ 757
Renewal application	per permit	[4]	$ 660	$ 686
Notary service fee (per signature)	per signature	[2]	$ 15	$ 15
Occasional Sales Permit	per permit		$ 154	$ 160
Rental of Council chambers	each	[3]	$ 34	$ 35
If non-profit	each	[3]	$ -	$ -
Returned payment charges:				
First returned check	each		$ 25	$ 25
Each additional check	each		$ 35	$ 35
Chargeback Recovery Fee	each		New	$ 25
Delinquent Lien Fee	each		New	$ 25
Subpoena Summons Response	per day deposit	[5]	$ 275	$ 275
Other services with no fee listed	per hour	[7]	$ 309	$ 321

[Notes]

[1]	Fee set per Business License Ordinance;
[2]	Fee Set by the State of California;
[3]	Fee for facility rental;
[4]	See Recreation fee schedule for event permits occurring on City property
[5]	Should the actual cost of salary compensation plus travel expenses exceed the $ 275 per day threshold, the difference shall be due to the City by the requesting party. If the actual cost is less than $ 275 per day, then the City shall refund the difference.
[6]	Non-refundable. Separate fees from Police apply for massage, tobacco, and second hand dealer permits.
[7]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.
[8]	Pursuant to California Government Code Section 6159, the City is authorized to accept credit or debit card payments and may assess an administrative fee to cover costs incurred for processing the payment. This fee will not exceed the actual cost to the City.

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Police Department Fees				
Alarm Services:		[1]		
Annual Registration	per permit/per year		$ 92	$ 95
Second or More False Alarm in One Month	per occurrence		$ 177	$ 184
Auto Abatement	per request		$ 268	$ 278
Auto Impound - Release of Stored Vehicles:				$ -
City Processing Fee	per request		$ 187	$ 195
Tow/Storage	each	[4]	Actual Cost	
Bingo License:				
New	per license	[2]	$ 88	$ 88
Renewal	per license	[2]	$ 44	$ 44
Body Cam Video Release/Editing	per request		$ 364	$ 378
Clearance Letter (charged for Employment, Licensing, and Certification Purposes Only)	per request		$ 30	$ 31
Firearms - CCW Standard Permit (2-year):				
New	per permit		$ 1,290	$ 489
Renewal	per permit		$ 1,083	$ 200
Junior Police Academy (JPA)	per participant		$ 104	$ 100
Licenses:				
Secondhand Dealer License	per license		$ 416	$ 432
Tobacco Licensing	per license	[5]	$ 138	$ 143
Massage Permit Fees:				
Massage Establishment Permit	per permit		$ 416	$ 432
Initial Application Per Therapist	per application		$ 277	$ 288
Post Storage Hearings	per hour		$ 118	$ 122
Special security service incurred in responding to loud or unruly gathering following 1st response (per minute)	per officer/ per minute	[3]	$ 4	$ 4
Taxicab Driver's Permit	per permit		$ 91	$ 94
Uniformed Private Security:				
Minimum 4 hours	per request		$ 474	$ 492
Each 15 minutes thereafter	per 15 minutes		$ 30	$ 31
Vehicle Repossession Release Fee	per request	[6]		$ 15
Other services with no fee listed:		[7]		
Sworn	per hour		$ 118	$ 122
Non-Sworn	per hour		$ 118	$ 92

[Notes]

[1]	Pursuant to SVMC 5.26.080, the number of false alarms is established through the user fee resolution.
[2]	Fee set per 326.5 of the Penal Code
[3]	Pursuant to SVMC 9.20.050, the Special Security Service fee is in addition to the fine for violating the SVMC.
[4]	Towing / Storage are charged separately at actual cost in addition to staff time;
[5]	Pursuant to SVMC 5.22, Tobacco Retailer Licenses
[6]	Fee set per Government Code 41612
[7]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Planning Department Fees				
Addressing Fee:				
Minimum Fee - Up to 7 hours	flat		$ 2,860	$ 2,974
Hourly Rate - Over 7 hours	hourly		$ 408	$ 424
Application Intake & File Maintenance:				
Minor or Singular Discretionary Permit Applications (per planning application)	flat		$ 817	$ 849
Major Discretionary Permits or Multiple Applications Filed for One Project (per planning application)	flat		$ 1,634	$ 1,699
Annexation Fee:				
Minimum Fee - Up to 35 hours	flat		$ 14,302	$ 14,874
Hourly Rate - Over 35 hours	hourly		$ 408	$ 424
Amendment:				
Minimum Fee - Up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - Over 10 hours	hourly		$ 408	$ 424
Appeal Processing:				
City Council	flat	[4]	25% of original permit fee or approved application with minimum fee of $408	25% of original permit fee or approved application with minimum fee of $408
Board of Appeals	flat	[4]	25% of original permit fee or approved application with minimum fee of $408	25% of original permit fee or approved application with minimum fee of $408
Bee Keeping Permit	flat		$ 408	$ 424
Certificate of Compliance:				
Minimum Fee - Up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - Over 10 hours	hourly		$ 408	$ 424
Researched by City Attorney	actual	[5]	Actual Cost	Actual Cost
CEQA REVIEW:				
Environment Assessment	flat		$ 408	$ 424
Environmental Impact Report, Administration:				
Minimum Fee - Up to 74 hours	flat		$ 30,238	$ 31,447
Hourly Rate - Over 74 hours	hourly		$ 408	$ 424
Consultants		[3]	Actual Cost	Actual Cost
Mitigation Monitoring :				
Minimum Fee - Up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - Over 10 hours	hourly		$ 408	$ 424
Mitigated Negative Declaration:				
Minimum Fee - Up to 40 hours	flat		$ 16,345	$ 16,998
Hourly Rate - Over 40 hours	hourly		$ 408	$ 424
Consultants				
City Staff Admin	flat		$ 4,086	$ 4,249
Consultants		[3]	Actual Cost	Actual Cost
Negative Declaration:				
Minimum Fee - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Consultants				
City Staff Admin	flat		$ 3,269	$ 3,399
Consultants		[3]	Actual Cost	Actual Cost

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Planning Department Fees				
Notice of Determination:				
City Filing Fee	flat		$ 612	$ 636
County Fee	flat	[2]	As set by Santa Cruz County	As set by Santa Cruz County
Fish & Game Certification:				
Filing Fee	flat		$ 817	$ 849
F & G Negative Declaration Fee	flat	[2]	As set by Fish and Game	As set by Fish and Game
F & G EIR Fee	flat	[2]	As set by Fish and Game	As set by Fish and Game
Code Compliance (per hour)	hourly		$ 408	$ 424
Cultural Resource Alteration:				
Minimum Fee - Up to 8 hours	flat		$ 3,269	$ 3,399
Hourly Rate - Over 8 hours	hourly		$ 408	$ 424
Design Review:				
Residential with Hillside - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Residential - Up to 15 hours	flat		$ 6,129	$ 6,374
Hourly Rate - Over 15 hours	hourly		$ 408	$ 424
Commercial / Industrial - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Sign Programs:				
Minimum Fee - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Free Standing Signs:				
Major - Up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - Over 10 hours	hourly		$ 408	$ 424
Minor- Up to 6 hours	flat		$ 2,451	$ 2,549
Hourly Rate - Over 6 hours	hourly		$ 408	$ 424
Signs with Staff Level Review:				
Major - Up to 5 hours	flat		$ 2,043	$ 2,124
Hourly Rate - Over 5 hours	hourly		$ 408	$ 424
Minor - Up to 2.5 hours	flat		$ 1,021	$ 1,061
Hourly Rate - Over 2.5 hours	hourly		$ 408	$ 424
Development Agreement:				
Minimum Fee - Up to 35 hours	flat		$ 14,302	$ 14,874
Hourly Rate - Over 35 hours	hourly		$ 408	$ 424
Final Inspection:				
Minimum Fee - Up to 6 hours	flat		$ 2,451	$ 2,549
Hourly Rate - Over 6 hours	hourly		$ 408	$ 424
General or Specific Plan Amendment:				
Minimum Fee - Up to 35 hours	flat		$ 14,302	$ 14,874
Hourly Rate - Over 35 hours	hourly		$ 408	$ 424
General Plan Maintenance:				
Applies to all building permits	flat	[4]	0.0055 per $1 building valuation	0.0055 per $1 building valuation
Historical Landmark Determination:				
Minimum Fee - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Home Occupation Review	flat		$ 136	$ 141
IPHCP Certificate of Inclusion	flat		$ 1,634	$ 1,699

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Planning Department Fees				
LAND DIVISIONS:				
Land Division/Tentative map Entitlement (5 lots or more):				
Minimum Fee - Up to 35 hours	flat		$ 14,302	$ 14,874
Hourly Rate - Over 35 hours	hourly		$ 408	$ 424
Land Division / Final Map Review (5 lots or more):				
Minimum Fee - Up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - Over 20 hours	hourly		$ 408	$ 424
Minor Land Division / Tentative Map Entitlements (4 lots or less):				
Minimum Fee - Up to 30 hours	flat		$ 12,258	$ 12,748
Hourly Rate - Over 30 hours	hourly		$ 408	$ 424
Minor Land Division / Parcel Map Review (4 lots or less):				
Minimum Fee - Up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - Over 10 hours	hourly		$ 408	$ 424
Lot Line Adjustment Review:				
Minimum Fee - Up to 2 hours	flat		$ 817	$ 849
Hourly Rate - Over 2 hours	hourly		$ 408	$ 424
Planned Development:				
Minimum Fee - Up to 26 hours	flat		$ 10,624	$ 11,048
Hourly Rate - Over 26 hours	hourly		$ 408	$ 424
Preliminary Review	flat		$ 10,215	$ 10,623
Public Hearing Notice and Radius Noticing:	flat			
City Council Meeting			$ 817	$ 849
Planning Commission Meeting			$ 817	$ 849
Recordation Fee:				
City Filing Fee	flat		$ 612	$ 636
County Recorder Fee (subject to change)	flat	[2]	As determined by Santa Cruz County	As determined by Santa Cruz County
Road Name Change	flat		$ 2,860	$ 2,974
Time Extension:				
Minimum Fee - Up to 12 hours	flat		$ 4,903	$ 5,099
Hourly Rate - Over 12 hours	hourly		$ 408	$ 424
Heritage Tree Designation				
Minimum Fee - Up to 15 hours	flat		$ 6,129	$ 6,374
Hourly Rate - Over 15 hours	hourly		$ 408	$ 424
Tree Removal Permit -				
Heritage Tree				
Minimum Fee - Up to 15 hours	flat		$ 6,129	$ 6,374
Hourly Rate - Over 15 hours	hourly		$ 408	$ 424
Protected Tree	flat		$ 136	$ 141
Use Permit:				
Major (excluding residential) - up to 20 hours	flat		$ 8,172	$ 8,498
Hourly Rate - over 20 hours	hourly		$ 408	$ 424
Minor - up to 10 hours	flat		$ 4,086	$ 4,249
Hourly Rate - over 10 hours	hourly		$ 408	$ 424
Variance Application:				
Minimum Fee - Up to 30 hours	flat		$ 12,258	$ 12,748
Hourly Rate - Over 30 hours	hourly		$ 408	$ 424

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Planning Department Fees				
ZONING FEES				
Zone Change / Ordinance Amendment:				
Minimum Fee - Up to 26 hours	flat		$ 10,624	$ 11,048
Hourly Rate - Over 26 hours	hourly		$ 408	$ 424
Plan Check:				
Hillside	flat		$ 2,043	$ 2,124
Major	flat		$ 3,269	$ 3,399
Minor	flat		$ 1,021	$ 1,061
Over the counter	flat		$ 204	$ 212
Research Letters:				
Minimum Fee - Up to 1 hours	flat		$ 408	$ 424
Hourly Rate - Over 1 hours	hourly		$ 408	$ 424
Other services with no fee listed	hourly	[1]	$ 408	$ 424

[Notes]

[1]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.
[2]	Fee Set by the State of California or County of Santa Cruz;
[3]	Consultant costs are charged separately at actual cost in addition to staff time;
[4]	Fee set by City Policy;
[5]	Attorney costs are charged separately at actual cost in addition to staff time;

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Building Department Fees				
NEW CONSTRUCTION, ADDITIONS, REMODELS				
Building Permits - New Construction, Addition, Remodels, unless otherwise specified. Includes associated Mechanical, Plumbing, Electrical:				
$1 - $5,000	minimum fee		$ 1,093	$ 1,136
5,001	base fee @ $5,001		$ 1,093	$ 1,136
each additional $1,000 or fraction thereof	each add'l $1000		$ 34	$ 35
25,001	base fee @ 25,001		$ 1,789	$ 1,860
each additional $1,000 or fraction thereof	each add'l $1000		$ 38	$ 39
100,001	base fee @ $100,001		$ 4,639	$ 4,824
each additional $1,000 or fraction thereof	each add'l $1000		$ 10	$ 10
500,001	base fee @ $500,001		$ 8,798	$ 9,149
each additional $1,000 or fraction thereof	each add'l $1000		$ 23	$ 23
1,000,001	base fee @ $1,000,001		$ 20,476	$ 21,295
each additional $1,000 or fraction thereof	each add'l $1000		$ 2	$ 2
5,000,001	base fee @ $5,000,001		$ 30,415	$ 31,631
each additional $1,000 or fraction thereof	each add'l $1000		$ 4	$ 4
Deck Repairs & Replacement				
Valuation ≤ $25,000	Per permit		New	$ 1,800
Valuation > $25,000	Per permit		New	$ 2,700
Kitchen Remodels				
Valuation ≤ $40,000	Per permit		New	$ 2,300
Valuation > $40,000	Per permit		New	$ 3,500
Bathroom remodels				
Valuation ≤ $25,000	Per permit		New	$ 1,900
Valuation > $25,000	Per permit		New	$ 2,500
Pools Repairs				
Valuation ≤ $50,000	Per permit		New	$ 2,700
Valuation > $50,000	Per permit		New	$ 3,500

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Building Department Fees				
Building Plan Check and Processing (deposit) - New Construction, Addition, Remodels, unless otherwise specified. Includes associated Mechanical, Plumbing, Electrical				
$1 - $5,000	minimum fee		$ 828	$ 861
5,001	base fee @ $5,001		$ 828	$ 861
each additional $1,000 or fraction thereof	each add'l $1000		$ 20	$ 20
25,001	base fee @ 25,001		$ 1,242	$ 1,291
each additional $1,000 or fraction thereof	each add'l $1000		$ 23	$ 23
100,001	base fee @ $100,001		$ 3,037	$ 3,158
each additional $1,000 or fraction thereof	each add'l $1000		$ 7	$ 7
500,001	base fee @ $500,001		$ 6,212	$ 6,460
each additional $1,000 or fraction thereof	each add'l $1000		$ 29	$ 30
1,000,001	base fee @ $1,000,001		$ 20,984	$ 21,823
each additional $1,000 or fraction thereof	each add'l $1000		$ -	$ -
5,000,001	base fee @ $5,000,001		$ 22,088	$ 22,971
each additional $1,000 or fraction thereof	each add'l $1000		$ 4	$ 4

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Building Department Fees				
MINOR IMPROVEMENT PROJECTS / MISCELLANEOUS PERMITS				
Demolition permit	per permit		$ 773	$ 803
Change of Occupancy Permit	per permit		$ 883	$ 918
Re-roof permit	per permit		$ 441	$ 458
Septic tank inspection	per permit		$ 1,104	$ 1,148
Sewer Lateral Connection Inspection	per permit		$ 993	$ 1,032
Solar / PV Permit:		[2]		
Residential				
1-15 kWh	per permit		$ 450	$ 450
Over 15 kWh	ea. 1 kWh		$ 15	$ 15
Residential - Thermal				
1-10 kWth	per permit		$ 450	$ 450
Over 10 kWth	ea. 1 kWth		$ 15	$ 15
Commercial				
1-50 kWh	per permit		$ 773	$ 803
51-250 kWh	ea. 1 kWh		$ 7	$ 7
250 kWh	per permit		$ 1,901	$ 1,977
Over 250 kWh	ea. 1 kWh		$ 5	$ 5
Commercial - Thermal				
1-30 kWth	per permit		$ 773	$ 803
31 - 260 kWth	ea. 1 kWth		$ 7	$ 7
260 kWth	per permit		$ 1,901	$ 1,977
Over 260 kWth	ea. 1 kWth		$ 5	$ 5
Window Projects under $5,000 BPV (projects >$5,000 BPV use valuation permit scale):				
Retrofit	per permit		$ 312	$ 324
Replacement	per permit		$ 520	$ 540
MECHANICAL / PLUMBING / ELECTRICAL Stand-alone Permits (i.e. no framing)				
Standalone Water Heater Permit	per permit		$ 176	$ 183
Residential/Simple Standalone MEP Permit (fee includes up to 3 from the list below)	per permit		$ 276	$ 287
Simple Mechanical Items:		[7]		
HVAC change out - existing dwelling				
Ventilation fan connected to a single duct				
Duct systems				
Miscellaneous mechanical (wall furnace, condensing units, heat pump, mini-split, gas outlet/gas test, etc.)				
Other simple mechanical				
Simple Electrical Items:		[7]		
Receptacle, switch, and lighting outlets				
Lighting fixtures				
Pole or platform-mounted lighting fixtures				
Residential appliances				
Motor or sump pump				
Services of 600 volts or less and not over 400 amperes in rating				
Miscellaneous apparatus, conduits, and conductors				
Portable generators less than 10,000 W				
Temporary power panel/service				
Other simple electrical				

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Building Department Fees				
Simple Plumbing Items:		[7]		
Plumbing fixtures				
Building sewer				
Rainwater systems				
Water piping and/or water treating equipment				
Repair or alteration of drainage or vent piping				
Gas test				
Gas outlets				
Residential remodel/repairs - bathrooms				
Solar water systems				
Sewer lateral inspection				
Other simple plumbing				
Residential Standalone MEP Permits >3 Items and Complex/Commercial Standalone MEP Permits	per permit	[8]	Per Valuation Table	Per Valuation Table
OTHER MISCELLANEOUS FEES AND CHARGES				
Other misc. inspections & reinspections	per inspection		$ 220	$ 228
Plan Review - Additional as required by changes, additions or revisions to plans				
First hour	per review		$ 257	$ 267
Each Additional 30 minutes	per 1/2 hour		$ 110	$ 114
Inspections outside of normal business hours	per hour - 4 hour minimum		$ 237	$ 246
Planning Application Review	per review		$ 441	$ 458
Use of Consultants	per project	[6]	Actual Costs	Actual Costs
Appeal Processing-Building:				
City Council Appeals	per appeal - minimum	[1]	25% of original permit fee or approved application subject to minimum fee of $220.	25% of original permit fee or approved application subject to minimum fee of $228.
Board of Appeals appeal	per appeal - minimum	[1]	25% of original permit fee or approved application subject to minimum fee of $220.	25% of original permit fee or approved application subject to minimum fee of $228.
Building Permit Extension of Expired Permit	per permit		$ 165	$ 171
Building Permit Reinstatement of Expired Permit:				
No Changes to Scope of Project	per permit		$ 165	$ 171
Changes to Scope of Project Required	per permit	[3]	50% of original permit fee	50% of original permit fee
General Plan Maintenance	per permit	[3]	.0055 per $1 building valuation (all building permits)	.0055 per $1 building valuation (all building permits)
Green Building Education Fund	per permit	[3]	.0025 per $1 building valuation (all building permits)	.0025 per $1 building valuation (all building permits)
Permit Technology Fee	per permit	[5]	4% of total value of permit fees assessed	4% of total value of permit fees assessed
State Building Standards Fee (CSBC)	per permit	[3]	.00004 per $1 building valuation, $1 min	.00004 per $1 building valuation, $1 min

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Building Department Fees				
Strong Motion Instrumentation Program (SMIP):				
Commercial/Industrial	per permit	[4]	.00028 per $1 building valuation, $ .50 min	.00028 per $1 building valuation, $ .50 min
Residential	per permit	[4]	.00013 per $1 building valuation, $ .50 min	.00013 per $1 building valuation, $ .50 min
Other services with no fee listed	per hour	[5]	$ 220	$ 228

[Notes]

[1]	Set by City Policy: 25% of original permit fee or approved application subject to minimum fee;
[2]	Fee set by State GC 66015. Recommended fees cannot exceed maximum shown
[3]	Set by City Policy;
[4]	Fee Set by State;
[5]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.
[6]	Consultant costs are charged separately at actual cost in addition to staff time;
[7]	Items in this list are covered by the "Residential/Simple Standalone MEP Permit" fee
[8]	Fees will be set by building valuation scale above

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Engineering Department Fees				
ENCROACHMENT PERMITS				
Non Construction Items	per project		$ 347	$ 360
Level A	per project		$ 695	$ 722
• Sidewalk, curb, or gutter repairs up to 20 linear feet on residential streets, collector streets or arterial streets • Utility service repairs on residential streets • Utility service repairs on collector streets - trenchless				
Level B	per project		$ 2,434	$ 2,531
• Sidewalk, curb, or gutter repairs over 20 linear feet on collector streets or arterial streets • Utility service repairs on collector streets • Utility service repairs on arterial street - trenchless • New facilities and trenchless projects (utility connections, sidewalk, etc.) on residential streets				
Level C	per project		$ 3,477	$ 3,616
• Sidewalk, curb, or gutter repairs on collector streets or arterial streets with lane closures • Utility service repairs on arterial streets • New facilities and trenchless projects (utility connections, sidewalk, etc.) on collector streets • Utility main installation open trench (all underground utilities) on residential streets				
Level D	per project		$ 8,694	$ 9,041
• New facilities and trenchless projects (utility connections, sidewalk, etc.) on arterial streets • Utility main installation open trench (all underground utilities) on collector streets				
Level E	per project		$ 13,910	$ 14,466
• Utility main installation open trench (all underground utilities) on arterials streets				
Night work inspection (if required)	per request	[5]	New	Actual Cost
Permit Extensions	per request		$ 173	$ 179
Utility - Annual Blanket Permit	per request	[3]	$ 1,217	$ 1,265
LAND DEVELOPMENT ENGINEERING FEES				
Lot Line Adjustment or Merger:				
Base Fee	per project		$ 173	$ 179
Recording Fee	per record-ation		$ 173	$ 179
Certificate of Correction	each		$ 1,043	$ 1,084
Certification of Compliance	each		$ 695	$ 722
Easement/Abandonment Request	per request		$ 1,043	$ 1,084

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Engineering Department Fees				
PLANNING APPLICATION REVIEW/ SUPPORT				
Annexation	per project		$ 695	$ 722
Design Review:				
Other than Single-Family Residential - Up to 4 hours	flat / hourly	[7]	$ 1,391	$ 1,446
Single-Family Residential/ADU - Up to 1 hr	flat / hourly	[7]	$ 347	$ 360
Development Agreement	per project		$ 695	$ 722
Environmental Assessment	per project		$ 1,043	$ 1,084
Neg Dec / Mitigated Neg Dec	per project		$ 695	$ 722
Environmental Impact Report, Administration	per project		$ 1,043	$ 1,084
General Plan Amendment	per project		$ 347	$ 360
Land Divisions (Tentative Map Entitlement Review):				
Land Division / Tentative Map Entitlement Review (5 lots or more)	per project		$ 1,391	$ 1,446
Minor Land Division/ Tentative Map Entitlement Review (4 lots or less)	per project		$ 1,043	$ 1,084
Planned Development - Up to 4 hrs	flat / hourly	[7]	$ 1,391	$ 1,446
Tentative Map Extension / Modification	per project		$ 695	$ 722
Use Permit:				
Major (excluding single family residential)	per project		$ 1,217	$ 1,265
Minor	per project		$ 347	$ 360
Variance	per project		$ 347	$ 360
Zone Change / Zoning Ordinance Amendment	per project		$ 347	$ 360
Other Planning related reviews	per hour		$ 347	$ 360
OTHER ENGINEERING FEES				
Final/Parcel Map or Amending Parcel Map Check:				
First 4 lots	per project		$ 2,434	$ 2,531
Over 4 Lots	per lot		$ 869	$ 903
City Surveyor Fee	Deposit for actual City Surveyor	[4]	$ 4,000	$ 4,000
Improvement Plan Review	per page		$ 521	$ 541
Improvement Permit/Inspection:				
10,000	base fee @ $10,000		$ 2,086	$ 2,169
each additional $1,000 or fraction thereof	each add'l $1000		$ 121	$ 125
50,000	base fee @ $50,000		$ 6,955	$ 7,233
each additional $1,000 or fraction thereof	each add'l $1000		$ 69	$ 71
100,000	base fee @ $100,000		$ 10,433	$ 10,850
each additional $1,000 or fraction thereof	each add'l $1000		$ 34	$ 35
500,000	base fee @ $500,000		$ 24,343	$ 25,316
each additional $1,000 or fraction thereof	each add'l $1000		$ 20	$ 20
1,000,000	base fee @ $1M		$ 34,777	$ 36,168
each additional $1,000 or fraction thereof	each add'l $1000		$ 34	$ 35

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Engineering Department Fees				
Agreements	per project		$ 695	$ 722
Reversion to Acreage	per project		$ 695	$ 722
Revision to Plan Check for previously approved projects, or for 4th and subsequent submittal on a single project	per revision		$ 347	$ 360
Storm Water Compliance Project Plan Review:	per project			
Tier 1			$ 347	$ 360
Tier 2			$ 869	$ 903
Tier 3 - City Admin Cost (consultant costs are passed through to applicant) - deposit			$ 4,521	$ 4,701
Tier 4 - City Admin Cost (consultant costs are passed through to applicant) - deposit			$ 4,521	$ 4,701
Review of Annual Reports of privately maintained post-construction treatment devices	per report		$ 347	$ 360
Storm water Inspection	per inspection		$ 695	$ 722
Storm Water Pollution Prevention Plan (SWPPP)	per project		$ 695	$ 722
Transportation/Hauling:				
Per Trip Fee	per trip	[6]	$ 16	$ 16
Oversize/Heavy Load Permit Fee	per year	[6]	$ 173	$ 179
Hourly Rates:				
Engineering Services	per hour	[1]	$ 347	$ 360
Inspection Services	per hour	[1]	$ 347	$ 360
Miscellaneous Services	per hour	[1]	$ 347	$ 360
Peer Review by City consultant	per project	[5]	Actual Cost	
Records Research - Engineering	per request		$ 347	$ 360
WASTEWATER				
Permits:				
Direct Discharge Permit	per permit		$ 2,782	$ 2,893
Other Wastewater Fees:				
Wastewater stoppage investigation	per instance		$ 1,391	$ 1,446
Discharge report review	per report		$ 695	$ 722
Permit Technology Fee - Applies to all permits	per permit	[2]	4% of total value of permit fees assessed	4% of total value of permit fees assessed

[Notes]

[1]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.
[2]	Set by City Policy;
[3]	Administrative Processing Fee only. Actual costs to the City are billed to applicant as work is performed. Annual deposit to be determined by City
[4]	Actual costs to the City are billed to applicant as work is performed.
[5]	For services such as night inspections, soils, water, traffic, parcel or final map review, etc. Actual costs to the City are billed to applicant as work is performed.
[6]	Per trip fee is per Vehicle Code section 35795(b)(1). Permit fee is for City review.
[7]	Flat fee covers up to stated hours. Additional time is billed at the hourly rate.

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Parks and Recreation Fees			**No Changes - Updates in January**	
Administrative Fees:				
Administrative Fee: *applies per rental or reservation for any facility, and per instructor class/program contract.*				
Gazebo / Garden Plot / Class	per reservation		$ 9	
Facility Rental	per reservation		$ 33	
Reservation Change Processing Fee	per request		$ 20	
Cleaning Fee	per rental	[1]	Actual Cost per Cleaning Contract	
Damage Deposit	deposit	[2]	$ 520	
FACILITY RENTALS:				
Community Center	**3 hour minimum**			
Weekday- Hourly (3hr min.)	per hour	[2] [3]	$ 165	
Weekday- Daily	daily	[2] [3]	$ 1,320	
Weekend- Hourly (3hr min.)	per hour	[2] [3]	$ 215	
Weekend- Daily	daily	[2] [3]	$ 1,720	
Kitchen Rental	daily	[2] [3]	$ 45	
Patio/Backyard	daily	[2] [3]	$ 45	
Senior Center	**3 hour minimum**			
Weekday- Hourly (3hr min.)	per hour	[2] [3]	$ 115	
Weekday- Daily	daily	[2] [3]	$ 920	
Weekend- Hourly (3hr min.)	per hour	[2] [3]	$ 145	
Weekend- Daily	daily	[2] [3]	$ 1,160	
Kitchen Rental	daily	[2] [3]	$ 45	
Patio/Backyard	daily	[2] [3]	$ 45	
OUTDOOR PARKS - Sitanen, Skypark, Hocus Pocus, McDorsa, Skypark Outdoor Classroom:	**Events with less than 50 attendees**			
Hocus Pocus & Skypark Playground Gazebo	**2 hour minimum**			
Weekday- Hourly	per hour	[2] [3]	$ 35	
Weekend- Hourly	per hour	[2] [3]	$ 40	
Siltanen, Skypark Large Gazebo, MacDorsa Gazebo	**2 hour minimum**			
Weekday- Hourly	per hour	[2] [3]	$ 45	
Weekend- Hourly	per hour	[2] [3]	$ 50	
FIELDS / COURTS/ GARDEN:				
Skypark				
Single Field	per field, per hour	[2] [3]	$ 30	
Siltanen				
Single Fields #1 - 4	per field, per hour	[2] [3]	$ 30	
Majors Field	per field, per hour	[2] [3]	$ 30	
Athletic Field Lights	per day	[2]	$ 22	
Snack Shack Concessions Room	per day	[2]	$ 33	

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Parks and Recreation Fees				
Outdoor Court Rental				
Bocce Ball Court	per hour	[2]	$ 9	
Tennis Court	per hour	[2]	$ 13	
Pickleball Court	per hour	[2]	$ 8	
Basketball Court	per hour	[2]	$ 13	
Skatepark Rental	per hour	[2]	$ 35	
Garden Plot Rental Fee	per sqft	[2]	$ 2	
OTHER RENTALS / USE:				
Permitted Use of NON SPECIFIED Outdoor spaces/parks for classes. Teaching in outdoor spaces.	per year permit	[2]	$ 52	
Per class/use	per class/use	[2]	$ 19	
Permitted Use of Inflatables in Outdoor Spaces	per permit	[2]	$ 19	
Sports leagues and clubs, or other long term use	per agreement	[5]	Established through separate agreement	
Entertainment Permit / Special Events In City Parks: Events of 50+ attendees or with sound or entertainment	**50+ attendees**	[5]		
Application Review	per application	[2]	$ 275	
Special Permits for Sound, Inflatables, etc.	per permit	[4]	Based on permits required.	
Senior Center Annual Membership Fee				
Annual Membership	per year	[2]	$ 35	
Activities- Non member	per activity	[2]	$ 5	
Activities- Member	per activity	[2]	$ 3	
Classes- Non member	per class	[7]	Set based on individual class and program needs.	
Classes- Member	per class	[7]	Set based on individual class and program needs.	
Advertisement				
City Activity Guide	per guide	[2]	$ 75	
Other publications and advertisements	varies	[5]	Varies on program/ad	

Fee Name	Fee Type / Unit	Notes	Current Fee Amount	Proposed Fee Amount
Parks and Recreation Fees				
Recreation Classes and Programs:		[5]	Set based on individual class and program needs.	
Fees for recreational classes and programs offered by the City shall be set at the discretion of the Parks and Recreation Department Director, these can be based on a combination of facility rentals and application fees or done with a separate profit share agreement.				
Hourly rate for City Staff services	per hour	[6]	Actual cost	

[Notes]

[1]	Cleaning Fees are charged separately at actual cost, in addition to staff time;
[2]	Set by City Policy;
[3]	Discounts: 1) Residents may receive a 15% discount, where applicable. Proof of Scotts Valley residency is required. 2) Non-profits may receive a 25% discount, where applicable. Proof of non-profit status in a form accepted by City Staff required. 3) Cannot combine multiple discounts. 4) Discounts do not apply to instructor led or pay to participate programs;
[4]	Additional fees may apply for special permits for sound, inflatables etc.;
[5]	Recreation Division Manager may set fees via a separate agreement, approved by the City Manager, for special events, sports leagues/clubs, or other programming that require longer term use and/or considerable staff resources or planning. Fees shall follow a similar structure based on the facilities, resources, and permits being utlized, but allow for pricing based on continuous use, other benefits of service to the community, or other factors based on the program.
[6]	For services requested of City staff which have no fee listed in this fee schedule, the City Manager or the City Manager's designee shall determine the appropriate fee based on the established hourly rates for this department/division. Additionally, the City will pass-through to the applicant any discrete costs incurred from the use of external service providers if required to process the specific application.
[7]	Set by Recreation Division Manager based on individual class and program needs.

RESOLUTION NO. 1198.81

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY APPROVING THE USER FEES AND CHARGES UPDATES FOR JULY 6, 2026

WHEREAS, Resolution No. 1198.10 establishing a schedule of fees and charges ("Fees and Charges Schedule") for city services was adopted by the City Council of the City of Scotts Valley on June 6, 1990; and

WHEREAS, the City Council has amended the Fees and Charges Schedule for city service by resolution from time to time since its original adoption; and

WHEREAS, the City desires to amend the Fees and Charges schedule to reflect the services provided and updated costs of providing those service to the community; and

WHEREAS, pursuant to Section 3.40.040(a) of the City's Municipal Code, rates of fees and charges to be charged and collected in order to recover the percentage of costs reasonably borne in providing services shall be set by resolution, and pursuant to Section 3.40.050 and 3.40.060 of the Municipal Code, any new or increased charges are to be set after public hearing and notice as required; and

WHEREAS, notice of time and place of public hearing, including a general explanation of the matter to be considered, has been provided in compliance with the provisions of that ordinance; and

WHEREAS, the City Council has held a public hearing concerning the adoption of the proposed changes to the Fees and Charges Schedule that is proposed to go into effect not earlier than July 6, 2026.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED as follows:

1. The Fees and Charges Schedule changes are hereby amended as stated in Exhibit A to this Resolution.

2. The resolution shall take effect 60 days following its adoption, with an effective date of July 6, 2026.

The above and foregoing resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a meeting held on the 6th day of May, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: _____
Donna Lind, Mayor

Attest: _____
Cathie Simonovich, City Clerk

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Amanda Armstrong, Human Resources Manager

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Public Hearing for presentation of Vacancy Status and Recruitment Strategies per AB 2561**

SUMMARY OF ISSUE

In response to Assembly Bill 2561 (AB 2561), signed into law by Governor Newsom on September 22, 2024, the City of Scotts Valley presents this report in compliance with new transparency requirements related to staffing vacancies. AB 2561 mandates that public agencies hold at least one public hearing each fiscal year before the adoption of their budgets to report on vacancy levels, evaluate hiring and retention efforts, and allow for participation by recognized bargaining groups. This report includes workforce data for the 2025 calendar year, along with the most current staffing status as of April 15, 2026.

Assembly Bill 2561 (AB 2561) amended the Meyers-Milias-Brown Act by adding Government Code Section 3502.3, which requires local public agencies to enhance transparency and accountability in public sector staffing. The purpose of AB 2561 is to address growing concerns over staffing shortages in public agencies, which can lead to increased workloads, employee burnout, lower morale, and reduced service delivery to citizens. To mitigate these impacts, the law requires agencies to:

- Report annually on vacancies, recruitment activity, and retention strategies;
- Identify any policies or practices that may hinder hiring or retention;
- Provide recognized bargaining groups an opportunity to present during the public hearing; and
- If any bargaining group vacancy rate reaches or exceeds 20% of authorized positions, provide additional data upon request, including applicant volume, hiring timelines, and efforts to improve compensation, benefits, and working conditions.

Recognized bargaining groups, including the Service Employees International Union 521 (SEIU), Mid-Management, Scotts Valley Police Bargaining Unit (SVPBU), Scotts Valley Police Supervisors Associate (SVPSA) have been invited to participate in this public hearing in accordance with AB 2561.

Workforce Overview

As of April 15, 2026, the City of Scotts Valley has 65 (FTE) budgeted positions. Of the 65

FTE's, 56 are represented by bargaining groups. No bargaining group currently meets or exceeds the 20% vacancy threshold that would trigger enhanced reporting under AB 2561. The City's overall vacancy rate is currently 0%.

Vacancy rates are calculated as follows: Vacancy Rate (%) = (Number of Vacant Positions in employee group / Total Number of Authorized Positions) x 100.

The following table summarizes the City's vacancy rate by employee group as of April 15, 2026.

Employee Group	FTE'S Budgeted	Vacancies	Vacancy Rate
SEIU	20	0	0%
Mid-Management	11	0	0%
SVPBU	18	0	0%
SVPSA	7	0	0%

Vacancies within the City arise from a range of factors, including retirements, internal promotions, resignations, and terminations. In 2025, the City filled 8 full-time positions. Human Resources and Hiring Managers reviewed 457 applications for full-time positions demonstrating consistent interest in City employment opportunities.

However, a high volume of applications does not always indicate a strong pool of qualified candidates. The City often receives applications from across the country and internationally, many of which are from individuals seeking remote-only roles or from candidates who do not meet minimum qualifications. Additionally, some qualified candidates choose not to proceed in the recruitment process due to the areas high cost of living or compensation levels that do not align with their expectations or desired lifestyle.

Employee Separations

In 2025, 11 employees separated from the City of Scotts Valley.

Employee Retention

Employee retention remains a central focus of the City's workforce strategy. In 2025, the City implemented several initiatives designed to improve employee satisfaction, promote longevity, and enhance professional growth.

- Ongoing professional development through in-person and online training programs, including offerings from the LCW Training Consortium and KnowledgeWave Training portal.
- The City continues to prioritize team building as a key component of organizational effectiveness. This focus is supported through regular in-person sessions that encourage collaboration, trust-building, and open communication among staff.
- Quarterly meetings are held to bring teams together, foster cross-departmental engagement, and ensure alignment with the City's strategic objectives.

The average tenure for employees is currently 5 years.

Organizational Self-Assessment

As part of its workforce planning and in alignment with AB 2561, the City continues to assess internal practices and workforce conditions to identify and address recruitment and retention challenges. Current areas of focus include:

- Exploring new advertising methods and platforms, particularly for hard-to-fill positions such as Police Officers;
- Ensuring that compensation and benefits remain competitive within the region;
- Reviewing recruitment best practices and improving the onboarding experience.

This ongoing self-assessment helps the City to become an employer of choice, supports organizational resilience, and ensures the effective delivery of public services.

FISCAL IMPACT

There is no fiscal impact to receiving and filing this report.

STAFF RECOMMENDATION

No action is needed.

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None

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Rodolfo Onchi, Public Works Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Adoption of the Santa Cruz County Safety Action Plan**

SUMMARY OF ISSUE

Traffic-related fatalities and serious injuries remain a significant public health and safety concern nationwide and across Santa Cruz County, and in Scotts Valley. Rural roadways, urban arterials, intersections, and corridors with higher speeds or limited facilities for pedestrians and bicyclists present unique safety challenges across Scotts Valley and throughout Santa Cruz County. In response to these concerns, Santa Cruz County, the City of Scotts Valley, and the City of Watsonville partnered to develop the Santa Cruz County Safety Action Plan, which supports a coordinated, regional approach to enhancing traffic safety.

The Safety Action Plan was developed using funding from the Federal Highway Administration's Safe Streets and Roads for All (SS4A) Grant Program, established under the Bipartisan Infrastructure Law. The SS4A program provides federal funding to support local and regional agencies prevent roadway deaths and serious injuries through data-driven planning and implementation. Completion of an SS4A-compliant Safety Action Plan positions participating jurisdictions to compete for future SS4A Implementation grants and other safety implementation funding opportunities.

As part of this effort, the Santa Cruz County Safety Action Plan evaluated recent crash trends using data from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). The analysis identified priority locations, corridors, and systemic safety needs across the unincorporated County and participating cities. Based on this analysis, and informed by input from agency staff, project stakeholders, and the community, the Safety Action Plan established a set of engineering improvements, policy and program recommendations, and implementation strategies tailored to the different roadway contexts within the County.
A robust public and stakeholder engagement process was critical in the development of the Safety Action Plan. Outreach included bilingual online surveys, interactive mapping, in-person pop-up events, and stakeholder working group meetings. This engagement helped identify local safety concerns, validate data-driven findings, and inform recommended safety countermeasures and priorities.

The Safety Action Plan identifies several priority locations within the City of Scotts Valley for

focused safety improvements. These include the intersections of Mount Hermon Road and Scotts Valley Drive, Scotts Valley Drive and Bean Creek Road, Mount Hermon Road and Kings Village Road, and Mount Hermon Road and Lockewood Lane. In addition, the Scotts Valley Drive corridor between Mount Hermon Road and Glenwood Drive is identified as a key study area due to its collision history, proximity to schools, and community concerns related to speeding and bicycle and pedestrian safety.

Recommended safety improvements at these locations include a combination of intersection and corridor treatments designed to reduce conflicts and improve visibility. These may include enhanced pedestrian crossings, upgraded striping and signage, signal timing modifications, and improvements to better manage turning movements. The Plan also supports consideration of traffic-calming strategies such as roundabouts, protected intersections, and lane reconfiguration to reduce vehicle speeds and improve overall safety performance.

This Safety Action Plan is intended to serve as an ongoing resource and implementation roadmap for City staff as they identify and pursue funding through various programs to implement the identified safety improvements. The recommendations included are based on a comprehensive analysis of traffic data, collision history, community input, and staff coordination, providing a strong, data-driven foundation for improving roadway safety.

The Plan is intended to guide and prioritize safety improvements. However, adoption does not commit the City to implementing every recommendation as presented. Rather, the Plan will serve as a strategic framework to help shape future projects, support grant applications, and inform the City's Capital Improvement Program (CIP). Implementation of specific improvements will continue to be evaluated based on funding availability, project feasibility, and City Council direction as projects advance.

FISCAL IMPACT

There is no direct fiscal impact associated with the adoption of the Santa Cruz County Safety Action Plan. Preparation of the Plan was funded through the Federal Highway Administration's Safe Streets and Roads for All (SS4A) Grant Program.
Adoption of the Plan does not commit the City to any specific capital expenditures. Implementation of recommended safety improvements identified in the Plan will occur over time and will be subject to future City Council approval, available funding, and prioritization through the City's Capital Improvement Program.
The Plan positions the City to pursue external funding opportunities, including SS4A Implementation grants, Highway Safety Improvement Program (HSIP) funds, and other state and federal grant programs, which may offset or fully fund future project costs. Matching funds may be required for certain grant programs and will be identified on a project-by-project basis.

STAFF RECOMMENDATION

Staff recommends that the City Council approve Resolution No. 2090 authorizing the adoption of the Santa Cruz County Safety Action Plan, affirming the City's commitment to improving roadway safety, and authorizing staff to use the Plan to guide future project prioritization and pursue state and federal grant funding opportunities.

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RESOLUTION NO. 2090

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY ADOPTING THE SANTA CRUZ COUNTY SAFETY ACTION PLAN AND AUTHORIZING ITS USE TO GUIDE FUTURE ROADWAY SAFETY IMPROVEMENTS AND FUNDING EFFORTS

WHEREAS, traffic-related fatalities and serious injuries remain a significant public health and safety concern both nationally and locally; and

WHEREAS, the City of Scotts Valley, in partnership with Santa Cruz County and the City of Watsonville, participated in the development of the Santa Cruz County Safety Action Plan to support a coordinated, regional approach to improving roadway safety; and

WHEREAS, the Safety Action Plan was funded through the Federal Highway Administration's Safe Streets and Roads for All (SS4A) Grant Program, established under the Bipartisan Infrastructure Law, to support data-driven strategies to reduce roadway fatalities and serious injuries; and

WHEREAS, the Safety Action Plan includes analysis of crash data, identification of priority safety needs, and recommended engineering, policy, and programmatic improvements; and

WHEREAS, the Safety Action Plan incorporates input from community members, stakeholders, and agency staff through a robust public engagement process; and

WHEREAS, adoption of the Safety Action Plan will position the City to pursue future state and federal funding opportunities, including SS4A Implementation grants and Highway Safety Improvement Program (HSIP) funding; and

WHEREAS, the Safety Action Plan is intended to serve as a strategic framework to guide and prioritize safety improvements and inform future Capital Improvement Program (CIP) planning; and

WHEREAS, adoption of the Safety Action Plan does not commit the City to implementation of any specific project or expenditure, and all future improvements will be subject to City Council approval and available funding;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Scotts Valley that the City adopts the Santa Cruz County Safety Action Plan, attached hereto as Exhibit A and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the City Council authorizes staff to utilize the Safety Action Plan to guide future roadway safety planning efforts and to pursue applicable state and federal grant funding opportunities.

The above and foregoing Resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 6th day of May 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved:_____
Donna Lind, Mayor

Attest: _____
Cathie Simonovich, City Clerk

Santa Cruz County

-- SAFETY ACTION PLAN --









April 2026

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Prepared for:

County of Santa Cruz

Community Development and Infrastructure
701 Ocean Street
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City of Scotts Valley

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Public Works
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This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ACKNOWLEDGMENTS

The County of Santa Cruz, City of Scotts Valley, and City of Watsonville employees and partners were instrumental in the development, review, and refinement of this Safety Action Plan. Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

County of Santa Cruz

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Steve Wiesner, Assistant Director of Public Works
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Tiffany Martinez, County Communications Officer

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Shahrzad Rahgozar

STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
ARIDE	Advanced Roadside Impaired Driving Enforcement
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CHP	California Highway Patrol
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
GIS	Geographic Information System
HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
K+SI	Fatal and Severe Injury Crashes
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System

1 Introduction



1. Introduction

The Santa Cruz County Safe Streets and Roads for All (SS4A) Safety Action Plan has been developed to improve road safety across unincorporated Santa Cruz County, the City of Scotts Valley, and the City of Watsonville. This plan identifies traffic safety improvements based on a review of crash data and input from the staff, stakeholders, and the community. This project also aims to provide a foundation for a decision-making framework so that the County and Cities may identify, prioritize, and implement proven safety countermeasures from the toolbox in the following years. This report is intended to serve as an ongoing resource for county and city staff as they identify and pursue funding through various programs to implement the identified safety improvements.

The Safety Action Plan summarizes the existing safety context for Santa Cruz County, the City of Scotts Valley, and the City of Watsonville based on crash data obtained from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) database. This data has been used to identify safety trends, high-crash locations, and locations with unusual crash patterns or high-crash severities within the two cities and county. The analysis was conducted using a network screening process for the roadway systems maintained by the two cities and the county using crash records spanning a five-year period from January 1, 2019, through December 31, 2023. **Section 3** of the report describes the analysis techniques that were used and why these methods were chosen.

Safety Action Plan Purpose:



1.1. SS4A Grant Program

The Safe Streets and Roads for All (SS4A) Grant Program, established under the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act of 2021), provides federal funding to support regional, local, and Tribal initiatives aimed at preventing roadway deaths and serious injuries. Administered by the U.S. Department of Transportation (USDOT), the program aligns with the national Vision Zero goal of eliminating traffic fatalities and serious injuries.

SS4A funding is available for both Action Plan development and Implementation projects. Action Plans establish a data-driven framework for identifying, prioritizing, and addressing the most significant roadway safety issues in a community, while Implementation grants provide resources to carry out projects and strategies identified in these plans.

For Santa Cruz County, the City of Scotts Valley, and the City of Watsonville, participation in the SS4A program provides an opportunity to advance a coordinated, regionally significant Safety Action Plan. By leveraging federal resources, these jurisdictions can identify local crash trends, evaluate safety challenges, and establish evidence-based strategies to reduce fatal and serious injury collisions. This collaborative planning effort not only strengthens eligibility for future federal Implementation funding but also supports long-term goals of improving roadway safety, enhancing mobility for all users, and fostering safer, more resilient communities across the county.

1.2. Safe Systems Approach

The Safe System Approach (SSA) is the guiding framework for roadway safety in the United States, promoted by the U.S. Department of Transportation and central to the Safe Streets and Roads for All (SS4A) program. The approach acknowledges that while human errors are inevitable, roadway deaths and serious injuries are preventable. Rather than placing sole responsibility on road users, the Safe System Approach emphasizes designing a transportation system that anticipates mistakes and reduces crash forces to prevent fatal or life-altering outcomes. The approach is built around five core elements:

- **Safe Roads** – Designing and operating roadways that prioritize safety for all users.
- **Safe Speeds** – Managing speeds to reduce the likelihood and severity of crashes.
- **Safe Vehicles** – Promoting vehicle technologies and standards that protect occupants and vulnerable road users.
- **Safe Road Users** – Encouraging safe behaviors through education, enforcement, and equitable policies.
- **Post-Crash Care** – Ensuring timely, effective emergency response to reduce the severity of injuries.



By applying these principles, the Safe System Approach shifts from a reactive to a proactive safety strategy, focusing on system-wide improvements rather than isolated fixes. For Santa Cruz County, the City of Scotts Valley, and the City of Watsonville, adopting the Safe Systems Approach ensures that roadway design, policy decisions, and safety strategies consider all users—drivers, pedestrians, bicyclists, and transit riders alike. This comprehensive, human-centered framework supports the jurisdictions' collective efforts to move toward zero fatalities and serious injuries, while creating safer and more equitable transportation networks for the community.

1.3. Vision Zero

Vision Zero is an international traffic safety movement that originated in Sweden in the 1990s and has since been adopted by cities and regions across the United States. The core principle of Vision Zero is that no loss of life on our roadways is acceptable. Unlike traditional approaches that often view traffic deaths and severe injuries as inevitable, Vision Zero establishes the ethical imperative that the transportation system must be designed to prioritize human life and health.

Vision Zero strategies emphasize proactive, systemic safety improvements that account for human mistakes and vulnerabilities. The initiative promotes safer roadway design, equitable enforcement, community engagement, and policies that encourage safe speeds and protect the most vulnerable users, such as pedestrians and bicyclists. Across the U.S., adoption of Vision Zero has accelerated in recent years as communities recognize the need for bold, measurable commitments to eliminate severe and fatal crashes.

For the Santa Cruz County, the City of Watsonville, and the City of Scotts Valley, Vision Zero would provide both a unifying goal and a policy framework that aligns with federal initiatives like the SS4A Grant Program and the Safe System Approach. By embracing Vision Zero, these jurisdictions may affirm their commitment to a future where residents and visitors alike can travel safely—whether by car, bicycle, foot, or transit—without the risk of death or life-changing injury.



2

Community Engagement



2. Community Engagement

Kimley-Horn's Public Engagement Plan for the Santa Cruz County Safety Action Plan included strategies and activities to reach a broad cross-section of the community throughout the county. The plan included one round of public outreach as well as extensive stakeholder engagement with agency partners and interested parties.

Outreach and engagement efforts occurred between March 2025 and August 2025 and consisted of two main components:

1. In-person pop-up events
2. Online Santa Cruz County Safety Action Plan Survey & Interactive Map hosted on Social Pinpoint

In person Public Engagement officially launched on April 2, 2025, with the first pop-up event held at the Ecology Action Watsonville Family Fun Day. The in-person effort consisted of six pop-ups over a four-month period at various community hubs in Santa Cruz County, Scotts Valley and Watsonville. Ecology Action supported all the in-person events. Interactive poster boards were stationed at the in-person pop-up events, allowing participants to place dots and vote on their top three safety challenges (pictured below).

Figure 1 – Interactive Engagement Poster for Pop-Up Events



The online survey, provided in both English and Spanish, and interactive mapping tool was also made public on March 4, 2025 and remained open for five months until August 1, 2025.

The online survey was promoted through the County of Santa Cruz Department of Community Development and Infrastructure's various communication channels, including a project webpage, e-newsletters, Facebook, Twitter and Instagram (pictured below).

Figure 2 – Sample of Social Media Promotional for the Project



Postcards featuring a QR code to the Santa Cruz County Safety Action Plan survey and interactive map were developed and handed out at. All collateral was disseminated in both English and Spanish, including social media graphics (examples pictured below).

Figure 3 – Bilingual Postcard Developed for Distribution (Front)



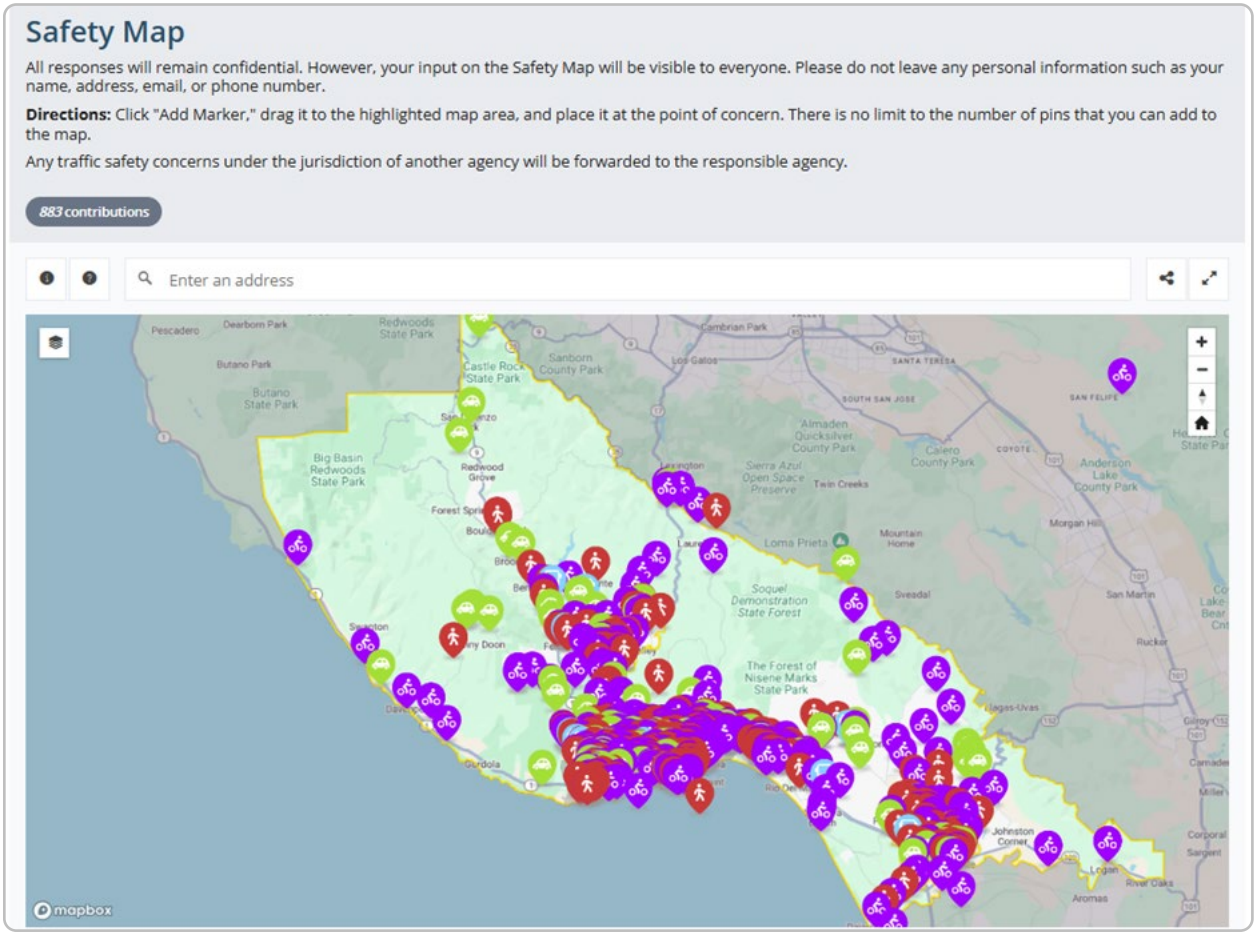
Figure 4 – Bilingual Postcard Developed for Distribution (Back)



2.1. Online Community Outreach

The online survey engagement resulted in a total of 1,240 contributions. The online interactive social map had 893 contributors and site-specific comments recorded, and the survey form received 347 contributions. A total of 4 in-person surveys were also completed. Pop-up events throughout the Santa Cruz County aided participation in the online survey platform in addition to the in-person interactive poster board. Comments and surveys received during online engagement can be found in **Appendix A**.

Figure 5 – Online Interactive Map Platform



2.1.1. Online Social Map: Top Contributions by Location

Rank	City	Total	Percentage
1	Live Oak	72	8.07%
2	Watsonville	65	7.29%
3	Scotts Valley	64	7.17%
4	Aptos	57	6.39%
5	Soquel	55	6.17%
6	Santa Cruz	36	4.04%
7	Pleasure Point	35	3.93%
8	Capitola	33	3.7%
9	Twin Lakes	32	3.59%
10	Lighthouse	29	3.25%

The interactive social map mainly had contributions concerned with bike safety, followed by pedestrian safety, vehicle safety, and bus/transit safety.

Online Social Map: Top Bike Safety Contributions by Location

Rank	City	Total	Percentage
1	Aptos	33	7.47%
2	Live Oak	33	7.47%
3	Soquel	28	6.33%
4	Watsonville	28	6.33%
5	Scotts Valley	27	6.11%

Online Social Map: Top Vehicle Safety Contributions by Location

Rank	City	Total	Percentage
1	Scotts Valley	12	9.45%
2	Soquel	11	8.66%
3	Live Oak	9	7.09%
4	Watsonville	6	4.72%
5	Lighthouse	6	4.72%

Online Social Map: Top Pedestrian Safety Contributions by Location

Rank	City	Total	Percentage
1	Watsonville	31	10.03%
2	Like Oak	30	9.71%
3	Scotts Valley	25	8.09%
4	Pleasure Point	22	7.12%
5	Aptos	19	6.15%

Online Social Map: Top Bus/Transit Safety Contributions by Location

Rank	City	Total	Percentage
1	Twin Lakes	2	14.29%
2	Mission St Corridor	2	14.29%
3	Watsonville	2	14.29%
4	Aptos	1	7.14%
5	Felton	1	7.14%

Survey Summary

Online and paper surveys collected from various efforts revealed that over half of the respondents live within Unincorporated Santa Cruz County. Most respondents noted that they mainly drive solo as their primary mode of travel, with a large handful of participants noting that they mainly bike and walk. Survey participants expressed that they feel the safest as a driver when traveling through Santa Cruz County. The top three safety challenges expressed by survey users were:



When asked how conditions could be made safer for people traveling through Santa Cruz County, the top three solutions were: 1) provide physical barriers that separate vehicles from pedestrians & cyclists, 2) improve existing bike lanes, 3) create new bike lanes. A combination of these top three improvements was selected the most often, but all remained within the top three.

2.1.2. Key Themes from the Survey

Out of the 1,240 comments received from the online survey platform, key areas of focus and themes were as follows:

1. Safety Concerns Across Different Modes of Transportation:

- Many respondents feel safest as drivers but express significant safety concerns as pedestrians and cyclists.
- Poor road conditions, lack of sidewalks, and inadequate bike lanes are repeatedly mentioned as primary concerns.

2. Aggressive Driving Behavior:

- Common safety challenges include aggressive driving behaviors such as speeding, tailgating, and unsafe lane changes.
- Distracted driving, particularly phone use, is frequently cited as a major problem.

3. Traffic Congestion and Visibility Issues:

- Traffic congestion poses safety risks, especially during school drop-off and pick-up times, as well as morning and evening rush hours.
- Issues with intersection visibility due to parked vehicles, vegetation, and poor lighting are highlighted.

4. Infrastructure and Repair Needs:

- Significant needs for roadway and pavement repairs, with many roads described as having potholes, cracks, and overall poor quality.
- Calls for improving existing sidewalks, creating new bike lanes, and adding physical barriers to separate vehicles from pedestrians and cyclists.

5. Enforcement and Education:

- Need for better enforcement of traffic laws, including speed limits and stop sign adherence.
- Suggestions for more educational programs to teach safe driving, biking, and walking practices, especially for students and young cyclists.

6. Specific Areas Requiring Attention:

- Various specific roads and intersections mentioned as problematic, including Freedom Blvd, Highway 17, Soquel Drive, and areas around schools.
- Requests for improvements in areas like Scotts Valley, Watsonville, and unincorporated Santa Cruz County.
- Based on public feedback, safety improvements were developed for numerous locations across the County such as Freedom Blvd at Day Valley Rd, McDonald Rd, and Buena Vista Dr, Scotts Valley Dr at Granite Creek Rd, and Empire Grade Rd/High Street.

7. Support for Non-Car Transportation Options:

- Increased desire for safe walking and biking paths, especially separate from vehicle traffic.
- Encouragement for public transportation improvements and more reliable, safer alternatives for commuting.

8. Wildlife Conservation Concerns:

- Concerns about wildlife safety alongside human traffic safety, with mentions of wildlife crossings to protect animals.

These themes collectively highlight the community's concerns regarding traffic safety, infrastructure maintenance, aggressive driving, and the need for better enforcement and educational initiatives to ensure safer travel within the Santa Cruz County.

All feedback received from the Public Engagement effort will be incorporated into initial concepts and strategies for proposed improvements. These proposed improvements will be developed in concurrence with County staff, the Stakeholder Working Group, and elected leadership.

2.2. In Person Community Events

The following is a detailed account of the six (6) in-person pop-up events held throughout the Project area. Two in-person events were conducted in unincorporated Santa Cruz County, the City of Scotts Valley, and the City of Watsonville. Full respondent surveys can be found in **Appendix B**.

Event 1: Ecology Action Watsonville Family Fun Day (April 2, 2025)

Landmark Elementary School
Watsonville, CA

At the Watsonville Family Fun Day, the Project team spoke with youth, their parents, and school staff about the Santa Cruz Safety Action Plan using interactive boards. The team distributed palm cards to all organizations and left extras at the front office. Key safety challenges identified included speeding, distracted driving, drivers failing to yield, narrow or broken sidewalks, impaired driving, and cars not stopping at stop signs. Participants also raised concerns about bike safety, noting many cyclists without helmets, and driver safety, observing drivers without seatbelts and engaging in "brake checking."



Figure 6 – Interactive Engagement Board

Event 2: Watsonville Earth Day (April 27, 2025)

358 Main St, Watsonville,
California 95076

At Watsonville's Earth Day event, the Project team engaged with over 70 individuals from the 600 attendees, including youth, parents, Spanish-speaking community members,



Figure 7 – Watsonville Earth Day Event

and Watsonville residents. Our bilingual team facilitated inclusive interactions, making the engagement fun with a spin wheel and stickers. Key safety concerns raised included drivers not yielding to pedestrians and cyclists, speeding, cars running stop signs or red lights, lack of pedestrian crossings, and narrow or broken sidewalks. Specific comments highlighted the need for more pedestrian crossings, better lighting, upkeeping RRFBs near Safeway, and addressing scooters on roads instead of bike lanes.

Event 3: Live Oak Farmers Market (May 4, 2025)

21400 E Cliff Dr, Santa Cruz, CA 95062

At the Live Oak market, the Project team discussed the Santa Cruz Safety Action Plan with both locals and tourists. While three paper surveys were completed, most people preferred taking palm cards to complete the survey later. The team engaged with 19 people, distributed 14 palm cards, and gathered 7 comment cards. Key concerns included drivers not yielding to pedestrians and cyclists, and unsafe biking conditions on busy roads, especially for children. Specific comments highlighted unsafe crosswalks, insufficient room for biking with kids, dangerous blind turns, and the need for more bike lanes.



Figure 8 – Live Oak Farmers Market Event

Event 4: Felton Farmers Market (May 6, 2025)

120 Russell Ave, Felton, CA 95018

At the Felton farmers market kickoff, the Project team discussed the Santa Cruz Safety Action Plan with attendees, most of whom lived locally or along Highway 9. Concerns centered on the lack of bike and pedestrian facilities, with some noting they had to walk on the side of the highway to reach the market. The team engaged with 24 people, identifying top safety challenges such as narrow or missing bike lanes, drivers failing to yield, speeding, narrow or broken sidewalks, lack of pedestrian crossings, poor access for people with disabilities, distracted driving, and poor pavement conditions.



Figure 9 – Felton Farmers Market Event

Event 5: Scotts Valley Farmers Market (May 31, 2025)

5060 Scotts Valley Dr,
Scotts Valley, CA 95066

Engagement was low at this location due to the nonprofit table being set up outside the actual market, leading to low foot traffic and minimal interaction. The team managed to share one palm card and received feedback on three challenge areas: missing bike lanes, missing sidewalks, and drivers failing to yield.



Figure 10 – Scotts Valley Farmers Market Event

Event 6: Scotts Valley Family Fun Day (July 19, 2025)

Skypark - 361 Kings Village Rd
Scotts Valley, CA 95066

The Scotts Valley Family Fun Day served as an excellent community outreach event, drawing local families to engage with agencies and non-profits. Approximately 30 community members, primarily from within the project area, attended and engaged steadily from 10am to 3pm. Most were interested in the interactive challenge area board and opted to visit the project webpage later rather than complete the survey on-site. Key issues raised included e-bike safety concerns and high traffic speeds around schools, hindering children from biking to school. A Metro bus driver suggested more public education to promote courteous driving around buses.



Figure 11 – Scotts Valley Family Fun Day Event

2.3. Community Stakeholder Group

2.3.1. Member List

A stakeholder group was formed to review and provide feedback for the Project. This group was comprised of staff from the following agencies:

- County of Santa Cruz
- City of Santa Cruz
- City of Watsonville
- City of Scotts Valley
- City of Capitola
- Watsonville Vision Zero Task Force
- University of California Santa Cruz
- Cabrillo College
- Santa Cruz County Fire Department
- Santa Cruz METRO
- Santa Cruz Metro Transit District
- Santa Cruz County Office of Education
- Santa Cruz County Regional Transportation Commission (SCCRTC) / Bicycle Advisory Committee
- Santa Cruz County Sheriff's Office
- Community Traffic Safety Coalition
- Bike Santa Cruz County
- Mission: Pedestrian
- Greenway
- California Highway Patrol
- CTSC
- Friends of the Rail and Trail
- Ecology Action

2.3.2. Recap of Meetings

The Project team met with the Santa Cruz Transportation Safety Action Plan Stakeholders to share information about the Project, solicit feedback, and gain support:

March 4, 2025: Stakeholder Meeting #1

Topics Covered

- Project Background and Timeline
- Stakeholder Expectations and Commitment
- Collision Data Analysis
- Community Engagement

April 23, 2025: Stakeholder Meeting #2

Topics Covered

- Top Safety Challenge Areas
- Community Engagement Updates
- Case Study Locations

August 13, 2025: Stakeholder Meeting #3

Topics Covered

- Community Engagement
- Countermeasure Toolbox
- Case Study Locations

November 18, 2025: Stakeholder Meeting #4

Topics Covered

- Public Engagement Summary
- Actions and Strategies
- Case Study (Corridor) Improvements
- Safety Action Plan Outline
- Project Schedule

Figure 12 – Stakeholder Meeting #4 on November 18th, 2025



2.4. Focus Group Engagement

On November 5th, 2025, the Project team organized and met at the Aptos Branch Library with select members of the public to engage in a Focus Group meeting. A total of eighteen participants from all over Santa Cruz County came to participate in the meeting.

A summary of participant geographic representation can be found below:

- Watsonville (3)
- Pleasure Point (3)
- Scotts Valley (2)
- Live Oak (2)
- Westside (2)
- Downtown Santa Cruz (2)
- Aptos (1)
- Felton (1)
- Soquel (1)
- East/Midtown (1)

Figure 13 – Focus Group Meeting on November 5th, 2025



The Focus Group meeting included a presentation covering an overview of the project and a glimpse of the proposed countermeasures and case study locations. Participants were then split into two breakout groups to engage in discussion surrounding seven Focus Group questions.

Figure 14 – Focus Group Meeting Breakout Group #1



Figure 15 – Focus Group Meeting Breakout Group #2



2.4.1. Key Themes from Breakout Group Discussion

Countermeasures participants found ineffective:

1. Bike Boxes
2. Speed Feedback Signs
3. Sharrows

Things participants would like to see less of in the community:

1. Broken infrastructure
2. Hazards in Bike Lanes
3. Impatient and aggressive driving behavior

Education efforts that would help make the community safer:

1. Educate children on bike safety
2. Educate bicyclists and e-bikers on traffic safety
3. Organize safety bike rides to determine the best routes

Countywide or Citywide improvements that participants would like to see implemented:

1. Safer bike infrastructure (ex. Protected & wider bike lanes)
2. Enhanced pedestrian safety (ex. Increase number of crosswalks with flashing lights)
3. Traffic and roadway improvements (ex. Lane & road diets, bulb outs, and daylighting)

Community feedback from the focus group meeting can be found in **Appendix C**. The intersection and corridor improvements presented in **Appendix F** and **Appendix G** include elements requested by the public such as enhanced cycling infrastructure and road diets/ protected intersection treatments.



3

Data Analysis Approach

3. Data Analysis Approach

A critical step in developing a comprehensive Safety Action Plan (SAP) is conducting a detailed analysis of local crash trends, roadway conditions, and community safety challenges. The safety analysis provides the evidence base that guides decision-making, helping jurisdictions identify where and why severe and fatal crashes are occurring, and which populations or roadway users are most affected.

Using a network screening process, locations within the County that would most likely benefit from safety enhancements were identified. The outcome of this analysis helps inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that are most likely to improve roadway safety across Santa Cruz County. This method is well established and conducive to large-scale safety analyses, such as countywide safety assessments. The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each location over the analysis period, and then identifies areas that had more of a given type of crashes than would be expected for that type of location. It should be noted that the City of Scotts Valley has a smaller sample size of crashes on its municipal roadway network, and that caution should be exercised when interpolating year-to-year trends.

Analysis methods such as the critical crash rate and equivalent property damage only were also used to determine crash frequency and severity at each location. The results of the network screening analysis are shown in **Appendix D** and **Appendix E**. These appendices present all of the intersections and roadway segments with three or more crashes. The appendices are color-coded to highlight crash trends and emphasis areas for further study and countermeasure development. The following sections describe the data analysis process.





4 Safety Analysis

4. Safety Analysis

4.1. Unincorporated Santa Cruz County

Approximately 1695 injury crashes occurred on County facilities between 1/1/2019 and 12/31/2023. **Table 1** presents a breakdown of crash severity by facility type. Unsignalized intersections experienced approximately 54% of all injury crashes, followed by roadway segments with 31% of injury crashes. Approximately 60% of all fatal crashes on County facilities occurred on roadway segments, while approximately half of all severe injury crashes occurred at unsignalized intersections. Signalized intersections, which make up a smaller proportion of County intersections, experienced approximately 14.6% of injury crashes and 11.6% of KSI crashes.

Table 1 – Crashes by Facility Type (Unincorporated County)

Severity	Signalized Intersection		Unsignalized Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	1	0.1%	12	0.7%	19	1.1%	32	1.9%
Severe Injury	33	1.9%	128	7.6%	98	5.8%	259	15.3%
Other Visible Injury	99	5.8%	427	25.2%	272	16.0%	798	47.1%
Complaint of Pain	115	6.8%	353	20.8%	138	8.1%	606	35.8%
Total	**248**	**14.6%**	**920**	**54.3%**	**527**	**31.1%**	**1695**	**100%**

Source: TIMS Crash Data 2019-2023

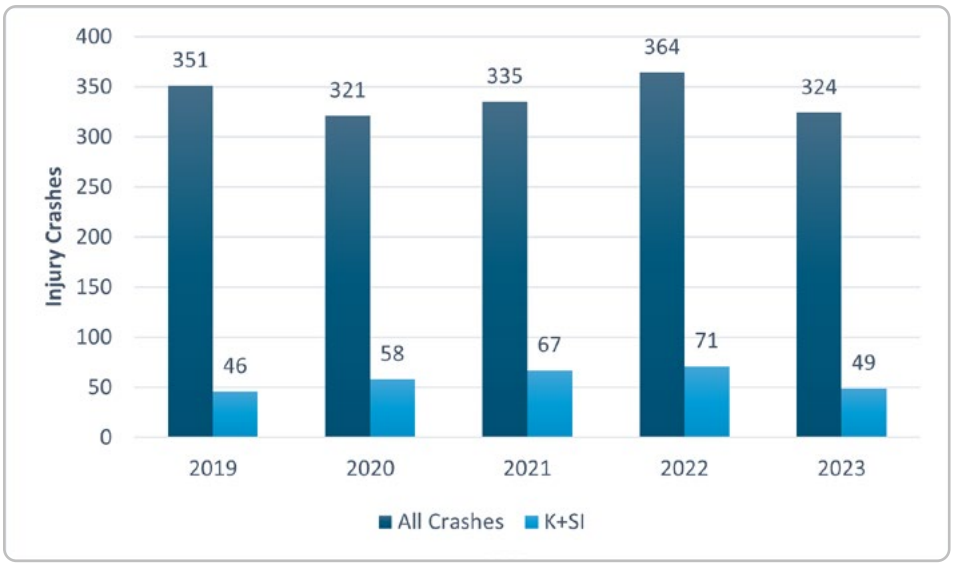
A total of 32 fatal crashes and 259 severe injury crashes occurred during the study period as shown in **Figure 16**. Year 2020 experienced the fewest injury crashes of any year within the study period, with crashes trending upwards for the following two years. The total number of crashes decreased between 2022 and 2023. The total number of KSI crashes per year increased from 2019 to 2022 and then decreased in 2023 to below 2019 values.

The most common crash types during the study period were Hit-Object (559), Rear-End (278), Broadside crashes (254), and Vehicle-Bicycle crashes (239) as seen in **Figure 17**. Hit-Object crashes are common in rural areas with mountainous terrain, typically involving a single vehicle departing from the road and striking a fixed object adjacent to the roadway. Rear-end crashes most commonly occur at intersections and involve a vehicle striking the back of another vehicle slowing to turn or comply with traffic controls. Broadsides are crashes where a driver strikes the side of another vehicle at close to a right angle (T-bone); these occur most commonly at intersections.

The most common crash types contributing to fatalities and severe injuries during the study period were Hit-Object (100), Vehicle-Bicycle crashes (66), Vehicle-Pedestrian crashes (28) and Broadsides (28). Though vulnerable road users (bicycles and pedestrians) were involved in approximately 20% of all crashes, they accounted for a disproportionately large share (33%) of all KSI crashes.

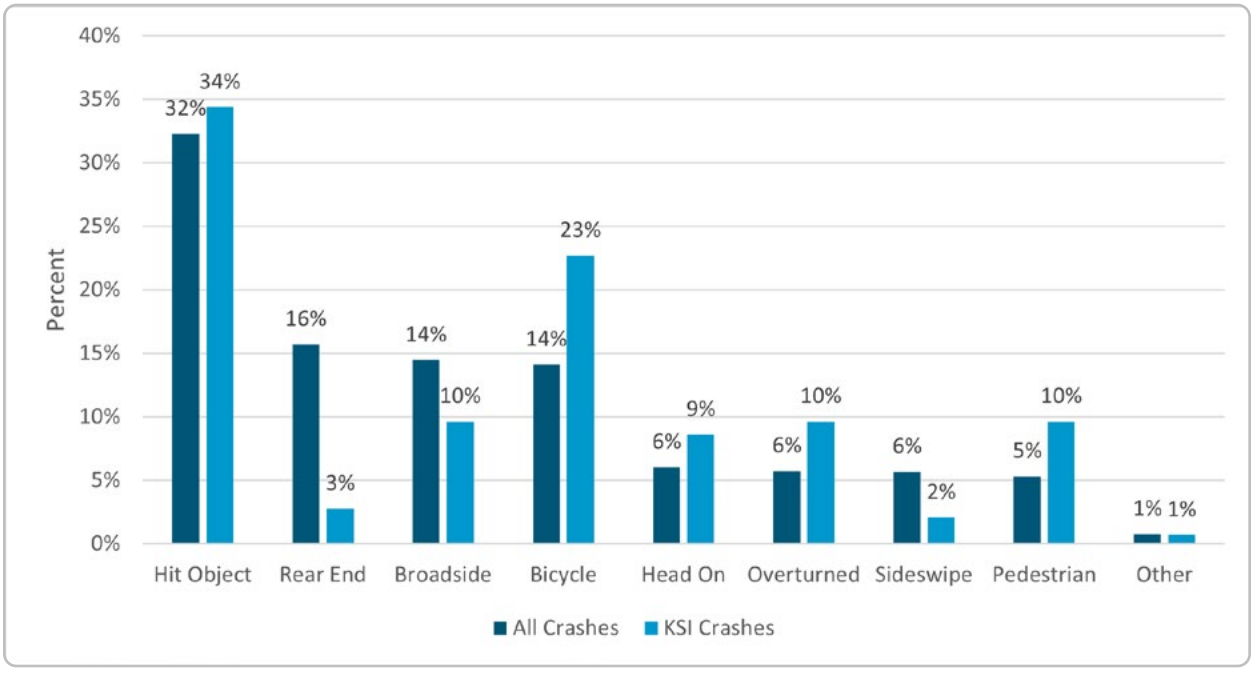
Figure 18 presents a map of KSI crashes on County facilities.

Figure 16 – Annual Crashes in Unincorporated Santa Cruz County



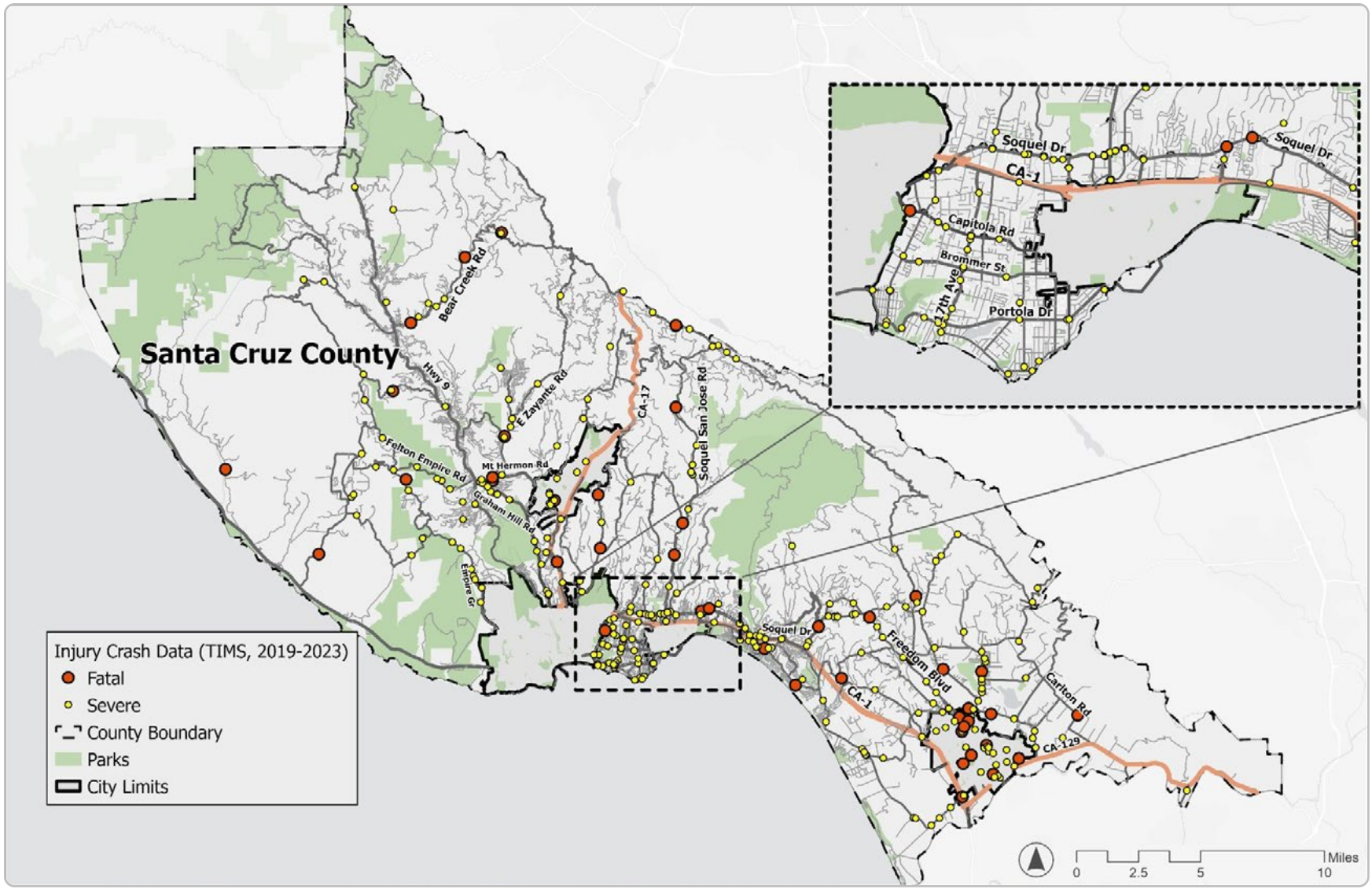
Source: TIMS Crash Data 2019-2023

Figure 17 – Unincorporated Santa Cruz County Crash Types



Source: TIMS Crash Data 2019-2023

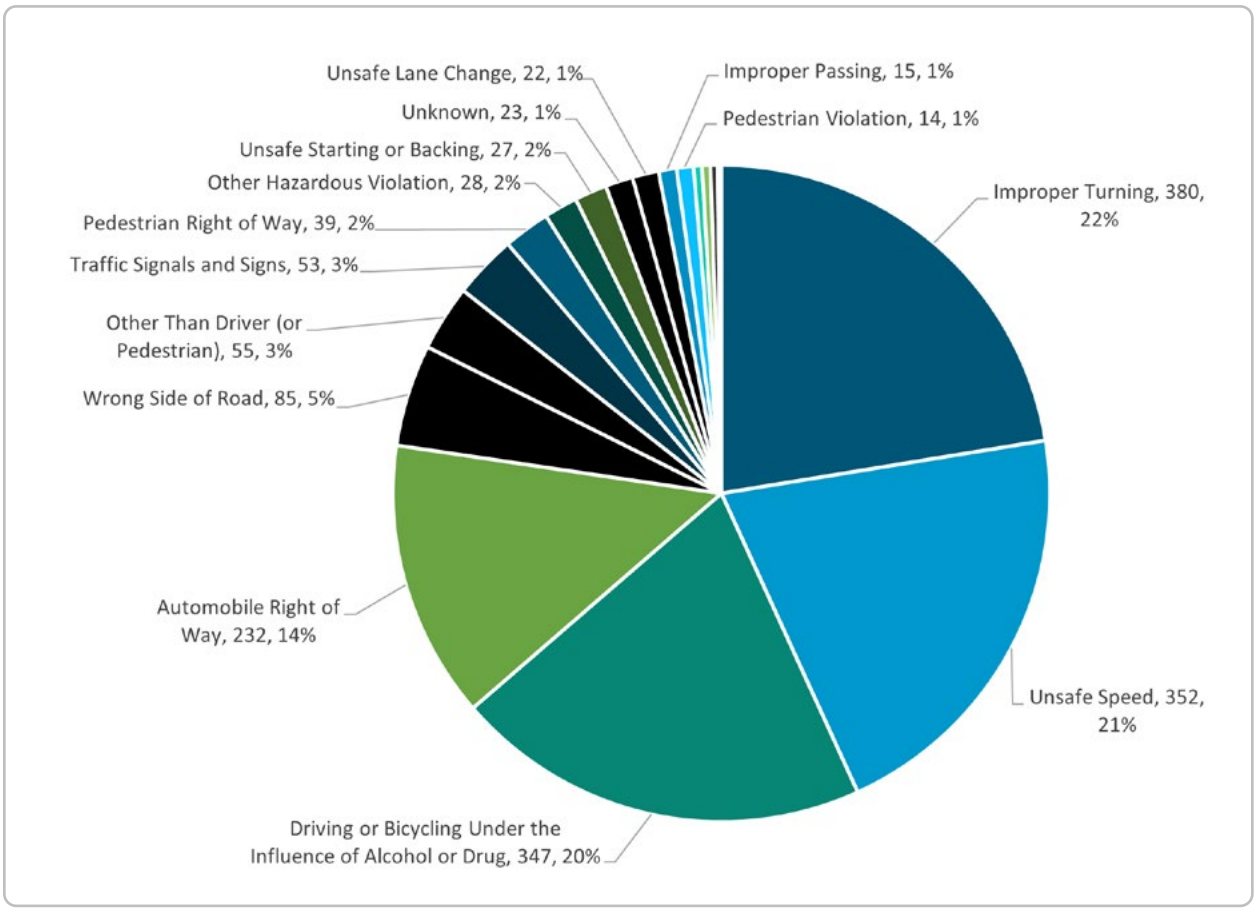
Figure 18 – Unincorporated Santa Cruz County KSI Crash Map



Source: TIMS Crash Data 2019-2023

The most common primary collision factors (PCFs) on County facilities were improper turning (22%), unsafe speed (20.7%), and DUIs (20.4%) as seen in **Figure 19**. The most common PCFs for KSI crashes were improper turning and DUIs (25% each), followed by unsafe speed (15%).

Figure 19 – Primary Collision Factors (County Facilities)



Source: TIMS Crash Data 2019-2023

4.1.1. Regional Safety Performance

SHSP Statewide Comparison Table

The California Strategic Highway Safety Plan (SHSP) focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees. These challenge areas were identified after an in-depth analysis of California K+SI (fatal and severe injury) crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state. **Table 2** presents a comparison of unincorporated Santa Cruz County's K+SI crashes to the statewide K+SI crashes based on SWITRS data from 2013-2022. **Table 2** presents that unincorporated Santa Cruz County has historically been higher than the statewide average in the following emphasis areas: lane departures, bicyclists, impaired driving, motorcyclists, and aging drivers.

Table 2 – Unincorporated Santa Cruz County K+SI Crashes Compared to Statewide

Challenge Areas	Comparison	Percent of Fatal and Severe Injury Crashes (2013-2022)		% Point Difference
		Unincorporated Santa Cruz County	Statewide	
Lane Departures	Higher	65.5%	42.1%	23.4%
Bicyclists	Higher	14.0%	7.3%	6.7%
Impaired Driving	Higher	29.9%	23.9%	6.0%
Motorcyclists	Higher	24.2%	20.8%	3.4%
Aging Drivers	Higher	13.6%	12.8%	0.8%

1. Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)

OTS Rankings

The California Office of Traffic Safety (OTS) publishes annual reports ranking agencies of similar population by their crash profile. The rankings presented in **Table 3** were formed following OTS's review of crash data within Santa Cruz County, compared to the other 58 California counties. These rankings provide a comparative perspective on where Santa Cruz County stands in terms of roadway safety outcomes. The county ranked relatively high—meaning worse relative performance—in several crash categories. Santa Cruz County ranked:

- **2nd statewide** for crashes involving alcohol, crashes involving bicycles, and crashes involving young bicyclists (younger than 15 years old).
- **3rd statewide** for crashes involving drivers under age 21 who had been drinking.
- **4th statewide** for crashes involving drivers ages 21–34 who had been drinking.
- **5th statewide** for both pedestrian crashes and speed-related crashes.
- **6th statewide** for crashes involving aging pedestrians (age 65 years old and higher)

This data reinforces the opportunity for a comprehensive, systemic safety strategy that addresses driving behavior and protects vulnerable road users.

Table 3 – Unincorporated Santa Cruz County OTS Ranking (2022)

Crash Category	Victims Killed and Injured	OTS Ranking
Total Fatal and Injury	1429	11/58
Alcohol Involved	319	2/58
Had Been Drinking Driver < 21	37	3/58
Had Been Drinking Driver 21 – 34	136	4/58
Motorcycles	117	14/58
Pedestrians	94	5/58
Pedestrians 65+	17	6/58
Bicycle	165	2/58
Bicyclist < 15	18	2/58
Speed Related	305	5/58
Nighttime (9:00pm – 2:59am)	167	9/58
Hit and Run	118	11/58

Source: Santa Cruz County OTS Ranking (2022)
Notes:
1. Number 1 in the rankings is the highest, or "worst". So, for Group B, a ranking of 1/56 is the highest or worst. 29/58 is average, and 58/58 is the lowest or best.
2. County rankings include all crashes, killed and injured within county borders.

4.1.2. Equivalent Property Damage Only (EPDO)

A location's Equivalent Property Damage Only (EPDO) value is a normalized value representing the severity of the crashes which occurred there. A high EPDO value indicates that KSI crashes have likely occurred, or that a higher quantity of other injury crashes have occurred at that location.

In unincorporated Santa Cruz County, the roadway network is characterized by a predominance of longer rural segments (both mountainous and agricultural) and unsignalized intersections. These roadways often follow curvilinear alignments through higher elevations, reflecting the county's mountainous and coastal terrain. Such conditions can contribute to limited sight distances, higher travel speeds, and fewer controlled crossing opportunities. The following intersections experienced the highest crash severity during the study period and are pictured in **Figure 20**:

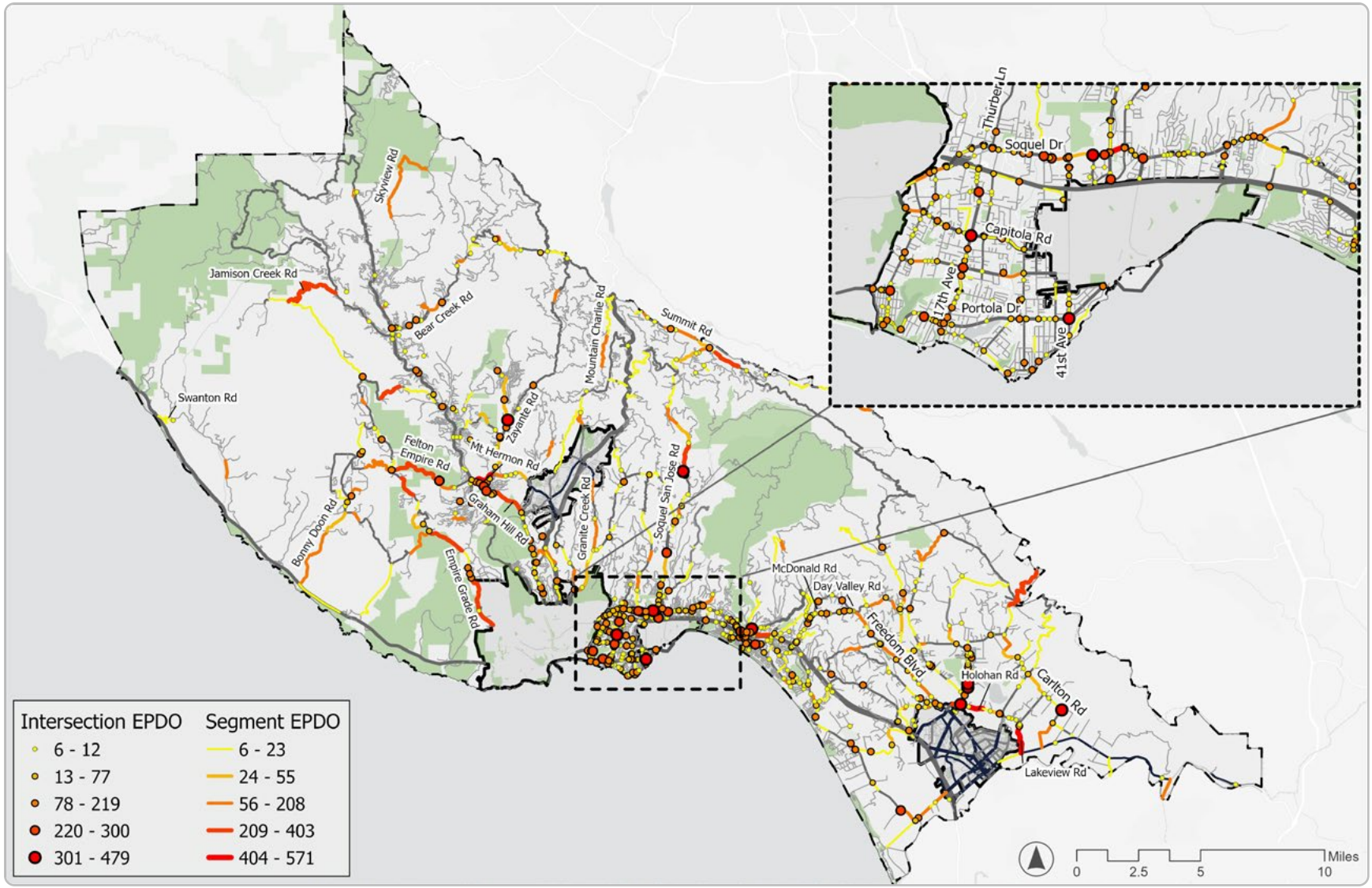
1. **Carlton Rd & Thompson Rd** with an EPDO value of 479 (14 crashes total: 1 fatal, 1 serious injury, 5 other visible injury, and 7 complaint of pain crashes)
2. **Soquel Dr & Robertson St** with an EPDO value of 456 (11 crashes total: 2 serious injury, 4 other visible injury, and 5 complaint of pain crashes)
3. **17th Ave & Capitola Rd** with an EPDO value of 451 (14 crashes total: 3 serious injury, 5 other visible injury, and 6 complaint of pain crashes)

The following three roadway segments with the highest EPDO values during the study period were:

1. **Mount Hermon Rd** (btwn Graham Hill Rd – Covenant Ln) with an EPDO value of 571 (10 crashes total: 1 fatal, 2 serious injury, 5 other visible injury, and 3 complaint of pain crashes)
2. **Lake View Rd** (btwn Hwy 129 – Crestwood Dr) with an EPDO value of 530 (7 total crashes: 3 serious injury, 2 other visible injury, and 2 complaint of pain crashes)
3. **Soquel Dr** (btwn Porter St – Main St/N Main St) with an EPDO value of 519 (6 total crashes; 3 serious injury, 1 other visible injury, and 2 complaint of pain crashes)

Note: Many of these High EPDO locations along Soquel Dr will be improved as part of the existing Soquel Drive Buffered Bike Lane & Congestion Mitigation Project.

Figure 20 – Unincorporated Santa Cruz County EPDO

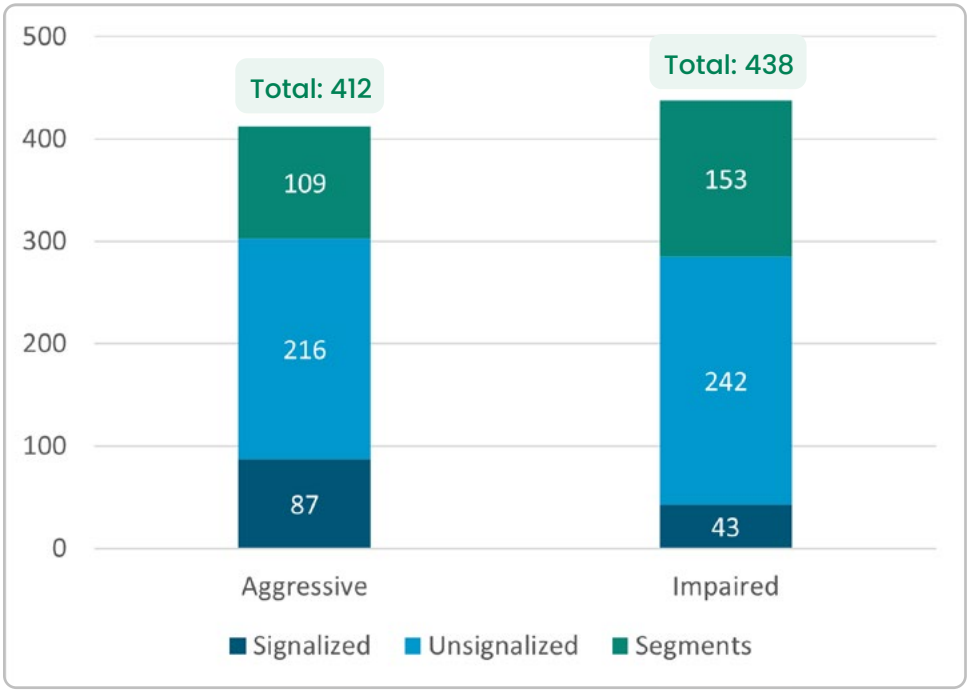


Source: TIMS Crash Data 2019-2023

4.1.3. Aggressive & Impaired Driving

Caltrans recognizes aggressive driving and impaired driving as statewide road safety challenge areas. Aggressive driving is defined as crashes where the primary collision factor included traffic signals/signs violations, unsafe speed, and following too closely. Caltrans defines any crashes where the driver had been drinking as an impaired driving crash. Unincorporated Santa Cruz County reported 412 aggressive driving crashes and 438 impaired driving crashes, as presented in **Figure 21**. Aggressive driving contributed to 17.5% of all KSIs while impaired driving was a factor in 34.7% of KSIs.

Figure 21 – Aggressive and Impaired Driving Crashes (Unincorporated County)



Source: TIMS Crash Data 2019-2023

The intersections with the most aggressive driving crashes within unincorporated County were:

1. **Green Valley Rd & Holohan Rd/Airport Blvd** (11 aggressive driving crashes, 17 injury crashes total)
2. **17th Ave & Capitola Rd** (8 aggressive driving crashes, 14 injury crashes total)
3. **Robertson St & Soquel Dr** (6 aggressive driving crashes, 11 injury crashes total)

The intersections with the most impaired driving crashes within unincorporated County were:

1. **Freedom Blvd & Buena Vista Dr** (5 impaired driving crashes, 7 injury crashes total)
2. **Green Valley Rd & Minto Rd** (5 impaired driving crashes, 10 injury crashes total)
3. **Soquel Dr & Sunset Way/State Park Dr** (4 impaired driving crashes, 8 injury crashes total)

4.1.4. Case Study Locations

The network screening tables for unincorporated County were reviewed in partnership with County Staff and the stakeholder group. Case study locations were selected for further study in a data driven process and are presented in **Figure 22**. Factors such as crash severity, relative crash rates, Countywide emphasis areas, vulnerable road users, and proximity to schools were considered. Locations with programmed improvements or recently completed projects were typically not included in the short list of case study locations with the goal of studying new locations.

Signalized Intersections

- Capitola Road & 17th Avenue
- Soquel Road & Thurber Lane/Commercial Way

Unsignalized Intersections

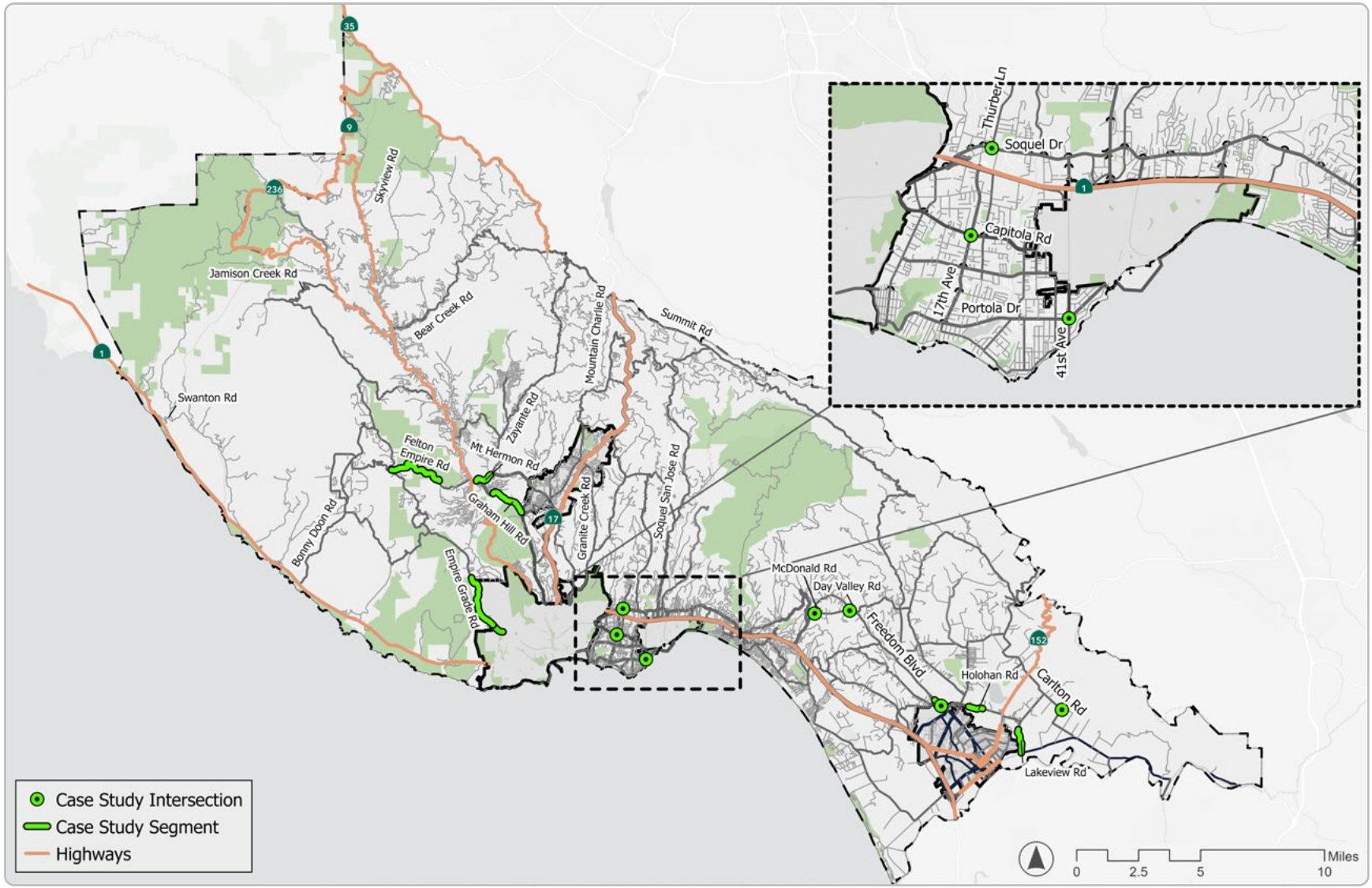
- Portola Drive & 41st Avenue
- Freedom Boulevard & McDonald Road
- Freedom Boulevard & Day Valley Road
- Freedom Boulevard & Buena Vista Drive/Compton Terrace (shared location with the City of Watsonville)
- Carlton Road & Thompson Road

Roadway Segments

- Holohan Road (Grimmer Road to Cottage Road)
- Lakeview Road (Riverside Drive to Crestwood Drive)
- Empire Grade (Fire Break Road to Bay Drive)
- Mt Hermon Rd (Graham Hill Road to Covenant Lane)
- Graham Hill Rd from Summit Drive to Lockewood Lane)
- Felton Empire Road (Krazy Acre Lane to Empire Grade)

Empire Grade Road between Bay Drive and Fire Break Road was identified as a study corridor based on a review of crash data, coordination with the stakeholder group, and public comments. Safety improvements for this corridor and the other case study locations are discussed in **Section 6.2**.

Figure 22 – Santa Cruz County Priority Locations



Source: TIMS Crash Data 2019-2023

4.2. City of Scotts Valley

4.2.1. City Collision Trends

Approximately 80 injury crashes occurred on the City of Scotts Valley facilities between 1/1/2019 and 12/31/2023. **Table 4** presents a breakdown of crash severity by facility type. Signalized intersections experienced 50% of injury crashes, followed by unsignalized intersections at 31.3% and roadway segments at 18.8%. Signalized and unsignalized intersections each experienced five KSI crashes during the study period. Understanding that 81% of crashes occurred at intersections, it is expected that intersection safety improvements will provide maximum safety benefit to the City.

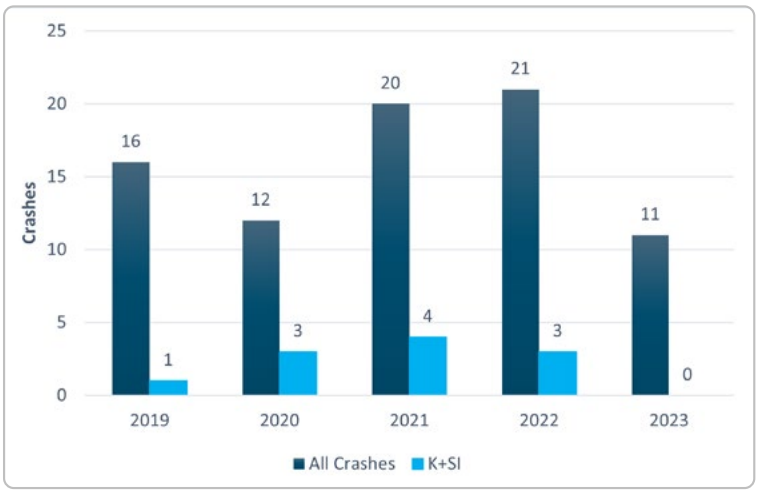
Table 4 – Crashes by Facility Type (City of Scotts Valley)

Severity	Signalized Intersection		Unsignalized Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	1	1.3%	0	0.0%	0	0.0%	1	1.3%
Severe Injury	4	5.0%	5	6.3%	1	1.3%	10	12.5%
Other Visible Injury	24	30.0%	15	18.8%	11	13.8%	50	62.5%
Complaint of Pain	11	13.8%	5	6.3%	3	3.8%	19	23.8%
Total	**40**	**50.0%**	**25**	**31.3%**	**15**	**18.8%**	**80**	**100%**

Source: TIMS Crash Data 2019-2023

During the study period there was 1 fatal crash and 10 severe injury crashes as shown in **Table 4**. Year 2020 experienced the fewest injury crashes of any year within the study period, with crashes trending upwards for each of the following years until 2023 when it decreased (**Figure 23**). The total number of KSI crashes per year increased from 2019 to 2021 and then decreased in 2022 and 2023, with no KSIs occurring in 2023. Because of the smaller size of the City compared to Santa Cruz County and the lower quantity of crashes, it is recommended that caution be applied when interpolating year-to-year trends.

Figure 23– Annual Crashes in the City of Scotts Valley



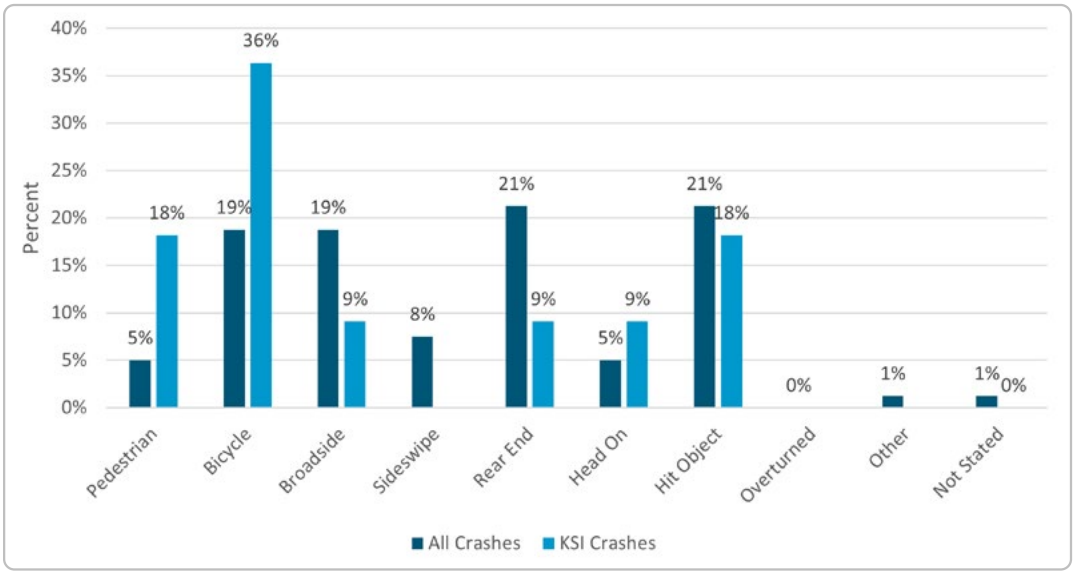
Source: TIMS Crash Data 2019-2023

The most common crash types during the study period were Rear-End (17), Hit-Object (17), Broadside (15), and Vehicle-Bicycle crashes (15), as seen in **Figure 24**. Rear-ends and broadside crashes are consistent with the predominance of intersection crashes, while the trend of bicycle-vehicle crashes is consistent with the regional safety comparisons found in **Section 4.2.2**.

The most common crash types contributing to fatalities and severe injuries during the study period were Vehicle-Bicycle crashes (4), Vehicle-Pedestrian crashes (2) and Hit-Object Crashes (2). Though vulnerable road users (bicycles and pedestrians) were involved in approximately 24% of all crashes, they accounted for a disproportionately large share (55%) of all KSI crashes. In light of this crash history, it is recommended that the City prioritize safety improvements for pedestrians and cyclists.

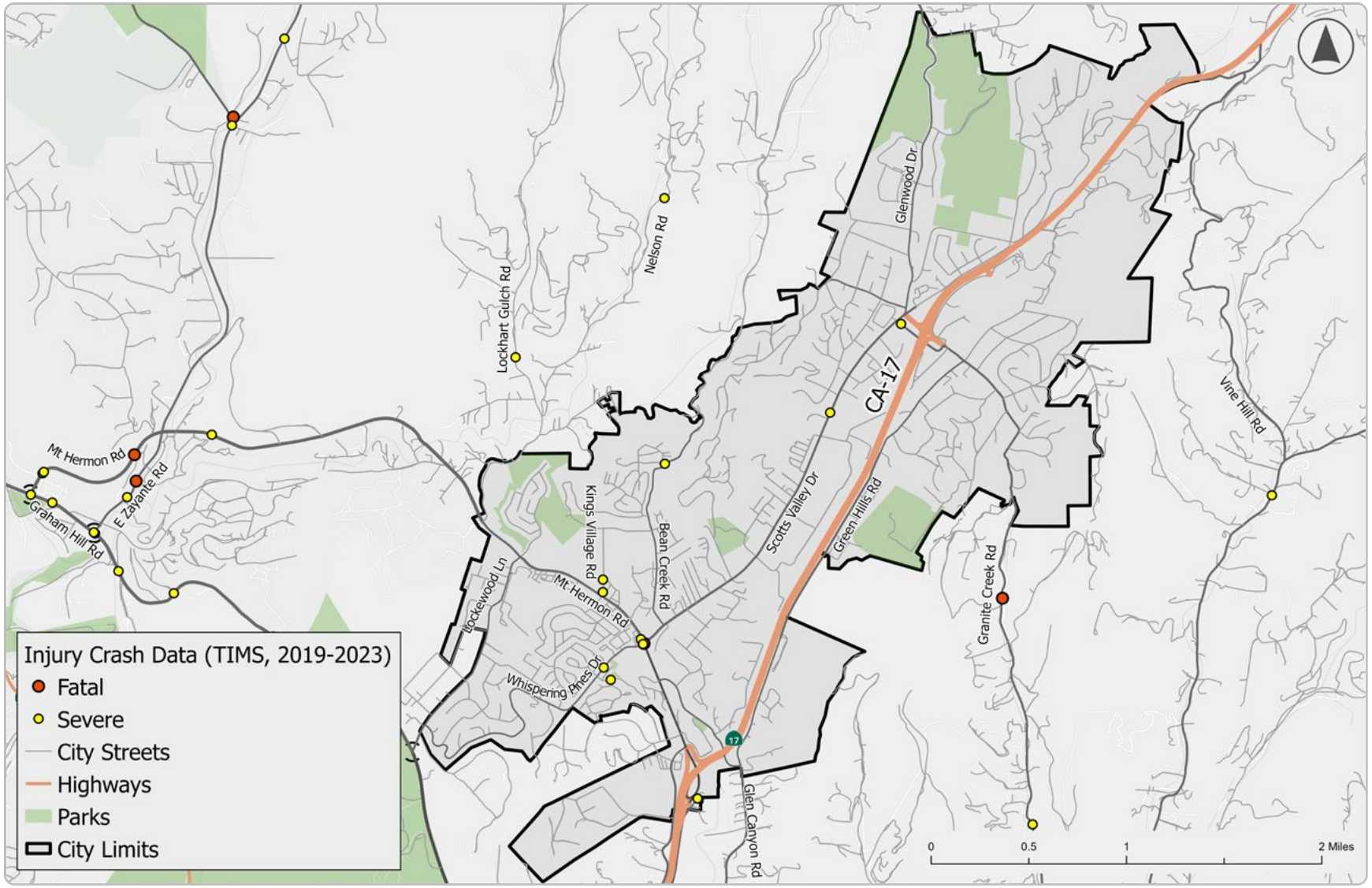
Figure 25 presents a map of KSI crashes on the City of Scotts Valley facilities. A fatal crash occurred at the intersection of Mt Hermon Road and Scotts Valley Road.

Figure 24 – City of Scotts Valley Crash Types



Source: TIMS Crash Data 2019-2023

Figure 25 – City of Scotts Valley KSI Crash Map



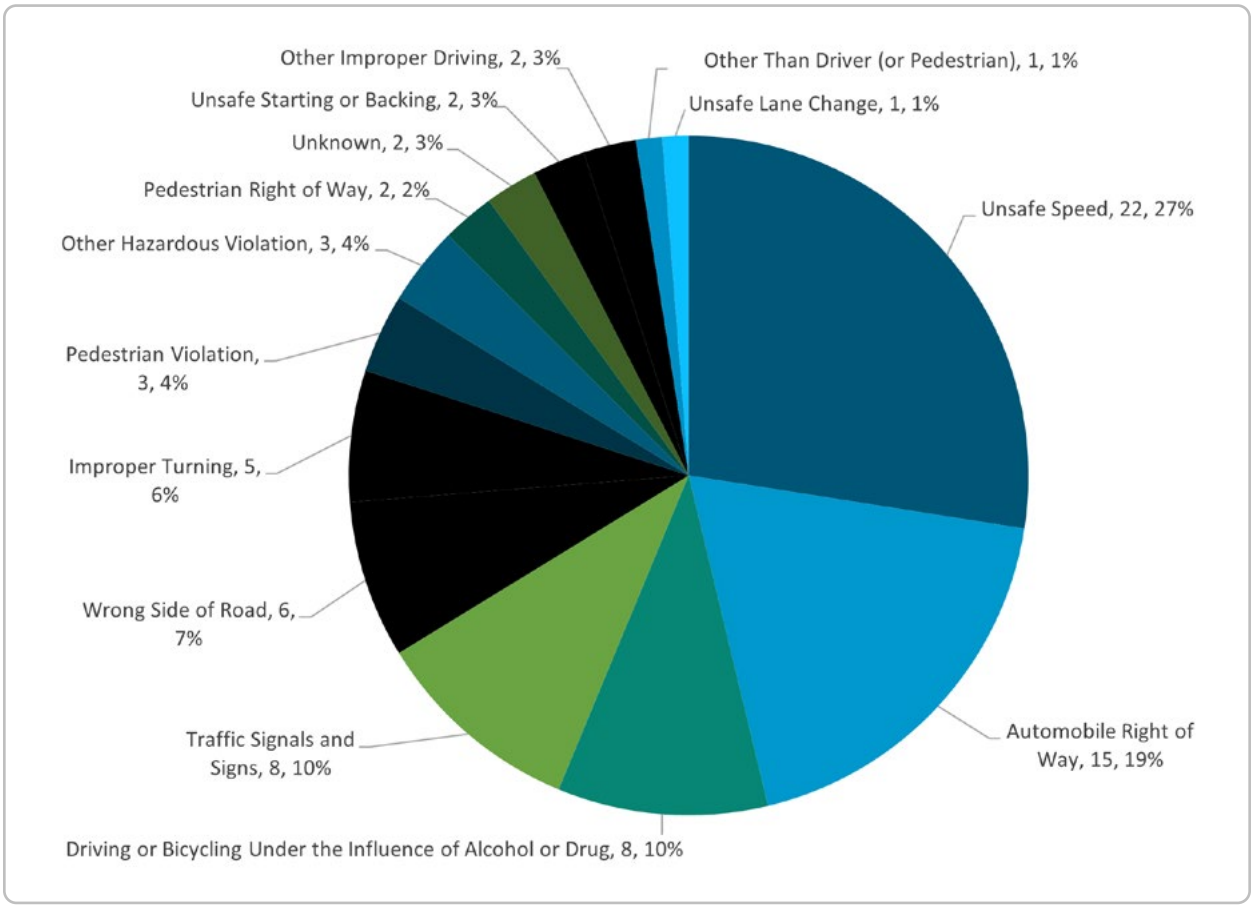
Source: TIMS Crash Data 2019-2023

Note: The intersection of Scotts Valley Drive and Mt Hermon Road experienced one fatal crash and two severe injury crashes.

As shown in **Figure 26**, the most common primary collision factors (PCFs) observed over the study period for the City of Scotts Valley were unsafe speed (22, 27%), and automobile ROW (15, 19%). Driving under the influence and violations regarding traffic signals and signs each made up 8% of total crashes. The most common PCFs for KSI crashes were unsafe speed (4, 36%), followed by automobile ROW (2, 18%); the following each accounted for one KSI (9%): improper turning, DUIs, driving on the wrong side of the road, pedestrian violations, and violating pedestrian right of way.

Traffic calming treatments such as protected intersections, roundabouts, and road diets are effective at lowering vehicle speeds and reducing the likelihood of crashes related to unsafe speed. These treatments also reduce the number of conflict points between vehicles and have the potential to prevent crashes related to automobile right of way violations. Crashes related to DUIs and traffic signals and signs violations can be addressed through enhanced striping, signage, and enforcement.

Figure 26 – Primary Collision Factor (City of Scotts Valley)



Source: TIMS Crash Data 2019-2023

4.2.2. Regional Safety Performance

SHSP Statewide Comparison Table

Table 5 presents a comparison of the City of Scotts Valley's K+SI crashes to the statewide K+SI crashes based on SWITRS data from 2013-2022. The City has historically been higher than the statewide average in the following areas: aggressive driving, aging drivers, bicyclists, distracted driving, occupant protection, and pedestrians.

Table 5 – City of Scotts Valley K+SI Crashes Compared to Statewide K+SI Crashes

Challenge Areas	Comparison	Percent of Fatal and Severe Injury Crashes (2013-2022)		% Point Difference
		Scotts Valley	Statewide	
Aggressive Driving	Higher	57.1%	33.4%	23.7%
Aging Drivers	Higher	33.3%	12.8%	20.5%
Bicyclists	Higher	23.8%	7.3%	16.5%
Distracted Driving	Higher	19.0%	4.4%	14.6%
Occupant Protection	Higher	14.3%	13.1%	1.2%
Pedestrians	Higher	19.0%	18.9%	0.1%

Notes:
1. Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)

OTS Rankings

The 2022 OTS rankings presented in **Table 6** were formed following OTS's review of crash data within the City of Scotts Valley, compared to 104 other cities in the state within the same group based on population size (10,001 – 25,000). These rankings provide a comparative perspective on where the City of Scotts Valley stands in terms of roadway safety outcomes. The City of Scotts Valley ranked low (meaning worse relative performance) in two categories:

- **13th statewide** for crashes involving bicyclists age under 15.
- **18th statewide** for crashes involving pedestrian age under 15.

The elevated ranking for crashes involving pedestrian and cyclist youths indicates that school-zone safety treatments would be an appropriate countermeasure, as well as youth-focused safety education programs.

Table 6 – City of Scotts Valley OTS Rankings (2022)

Crash Category	Victims Killed and Injured	OTS Ranking
Pedestrians	1	18/104
Bicycle	2	53/104
Bicyclist < 15	1	13/104
Speed Related	8	42/104

Source: City of Scotts Valley OTS Rankings (2022)

Notes:
1. The figures in the ranking column show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group".For instance, if you see "18/104", that means that city ranks 18th out of 104 cities of similar size.
2. Number 1 in the rankings is the highest, or "worst". A ranking of 1/104 is the highest or worst. 52/104 is average, and 104/104 is the lowest or best.
3. City rankings are for incorporated cities only, for local streets in those cities, and state highways that run through cities with shared jurisdiction with the CHP and the city. City rankings do not include numbers of crashes, killed or injured on freeways and on state highways where cities do not have jurisdiction.

4.2.3. Equivalent Property Damage Only (EPDO)

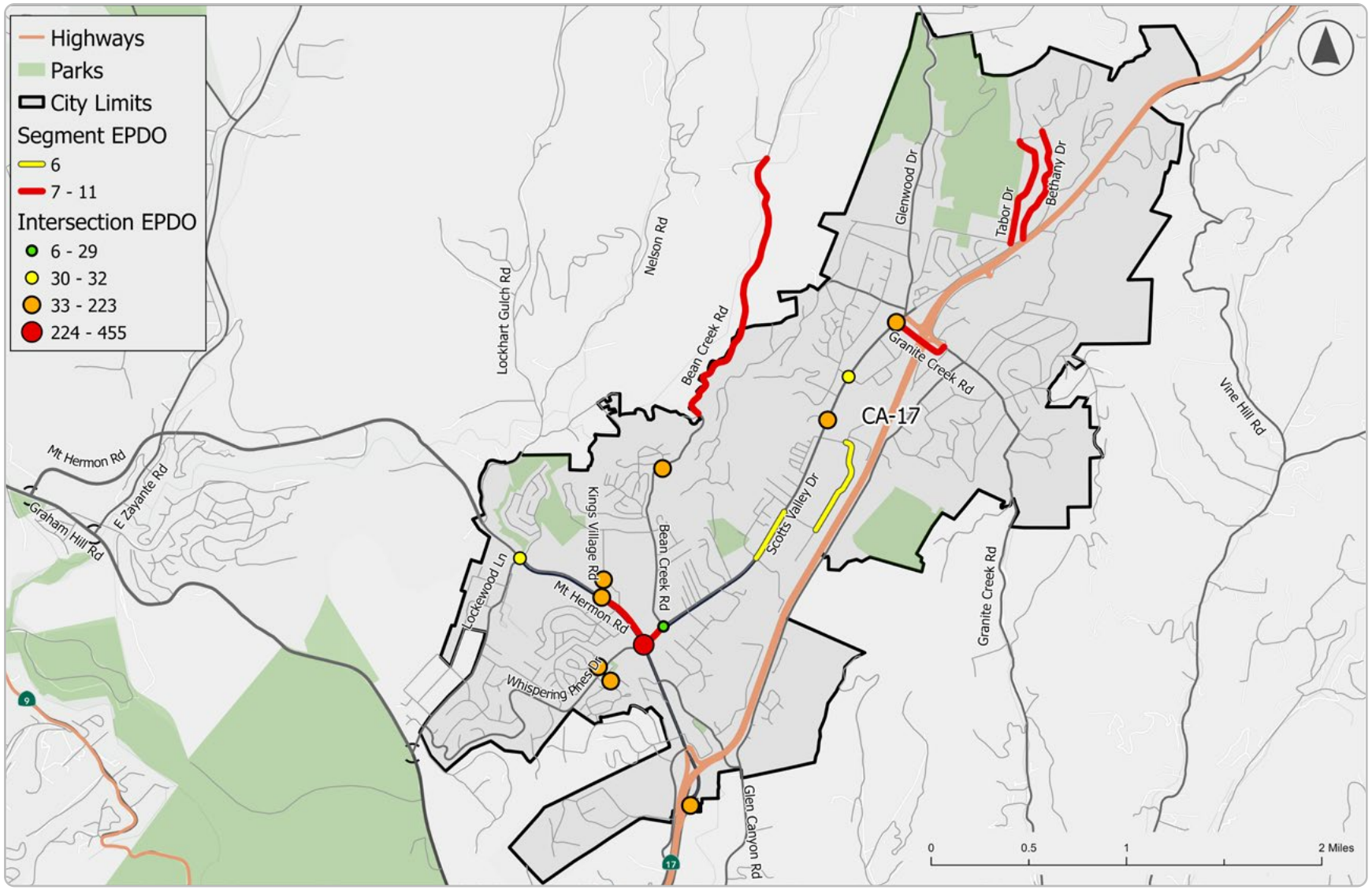
The City of Scotts Valley is a smaller city located in the middle of Santa Cruz County. The roadway network is largely suburban in character, with a mix of residential streets and arterial corridors that serve as key connections to surrounding communities. Many of these roadways feature signalized intersections along primary corridors, while neighborhood streets remain unsignalized with lower traffic volumes. The city's topography, set within the Santa Cruz Mountains, introduces rolling grades and curving alignments that can influence vehicle speeds and visibility.

The top three intersections in the City of Scotts Valley with the highest EPDO are:

1. **Mount Hermon Rd & Scotts Valley Dr/Whispering Pines Dr** with an EPDO value of 455 (Signalized) (14 total crashes: 1 fatal, 2 serious injury, 6 other visible injury, and 5 complaint of pain crashes)
2. **El Rancho Dr & Hwy 17 NB Off-Ramp** with an EPDO value of 223 (Unsignalized) (4 total crashes: 1 serious injury and 3 other visible injury crashes)
3. **Mount Hermon Rd & King Valleys Rd** with an EPDO value of 175 (Signalized) (7 total crashes: 1 serious injury, 4 other visible injury, and 2 complaint of pain crashes)

The roadway segments observed and studied for the analysis yielded low EPDO values, with a total of 6 segments having the an EPDO value of 11. **Figure 27** presents the locations with higher-EPDO values.

Figure 27 – Scotts Valley EPDO Map



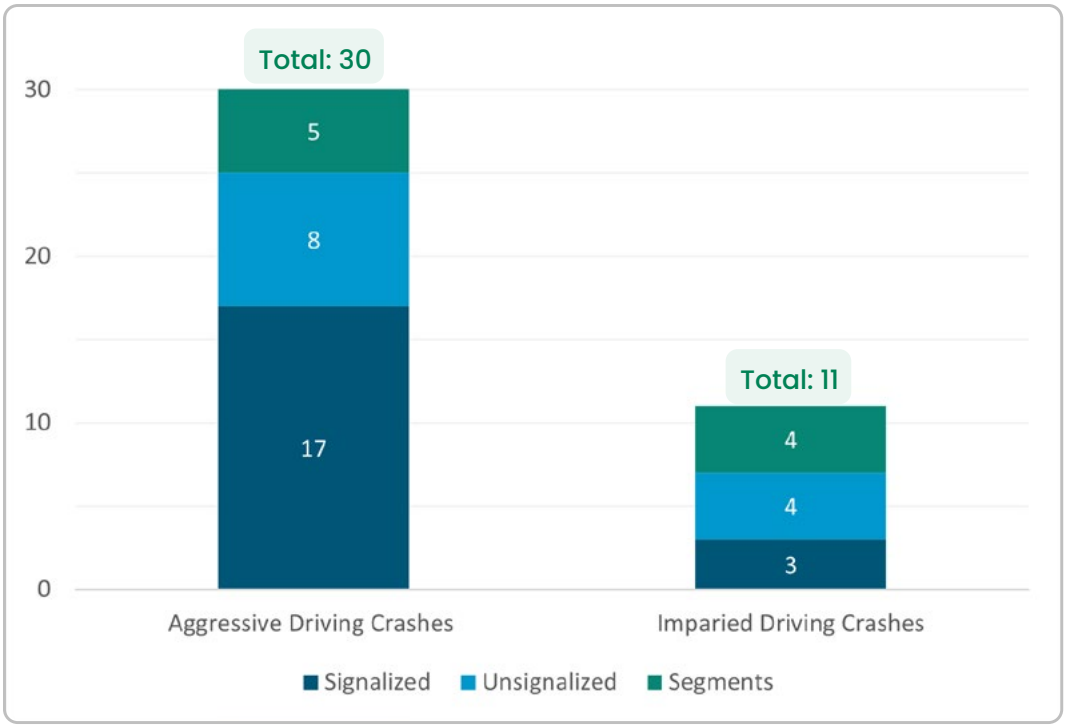
The high-EPDO intersections would benefit from safety treatments such as signal modernization, protected intersection upgrades, protected left-turn phasing, speed management, and enhanced pedestrian crossings. Treatments such as protected intersections and buffered bike lanes would also help enhance road safety for cyclists for vulnerable road users, as cyclists and pedestrians accounted for over 50% of KSI crashes in the study period.

4.2.4. Aggressive and Impaired Driving

Caltrans recognizes aggressive driving and impaired driving as statewide road safety challenge areas. Of the 80 injury crashes reported from 2019-2023, 30 involved aggressive driving and 11 were due to impaired driving, accounting for 38% and 14% of all crashes respectively, as presented in **Figure 28**. There were total of 11 fatal or severe injury crashes, 4 were due to aggressive driving and 2 due to impaired driving accounting for 36% and 18% of all KSI crashes respectively.

Scotts Valley, being a smaller, urban city in Santa Cruz, had relatively less crashes in general compared to other cities in the county. However, Scotts Valley had a high instance of aggressive and impaired driving crashes for its size. Majority of both aggressive and impaired driving crashes occurred along its major intersections and roadways where larger volumes of traffic, pedestrians, and cyclists are present.

Figure 28 – Aggressive and Impaired Driving Crashes (City of Scotts Valley)



The intersections with the most total of aggressive and impaired driving crashes within the City of Scotts Valley were:

1. **Mount Hermon Road & Scotts Valley Drive** (2 aggressive driving crashes, and 1 impaired driving crash)
2. **Mount Hermon Road & Glen Canyon Road** (2 aggressive driving crashes)
3. **Mount Hermon Road & Lockewood Lane/Skypark Drive** (2 aggressive driving crashes)
4. **Scotts Valley Drive & Bean Creek Road** (2 aggressive driving crashes)

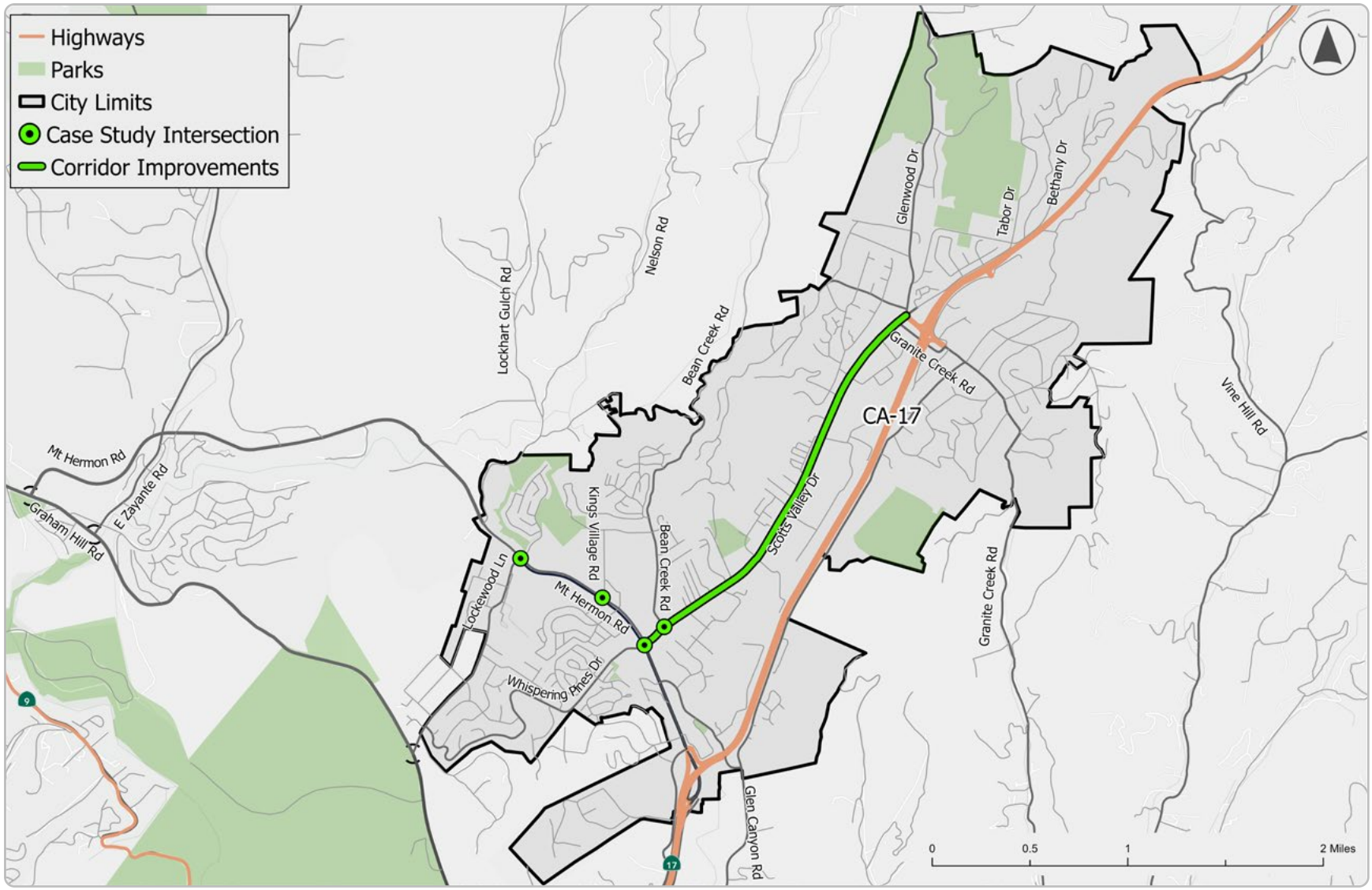
4.2.5. Case Study Locations

The network screening tables for the City of Scotts Valley were reviewed in partnership with City of Scotts Valley Staff and the stakeholder group. Case study locations were selected for further study in a data driven process. Factors such as crash severity, relative crash rates, emphasis areas, vulnerable road users, and proximity to schools were considered. Locations which had recently been improved as part of an existing project were not included as case study intersections to allow an opportunity for the study of new locations. The following signalized intersections were selected for further study:

- **Mount Hermon Road & Scotts Valley Drive**
- **Scotts Valley Road & Bean Creek Road**
- **Mount Hermon Road & Kings Village Road**
- **Mount Hermon Road & Lockewood Lane**

Scotts Valley Drive between Mount Hermon Road and Glenwood Drive was identified as a study corridor based on a review of crash data. This is consistent with comments received from the public, which requested safety improvements by schools and improved bicycle infrastructure, especially at locations such as Scotts Valley Drive and Mount Hermon Road, and Scotts Valley Drive and Granite Creek Road. Safety improvements for this corridor and the other case study locations are discussed in **Section 6.2**.

Figure 29 – Scotts Valley Case Study Locations



4.3. City of Watsonville

4.3.1. City Collision Trends

The majority of injury crashes (61%) occurred at unsignalized intersections. Another 26.9% of crashes occurred at signalized intersections, while the remaining 12% occurred along roadway segments. As shown in **Table 7** there is a higher occurrence of KSI collisions at unsignalized intersections (4 fatal, 15 severe injury). Signalized intersections also have a higher count of KSI collisions (4 fatal, 9 severe injury) as compared to roadway segments (4 fatal, 6 severe injury). While roadway segment collisions only accounted for 12% (50) of all crashes, about 20% (10) of those roadway segment collisions resulted in a fatality or severe injury.

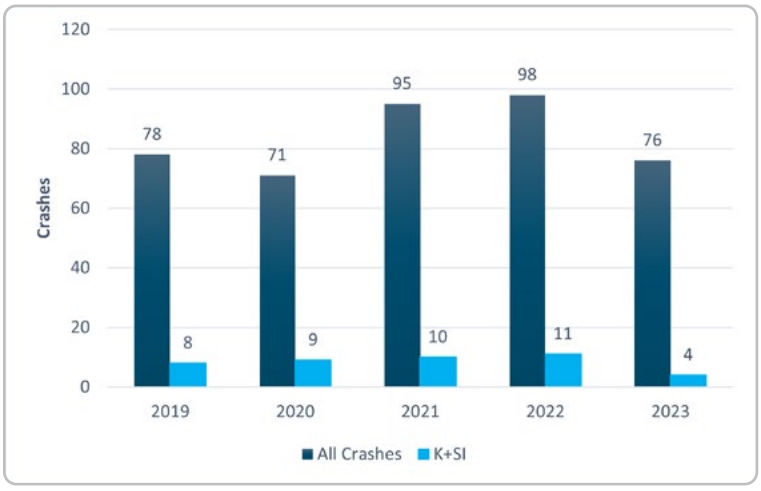
Table 7 – Crashes by Facility Type (City of Watsonville)

Severity	Signalized Intersection		Unsignalized Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	4	1%	4	1%	4	1%	12	2.9%
Severe Injury	9	2.2%	15	3.6%	6	1.4%	30	7.2%
Other Visible Injury	24	5.7%	85	20.3%	12	2.9%	121	28.9%
Complaint of Pain	75	17.9%	152	36.4%	28	6.7%	255	61.0%
Total	**112**	**26.9%**	**250**	**61.2%**	**50**	**12%**	**418**	**100%**

Source: TIMS Crash Data 2019-2023

There were approximately 418 injury crashes which occurred on City facilities between 1/01/2019 and 12/31/2023, as shown in **Figure 30**. The year 2020 experienced the fewest crashes of any year within the study period, with crashes trending upwards each of the following two years. The total number of crashes decreased from 2022 to 2023. The total number of KSI crashes per year increased from 2019 to 2022 and then decreased in 2023 to below 2019 values.

Figure 30 – Annual Crashes in the City of Watsonville

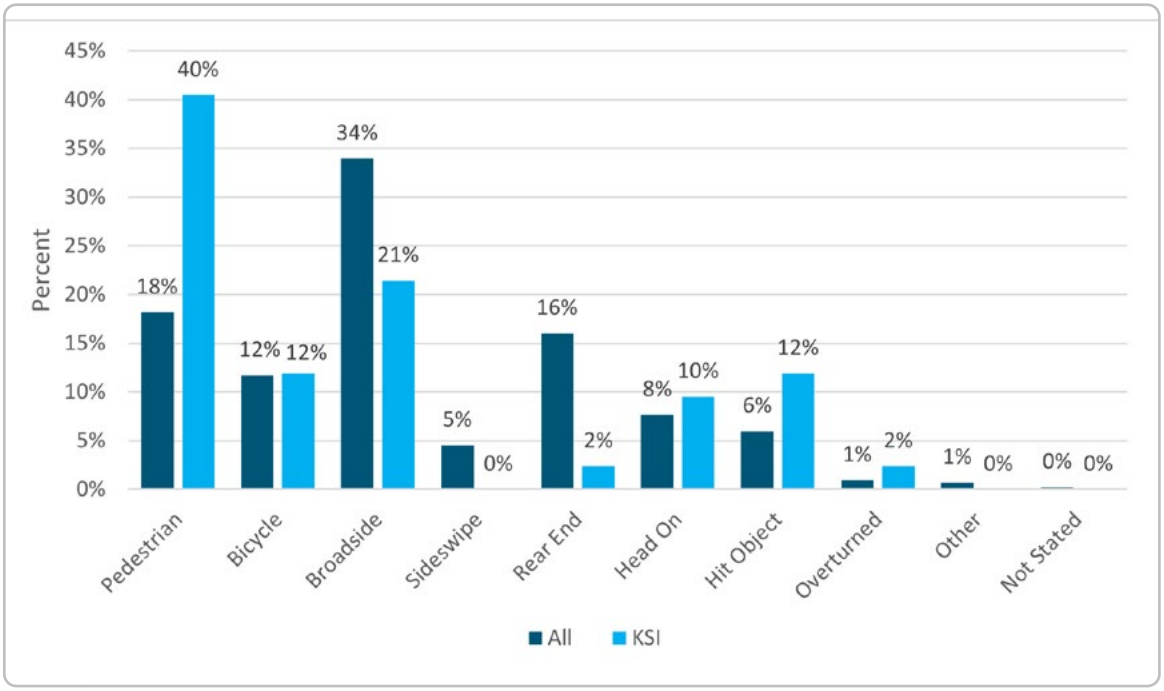


Source: TIMS Crash Data 2019-2023

The most common crash types during the study period were Broadside collisions (142), Vehicle-Pedestrian collisions (76), and Rear-End collisions (67) as seen in **Figure 31**. Pedestrian crashes typically involve a single vehicle striking a pedestrian. Pedestrian crashes are most common in urban cities with an increase of foot traffic and pedestrian crossing sites. Broadsides are crashes where a driver strikes the side of another vehicle at close to a right angle (T-bone); these occur most commonly at intersections. Rear-end crashes most commonly occur at intersections and involve a vehicle striking the back of another vehicle slowing to turn or comply with traffic controls. Watsonville's urban environment and extensive road network results in higher density of intersections where these types of collisions can occur.

The most common crash types contributing to fatalities and severe injuries during the study period were Pedestrian (17), Broadside (9), and Hit Object (5) and Bicycle-Vehicle (5). Despite vulnerable road users (bicyclists and pedestrians) only accounting for 30% of all crashes, they accounted for a disproportionately large (52%) of all KSI crashes.

Figure 31 – City of Watsonville Crash Types

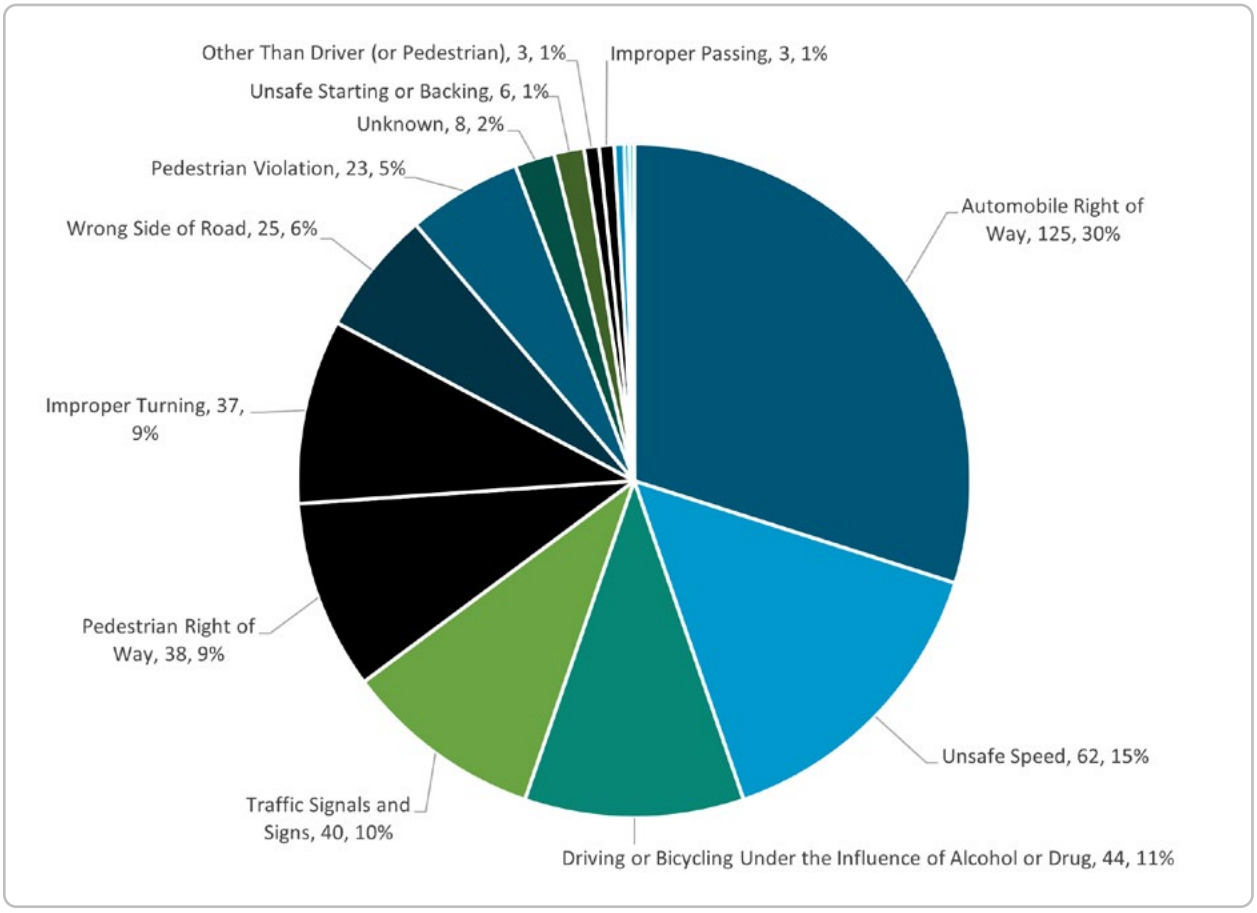


Source: TIMS Crash Data 2019-2023

Based on the crash data used for this analysis, the leading cause of crashes in the City of Watsonville during the study period included automobile right of way (30%), unsafe speed (15%), driving or bicycling under the influence of alcohol or drug use (11%), and traffic signals and signs (10%). While any of these factors can occur at both intersections and along roadway

segments, factors such as automobile ROW, pedestrian ROW, and traffic signals and signs are more likely to play a role in collisions occurring at intersections where interactions between pedestrians and vehicles are more frequent and where intersection control and signage dictate vehicle movement. These trends are presented in **Figure 32** and are consistent with the regional crash comparisons in found in **Table 8** and **Table 9**.

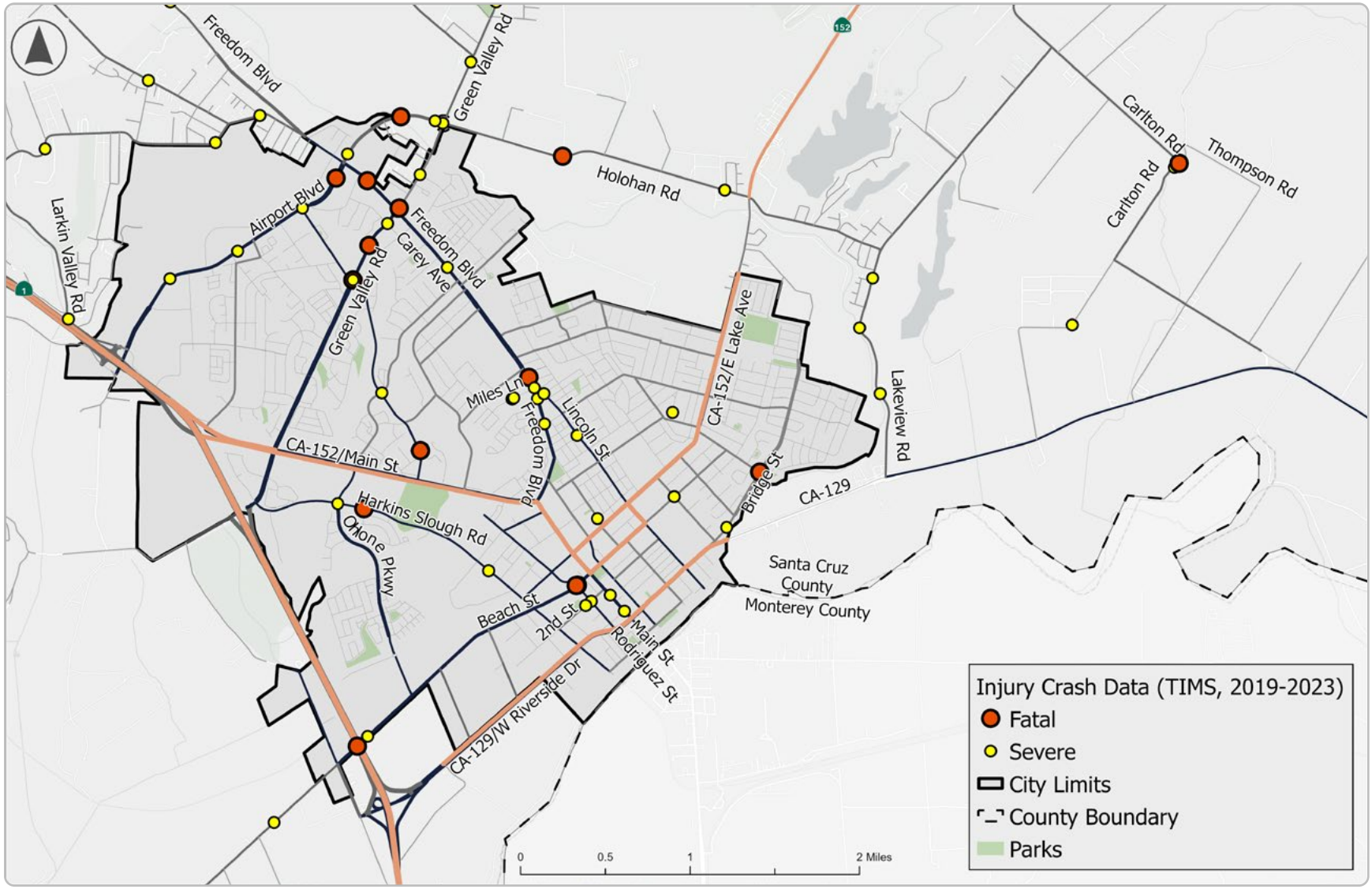
Figure 32 – Primary Collision Factors (Watsonville)



The primary collision factors (PCF) which contributed the most to KSI crashes included pedestrian violations (19%), driving or cycling under the influence of alcohol or drugs (19%), improper turning (14%), automobile right of way (12%), traffic signals and signs (12%), and pedestrian right of way (10%). Pedestrian violations account for a larger share of KSI collisions (19%) than of all crashes (9%), underscoring the heightened vulnerability of pedestrians and cyclists to severe injury. This increase also suggests a need for improved pedestrian and cyclist infrastructure to help reduce such violations.

Figure 33 presents a map of KSI crashes on the Watsonville facilities.

Figure 33 – City of Watsonville KSI Crash Map



4.3.2. Regional Safety Performance

SHSP Statewide Comparison Table

The California Strategic Highway Safety Plan (SHSP) focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI (fatal and severe injury) crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state contains a comparison of the City of Watsonville's K+SI crashes to the statewide K+SI crashes based on SWITRS data from 2013-2022. **Table 8** presents that the City of Watsonville has historically been higher than the statewide average in the following areas: pedestrians, intersections and bicyclists. **Table 8** also presents a summary of the challenge areas and percentages for the City's and statewide averages.

Table 8 – City of Watsonville K+SI Crashes Compared to Statewide K+SI Crashes

Challenge Areas	Comparison	Percent of Fatal and Severe Injury Crashes (2013-2022)		% Point Difference
		Scotts Valley	Statewide	
Pedestrians	Higher	45.5%	18.9%	26.6%
Intersections	Higher	35.9%	24.3%	11.6%
Bicyclists	Higher	16.6%	7.3%	9.2%

Notes:
1. Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)

These figures demonstrate that vulnerable road users face a disproportionate safety risk in Watsonville. Intersections also come in as a challenge area in the City of Watsonville highlighting room for improvement at intersections where pedestrians and bicyclists may also be at higher risk if proper infrastructure is not present.

OTS Rankings

Table 9 presents how the City of Watsonville ranked in the 2022 OTS rankings. For the 2022 OTS rankings, the City of Watsonville was compared to 104 other cities in the state within the same group (C) based on population size (50,001 – 100,000). Compared to other cities in the same group in 2022, the City of Watsonville ranked among the top half in crashes involving pedestrians, hit and run, and crashes involving drivers that had been drinking in underage and ages 21—34 populations.

Table 9 – City of Watsonville OTS Rankings (2022)

Crash Category	Victims Killed and Injured	OTS Ranking
Total Fatal and Injury	180	25/104
Alcohol Involved	27	18/104
Had Been Drinking Driver < 21	4	8/104
Had Been Drinking Driver 21 – 34	15	9/104
Motorcycles	13	15/104
Pedestrians	31	3/104
Pedestrians < 15	4	14/104
Pedestrians 65+	4	24/104
Bicycle	17	16/104
Composite	111	14/104
Speed Related	27	33/104
Nighttime (9:00pm – 2:59am)	13	55/104
Hit and Run	25	6/104

Source: City of Watsonville OTS Rankings (2022)

Notes:
1. The figures in the ranking column show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group". For instance, if you see "18/104", that means that city ranks 18th out of 104 cities of similar size.

2. Number 1 in the rankings is the highest, or "worst". A ranking of 1/104 is the highest or worst. 52/104 is average, and 104/104 is the lowest or best.

3. City rankings are for incorporated cities only, for local streets in those cities, and state highways that run through cities with shared jurisdiction with the CHP and the city. City rankings do not include numbers of crashes, killed or injured on freeways and on state highways where cities do not have jurisdiction.

The City of Watsonville is ranked relatively high in the following:

- **3rd statewide** for crashes involving pedestrians.
- **6th statewide** for hit and run crashes.
- **8th statewide** for crashes involving people under 21 years old that have been drinking.
- **9th statewide** for crashes involving persons between the ages of 21 – 34 that had been drinking.

This data reinforces the opportunity and need for pedestrian and vulnerable road user infrastructure improvements as well as a comprehensive and systematic strategy that addresses driver behavior.

4.3.3. Equivalent Property Damage Only (EPDO)

The roadway network in Watsonville is urban with a grid-like pattern of arterial, collector, and local streets serving a compact community. Many intersections are signalized, particularly along major corridors that carry both local and regional traffic. However, the city also contains a number of wide, multi-lane roadways that can encourage higher travel speeds and create barriers for pedestrians and cyclists.

In the City of Watsonville, the intersections with the highest EPDO values are:

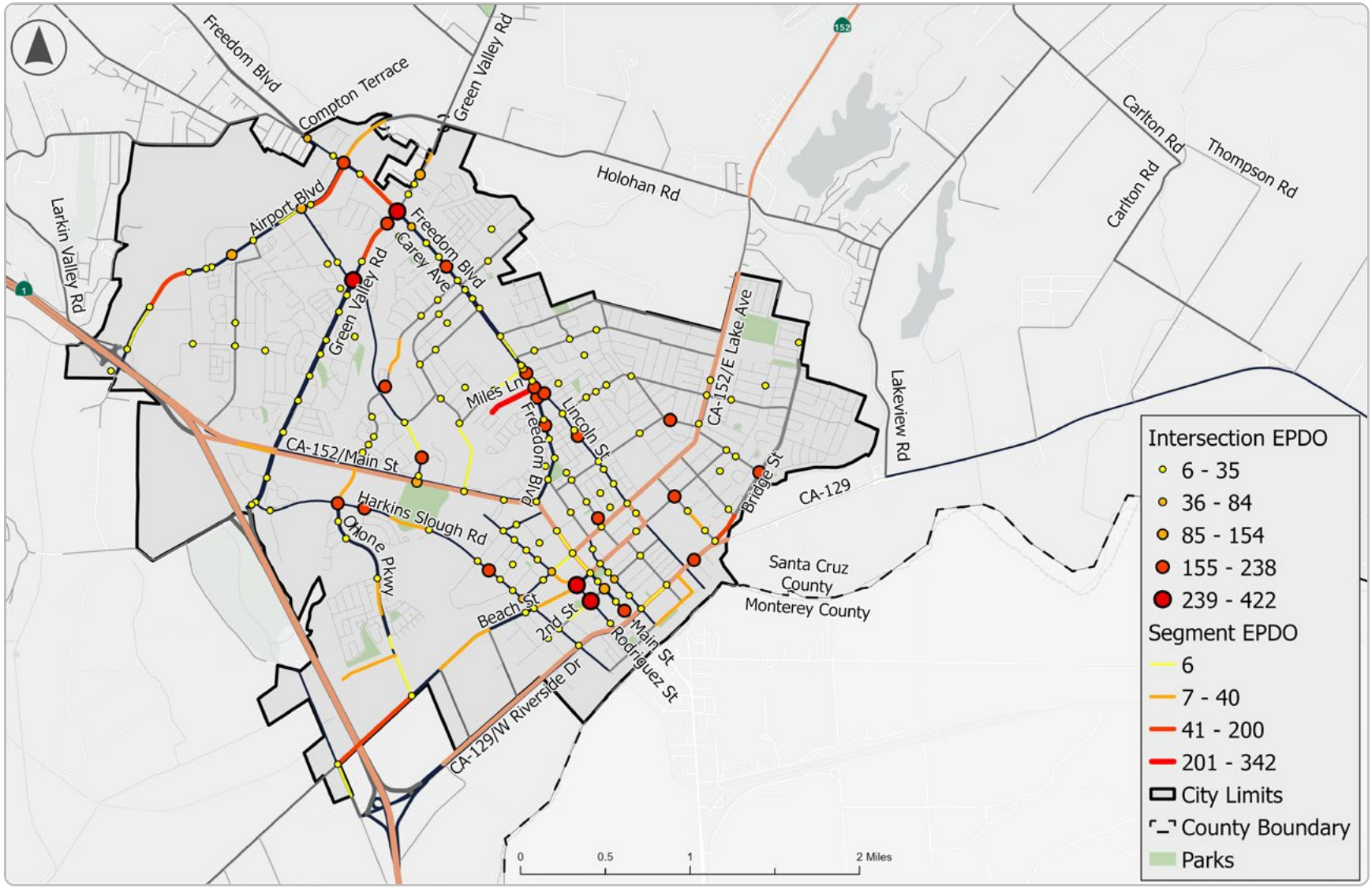
- **Freedom Blvd & Blanca Ln** with an EPDO value of 422 (Unsignalized) (7 crashes total: 2 serious injury, 2 other visible injury, and 3 complaint of pain crashes)
- **Green Valley Rd & Carnation Dr** with an EPDO value of 366 (Signalized) (4 crashes total: 2 fatal, 1 serious injury, and 1 complaint of pain crash)
- **Harkins Slough Rd & Ohlone Pkwy** with an EPDO value of 288 (Signalized) (9 crashes total: 1 fatal, 1 serious injury, 1 other visible, and 6 complaint of pain crashes)

In the City of Watsonville, the roadway segments with the highest EPDO values are:

- **Miles Ln** (between Kimberly Ln/Santa Clara St – Freedom Blvd) with an EPDO value of 342 (3 crashes total: 2 serious injury and 1 other visible injury)
- **Airport Blvd** (Neilson St – Hangar Way) with an EPDO value of 182 (3 crashes total: 1 serious injury, 1 other visible injury, and 1 complaint of pain crash)

Figure 34 presents a map of these high EPDO locations.

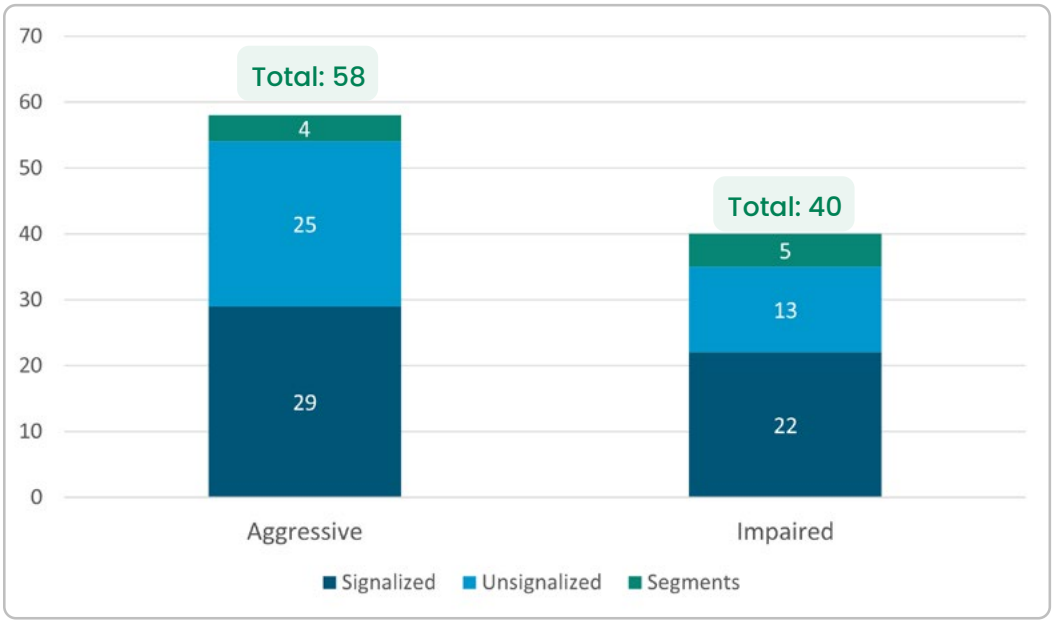
Figure 34 – Watsonville EPDO Map



4.3.4. Aggressive and Impaired Driving

During the study period the City of Watsonville experienced 58 injury crashes resulting from aggressive driving behavior and 40 injury crashes due to impaired driving. As seen in **Figure 35**, these crashes occurred mostly at intersections, with signalized intersections experiencing the highest proportion. Out of 42 fatal or severe crashes, 9 involved aggressive driving and 13 involved impaired driving, accounting for 52% of all KSI crashes.

Figure 35 – Aggressive and Impaired Driving



4.3.5. Case Study Locations

The network screening tables for the City of Watsonville were reviewed in partnership with City of Watsonville Staff, County staff, and the stakeholder group. Case study locations were selected for further study in a data driven process and are pictured in **Figure 36**. Factors such as crash severity, relative crash rates, emphasis areas, vulnerable road users, and proximity to schools were considered. Locations with programmed improvements or recently completed projects were typically not included in the short list of case study locations with the goal of studying new locations.

Signalized Intersections

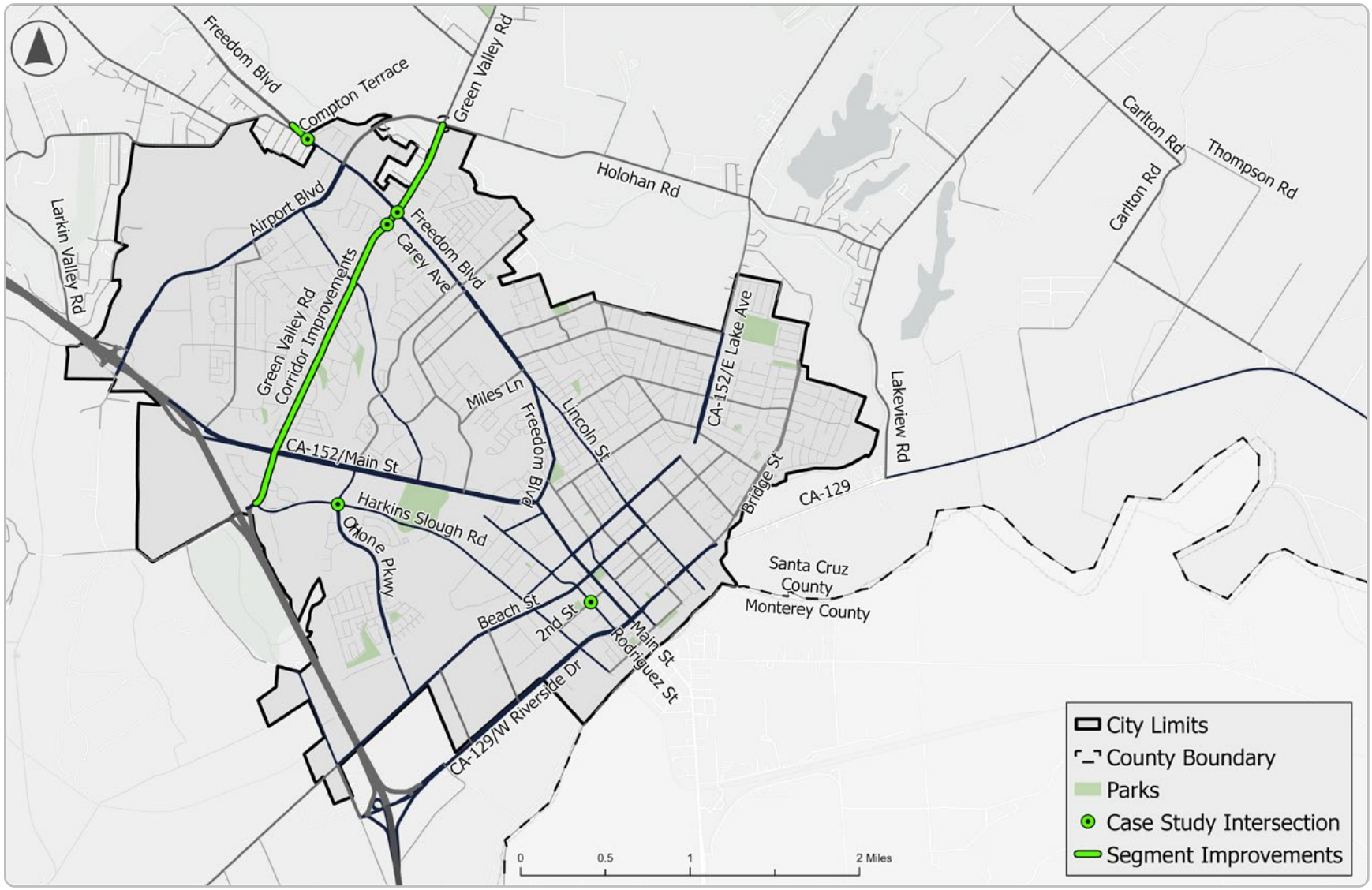
- Ohlone Parkway and Harkins Slough
- Freedom Boulevard and Green Valley Road

Unsignalized Intersections

- Freedom Boulevard and Buena Vista Drive/ Compton Terrace (shared location with the Santa Cruz County)
- Green Valley Road and Carey Avenue
- Rodriquez Street and 2nd Street

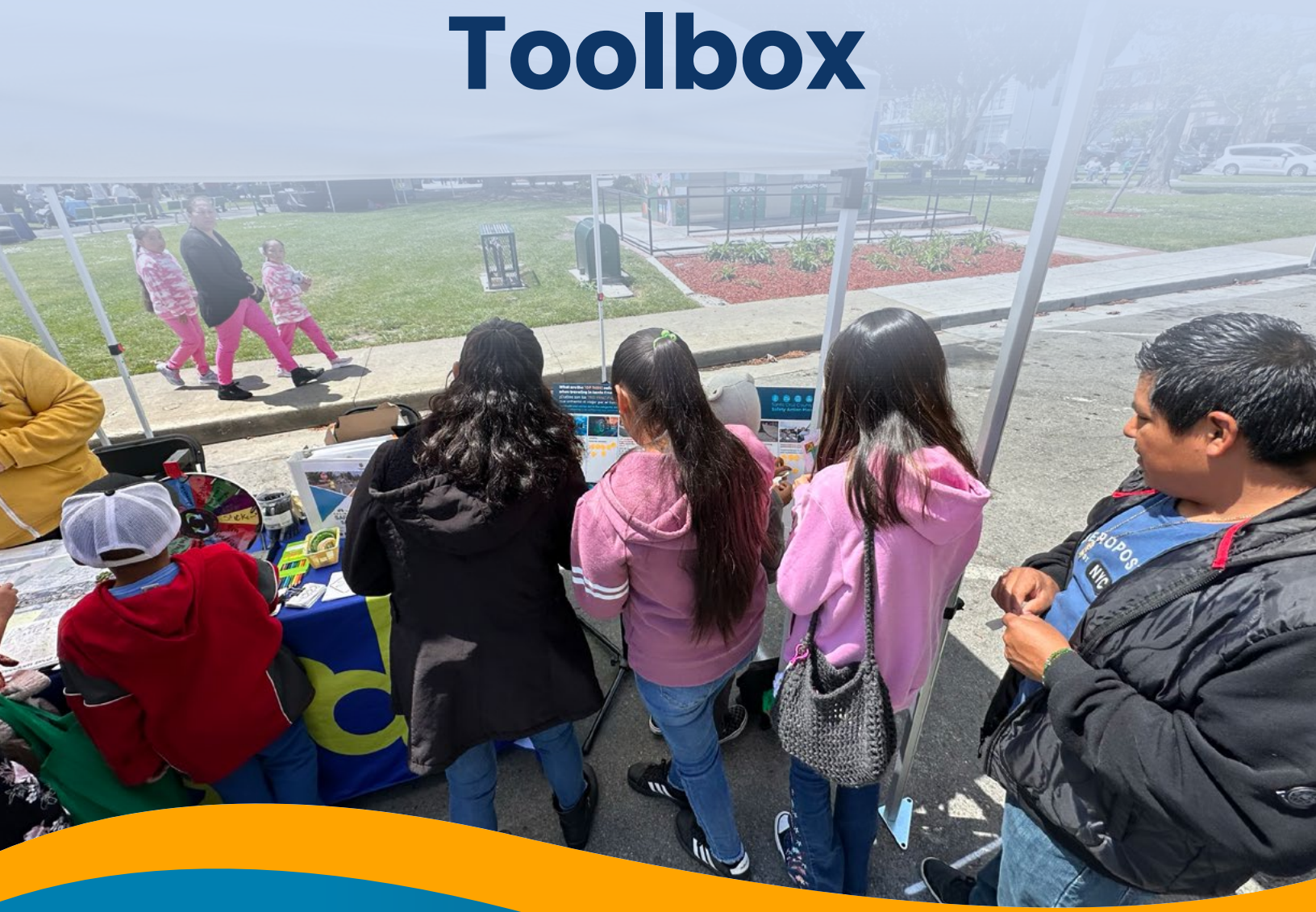
Green Valley Road between Harkins Slough Road and Airport Boulevard/Holohan Road was identified as a study corridor based on a review of crash data. Safety improvements for this corridor and the other case study locations are discussed in **Section 6.2**.

Figure 36 – Watsonville Case Study Locations



5

Countermeasure Toolbox



5. Countermeasure Toolbox

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that might address conditions that were observed to contribute to crash activity in the County, City of Scotts Valley, and City of Watsonville.

5.1. Engineering Countermeasures

The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

5.1.1. Crash Modification Factors

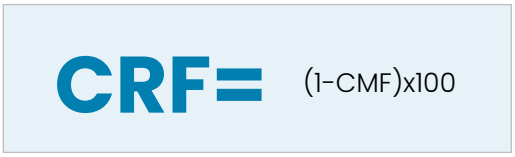
When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements.The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 37** illustrates the definition of CMFs.

Figure 37 – CMF Calculation



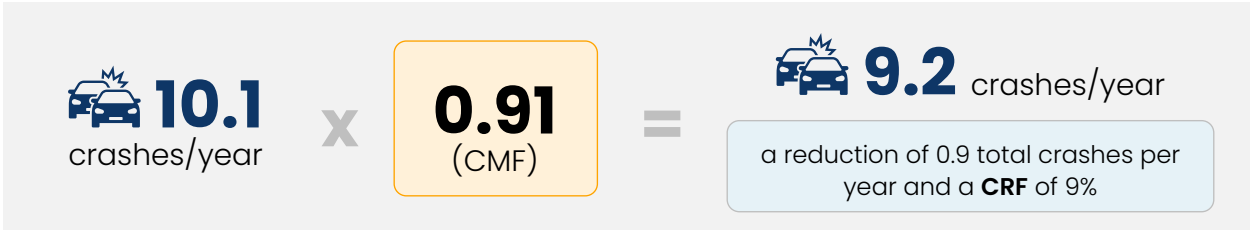
A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. In application, the higher a CRF value is, the more effective the countermeasure is at preventing crashes. **Figure 38** shows how a CRF is calculated in relationship to a CMF.

Figure 38 – CRF Calculation



The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure.It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 39** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 39 – CMF Method Sample Calculation



Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse website (http://www.cmfclearinghouse.org).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis.Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction.Unless each CMF addresses independent crash types, multiple CMFs should not be used.It is suggested that no more than three independent CMFs be applied to a particular site.
- The countermeasures proposed in this SAP were chosen because of their effectiveness in reducing crashes.

5.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective are listed in **Table 10**, and include a wide range of countermeasures that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been implemented in the County and partner Cities, including but not limited to pedestrian countdown signal heads, conversion of stop-controlled intersections to roundabouts, and installation of retro-reflective backplates on traffic signal heads.

The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid to staff in understanding potential reductions from crashes by different countermeasures. Caltrans funding levels for each countermeasure are also provided to aid the City in determining what the local match would likely be if the City were to pursue grant funding. Most countermeasures are eligible for Caltrans funding up to 90%, though some are lower.

Table 10 – Santa Cruz County Engineering Countermeasure Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Signalized Intersections								
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			90%	$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X		90%	$$$
Install High Friction Surface Treatment (HFST)			0.45	55%	X		90%	$$$
Install intersection lighting			0.6	40%		X	90%	$$
Pedestrian scramble	X		0.6	40%			90%	$$
Curb extensions	X		0.63	37%			N/A	$$
Install pedestrian median fencing on approaches	X		0.65	35%			90%	$$
Protected left turn phase			0.7	30%	X		90%	$$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X		90%	$$$
Install signs with LED borders as advanced warning			0.7	30%	X		90%	$$
Install raised median on approaches			0.75	25%	X		90%	$$
Pedestrian countdown signal heads	X		0.75	25%			90%	$
Signal ahead warning signs			0.85	15%	X		N/A	$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Retroreflective backplates	X	X	0.85	15%	X		90%	$
Improve signal timing (coordination)			0.85	15%	X		50%	$$
Advanced stop bar before crosswalk and bicycle box			0.85	15%			90%	$
Install raised pavement markers and striping			0.9	10%	X		90%	$
Flashing yellow arrow			0.94	6%	X		N/A	$
Convert intersection to roundabout (from signal)			*Varies*	Varies	X		90%	$$$
Convert intersection to mini/compact roundabout (from signal)			*Varies*	Varies	X		90%	$$
Install protected Intersection.	X	X	*Not Available*	*Not Available*			N/A	$$
Install a raised intersection	X		*Not Available*	*Not Available*			N/A	$$
Unsignalized Intersections								
Install High Friction Surface Treatment (HFST)			0.45	55%	X		90%	$$$
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			90%	$$$
Install all-way STOP control			0.5	50%	X		90%	$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Directional median openings to restrict turning movements			0.5	50%	X		90%	$$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X		90%	$$$
Pedestrian refuge island	X		0.55	45%			90%	$$
Install splitter-islands on minor road approaches			0.6	40%	X		90%	$$
Crosswalk lighting	X		0.6	40%		X	90%	$$
Install splitter-islands on minor road approaches			0.6	40%	X		90%	$$
Add intersection lighting			0.6	40%		X	90%	$$
Colored bicycle lanes		X	0.61	39%			90%	$
Curb extensions	X		0.63	37%			N/A	$$$
Install/upgrade pedestrian crossing with enhanced safety features	X		0.65	35%			90%	$$$
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			90%	$$
Install left-turn lane			0.65	35%	X		90%	$$
Install flashing beacons as advanced warning			0.7	30%	X		90% *(if beacons are utilized)*	$$
Upgrade pavement markings			0.75	25%	X		90%	$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Install raised median on approaches			0.75	25%	X		90%	$$
Clear sight triangles			0.8	20%	X		90%	$
Install right-turn lane			0.8	20%	X		90%	$
Install/upgrade intersection warning/ regulatory signs			0.85	15%	X		90%	$
Install flashing beacons at stop-controlled intersections			0.85	15%	X		90%	$$
Convert intersection to roundabout			*Varies*	*Varies*	X		90%	$$$
Retroreflective strips on sign posts			*Not Available*	*Not Available*	X		90%	$
Install a raised intersection	X		*Not Available*	*Not Available*			N/A	$$$
Partial street closure or diagonal diverter			*Not Available*	*Not Available*	X		N/A	$$
Full street closure	X	X	*Not Available*	*Not Available*	X		N/A	$$
Install protected Intersection.	X	X	*Not Available*	*Not Available*			N/A	$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Roadway Segments								
Improve pavement friction (High Friction Surface Treatment)			0.45	55%	X		90%	$$$
Install chevron signs on horizontal curves			0.60	40%	X		90%	$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X		90%	$$$
Install pedestrian median fencing	X	X	0.65	35%			90%	$$
Install bike lanes	X	X	0.65	35%			90%	$
Add segment lighting			0.85	35%		X	90%	$$
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			90%	$$
Install raised pedestrian crossing	X	X	0.65	35%			90%	$$
Install rectangular rapid flashing beacon	X	X	0.65	35%			90%	$$
Install curve advance warning signs (flashing beacon)			0.70	30%	X		90%	$$
Install dynamic/variable speed warning signs			0.70	30%	X		90%	$$
Install curve advance warning signs			0.75	25%	X		90%	$
Install impact attenuators			0.75	25%	X		90%	$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	Applies to		Caltrans Funding	Cost to Implement
	Pedestrian	*Bicycle*			*All*	*Nighttime*		
Install centerline rumble strips/stripes			0.80	20%	X		90%	$$
Install edge line rumble strips/stripes			0.85	15%	X		90%	$$
Install/Upgrade signs with new fluorescent sheeting (regulatory/warning)			0.85	15%	X		90%	$
Install delineators, reflectors and/or object markers			0.85	15%	X		90%	$
Speed feedback signs (mobile or fixed)	X	X	*Not Available*	*Not Available*			Opportunity for OTS Funding	$$
Install lane narrowing treatments (extend curb inward/extend median)	X		*Not Available*	*Not Available*	X		N/A	$$
Install a chicane, deviation, or angled slow point			*Not Available*	*Not Available*	X		N/A	$$$
Install speed hump			*Not Available*	*Not Available*	X		N/A	$$
Install motorcycle guardrail			*Not Available*	*Not Available*	X		90%	$$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

The countermeasures in **Appendix F** can be considered as near-term, mid-term and long-term improvements. Near-term improvements are lower cost and can be implemented most readily. Mid-term improvements are higher cost improvements, while long-term improvements are the highest cost and may require engineering design and permitting to implement. **Table 11** presents an estimated time range for various countermeasures.

Table 11 – Near-Term, Mid-Term, and Long-Term Improvements

Near-Term Improvements (0-3 Years)	Mid-Term Improvements (3-5 Years)	Long-Term Improvements (5+ Years)
• Install retroreflective backplates and/or additional signal heads • Install retroreflective strips • Install raised pavement markings and striping • Install pedestrian countdown signal heads • Advanced stop bars (bicycle box) • Improve signal timing • Implement Leading Pedestrian Interval • Implement All-Way-Stop-Control at intersection • Install/Upgrade intersection warning/ regulatory signs • Clear sight triangles • Install/upgrade pedestrian crossing • Colored bicycle lanes • Install/upgrade signs with new fluorescent sheeting (regulatory or warning) • Install delineators, reflectors and/or object markers • Install dynamic speed warning signs	• Install rumble strips (edgeline and centerline) • Install intersection lighting • Install emergency vehicle preemption • Install protected left turn phase • Install raised median • Create directional median openings • Install flashing beacons in advanced warning or curve or intersection • Install pedestrian median fencing • Install splitter islands on minor road approaches • Install RRFB • Install bike lane • Install motorcycle guardrail	• Install left turn lane and add left turn phase • Convert signal from pedestal mounted to mast arm • Install high-friction surface treatment • Install signal • Curb extensions and bulb-outs • Remove/relocate fixed object out of clear recovery zone • Install separated bike lanes • Install acceleration/ deceleration lanes • Add two-way left turn lane/Implement road diet • Install pedestrian refuge island or raised pedestrian crossing • Convert intersection to roundabout or protected intersection

5.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) Countermeasures that Work, Ninth Edition, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas.While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 12** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Note that while there are several other non-infrastructure countermeasures available, only those which have an effectiveness rating of four stars or higher are presented.Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but are countermeasures that could also be considered.

Table 12 – Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
Automated enforcement systems (red light camera systems)	**Effective**	**$$$†**	**Medium**	3-12 Months
Impaired Driving				
Publicized Sobriety Checkpoints	**Effective**	**$$$**	**Medium**	> 3 months
High-Visibility Saturation Patrols (large number of law enforcement officers patrolling a specific area)	**Situational**	**$$**	**High**	> 3 months
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	**Effective**	**$$$**	**Medium**	3-12 Months
Integrated nighttime seat belt enforcement *(nighttime seat belt enforcement in conjunction with High-Visibility Saturation Patrols for impaired driving)*	**Situational**	**$$$**	**Unknown**	3-12 Months
Distracted Driving				
High visibility cellphone/ text messaging enforcement	**Situational**	**$$$**	**Low**	3-12 Months

Cost to Implement:
$$$ *Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources*
$$ *Requires some additional staff time, equipment, facilities, and/or publicity*
$ *Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity*
† *Can be covered by income from citations*

Use:
High *More than two-thirds of states, or a substantial majority of communities*
Medium *Between one-third and two-thirds of states or communities*
Low *Less than one-third of states or communities*
Unknown *Data not available.*

6

Safety Projects



6. Safety Projects

6.1. Case Study Locations

As a result of the Countywide network screening analysis, case study locations were selected for further analysis and development of site-specific safety improvement recommendations. Project sheets were developed to provide a menu of potential safety countermeasures that the respective agency can chose from when applying for funding. These locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to provide the most insight into addressing Countywide challenge areas. These safety improvements were also informed by public feedback and stakeholder input, focusing on countermeasures with demonstrated effectiveness which also meet community needs.

Each project sheet includes:

- Location maps with a crash data summary, notes, and list of recommended safety countermeasures with corresponding CMFs
- Number of crashes anticipated to be reduced
- 10-year crash reduction estimate and benefit, and
- Planning level construction cost estimates.

The potential safety countermeasures identified reflect safety improvements that can be applied to reduce the likelihood of future crashes. Countermeasures were subjected to a benefit/cost assessment to determine their potential return on investment. These case studies can be used to select the most appropriate countermeasure(s), and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history. These project sheets can also be used to position the City for future grant funding opportunities.

Table 13 presents a summary of the potential safety countermeasures identified for each of the project locations and corresponding benefit/cost. A project sheet was developed for each of the priority locations containing additional information and are included in **Appendix F**. The project sheets present a mix of safety countermeasure which have an established crash reduction factor, and other improvements which are recommended based on a field review and understanding of the site. **Table 13** focuses on the countermeasures with established crash reduction factors and a benefit cost ratio of greater than 0. Additional treatments which do not have a known crash reduction factor but are understood to be valuable are included in **Appendix F**.

The case study improvements included in this section demonstrate how the countermeasure toolbox may be applied to achieve an expected reduction in crashes. The agencies may elect to prioritize improvements at other high EPDO which have not been included as case study locations,such as are identified in **Appendix D** and **Appendix E**. Examples include intersections and segments in the County along rural, mountainous roads, such as Graham Hill Rd at Roaring Camp Rd or Felton Empire Rd at Krazy Acre Ln.

Table 13 – Safety Projects

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
Santa Cruz County					
1	*Capitola Rd & 17th Ave*	Implement Leading Pedestrian Interval (LPI).	Modify signal phasing to implement a LPI.	**$50,000**	**68.4**
		Install retroreflective backplates on traffic signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$15,200**	**160**
		Install bike box on 17th Ave approaches and Implement green conflict zone striping for bike lanes.	Install advance stop bar before crosswalk (bicycle box).	**$16,700**	**38.8**
2	*Portola Dr & 41st Ave*	Install bulb outs on intersection approaches by narrowing the approach lanes to one-lane in all directions. Incorporate provisions for cyclists.	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features).	**$120,000**	**42**
		Install advance stop bars on all approaches	Install advance yield or stop markings.	**$ 2,400**	**1,577**
3	*Freedom Blvd & Day Valley Rd*	Replace existing intersection warning signage along Freedom Blvd with new retroreflective signs.	Install/upgrade signs with new fluorescent sheeting (regulatory or warning).	**$7,500**	**7.7**
		Cut back vegetation near the intersection.	Improve sight distance to intersection (clear sight triangles).	**$5,000**	**24.2**
		Install centerline rumble strips along Lakeview Rd.	Install centerline rumble strips/stripes.	**$38,000**	**3.2**

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
4	*Holohan Rd (Grimmer Rd to Cottage Rd)*	Install centerline rumble strips along Holohan Rd.	Install centerline rumble strips/stripes.	$30,720	107
		Install Chevron signs on EB/WB Holohan Rd west of Grimmer Rd and Holohan Rd intersection.	Install chevron signs on horizontal curves.	$4,500	34
		Install solar radar speed feedback sign for both approaches.	Install dynamic/variable speed warning signs.	$45,200	108
		Install roadway lighting at the horizontal curves.	Add segment lighting.	$39,000	57
5	*Lakeview Rd from Riverside Rd to Crestwood Dr*	Install solar radar speed feedback sign	Install dynamic/variable speed warning signs.	$90,400	35
		Install edgeline along Lakeview Rd (both directions).	Install edgelines.	$17,000	235
6	*Carlton Rd & Thompson Rd*	Install chevrons facing NB Carlton Rd.	Install chevron signs on horizontal curves.	$2,250	3,063
		Install a W1-6(R) sign at the curve on Thompson Rd facing SB vehicles. Replace existing signs with larger/ retroreflective signs, and install retroreflective strips on sign posts. Install R1-10b(L) on NB Carlton Rd.	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs.	$11,250	230
		Install speed feedback signs along the horizontal curve along the Carlton Rd approaches.	Install dynamic/variable speed warning signs.	$45,200	84.4
		Install high-friction surface treatment.	Improve pavement friction (high friction surface treatments).	$63,333	110.4
		Convert the intersection to all-way stop control.	Convert to all-way stop control (from 2-way or yield control).	$4,680	1,358.5
		Trim back vegetation on NE corner of the intersection.	Improve sight distance to intersection (clear sight triangles).	$3,000	847.7

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
7	*Empire Grade (Heller Dr to Fuel Break Rd)*	Install centerline rumble strips.	Install centerline rumble strips/stripes.	$99,840	29
		Install chevron signs on horizontal curves.	Install chevron signs on horizontal curves.	$9,000	644
		Install speed feedback signs.	Install dynamic/variable speed warning signs.	$67,800	117
		Install high friction surface treatment along horizontal curves.	Improve pavement friction (high friction surface treatments).	$540,800	8.1
8	*Soquel Dr & Commercial Way & Thurber Ln*	Implement LPI.	Modify signal phasing to implement a LPI.	$50,000	7.3
		Install retroreflective backplates on traffic signal heads. Upgrade Undersized signal heads.	Install retroreflective backplates on traffic signal heads. Upgrade undersized signal heads.	$11,500	90
		Install luminaire on the Thurber Ln approach.	Install luminaire on the Thurber Ln approach.	$16,700	10
9	*Freedom Blvd & Compton Terrace*	Install traffic signal at Freedom Blvd/Buena Vista Dr. Square up the Buena Vista Dr approach.	Install signals.	$700,000	3
		Install roundabout.	Convert intersection to roundabout.	$1,800,000	12.8
		Install bike lanes through the intersection.	Install bike lanes.	$ 8,300	9.3
		Install crosswalks.	Install pedestrian crossing at uncontrolled locations (signs and markings only).	$14,400	6.7
		Install sidewalk and ADA curb ramps.	Install sidewalk/pathway (to avoid walking along roadway).	$160,000	0.8
		Install left-turn lane from Freedom Blvd to Memorial Ave.	Install left-turn lane (where no left-turn lane exists).	$30,000	80.3

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
10	*Freedom Blvd & McDonald Rd*	Install speed feedback signs along the curve (both directions).	Install dynamic/variable speed warning signs.	$52,000	4.5
		Install high-friction surface treatment on the Freedom Blvd approaches.	Improve pavement friction (high friction surface treatments).	$186,000	2.3
11	*Mt Hermon Rd (Graham Hill Rd to Covenant Ln)*	Install centerline rumble strips.	Install centerline rumble strips/stripes.	$46,000	80
		Install high-friction surface treatment.	Improve pavement friction (high friction surface treatments).	$1,998,000	4.3
		Install curve speed feedback signs.	Install dynamic/variable speed warning signs.	$45,200	122
12	*Graham Hill Rd (Lockewood Ln - Summit Ave)*	Install centerline rumble strips	Install centerline rumble strips/stripes.	$99,840	24
		Install high-friction surface treatment	Improve pavement friction (high friction surface treatments).	$1,295,000	4.6
		Install curve speed feedback signs	Install dynamic/variable speed warning signs.	$45,200	79
13	*Felton Empire Rd (Krazy Acre Ln - Empire Grade)*	Install centerline rumble strips.	Install centerline rumble strips/stripes.	**$153,600**	**15.7**
		Install high-friction surface treatment.	Improve pavement friction (high friction surface treatments).	**$1,998,000**	**3**
		Install curve speed feedback signs.	Install dynamic/variable speed warning signs.	**$45,200**	**80**
		Install edgeline.	Install edgelines.	**$42,240**	**71**
		Install intersection warning signage approaching Krazy Acre Ln. Conduct a systemic review of curve signage.	Install/upgrade signs with new fluorescent sheeting (regulatory or warning).	**$20,000**	**46**

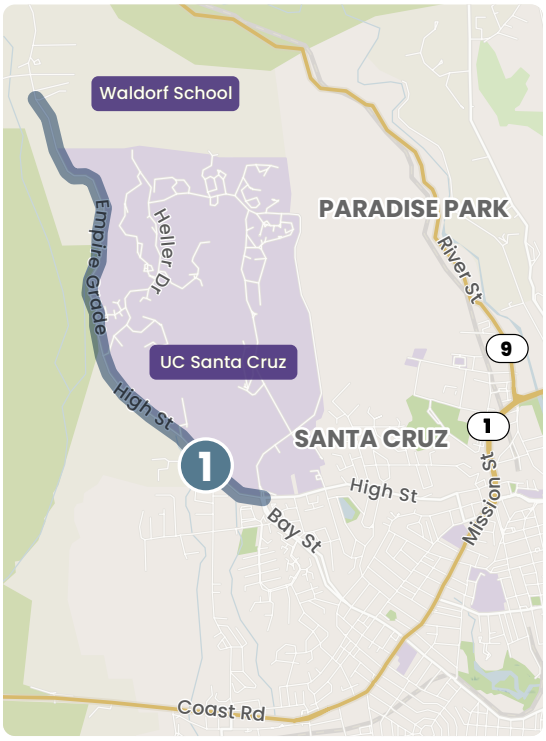
Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
Scotts Valley					
1	*Mount Hermon Rd & Kings Village Rd*	Install retroreflective backplates on traffic signal heads. Replace 8" signal heads with new 12" LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$20,000**	**46**
		Implement LPI.	Modify signal phasing to implement a Leading Pedestrian Interval (LPI).	**$50,000**	**54.5**
		Update the signal heads to include a protected left-turn phase on Kings Village Rd.	Provide protected left turn phase (left turn lane already exists).	**$320,100**	**5.9**
2	*Mount Hermon Rd & Scotts Valley Dr*	Install retroreflective backplates on traffic signal heads. Replace 8" signal heads with new 12" LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$30,250**	**81.3**
3	*Bean Creek Rd & Scotts Valley Dr*	Install retroreflective backplates on traffic signal heads. Replace 8" signal heads with new 12" LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$27,050**	**5.8**
		Implement LPI.	Modify signal phasing to implement a Leading Pedestrian Interval (LPI).	**$50,000**	**2.2**
		Install two blank-out no right turn on red signs.	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs.	**$2,000**	**7.8**
4	*Mount Hermon Rd & Lockewood Ln*	Restripe intersection to include dedicated left-turn lane and a shared through-right turn lane along Lockewood Ln. Upgrade signal heads to have protected left-turn phasing.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before).	**$630,000**	**1**
		Implement LPI.	Modify signal phasing to implement a Leading Pedestrian Interval (LPI).	**$50,000**	**0**
		Install retroreflective backplates on traffic signal heads. Replace 8" signal heads with new 12" LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$21,300**	**8.2**

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
Watsonville					
1	*Green Valley Rd & Carey Ave*	Install HAWK signal or pedestrian hybrid beacon per FHWA guidance.	Install a pedestrian hybrid beacon (PHB or HAWK).	**$425,000**	**9.2**
		Install yield lines and R1-5a signs on the GVR approaches to the crosswalk. Install W11-2 and W16-7P signs at the crosswalk.	Install yield lines and R1-5a signs on the GVR approaches to the crosswalk. Install W11-2 and W16-7P signs at the crosswalk.	**$4,500**	**218**
		Install median barrier along the leg of Green Valley Road south of the intersection.	Install Median Barrier.	**$217,200**	**6.9**
2	*Ohlone Pkwy & Harkins Slough*	Install retroreflective backplates on traffic signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$19,000**	**49.3**
3	*Rodriquez St & 2nd St*	Install advance stop bars on all approaches.	Install advance yield or stop markings.	**$3,920**	**360.5**
4	*Freedom Blvd & Green Valley Rd*	Install retroreflective backplates on traffic signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number.	**$19,950**	**76.2**
		Implement LPI.	Modify signal phasing to implement a Leading Pedestrian Interval (LPI).	**$5,000**	**591.6**

**B/C is the benefit to cost ratio for each project, calculated by taking the crash reduction benefit and dividing by the estimated cost of the proposed project's implementation.*

6.2. Corridor Improvements

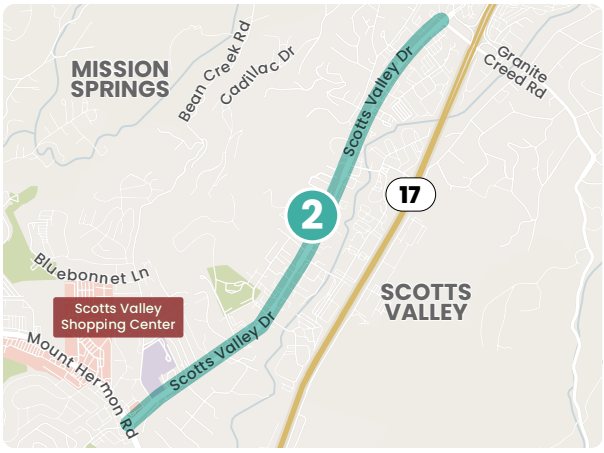
The case study improvements proposed in the above section can provide the project owner with experience implementing engineering countermeasures. These experiences with local safety projects can inform future decisions regarding expanded implementation of such improvements on a broader scale. Favorable countermeasures can be applied on a systemic level or on a corridor-wide basis.



Corridor improvements have been developed for key roadways in Santa Cruz county, Scott's Valley, and Watsonville and are included in **Appendix G**. These corridors were identified following a thorough review of the crash data and coordination with local staff and stakeholders. The improvements proposed are as follows:

1 High St/Empire Grade Rd from Bay St to the approx. location of the Waldorf School

- **North of Heller Dr:** Key improvements include high-friction surface treatment (HFST), chevrons, bike pullout areas, and speed feedback signs on horizontal curves
- **At Heller Dr:** Pedestrian crossing improvements and traffic signal upgrades
- **South of Heller Dr:**
  - ↳ Multiuse path for pedestrians and cyclists south of Heller Dr
  - ↳ Mid-block crossing with Rectangular Rapid Flashing Beacon (RRFB)





2 Scotts Valley Dr from Mt Hermon Rd to Glenwood Dr

- Protected intersection treatments and traffic signal improvements
- Buffered bike lane treatments, including across driveways and CA-17 Ramps

3 Green Valley Rd from Harkins Slough Rd to Airport Blvd/Holohan Rd

- Protected intersection treatments and traffic signal improvements
- Protected bike lane treatments

6.3. Systemic Safety Improvements

While some engineering countermeasures are best applied on a case-by-case basis, others can be applied at scale to maximize the safety benefit to the community. Systemic safety projects at both unsignalized and signalized intersections have been developed for Santa Cruz County and the Cities of Scotts Valley and Watsonville.

Table 14 – Systemic Intersection Improvements

Systemic Improvement		Agency	Cost	BCR
Signalized Intersections	*Install retroreflective backplates on all traffic signal heads and replace 8" bulb traffic signal heads with 12".*	Santa Cruz County	$1,627,600	19.4
		Scotts Valley	$678,600	7.6
		Watsonville	$1,465,100	8.4
Unsignalized Intersections	*Install retroreflective/larger signage and reflective post strips at all intersections which experienced injury crashes from 2019-2023.*	Santa Cruz County	$3,954,500	67.1
		Scotts Valley	$143,000	57.7
		Watsonville	$929,500	42.4

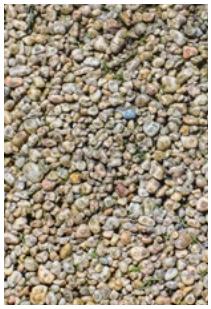
In addition to the systemic intersection improvements identified for the County, it is recommended that the County complete systemic roadway segment improvements on the rural County roads with high EPDO values. The project sheets in **Appendix F** present case study improvements at specific locations, which could be applied to other similar roadway segments to reduce the occurrence of fatal and severe injury lane departure crashes. These improvements include but are not limited to:



Roadway signage safety audit to ensure regulatory and warning signs are retroreflective, appropriately sized, and placed in compliance with MUTCD requirements



Centerline and/or edgeline rumble strips



High-friction surface treatment



Motorcycle guardrail

The benefit and cost values presented in **Table 14** are planning level and have been developed to determine the feasibility of large-scale safety project across Santa Cruz County. More information about the benefit-cost calculations is presented in **Appendix F**.

7

Actions & Strategies



7. Actions & Strategies

This Plan includes a list of policy and program recommendations to streamline and improve the process of implementing traffic safety improvements, enforcement, and educational outreach. Some key policy and process updates include:

- **Implement and enforce intersection daylighting** as per AB 413.
- **Provide focused training for local agency engineers and planners** responsible for designing and reviewing street design and safety planning activities.
- **Develop resources** (i.e. checklist) to incorporate safety countermeasures along priority/HIN corridors.
- **Explore and implement technologies** such as leading pedestrian interval, transit signal priority, and adaptive traffic signal systems.

Table 14 lists the description, implementation timeline and key partners for each proposed action and strategy. In accordance with the Safe System Approach, the recommendations are presented in relation to following six categories:

Recommendation Categories:



With sufficient funding and resources, the goal is to implement the actions within the timelines identified in **Table 15**.

Table 15 – Actions and Strategies

Action	Description	Key Partners			
		Recommended Implementation Timeline	Santa Cruz County Public Works Dept	City of Scotts Valley Public Works Dept	City of Watsonville Public Works Dept
Programmatic/ Policy Actions					
Safety Action Plan Implementation Funding Program	Establish funding strategies and secure local funding	**Short-Term** *(With plan adoption)*	✓	✓	✓
Working Group/ Task Force	• Add as a standing item to the Community Traffic Safety Coalition meeting. • Form a multi-agency working group to coordinate Countywide Safety and Vision Zero implementation and initiatives.	**Short-Term**	✓	✓	
Progress Report	Publish annual report on Countywide Safety program progress.	**Medium-Term**	✓		
Update Safety Action Plan	Update existing Safety Action Plan in 5 years or per grant requirement	**Medium-Term**	✓	✓	✓
Safer People					
County Staff Communications Training	Conduct training for local agency staff on effective roadway safety and traffic collisions messaging.	**Short-Term**		✓	✓
Stakeholder Engagement	Convene local stakeholder group and conduct workshops or walk audits along priority (High-Injury Network (HIN)) corridors.	**Short-Term**	✓		✓

Action	Description	Key Partners			
		Recommended Implementation Timeline	Santa Cruz County Public Works Dept	City of Scotts Valley Public Works Dept	City of Watsonville Public Works Dept
Traffic Education for Safe Routes to School (SRTS)	Continue providing and expanding traffic safety education (i.e. walking school bus) for students and parents.	**Short-Term**		✓	✓
Traffic Education for Seniors	Provide traffic safety education for seniors.	**Medium-Term**			✓
Continue and Expand Education Campaigns	Conduct and update ongoing education campaigns such as installing message signs or media posts on speeding, distracted driving, or other high-risk behaviors.	**Medium-Term**		✓	✓
Online Safety Dashboard & Data Sharing	Develop/build upon online interactive dashboard as a tool to present traffic safety information. Collaborate on data sharing with County agencies.	**Medium-Term**			✓
Safer Speeds					
Speed Management	Implement speed limit reductions in accordance with AB 43. Define up to 20% of the agencies' street network as Safety Corridors to reduce posted speed limits by 5 miles per hour.	**Short-Term**	✓		✓
Speed & DUI Enforcement	Conduct high-visibility traffic enforcement on speed and driving under influence (DUI) along the priority/HIN corridors.	**Short-Term**	✓		

Action	Description	Key Partners			
		Recommended Implementation Timeline	Santa Cruz County Public Works Dept	City of Scotts Valley Public Works Dept	City of Watsonville Public Works Dept
Collision Data Focused Training for Enforcement and Public Safety Professionals	Participate in training to improve collision reporting practices. The focus area includes improved data on speeding, impairment, distracted driving.	**Medium-Term**	✓		
Police Academy Training	Integrate Vision Zero principles into police training and academy curriculum.	**Long-Term**	✓		
Safer Streets					
Intersection Daylighting	Implement and enforce intersection daylighting as per AB 413.	**Short-Term**	✓	✓	✓
Post KSI-Crash Review	Develop a multi-department collision review process and conduct post-crash review of fatal and severe injuries collisions to discuss potential improvements.	**Short-Term**	✓		✓
Safety Priority Corridors	Update priority corridors as needed and identify funding for design and implementation of top priority corridors.	**Short-Term**	✓	✓	✓
Traffic Calming Program Update	Re-evaluate and update existing traffic calming program and policies. Incorporate best practices and update process of implementing traffic calming measures.	**Short-Term**	✓	✓	✓
School Safety Zones	Establish reduced speed limits of 15 mph in school zones.	**Short-Term**	✓		

Action	Description	Key Partners			
		Recommended Implementation Timeline	Santa Cruz County Public Works Dept	City of Scotts Valley Public Works Dept	City of Watsonville Public Works Dept
Design Review	Create an internal procedure for evaluating and, where possible, implementing safety countermeasures on projects located along priority/ HIN corridors.	**Medium-Term**	✓		✓
Vision Zero Design Standards	Develop and apply Street Design Standards specifically for HIN network. Incorporate best practices such as Santa Cruz METRO's bus stop standards, NACTO, and update County design standards as needed.	**Medium-Term**	✓		
Design Review Training & Resources	Provide focused training for local agency engineers and planners responsible for designing and reviewing street design and safety planning activities. Develop resources (i.e. checklist) to incorporate safety countermeasures along priority/HIN corridors.	**Medium-Term**	✓	✓	✓
Expand Santa Cruz's Bicycle and Pedestrian Network	Continue expanding and upgrading the existing bicycle and pedestrian network per County's Active Transportation Plan.	**Long-Term**	✓		
Intelligent Transportation Systems	Explore and implement technologies such as leading pedestrian interval, transit signal priority, and adaptive traffic signal systems.	**Long-Term**	✓	✓	✓

Action	Description	Key Partners			
		Recommended Implementation Timeline	Santa Cruz County Public Works Dept	City of Scotts Valley Public Works Dept	City of Watsonville Public Works Dept
Improve Data Collection and Analysis	Engage in newer "big data" sources as a proactive strategy to monitor speed, traffic volume, locations with frequent "near misses".	**Long-Term**	✓	✓	✓
Safer Vehicles					
Subsidized Transit	Free or discounted transit fares for holidays and special events to reduce impaired driving.	**Medium-Term**			
Rideshare Program for Impaired Driving Prevention	Establish subsidized rideshare program aimed to reduce impaired driving.	**Medium-Term**			
Future transportation innovation and mitigate future risks	Explore opportunities and prepare for new forms of transportation and enforcement of standards. Track AB 645 Speed Safety System pilot. Collaborate and exchange knowledge with neighboring cities on related policy updates. Support any new state legislation for safer streets.	**Long-Term**			✓
Post-Crash Care					
Emergency Response (ER)	Continue monitoring traffic signal operations with emergency vehicle pre-emption and implement signal and roadway improvements that enhance emergency vehicle response times.	**Medium-Term**		✓	✓

8

Review of Existing Policies, Programs, and Plans



8. Review of Existing Policies, Programs, and Plans

The Santa Cruz County and the Cities of Scotts Valley and Watsonville have taken meaningful steps to prioritize road safety and has successfully integrated these approaches into numerous programs, policies, and practices. This SAP includes an assessment of both the existing and the identified opportunities to enhance programs, policies, and practices to address road safety more comprehensively. **Appendix H** provides a summary of the existing programs, policies, and practices, as well as the recommended enhancements. The County, Cities and stakeholders should collaborate to discuss these policy modifications and set tangible goals for implementation.



9

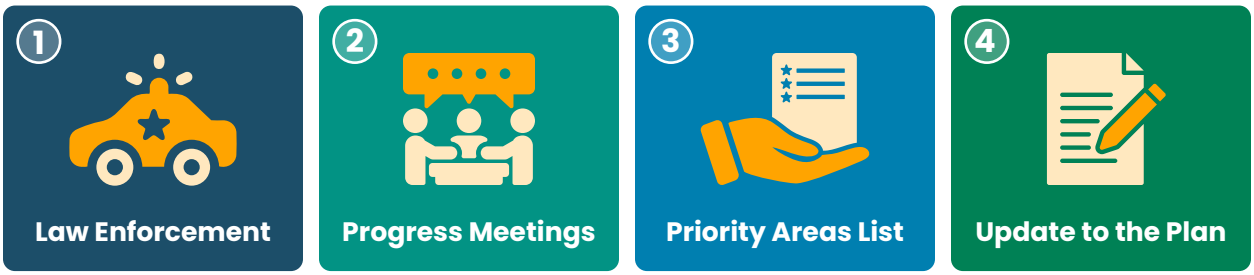
Implementation



9. Implementation

9.1. Evaluation

The success of the SAP can be evaluated using the general process outlined below. This process can be useful to monitor progress towards implementation of safety improvement projects and strategies, and to determine when updates to the SAP should be considered.



1. **Law enforcement** continues monitoring and recording of traffic incidents on local roadways.
2. **Conduct frequent progress meetings** (annually or quarterly) between County/City staff and a working group (i.e. traffic safety committee) to review the latest crash data, including assessing the effectiveness of safety countermeasures implemented, discussing ongoing traffic safety challenges, and tracking progress on plan implementation.
3. **Maintain a list of focus/priority areas** where there are transportation safety concerns based on review of crash data. The list of priority and/or top crash locations can be updated as an outcome of review of updated crash data and trends.
4. **Perform an update to the plan** after no more than five years. It is recommended that updates to the SAP be approved by the County Board of Supervisors/City Council and made available to the public in accordance with Caltrans' Local Roadway Safety Plan guidance. Progress should be evaluated by tracking the quantity of K+SI crashes and of crashes related to agency-specific emphasis areas, including but not limited to: vulnerable road users, DUI crashes, and aggressive driving crashes. Updates should also track where safety improvements have been constructed and the corresponding reduction in crashes achieved.

9.2. Implementation

Implementation of the SAP can be accomplished through development and implementation of safety improvement projects and strategies, the establishment of new/updated policies and programs, and development/strengthening of relationships with stakeholders. With regard to projects, the following section identifies potential focus areas for the County and the City in the near-to-mid-term.

9.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this SAP provide more of the systemic countermeasures that can be applied within the County of Santa Cruz and Cities of Scotts Valley and Watsonville. Over the next three to five years, it is recommended that the County/Cities concentrate its efforts on the following emphasis areas presented in **Table 16**:

Table 16 – Emphasis Areas

Santa Cruz County	Scott's Valley	Watsonville
Aggressive and Impaired Driving	Aggressive Driving	Pedestrian and Cyclist safety
Lane Departure/ Hit Object Crashes	Signalized Intersections	Aggressive and Impaired Driving
Vulnerable Road Users (Pedestrians & Bicyclists)	Young cyclists and pedestrians	Lane Departure/ Hit Object Crashes
Motorcycles		Vulnerable Road Users (Pedestrians & Bicyclists)
		Motorcycles

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to crashes within the respective agencies. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Systemic projects that address these focused areas can be developed with a high benefit-to-cost ratio, allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.

It is recommended that the County and Cities apply for funding to implement the safety projects identified in this plan, and to implement engineering and non-engineering countermeasures at additional locations in their jurisdictions. **Appendix I** presents a summary of available grant programs which may be considered.



9.3. Next Steps

The County of Santa Cruz and the Cities of Scotts Valley and Watsonville have completed this SAP to guide the process of future transportation safety improvements for years to come. The data-driven analysis process identified crash types, related primary crash factors, and locations of crashes. Emphasis areas have been identified to inform and guide further safety evaluation of the combined transportation network. These emphasis areas will guide corridor improvements, education programs, and capital improvements for the County and Cities.

Using the analyzed data and outputs from this SAP, the County and Cities can:

- Apply for HSIP Cycle 13 and SS4A Round 4 funding to implement local, systemic, and multijurisdictional infrastructure improvements
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established stakeholders, safety partners, and neighboring municipalities as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in the County

APPENDIX

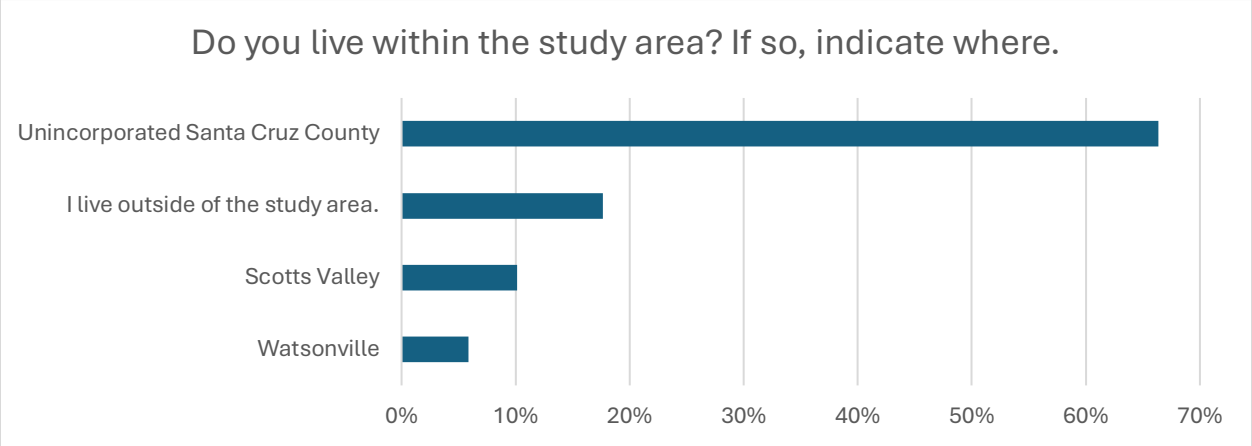
A

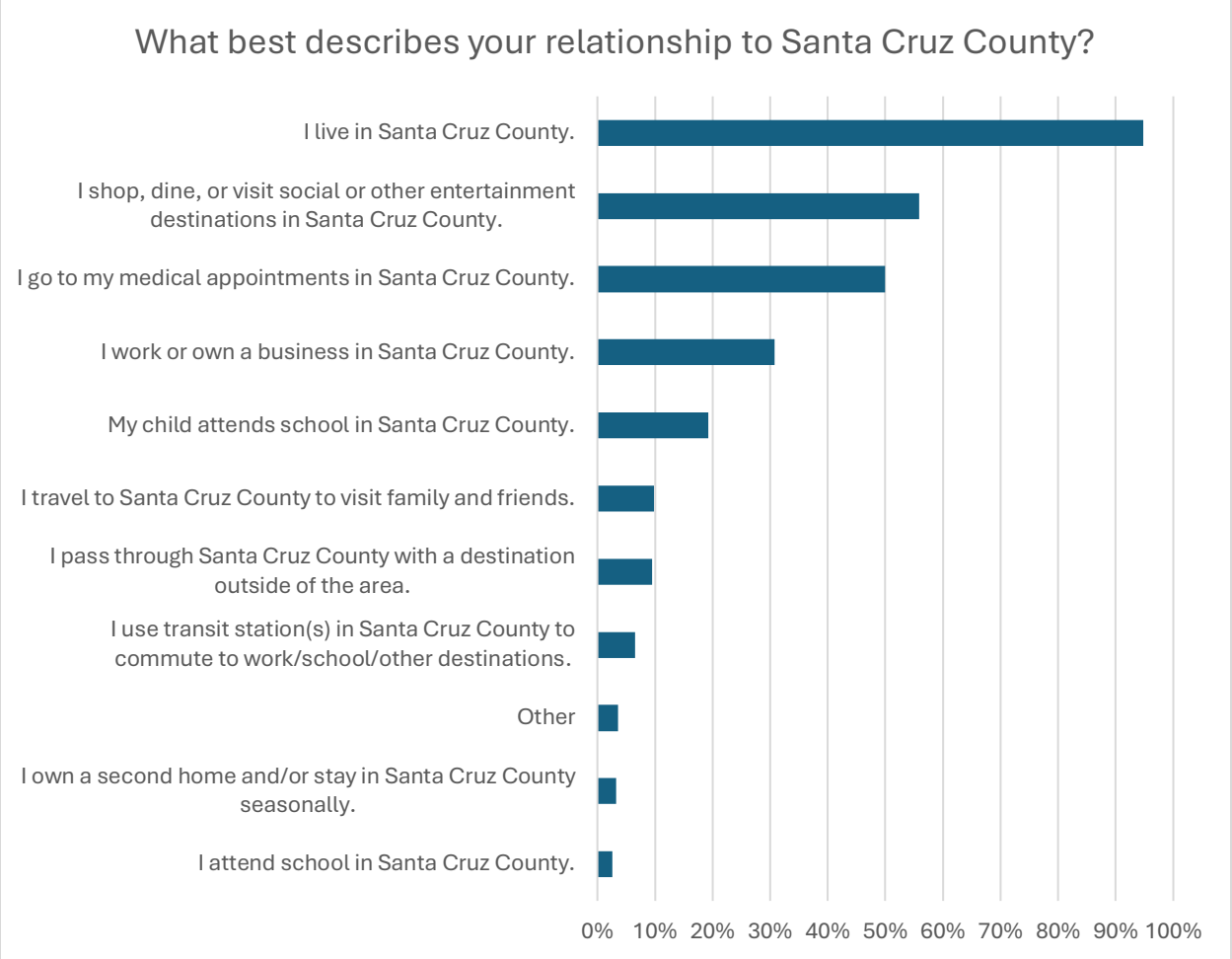
Online Survey Comments



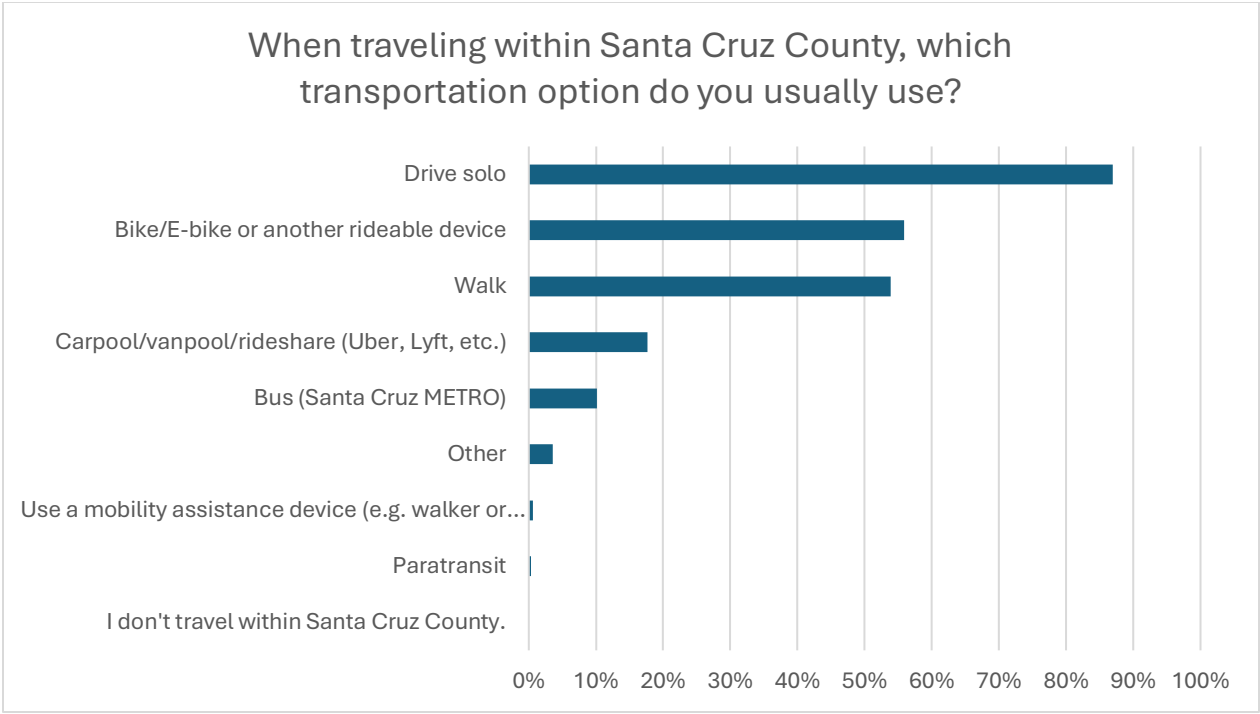


APPENDIX A — ONLINE SURVEY COMMENTS





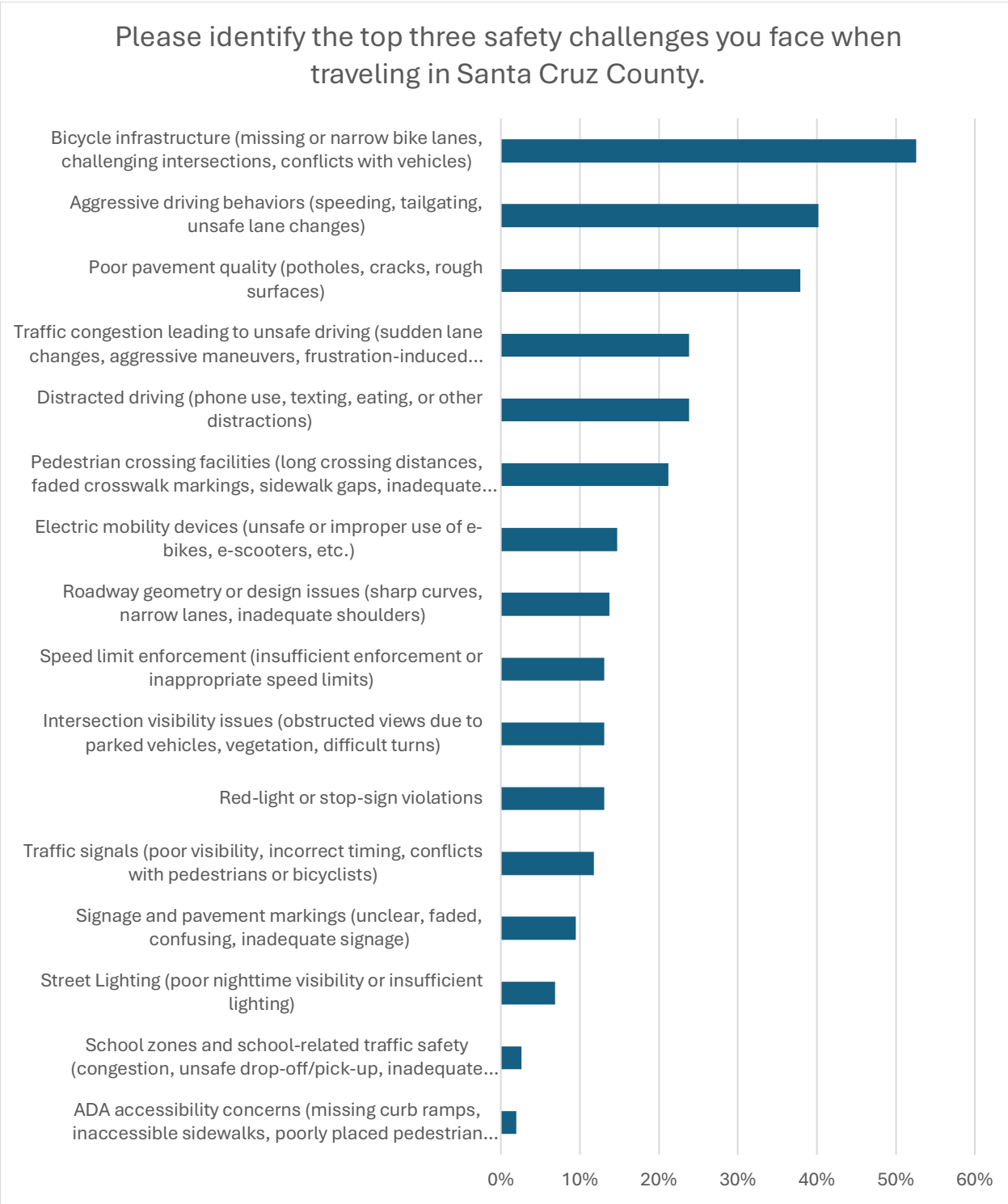




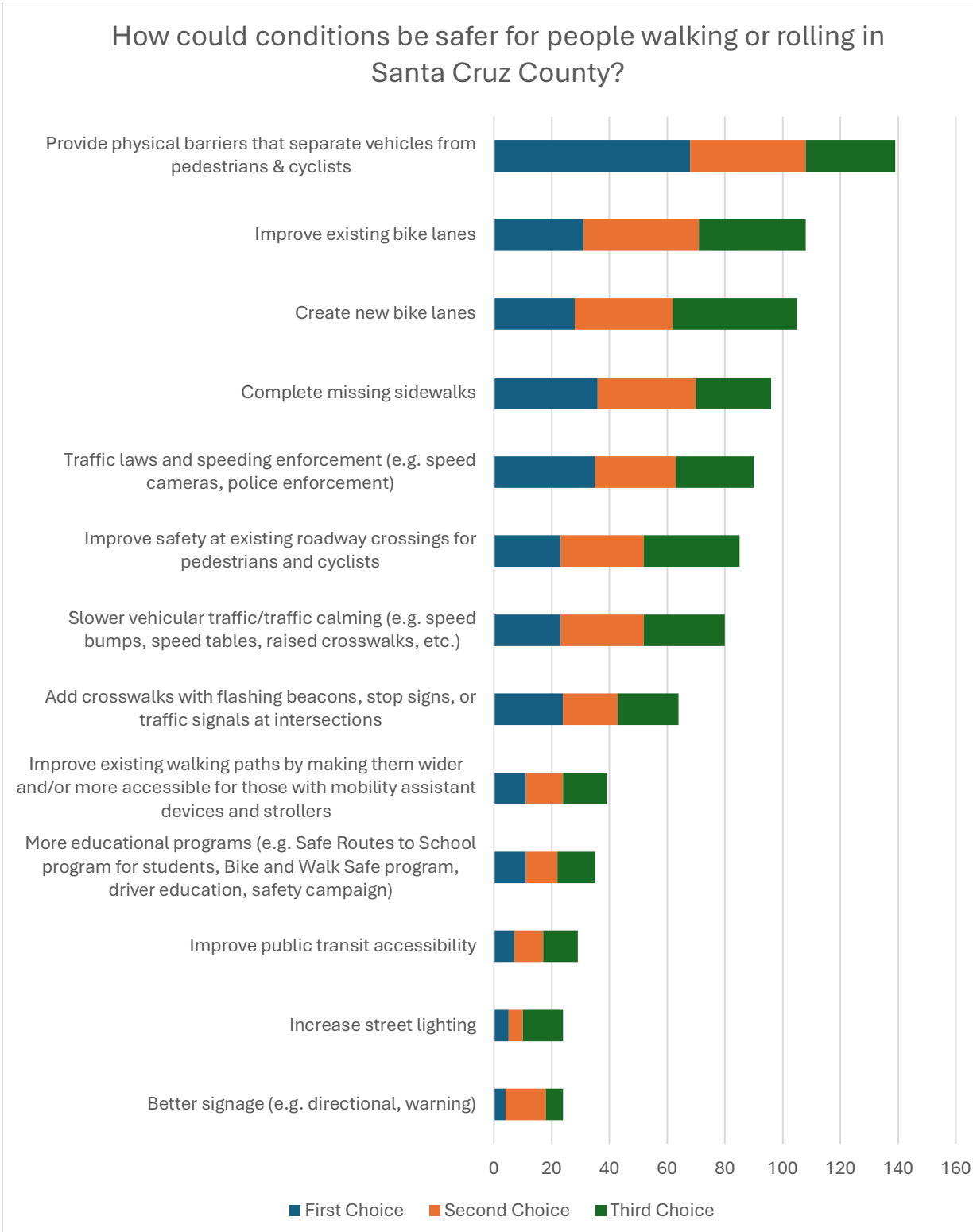
Do you feel safer as a driver, pedestrian, or cyclist traveling in Santa Cruz County?

- 234 respondents stated that they feel safer as a driver
- 46 respondents stated that they feel safer as a pedestrian
- 26 respondents stated that they feel safer as a cyclist

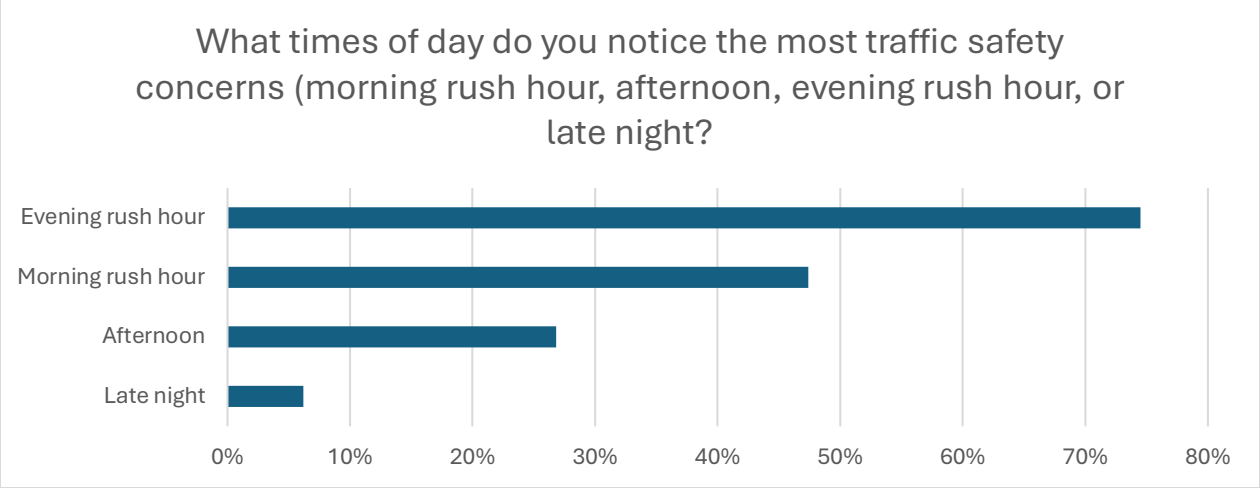



Please identify the top three safety challenges you face when traveling in Santa Cruz County.
Bicycle infrastructure (missing or narrow bike lanes, challenging intersections, conflicts with vehicles)
Aggressive driving behaviors (speeding, tailgating, unsafe lane changes)
Poor pavement quality (potholes, cracks, rough surfaces)
Traffic congestion leading to unsafe driving (sudden lane changes, aggressive maneuvers, frustration-induced...
Distracted driving (phone use, texting, eating, or other distractions)
Pedestrian crossing facilities (long crossing distances, faded crosswalk markings, sidewalk gaps, inadequate...
Electric mobility devices (unsafe or improper use of e-bikes, e-scooters, etc.)
Roadway geometry or design issues (sharp curves, narrow lanes, inadequate shoulders)
Speed limit enforcement (insufficient enforcement or inappropriate speed limits)
Intersection visibility issues (obstructed views due to parked vehicles, vegetation, difficult turns)
Red-light or stop-sign violations
Traffic signals (poor visibility, incorrect timing, conflicts with pedestrians or bicyclists)
Signage and pavement markings (unclear, faded, confusing, inadequate signage)
Street Lighting (poor nighttime visibility or insufficient lighting)
School zones and school-related traffic safety (congestion, unsafe drop-off/pick-up, inadequate...
ADA accessibility concerns (missing curb ramps, inaccessible sidewalks, poorly placed pedestrian...
0%
10%
20%
30%
40%
50%
60%




How could conditions be safer for people walking or rolling in Santa Cruz County?
Provide physical barriers that separate vehicles from pedestrians & cyclists
Improve existing bike lanes
Create new bike lanes
Complete missing sidewalks
Traffic laws and speeding enforcement (e.g. speed cameras, police enforcement)
Improve safety at existing roadway crossings for pedestrians and cyclists
Slower vehicular traffic/traffic calming (e.g. speed bumps, speed tables, raised crosswalks, etc.)
Add crosswalks with flashing beacons, stop signs, or traffic signals at intersections
Improve existing walking paths by making them wider and/or more accessible for those with mobility assistant devices and strollers
More educational programs (e.g. Safe Routes to School program for students, Bike and Walk Safe program, driver education, safety campaign)
Improve public transit accessibility
Increase street lighting
Better signage (e.g. directional, warning)
0
20
40
60
80
100
120
140
160
First Choice
Second Choice
Third Choice

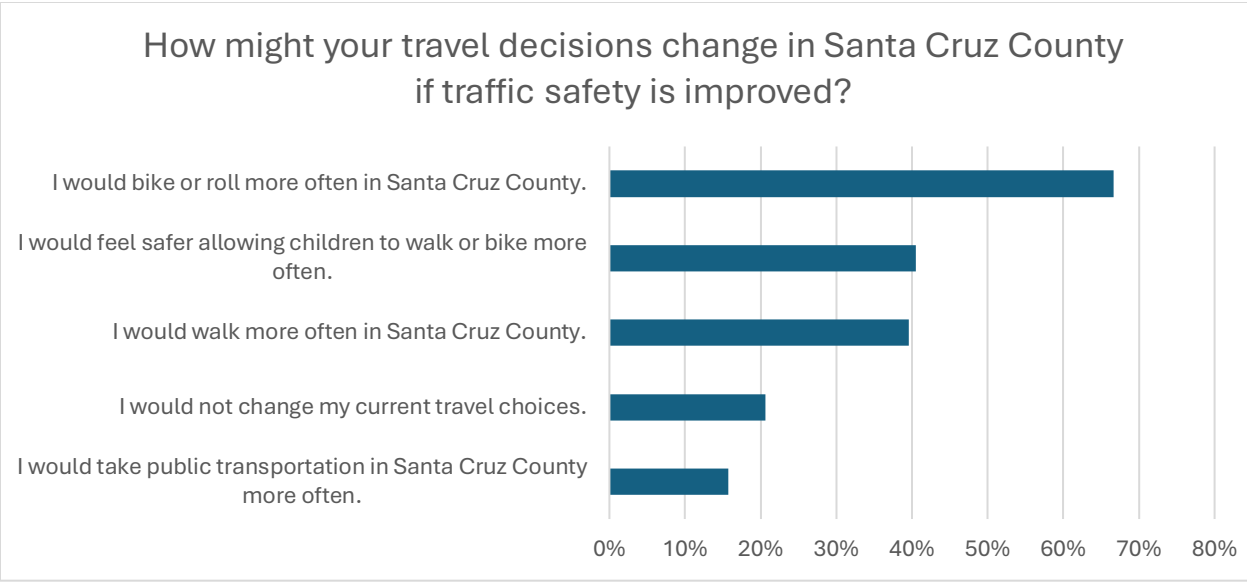


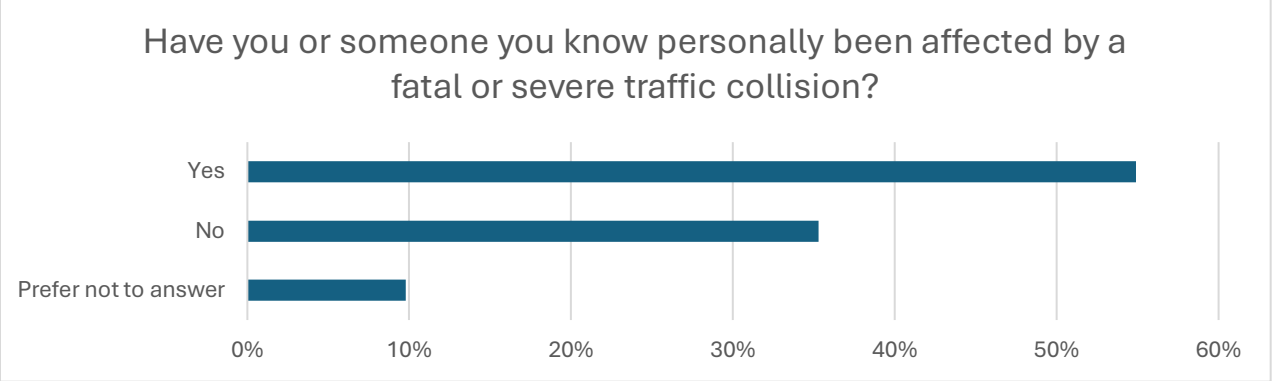


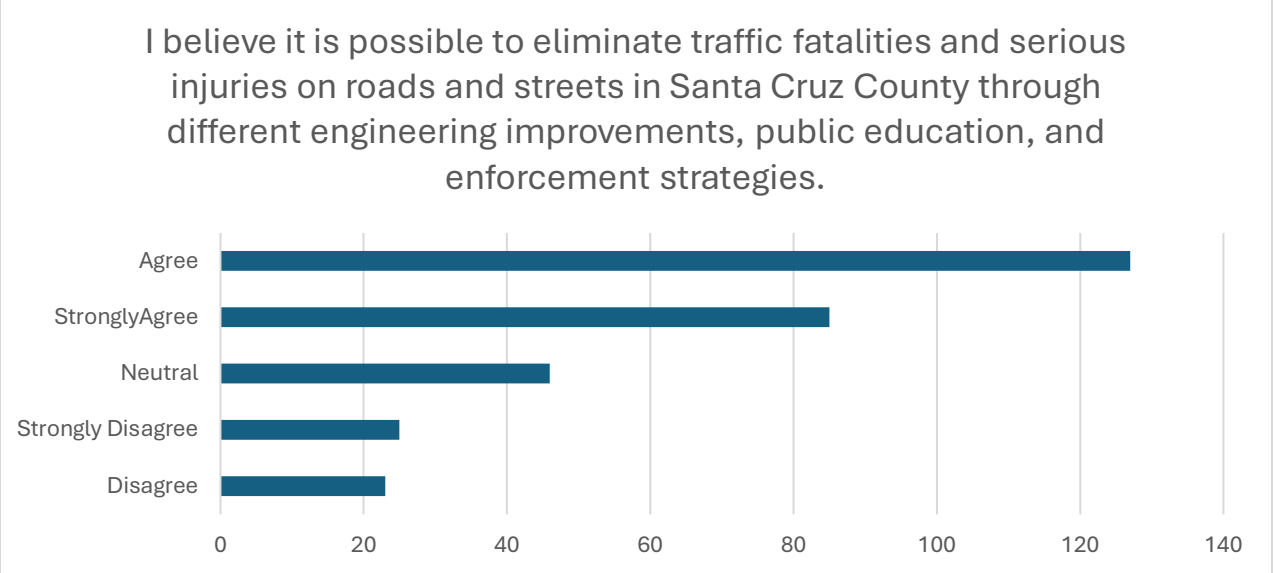
Please elaborate on your answer to Question #7. Why do you feel that the selected time(s) of day elicit the most traffic safety concerns? A full list of legible comments is provided in **Appendix A**.

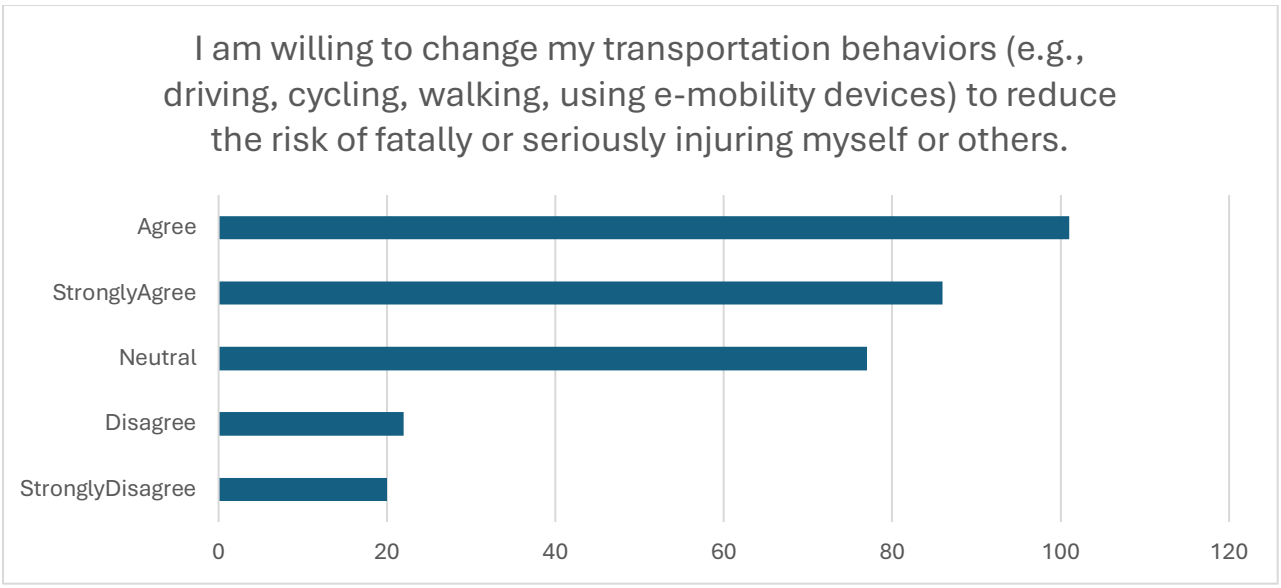





How might your travel decisions change in Santa Cruz County if traffic safety is improved?
I would bike or roll more often in Santa Cruz County.
I would feel safer allowing children to walk or bike more often.
I would walk more often in Santa Cruz County.
I would not change my current travel choices.
I would take public transportation in Santa Cruz County more often.
0%
10%
20%
30%
40%
50%
60%
70%
80%


Have you or someone you know personally been affected by a fatal or severe traffic collision?
Yes
No
Prefer not to answer
0%
10%
20%
30%
40%
50%
60%


I believe it is possible to eliminate traffic fatalities and serious injuries on roads and streets in Santa Cruz County through different engineering improvements, public education, and enforcement strategies.
Agree
StronglyAgree
Neutral
Strongly Disagree
Disagree
0
20
40
60
80
100
120
140



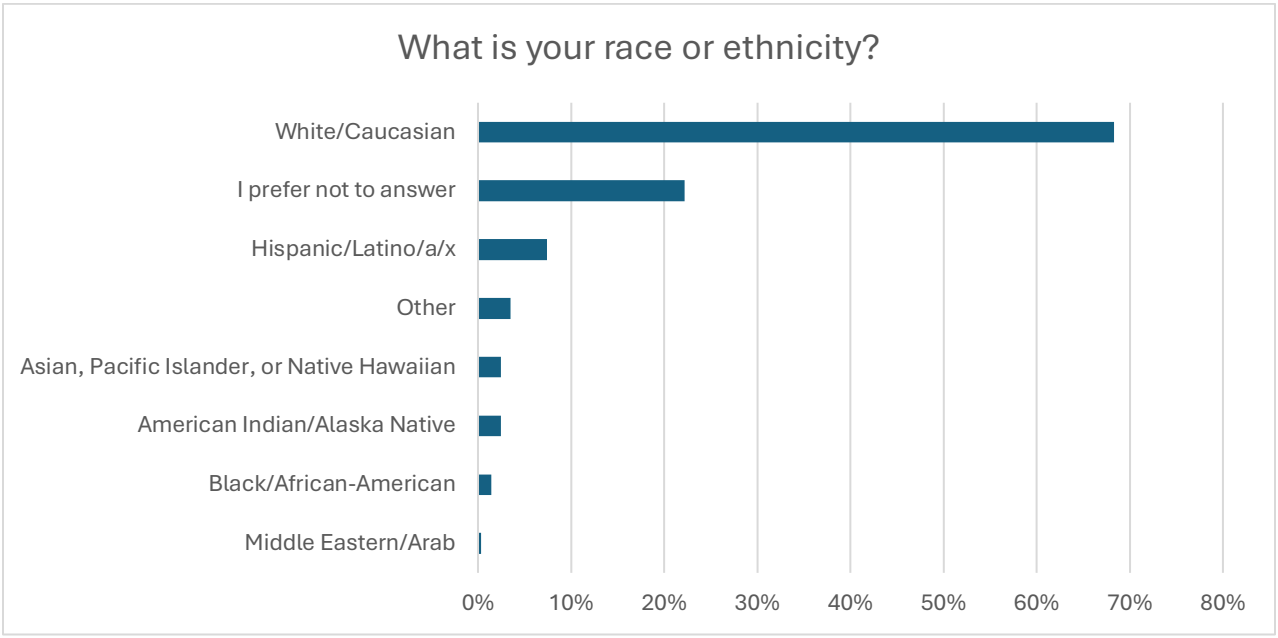
If you indicated agreement to Question #12, briefly describe what changes you'd be most willing to make. A full list of legible comments is provided in Appendix B.



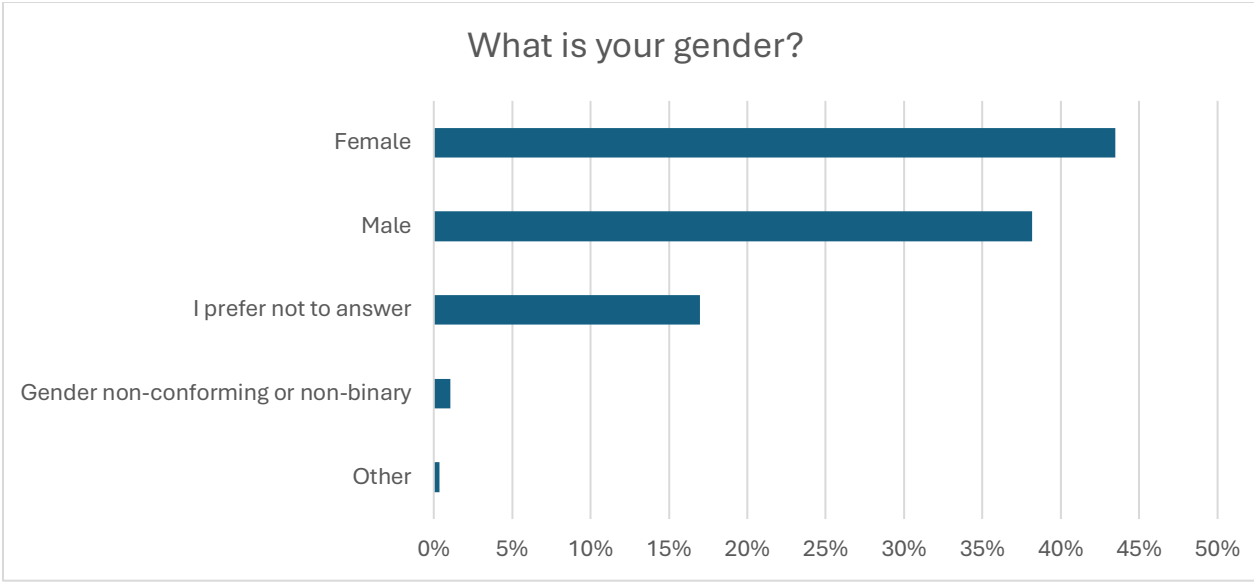


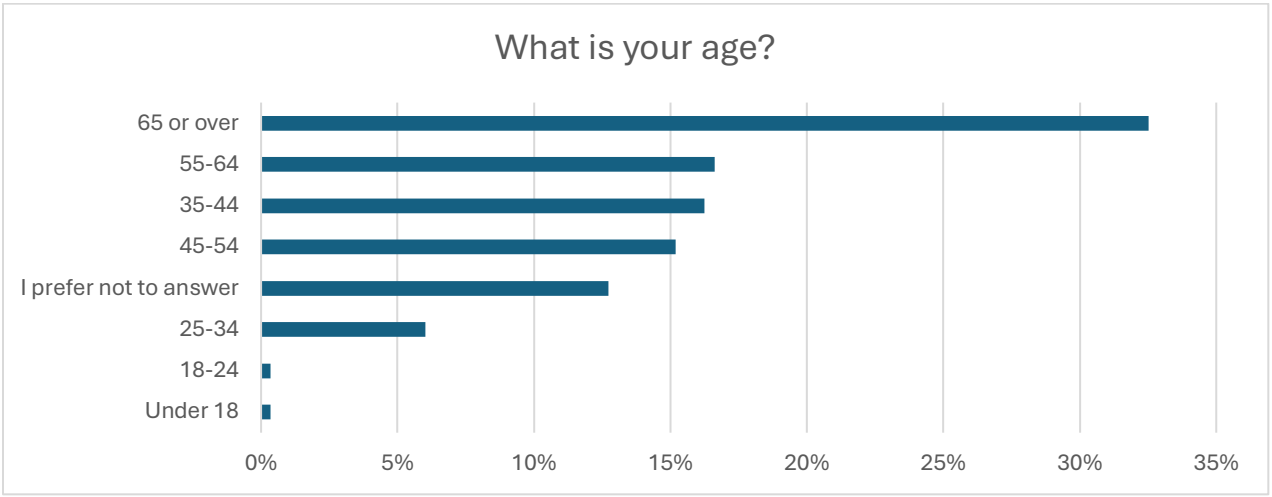
Is there anything else you would like to share about traffic safety concerns in Santa Cruz County? A full list of legible comments is provided in Appendix C.

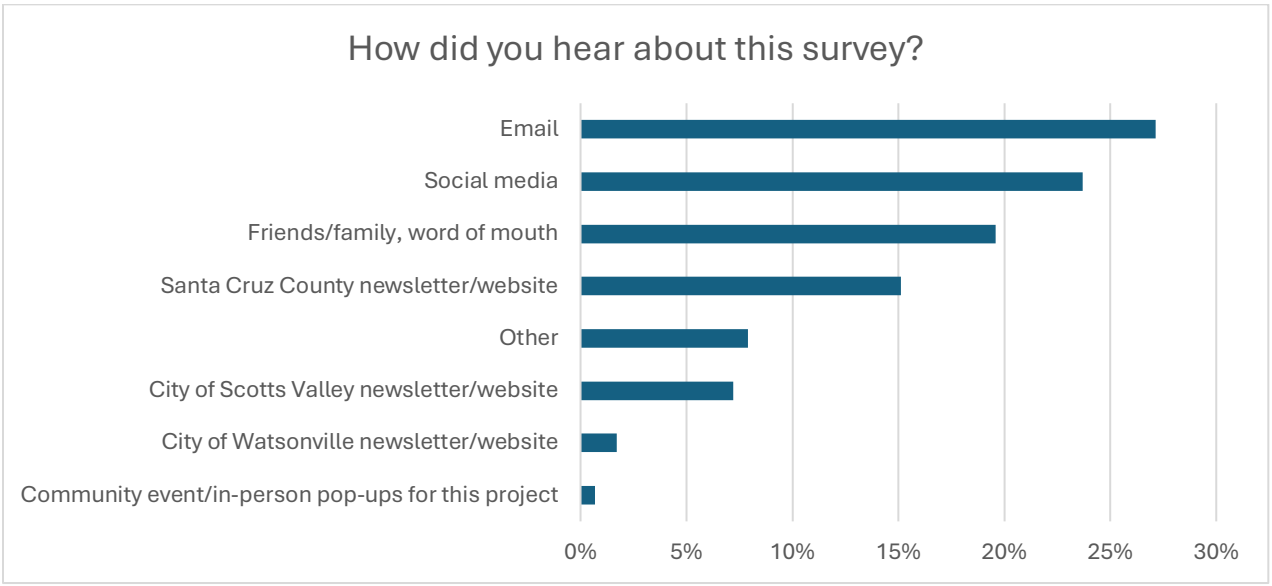







What is your gender?
Female
Male
I prefer not to answer
Gender non-conforming or non-binary
Other
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%
50%


What is your age?
65 or over
55-64
35-44
45-54
I prefer not to answer
25-34
18-24
Under 18
0%
5%
10%
15%
20%
25%
30%
35%


How did you hear about this survey?
Email
Social media
Friends/family, word of mouth
Santa Cruz County newsletter/website
Other
City of Scotts Valley newsletter/website
City of Watsonville newsletter/website
Community event/in-person pop-ups for this project
0%
5%
10%
15%
20%
25%
30%



Is there anything else you'd like to share regarding transportation safety in Santa Cruz County (e.g., specific areas needing attention, general safety suggestions, personal experiences)? A full list of legible comments is provided in Appendix D.





Please elaborate on your answer to Question #7. Why do you feel that the selected time(s) of day elicit the most traffic safety concerns?

1. When everyone is rushing to work
2. more cars
3. people are more worried about getting to work on time and the kids are on their way to school. In the afternoon schools get out first then people from work.
4. The congestion is greatest plus the effect of the light especially in winter when the Sun is low.
5. people are likely in a rush to get to work and think running a red light will help them catch-up, spoiler alert: at most they get 2 minutes saved but risk hitting a pedestrian/cyclist or another vehicle.
6. Aggressive dangerous driving in Santa Cruz is a problem at all hours, however, it is easier to avoid more dangerous situations when a large # of people are not rushing to and from work.
7. school kids on bikes , heaviest traffic around 4
8. Commuters driving home or other destinations after getting off work.
9. Speeding, no signals
10. More cars, people distracted and hurrying home
11. A lot of problems are due to school traffic and increased bicycle use
12. People are driving, walking and cycling to work and school.
13. People are tired, in a hurry to get somewhere, grumpy from their day.
14. Lunch hour is mad-hatter's mayhem. Shooting home is delusioned driver sports at day's end.
15. It's systemic at all times of day
16. More congestion
17. No
18. Sun blinds vision and drivers are tired and anxious to get home.
19. People too focused on their destination and rushing to get there.
20. Evening rush hour it seems is the busiest of the day and people get frustrated with traffic and take chances or drive more reckless.
21. People commuting to and from UC as well as Bonny Doon. Distracted student drivers.
22. People get edgy when they feel like there is a real time moment that a chance decision that they can make potential choices that, in the right moment, would potentially better their situation immediately. Drivers erratically change lanes, dangerously.
23. These are just the times I'm out and see the issues. They could be happening when I don't see them.
24. People seem rushed and angry
25. Most people are in a hurry and have multiple things to do. They are often driving and not paying attention to the traffic patterns.
26. Most people on Bicycles (students after school and afternoon commuters) blowing through intersections and entering traffic lanes to pass other cyclists.
27. Increased traffic, school pickup and drop off traffic
28. More traffic leads to more likelihood of incidents. Up here in SLV, traffic drops to nearly nil outside of rush hours, so it's not as much of a concern.
29. People are in a rush to get to either work or back home.
30. Drivers in hurry to get to destination



31. Cars constantly stop in bike lanes during traffic, maybe to try and see what's happening up ahead, but it makes it safe for bikes. In the afternoon honestly I don't know why but seems like drivers are distracted and don't always signal or look for cycist.
32. Twilight reduces visibility, lots of overflow commuter traffic on surface streets.
33. people are in a hurry and distracted
34. Morning commute from South County is atrocious
35. because people are rushing to and from school and work
36. Many people on the road, often congestion. That's why I like to go on my bike during those times.
37. Tired from day and high levels of inpatience
38. In the morning and afternoon, a lot of kids are going to school. In the evening, people seem preoccupied with getting home or wherever they're going.
39. Drivers seem to run red lights more often during morning commute. Are they late?
40. The traffic on Freedom Blvd on weekday mornings during the school year is heavy and challenging for those if us coming out of neighborhoods to intersections where traffic on Freedom does not stop.
41. Too much traffic
42. These times have the most potential for injury because they have the most cars AND recreational/active transportation users on the same roadways.
43. That's when I see the heaviest traffic and most distracted and aggressive driving.
44. School pick up and drop off
45. Most congestion and hurry
46. people are in a hurry
47. Evening rush hour - most distracted, late night = poor lighting
48. These are the high traffic commuter times
49. Traffic congestion leading to aggressive driving
50. If not on freeway in SC between 10am-2:30pm then you will be in stopped traffic.
51. After school and work traffic
52. The highschool and Vine hill traffic makes northern Scotts valley drive a gridlocked disaster.
53. after school hours, students and workers going home
54. unsafe lane changes and running yellow lights are routine problems
55. Schools are letting out, folks are leaving work, lots of action on the roadways.
56. People are in a hurry.
57. School and work
58. Highways are the most crowded and for the longest stretch at this time of day
59. Because of turfAffix at a standstill on Highway 1.
60. Folks on their phones while driving and/or rushing around to get to/from work, etc.
61. more traffic and hence impatience
62. Most impatient drivers
63. Congestion coupled with aggressive and speeding drivers
64. As a cyclist I notice also many weekend (tourist) drivers are not paying attention to cyclist. Also during any day, the trucks are usually too fast and too close.
65. I notice this time because that’s the time I generally ride my bike- late morning to mid afternoon.
66. Drivers are concerned with getting home than the safety of others
67. Dawn and dusk coincide with poor visibility AND high commute traffic. And in the evenings tired drivers just want to get home. Four out of five times I've had cars hit me were on evening commutes. ONE am. And FOUR on Soquel.



68. Seems like more distracted drivers at this time
69. more drivers, and more of them distracted and/or in a hurry
70. Commuters on Soquel and hwy 16
71. More cars on the roads. I don't even ride my bike then.
72. Heaviest traffic
73. Too much traffic and slow traffic causes problems for us cyclists, pedestrians, people upset with the delays from not enough room on the roads for the amount of cars traveling in one direction.
74. Folks are distracted and anxious driving to jobs or schools
75. Rush hour, most people on the road
76. Seems people drive more aggressive during the morning rush hour and especially for bikes and dangerous intersections it feels unsafe.
77. After 2:30 Hwy 1 is jammed up going south.
78. With the Murray Street bridge closed the traffic in the Soquel / Capitola road area is very heavy leading to aggressive and dangerous driving
79. As I am cycling I sense the tension and sense of urgency that drivers face after a long day's work and anxious to get home. I think this is the time when drivers are least aware of cyclists on the road.
80. people are frustrated by congested highway traffic and driving unsafely or fast through surface streets to try to get home
81. Drivers going faster, more often distracted
82. Drivers trying to get home from work/school use surface streets in lieu of freeway because freeway is backed up with traffic during commute.
83. Lots af cars on the road. Increased housing only going to make it worse.
84. People in a hurry and not stopping at stop signs or stop lights. Honking at those of us who *do* stop. 30th Ave at Brommer and 30th Ave at Portola are the worst.
85. School is getting out, it's the end of day & we're all tired, AND it's darker half the year.
86. No safety protocols for schools and students even use rsikroad trestles
87. People seem to be tired and in a rush this time of day.
88. More cars leaving Zayante
89. In my area, Green Valley and Lawrence Avenue, I have seen numerous times, people running a red light at high speeds. Almost had an accident with a motorcyclist and speeding truck last week.
90. Impatient and tired drivers at end of day Increased traffic which can also be frustrating
91. People rushing home and using their phones
92. Seems the most congested and it's the last mile for people coming home from San Jose.
93. Commute hours appear to be the danger times, often coinciding with sunrise/sunset which on east/west bound routes can mean glare from the sun on top of folks being anxious to get to work/home.
94. More cars, people seem to be rushing home
95. Many more cars on the road and drivers rushing to work
96. People are rushed to get home or to complete errands, grocery shopping on way home. Same as on hwy 17 from San Jose thru Los Gatos & hills to SCC.
97. Most cars on the road, people returning from work driving recklessly to get home or to other activities as quickly as possible
98. More people on the road, higher potential for concerns.
99. It is



100. There is so much car congestion with folks bored on their phones and are aggressive and/or anxious to go to work/get home. Not a lot of space for bikes during these times.
101.
102. Speeding & changing lanes
103. I use HW17 it is unsafe whole day , speed cameras would fix the problem with car accidents that happen every day.
104. During morning & evening rush hours, drivers are often in a hurry to get to or from work, leading to higher travel speeds. Combined w/ distractions (e.g., cell phones) & poor light conditions—especially in winter—this increases the risk of collisions.
105. Mostly because I commute by eBike and there is a lot more concentrated volume of cars in a short period of time.
106. higher speeds and more traffic from 7-9 AM on most rural roads in the county
107. Folks are anxious to get to their next stop after work
108. Automobiles going to and from work in the AM and PM.
109. Seriously, you should have had lunchtime, it is nuts, I feel like I am going to get killed on my bike constantly. The other times are better.
110. Well, that's when I'm usually on my bike, so that's what I notice.
111. It really varies, no consistency really. Since enforcement is rare...
112. More cars on the road.
113. Folks wanting to get home.
114. most traffic, people tired
115. Am/pm commute, sun adversely affects driver vision
116. Manic driving behaviour in the afternoon/evening.
117. People always are rushing home and are impatient despite knowing that their aggressive driving will not help much given the traffic build up when you approach the city. I am opften cut off or driven very close to only to end up passing those drivers
118. More incompetent people on rental e-bikes
119. more traffic = more danger
120. There are more cars on the road during rush hours
121. 2pm-5pm
122. People going home from work and are very frustrated with the traffic and challenges of being on the road
123. Riding past a neighborhood high school when cars are unloading passengers and doors in narrow street when doors are opened haphazardly onto cyclists
124. People in a rush or poor visibility
125. I am retired and am out and about after commute times.
126. During evening rush hour cars back up and crowd out any bike lanes
127. so many cars, such a back up, drivers are frustrated and not so patient
128. People are spaced out on their commute
129. Soquel Drive around Robertson
130. Everyone is trying to get somewhere, they are stressed. Traffic is always terrible due to the lack of infrastructure for alternatives.
131. Each time has different reasons for poor safety, but none seems safer than the others. Late night the higher speeds and lack of visibility is what kills, in the morning people seem to be less aware of their surroundings. In the evening aggressive behavio
132. Most cars on road
133. I don't, you made me answer the question.



134. lots of impatient vehicle drivers in daylight (dark is safer in rural areas)
135. School and work traffic in the mornings, congestion on the evening commutes
136. Drivers distracted + low angle sun can be blinding
137. Drivers are distracted and don't look for bicyclists or pedestrians.
138. Folks are tired, and my have the sun in their eyes.
139. More people on the road in the afternoons, school traffic, distracted or frustrated drivers
140. Seems the evening rush is when the roads are most congested - people trying to get home from work/school/etc
141. with construction, difficult to drive with less lanes available
142. More traffic and lack of attention of bicyclists and pedestrians. Many appear oblivious to vehicles.
143. Congestion and timing of traffic lights
144. Everyone is rushing to go home
145. On Gushee St. drivers avoiding the intersection of 9 and Empire Grade turn right and zoom down Gushee. A no right turn sign would be a big help.
146. There are more cars, pedestrians, bikes, etc sharing the roads, shoulders, etc.
147. I think people are tired and in a hurry to get home and their driving gets sloppy.
148. Students and parents, college students rushing to school.
149. Distracted Auto, Bicycle, actually all vehicle drivers; vehicles blocking oncoming traffic in intersection in effort to "get thru on this light". Distracted driving!!! In a hurry, me first, I am angry and moving 4,000 to 12,000 lbs of machinery
150. Pull the tracks.
151. Congestion
152. I notice the most traffic congestion and dangerous driving in the evening rush hour. Some cars go off Soquel Dr. to Mesa Dr to speed their commute when there is a problem and they drive too fast on Mesa Dr.
153. There is always traffic, so the concerns always exisit.
154. People are in a rush to get to and from work. They are used to the roads and are not patient. Weekend driving on Hwy 9 scares me because of the racing.
155. More people should n road due to getting to work and school dropoffs
156. No left hand turns on Mission Street, except in left hand turn bays at signaled intersections.
157. Because it’s busy
158. Morning and school related traffic
159. That's when my kids are going to school.
160. Most traffic flowing to beach or commute
161. Seems to be more distracted drivers including school age kids on electric bikes
162. at the end of the workday, drivers seem to be impatient, tired, and are ignoring laws and safety in order to get home more quickly.
163. People in a hurry driving home.
164. people are rushing to get home and don’t consider speed/safety issues for cyclists and pedestrians
165. Driver's turning into bike lane without signaling a turn. Parked cars flinging doors open.
166. People want to get home from work and that leads to more aggressive driving, less tolerance for other drivers, and people are tired
167. Yes, after 2:00 pm every day.



168. Drivers tired, more distracted
169. Even though traffic is low at night, visiblility is poor, and people drive more recklessly.
170. Far more aggressive, speeding and distracted motorists on all roads.
171. Vehicles speeding, squealing tires and impaired driving.
172. It's always a problem. Because the infrastructure is designed to pit drivers, pedestrians, and cyclists against each other.
173. morning work and school commute time; lots of cars near granite creek rd. worried they'd see a bicyclist.
174. I chose all but late night. I see the traffic safety issues all times of day/night, but I'm not out late night so I can't comment on late night traffic issues.
175. People in a hurry to get to work or home
176. I cycle at all times of day and I only feel safe if I'm home by early afternoon. No matter where I am in the county the traffic picks up by noon and worsens until evening.
177. Wildlife crossing and cars speeding home.
178. not sure
179. I worry for the safety of my kids riding and walking to school when cars are rushing to work; more cars on the road
180. Seems to be a time when UCSC students and staff are driving from the university causing traffic congestion and aggravation.
181. people drive through intersections after light has changed
182. Increase of pedestrians, parents taken kids to school on bikes and vehicles going to work
183. Drivers drinking or eating or cell phone use on their way to work.
184. Morning and afternoon bicycles and ebikes do not follow driving rules and especially do not stop at stop signs while I am in the middle of a left turn.
185. Because people are in a hurry going to and home from work. As well as more people on the roads after school and work.
186. Many people traveling while their mind is on other things (getting to school/work)
187. Hwy 1 is congested so everyone just races through town. Stopping at stop signs and traffic lights is optional, especially Friday afternoons.
188. Combination of school drop-offs and commuters, everyone is in a hurry and there are kids doing unpredictable things
189. That's when the most cars are on the road
190. Distracted, short tempered and rushing drivers
191. People aren't as stuck in traffic as when it's morning or evening rush hour. That little bit of space seems to cause some drivers to drive recklessly.
192. Morning and evening
193. It seems that everyone is in a rush to get to work on time in the AM. Then in the afternoon, everyone is sick of sitting in traffic, so they're frustrated and want to get home.
194. There is little to no traffic violation enforcement
195. I think that drivers are generally driving faster trying to get to work on time.
196. People using alternatives to highway one at freeway speed
197. People in cars are rushing home, driving unsafe. Many tourist are around this time and not paying attention to pedestrians or cyclists.
198. The issues really exist all day, evening rush hour was selected because there are more cars at that time, but the other time slots are equally hazardous.
199. People seem more angry in evening



200. Too many cars on the road commuting from work
201. People are driving to work and need to get there on time.
202. Those are the hours in bike commute and cars have veered into the bike lane and nearly killed me.
203. I don't think it is dependent on time of day, just the people driving, e-biking, or walking at any given time.
204. Most people on the road
205. because that is when I am most often riding my bike places. When I drive to work in the morning things are pretty easy, but in the afternoon streets are crowded and intersections get more difficult.
206. The most cars on the road
207. Cyclists and pedestrians ignore the law..Homeless ignore safety.
208. Late night because of obvious impairment. Morning rush hour because of the intensity. Feel less sure about morning.
209. Amount of traffic and speed issues on surface streets
210. Too many cars on the road. Traffic using neighbor hood street as bypass. south Rodeo Gulch and Gross Road. Ignoring sign of not right turn at the corner of Soquel and S.Rodeo Gulch " 4-7" . No enforcement of law! Impacts egress of local neighborhood.
211. 3 schools and felt st park....
212. E bike riders going to school through Arana Gulch in conflict with pedestrians or going high speed or wrong way in bike lanes
213. The sun is in people's eyes and they are in a hurry to get home.
214. Visiting traffic on coastal or boardwalk roads is erratic due to distracted drivers, inadequate use signal and frequent bike lane obstruction.
215. Rush bour
216. More traffic. Folks in a hurry to get ahead and get home. They get crazy.
217. It's a wide road, with high traffic volume, people are going home, or they're out partying.
218. From 3-6 pm
219. People are in a rush, and don't consider other users of the road.
220. commuters cutting through county rural streets often cut blind corners
221. Beach traffic. The cars that are spending and not slowing down to turn onto 16th ave don't reside in the neighborhood and almost always head to Sunny Cove beach.
222. People rushing to work in giant SUV's and trucks.
223. Combination of people tired from work and returning home along with people that drink heavily during the day reaching peak inebriation.
224. Drivers poor judgement and cyclists ignoring stop signs
225. On the weekends there's a lot of hooliganism and speeding in the roads, I suspect many are not from the area.
226. Drivers coming and going on 26th Ave
227. More traffic, people in a rush
228. Most people are driving at that time and are avoiding highway 1 congestion due to not enough lanes.
229. People are speeding, tailgating and using their phones.
230. The traffic in the later afternoon is so bad, drivers are erratic and not safe. I concerned for other drivers, pedestrians and people walking that angry and rushing drivers will cause harm



231. Morning drivers take side streets to get to their destination quicker. They speed. They seem distracted, too.
232. People commuting to work, school being aggressive with speed,
233. The harbor is closed and hwy construction...
234. There is no police presence in the city. I would like to see patrol in a car, not cameras, because that just makes people pissy.
235. More people on the road. Students traveling to and from school is the highest.
236. People are rushing, and the school areas are super-congested and people are angry and don't follow rules
237. When traffic gets too congested on 41st Avenue, a lot of people use 38th Avenue as a corridor.
238. Drivers are in a hurry and many are oblivious to traffic regulations
239. Heaviest traffic
240. More pepole on the road
241. SUPER congestion from 2:00 pm through the dinner hour
242. Although rush-hour traffic is terrible in the areas, I'm mentioning what makes them dangerous are conditions that exist at all times
243. Lots of cars vs e-bikes
244. Impatience coupled with high number of children present/safety concern
245. more people
246. "rush hour" traffic always seems to increase congestion, tension between drivers/cyclists, etc and is when, maybe due to volume of cars, is when most trouble happens
247. School drop offs make congestion and confusion higher.
248. Near highways. Process of leaving your are I'll take an exuberant amount of time. Simply, there is too many vehicles flowing into Watsonville.
249. WE need to improve highway 1 to allow a car pool/e-vehicle lane. I am concerned with traffic stoppages on freeway--especially south of State Park exit
250. Commuters and more people on the road generally
251. That's when I'm out on the street.
252. School drop off
253. Dawn and dusk coincide with poorer visibility AND high commute traffic. And in the evenings tired drivers just want to get home. Four out of five times I've had cars hit me were on evening commutes. ONE am. And FOUR on Soquel.
254. People do not leave time in their schedules for transit, so they treat all others as "in their way".
255. More folks frustrated and in a hurry
256. Because Hwy 1 is backed up, commuter traffic spills onto surface streets
257. Most cars on road
258. This is when traffic is heaviest and people are rushing after school.
259. People commuting and parents shuttling kids around
260. Traffic congestion
261. I primarily travel by bike. It is the basic infrastructure that is the primary problem.
262. Tired drivers rushing to get home at all costs.
263. Because people want to get home and they flip out about traffic.
264. More congested and more erratic behavior by drivers
265. More people and cars with more distracted driving.
266. So much commute traffic, increased volume of people in transit via car and bike.



267. Traffic
268. I am more commonly traveling during this time
269. I do school drop off in Scotts Valley and the driving is crazy -- people running red lights, turning from wrong lanes, cutting in line at lights, speeding.
270. People traveling to work and in the evenings, people coming back from work
271. More vehicles on the road, more pedestrians in town
272. I commute to work and back every day and the struggle is real. People get so frustrated and their driving reflects that. I've been rearended more than once in commute traffic over the past 16+ years I've been doing it.
273. Heaviest traffic, people in a hurry to get home after work.
274. Busy time for commuters along which children going to school.
275. more traffic I encounter
276. School, work, congestion, more people on the road
277. Volume of drivers and peds
278. More cars on the road.
279. The afternoons are very heavy traffic right around when school gets out, when there are also many child pedestrians.
280. More traffic overall, more people switching lanes, speeding, trying to get out of traffic and cutting on side streets and behaving unpredictably.
281. School traffic (people picking students up from school or students driving home from school) creates safety concerns for pedestrians and people using non-motorized wheeled transportation
282. School drop off and people in a rush to get to work, or tired from a long day at work. Drivers have an attitude it's their Lane, kids on bikes need more education and training. The rail corridor was suppose to create a separate walking and biking path?
283. more cars and low light respectively
284. There is no rush "hour." Traffic congestion is terrible from about noon until 7:30pm. When people are sitting in traffic for that long, they get road rage and tunnel vision.
285. More cars and setting sun makes difficult visibility
286. Everyone is trying to get home after a long day of work
287. When I spend most of my time on the roads.
288. Most traffic at one time
289. 2-6pm
290. Drivers too focused on getting to work on time that increased traffic lowers their wise decision making process
291. It’s when school gets out and when kids are headed to school
292. Stagnant cars
293. Too many cars and not enough lanes
294. Sun creates difficulties seeing pedestrians
295. I think distracted driving during rush hour generates some of our biggest safety concerns.
296. People are tired and in a hurry
297. Traffic is bad when school begins and departs for the day
298. Increased traffic
299. People are in a hurry and in winter it’s not very light out.
300. En route to school in the morning with my children
301. Traffic concerns are all day and night - it's dangerous period.



302. Busiest time of day, people stressed about getting home, multiple types of vehicles on roadway at that time
303. Most traffic flowing through the Eastside at these times
304. Lots of traffic on soquel dr
305. Harried drivers and traffic flowing more freely than at commute hours.
306. I would adjust evening to start after 2pm when school pick-ups and early shifts are off and start commuting. Also the late afternoon sun seems to make visibility more of a challenge than in the morning commute traffic.
307. Most aggressive behaviors
308. The most traffic
309. Traffic safety is an issue nearly all day long. People are overly aggressive, unkind, hostile and use their vehicles as an extension of that anger.
310. Major traffic on Highway 9 at SLV Schools, with children trying to walk to school
311. too much traffic, too many on the road at the same time
312. The morning and evening rush hours have the most congestion. Plus people are in a hurry and often on their phones. There are more people than ever before on bikes, especially e-bikes, sharing the road and drivers are often not aware of them.
313. Missing from Question number 6 #1 that everyone has their head in the sand about, the biggest issue is poor road conditions. The County needs to repave (not patch) roads. Paving is #1



If you indicated agreement to Question #12, briefly describe what changes you'd be most willing to make.

1. I'd be more willing to walk and encourage others to do the same. Perhaps skate my way around.
2. I'd be willing to switch to public transit if it was available on my commute.
3. I would like to use my e-bike on a regular basis, I drive slower when I see kids and construction zones, I hate speedbumps but understand their need in some areas. I try to take the bus when I have time to spare.
4. Reduce the time I use my phone while driving.
5. I would stick to the better protected bike routes, even going out of the way to get to my destination if it is a safer route.
6. When I began taking kids biking on our surface streets, I dramatically changed my driving behaviors. Biking has become FAR MORE dangerous in the past 5 years. I drive very carefully watching for bikes and peds. Drivers need infrastructure to force slowing
7. use transit more if there were better (time saving) options.
8. I would ride my bicycles more often and not be worried about being struck by speeding vehicle, distracted driver, aggressive driver.
9. Driving adjustments
10. Hard to think of what to change since I'm usually a pedestrian. But o guess paying more careful attention
11. Improvement that decrease overall speed for greater safety
12. I would be more aware of pedestrians and even more so when I saw a flashing crosswalk. And as a pedestrian I would use them.
13. Calm down. Be in less of a hurry. Be aware of my speed.
14. I would drive as seldom as possible. Car drivers have become faster and daring to break " rules of the road and focussing on pedestrians."
15. Less driving
16. Comply with new stops
17. Bike more
18. Walk more to shop and other errands.
19. Bike more.
20. I would bike more if the roads were safer with reduced motorist speed.
21. I am not going to start wearing my helmet but I have to take into account that any car might decide to inadvertently kill me So I ride my bike like I don't want to die
22. I feel I'm a safe driver but I know I look at my phone more than I should.
23. Take transit more, if it was frequent, reliable, affordable and safe.
24. I will choose the safest mode of transit for myself and my family members based on the infrastructure available.
25. I would walk more to businesses
26. I bike mostly, but I would be willing to limit distractions while driving.
27. I'm willing to take different routes or to drive more slowly.
28. pay extra attention at intersections and pedestrian crossins
29. Adjust transportation time
30. more biking/walking, less driving
31. Allowing kids y bike farther distances
32. Driving slower, paying more attention to signage



33. poor question. I drive very little. Question assumes one drives primarily. How would walking less reduce the risk of injuring someone?
34. I am in favor of traffic calming features even if they slow down traffic.
35. I would be willing to shift commutes to a bike or e-bike if the infrastructure is built out to get me to my office and home again safely.
36. Bike more often . Would commute by train or light rail if available
37. Drive slower, use alternative routes
38. not worry about being late when traffic congestion happens, need to educate medical offices and others that drivers are doing there best to estimate drive times but things happen.
39. Commit to 1-2 additional days of car free commuting from south county to north county per week
40. I would drive at lower speeds if the posted limit were decreased
41. I would walk more
42. I would definitely walk more often and in different areas if there were sidewalks and street lights in my neighborhood.
43. Bike commute to work
44. Avoid distracted driving. Observe traffic laws.
45. I'd be willing to change routes, go slower, endure traffic-speed mitigation measures if I knew that it meant everyone was safer.
46. Driving less
47. I'd bike everywhere when possible. I'm too fearful to ride on the streets. We need a trail.
48. I feel that I am already a defensive driver and cyclist
49. Not driving or cycling while distracted.
50. Run errands by riding a bicycle
51. Ride more, drive less. Continue to obey sensible traffic laws.
52. I think I act pretty safely already but I'm open to ideas
53. Drive more slowly in deisignated areas
54. Become more cautious/aware
55. The question was too broad. I already have taken measures and drive and ride safely. I've driven for 60 years with no accidents. Alert, aware, and prepared at all times. This is why education is essential for those without decades of experience.
56. Ride my bike more often
57. I would probably bike or walk more for local errands
58. Learn what causes the problems and reduce them.
59. I wouls slow my driving. This would require pretty extensive street redesign and law enforcement, neither of which are occurring now.
60. I would like to bike more and take more public transport if more infrastructure was in place to make it more accessible and safer.
61. Drive instead of cycle
62. I cycle for transportation. I am saddened and disappointed by the fact that our infrastructure has made this a risky endeavor. It baffles my mind that we as civilized people tolerate our current level of road carnage.
63. I'm unsure what of my particular behavior could change but am willing to
64. I would follow new rules or signs if I was aware of them, such as lower automobile speed limits, bike speed limits, etc.N/A
65. Walk more
66. Would love to walk more, but so many sidewalks are non-existent.



67. I'd ride a bike more often
68. Bike more
69. I'd like to use my bike or walk for shorter trips and the bus for longer trips.
70. If i had the ability to feel safe biking around Zayante and Graham hill road, I would absolutely do so, but currently it's a crazy road to bike on, certainly between Quail Hollow and Graham Hill
71. Slow down while driving
72. Increased safety for all
73. Bike more
74. Take more public transit over lyfts
75. always do right
76. If there were more crosswalks, such as in front of the library near the bus station, I would stop at them all.
77. Driving slower on roads that are designed to calm traffic
78. I personally ride an electric scooter, and would be willing to run or ride a bike if people seems scooters unsafe for traffic. I think scooters give unparalleled accessibility that a bike does not, but I am lucky to be able-bodied where I also bike as wel
79. More active travel
80. moving to a different lane/road, taking detours for safer routes
81. Walk more
82. I can’t change my transportation because we have no bike lanes and curbs
83. I would be willing to bike more to work and with my family to school if the roads were safer and better connected with buffered or protected bike lanes
84. I generally get around day by day by cycling and I'm willing to put up with poor quality infrastructure. Friends and family aren't as bold as I am.
85. drive slower. deal with traffic calming devices.
86. Drive slower, tolerate more traffic calming measures
87. I feel that if people slow down their would be less injuries between drivers and cyclists/pedistrians.
88. Well if there is something I can do, I'd do it? I follow the traffic rules.
89. more biking less driving
90. DMV requiring more robust and strict requirements before getting license RE: pedestrian and cyclist safety/laws
91. Follow the rules of the road
92. Cycling is my primary way to get around, and I would feel much safer riding and walking
93. cycling and walking instead of driving
94. I mostly bike despite the hazard and being seriously injured by a distracted driver
95. I am willing to ride a bike instead of driving a car for short trips if there are safe routes available to cyclists.
96. I am willing to reduce my driving speed
97. We’ll definitely drive with cyclist and pedestrians in mind always
98. Slower driving
99. Willing to change driving behaviors to be more friendly to pedestrians an cyclists
100. be more attentive, take different routes
101. Slower speed limits while driving
102. Better bike infrastructure, a train, and a bus. That's all you need.
103. Curb extensions, eliminate right turn lanes and right on red. Install raised crosswalks.



104. Choose bike over car if safer to ride
105. Walk more if I could walk safely on the road I live on.
106. walking, cycling, transit if it were available to Lompico area
107. Would ride bike more
108. I would bicycle more if it was safer to do so.
109. Less likely to roll through red-lights if the sensor would properly detect my steel frame bike.
110. I have to say, I bike less often than I would like to because of safety concerns. I would take public transit if travel times, route coverage and frequency were better.
111. N/A
112. drive less.
113. Would gladly Spend more time getting places (driving, walking, etc) if traffic control/safety measure were thoughtfully engineered & implemented
114. If bike lanes were wider and safer and separated from pedestrians I would commute by bicycle. But we also need the police to do more to protect cyclists from car drivers.
115. Though I do not have a car, prefer public transportation when it works, I find I review my walking, public transportation every few months. Though not operating a vehicle, I do watch CALTRANS notifications as well as RTC .
116. Pull the tracks.
117. Less distraction, less hurry
118. I walk when it is possible and realistic but some times it is too dangerous, especially at night.
119. Lower speed limits. Use any new improvements such as turnouts, crosswalks, etc.
120. Would cycle more if more safe bike lanes available
121. Maybe public transportation
122. Happy to go slower and more thoughtfully if traffic and other drivers allow. Would love more robust biking options
123. If bike lanes were added to La Madrona I would use them to ride my bike to/from kids school and open spaces.
124. Will be more aware when driving
125. I am looking forward to using the Hwy 1 Chanticleer pedestrian overcrossing to walk across Hwy 1 to Medical appointments, shopping, dining. I will use MetroBus more. When Rail service begins, I will use it. Rail is a very safe transit method.
126. Leave home earlier to safely get to destination
127. I would drive more slowly if speed violations were enforced.
128. Be more patient and decrease my speed when I drive. When I walk, not crossing against the light and making eye contact with drivers when crossing the street
129. Driving less.
130. walk and take transit more
131. I would walk a little more. For example, trying to cross Mount Herman is super dangerous as a pedestrian, so I drive from one shopping center to another. I would consider parking at one and walking to the others if it was easier to cross.
132. I'd walk and bike more if it was safer
133. If there were bike routes in place similar to but safer than Graham Hill or Soquel San Jose for example, I would take them even if less direct.
134. I would be willing to follow best riding routes if a safe route was created to get across town or to where I'm going



135. With more dedicated bike lanes around Santa Cruz city, and throughout the county I would ride my bike more.
136. slow down speeds, stop before proceeding
137. More ebiking
138. I'd walk and ride my bike often.
139. Think about others and drive/ride with empathy
140. I would bike around town way more often.
141. I would be happy to ride my bike on safe routes even if it means going out of my way a bit.
142. As a driver, I would happily accept solutions that increase my drive time in the name of safer roads and increased human space
143. Be patient. Texts can wait
144. It would be being a patient driver. I'm much better but it is always top of my mind when driving now.
145. I would like to drive less, which I generally believe is better for the community.
146. Walk to work
147. I already drive slower in congested situations. When biking, I always ride to right of bike lane and when turning left, generally stop and cross at crosswalk as opposed to cutting left across traffic
148. Using the bus if there was parking near the bus routes
149. I'll continue to follow traffic signs and laws to make sure my neighbors are safe.
150. Bike more
151. I could ride less aggressively- right now, I feel like I have to be proactive and claim safe space on the road to stay safe
152. I do my best to abide by all traffic laws- biking and driving. And I will continue to do so.
153. I would drive certain routes if some were deemed only for bikes, etc. Also, if there were convenient bike paths I would take those over a direct road route.
154. I would be willing to bike more if bike lanes were wider, better marked, more people were ticketed for texting and driving, and more people who rode E-Bikes new the rules of the road
155. If bus service was closer and more frequent
156. Law enforcement needs to enforce the law...when the church on felt street has their monthly yard sale there will be 30 cars in the bike lane...right under the signs that say in red do not park...bike lane...nobody cares....
157. My driving has gotten very cautious with the speeding and wrong way e bike problems.
158. I would take the bus more often
159. Not just better bike lanes. Improved bike routing to provide routes and connections (bridges where necessary) outside of busy roads.
160. Use dedicated bike paths to eliminate myself from vehicular roads.
161. I would walk more.
162. Routing
163. I'd bike more.
164. I live 8 miles from the city limit on very hilly mountain roads. Driving is the only practical way to go to the city in a reasonable amount of time? The repeated questions about walking and bicycling are not relevant to rural mountain residents.
165. Walk more often vs drive



166. I'd cycle more.
167. I would be happy to use public transportation if there were substantial investment in service from the unincorporated county to other parts of the county and Bay Area.
168. I would LOVE to safely and calmly ride my bikes more around town with reassurance that I am unlikely to get killed or badly injured.
169. Increase cycling and walking. Would bike my kids to school.
170. Perhaps suggestions options for this question
171. Bike and walk more if I felt safe
172. Driving slower. Walking more, instead of driving.
173. I already drive defensively.. speeds are dangerous in areas on East Cliff Dr ....
174. I already do: I choose to use my car in order to not get killed on my bike.
175. I would work more days at home if it was possible.
176. Bike or walk instead of driving
177. I might be willing to drive my car again.
178. slower driving
179. Slowing driving with better light sequence
180. I believe making bike lanes safer could reduce traffic congestion on short distance highway trips
181. More Public transit, walking and biking
182. Not sure. I comply with traffic rules. - Additional stop signs might help in some places. Speed controlling behavior (like the speed tables capitola added to clares st)
183. Ride more - which is safer for everyone sharing the road with me - as long as the roads are safer for cyclists.
184. I think I already am very aware of cyclists and pedestrians, but I would follow recommendations such as lower speeds, etc.
185. Bike more
186. If roads made safer for cyclists would ride much more. If bus service was more frequent would use much more.
187. I would walk and cycle more if I felt safe to do so.
188. I'd walk and bike more if I felt it was safe to do so on a protected bike path or trail
189. Do you realize how badly designed this survey is?
190. Watch my back when riding on the roads.
191. We all need to drive slower as a result of engineering changes to our roads. We need engineered/built solutions to protect pedestrians and cyclists from vehicles.
192. Road changes. Such as reduced lanes or some closed to vehicle traffic.
193. I'd be happy to bike more if there were safer routes/paths.
194. I'm willing to bike as much as needed if I felt safe while biking
195. I would take different roads, walk more, bike, etc
196. Writing Santa Cruz METRO Transit
197. I'm willing to stop at more stop signs if they are installed.
198. Most of my local travel is either too far to walk or cycle, too much up/downhill, or missing infrastructure for walking or biking. I'm 78 years old.
199. Longer commute times
200. Ride my bike to work
201. I drive safely.
202. I would be in favor of reducing and enforcing speed limits and eliminating right-on-red at pedestrian-heavy intersections.
203. I would ride my bike for errands more often.



204. We were told we would have a trail across the capitola trestle that would help us to bike to 41st ave shops and connect the county. We were sold a Rail Trail why is that going on city streets? Keep it in the rail corridor
205. Make more public transit (train infrastructure particularly), and people will happily use it.
206. When driving, I'd like to see the roads modifying to slow people down, including myself.
207. I would walk more if there were better crossings and trails. I think the main challenge in the county is narrow roadways and topography.
208. Cycle more if there were safe routes
209. Drive slower. I could sometimes take a bike if mountain road had a bike lane.
210. consider using public transit more often if more available.
211. Drive less
212. I'd bike/walk everywhere if it felt safer.
213. i already have changed as much as i can.
214. Using more walking paths and public transportation to get to Watsonville
215. No distractions while driving
216. I would walk more if I wasn't harassed by beggars, I would cycle if I wasn't worried that my bike would be stolen.
217. I would be willing to take longer to get to work or use a different transportation modality to reduce risk
218. Right now i don't let my kids bike anywhere. If it were safer, I would do it.
219. We watch out for cars trying to hit us. We find aiming a cell phone and taking video changes behavior.
220. bike more
221. Create more barriers to straight streets, increase number of crosswalks, signage, and enforcement
222. I'd walk more
223. I would walk and bike more if it were safer
224. I stopped riding on streets
225. not sure, question 12 is pretty unclear. Yes, of course I would change my behavior if it led to increased safety for myself or others. But how does changing my "transportation behaviors" effectuate that change?



Is there anything else you would like to share about traffic safety concerns in Santa Cruz County?

1. People's lack of care for others is very concerning. Not just in the county but with all drivers. Car culture and individualism are root issues embedded in the culture. I hope to see that change in my lifetime.
2. Trail now, please. And open Murray St bridge to peds/ bike please
3. The kids driving e-bikes and sometimes small motorcycles on roadways is really dangerous. I see a lot of risky behavior; they do not follow the rules of the road. I almost hit a child on an e bike who abruptly turned left at a stop sign from the far right
4. There is a level of anger, even moms with kids in the car, people rushing to get home and get it all done. We need to work on educating people that driving at a safe speed does not cost that much time and SAVES LIVES! It is common for drivers to...
5. Need protected bike lanes. I witnessed a driver almost run over 2 kids on bikes when he was trying to avoid a speed bump on california ave between bay and soquel. Luckily there was no car parked so the kids were able to swerve and avoid an accident.
6. Speed bumps on lower Bay Street. Weekend tourist speed and cut people off which is dangerous for locals
7. I'd love a "hop skip jump" bus system, for short medium and long trips
8. The biggest issue I encounter as an avid pedestrian is cars turning into legal pedestrian crossings: many drivers ignore crossing pedestrians, do not even look or only look one way. Intersections need better ways to alert motorists to crossing pedestrians
9. I would REALLY like an RFB crosswalk at Dawn Lane and Soquel San Jose Rd. in the area of Soquel Cemetery. There needs to be a safe place for children, especially, to cross that road to school the park and to visit friends in the neighborhoods across.
10. CALFIRE has problems crowding both lanes on Felton-Empire Grade. Bikers don't stand-out on shaded Empire Grade or Route 9.
11. I do not feel safe as a woman even in daytime walking or cycling. I don't feel free to be out in the neighborhood after dusk.
12. Motorized bikes are a hazard on trails and lanes for pedestrians. They travel fast and do not consider pedestrian safety
13. Na
14. Encourage more carpooling. Education about looking for pedestrians.
15. e-bikes not following the rules of the road.
16. Bay St gets all the attention on the Westside but there are other streets with serious concerns that are not being addressed.
17. Cops make things worse almost every time. Police following and running plates make people uneasy in a police state. People naturally supply the probable cause when they are terrified. Allow people to be human and observe and report, not harass and arrest!
18. Lots of people blow stop signs and drive aggressively. I'm always worried about the motorcyclists driving like assholes.
19. Transit is woefully inadequate. To make a real difference, we need to be able to catch a bus, trolley or train from anywhere to anywhere without studying schedules or stressing over connections.
20. Enforce traffic laws with cyclists. Failure to stop, fail to yield for pedestrians, fail to signal turns, improper lighting/safety features. This applies to young e-bikers and packs of older recreation road riders. Cyclists in Santa Cruz are the worst I h



21. Along with the usual types of education, I think there should be training on how to drive on mountain roads which are often more technically difficult than driving on Highway 1. Simple would be Highway 9, a more advanced version would be Ice Cream Grade.
22. I can't drive so I need to bike, walk and use public transit in the county. I commute from Santa Cruz to Aptos and back several times a week usually via bike and I love the new barriers and thicker bike lane lines. I wish more areas of soquel had that.
23. The general public won't accept road diets unless they understand that the purpose is to get people to drive slowly without needing enforcement. Road diets need a PR campaign, "Giving fewer speeding tickets" or making the speed police uneccessary.
24. Continue to fix the freeway and support the rail options
25. Please invest in the safety of bike riders and pedestrians! There are more kids out there on electric bikes than ever! We need better infrastructure. Thank you for your attention to this important issue!
26. Very much appreciate asking the community for feedback
27. SLV is needing a lot of these traffic injuries reduction designs
28. Bicycles often don't stop at stop signs and do not position themselves properly for left turns. We need bicycle instruction in schools.
29. would like to see more red light cameras. Police can't be everywhere all the time enforcing, but a camera can.
30. I am also concerned about wildlife safety. I would like to see wildlife crossings and traffic calming measures put in place to protect animals as well.
31. I think we should prioritize building out pedestrian/cycling sidewalks in rural areas or where there are adjacent features that add to the risk of users (e.g. storm water ditches).
32. I have observed Inadequate/unsafe traffic control at road construction on soquel and on front, as well as an overall trend toward lax / nonexistent traffic control in constructions zones throughout the county.
33. Highway 17 is very dangerous. Roads around unincorporated areas also need a lot of attention - that would be my first priority if this was provided as an option in the list of solutions...
34. We need to collectivley give each other a little grace and be safe.
35. The No.1 piece of infrastructure that will help south County in terms of pedestrian, traffic safety and reducing congestion is the rail corridor.
36. Our street is dangerous- La Cuesta Drive. The speed limit is too high for all of the people out and about
37. The road and sidewalks on Glenwood Drive are way too narrow for the amout of car, bike, and foot traffic on it during school drop off and pick up. Students frequently have to step off the sidewalk to pass each other and have close calls with bikes and car
38. I am seeing lots of new bike lanes that don't follow standard traffic patterns (like a double bike lane (one for each direction) on the same side of the road).This causes confusion and possible accidents. Bike lanes should follow normal traffic patterns.
39. I think it would be a good idea to create rumble strips on painted centerlines like CalTrans has done on Hecker Pass.
40. People using devices while driving is a concern of mine. I see it a LOT, both in stop-light-type areas and on the freeways. There must be a way to enforce the law in this area and keep people off their devices, eyes on the road, people!
41. Too many aggressive drivers little enforcement by CHP
42. I see so many drivers speeding and driving dangerously. Santa Cruz is full of walkers and bike riders. The streets are generally narrow and speeders need to slow down



43. Road surface needs improvement
44. ENFORCEMENT. How many vehicles in Santa Cruz have been cited for violating the 3' law? How many cyclists have been cited for going the wrong-way? Or obstruction trails/roads?
45. The condition of county roads is deplorable. We need to stop funding something and start properly maintaining and repairing our county roads.
46. I am most concerned about arming unprepared and unlicensed youths with electric motorcycles. DO NOT BAN THE VEHICLES--STOP THE UNSAFE BEHAVIOR ANY WAY YOU CAN!
47. Would really like to see safety around rural roads since many of us bike for leisure out there and the potholes and narrow shoulders has made it unsafe for many of us causing bicycle accidents.
48. many Street signs showing the name of the streets are needing to replaced as they are bleached out and very difficult to read. The terrible pavement and the potholes are dangerous, and the narrow roads with no shoulders are also dangerous for cyclists and
49. I see many surveys and good intentions from government staff, but a notable lack of political leadership on this issue.
50. Repairing existing failing road infrastructure
51. Please maintain the roads and vegetation at the very least. Thank you
52. The new barriers on the bike lanes are stupid. They make passing fellow cyclists more dangerous, they make the bike lanes narrower, and you have to now dodge the white plastic columns, who thinks of this BS?
53. Clear the levee underpasses of debris through the down town Santa Cruz area. House the homeless so there is no extraneous outdoor housing debris to obstruct passage?
54. In the recent People For Bikes city ratings Santa Cruz ranks #119 in California, #791 in the US, and #1142 worldwide of similar sized cities. Embarasing.
55. As someone who lives in unincorporated county that often gets overlooked (freedom blvd), please pay some attention to us out there. we lack a lot of the basic infrastructure that exists elsewhere (cross walks, stop signs, etc)
56. Traffic laws need to be better enforced. Driver cell phone use needs to be enforced better, e-bikes need follow traffic laws, electric motorized cycles that are not defined as ebikes under the law need to be removed from the streets.
57. How will the county handle all the new traffic from new housing developments?
58. Do not like the roundabouts...The one at the Santa Cruz Wharf is a nightmare. People don't know what to do there.
59. RTC refuses to address known railroad dangers in Watsonville including students walking recklessly on truck routes and trestles
60. The culture around accepting death and serious injuries on our roadways must shift in order for change to occur.
61. There's been a lot of tree work done in SLV, but it'd be great to have more attention up here around road safety and creating more bike lanes. I see other counties like Marin that has created a fantastic trail structure and bike safety process.
62. I wish people who ride bikes would all follow traffic safety guidelines, like traveling with traffic, and staying off sidewalks. In Watsonville, about a third of the cyclists I encounter while walking, are on the sidewalk, or riding into traffic.
63. Would love more folks to bike and walk and feel safe and good about thisSo many I know will not bike due to safety concerns
64. There needs to a prioritization of bicycles / pedestrians over cars. This means cars stop for bikes at trail crossings and not the other way around



65. ANY place the bike lane seperator stripe is worn, it indicates cars intruding into the bike lane and should serve notice that corrections are needed.
66. There need to be more continuous, paved side walks around town, especially between the library and the shops like Target
67. Too many signs at round a bouts & intersections. Distracting. A sign was even put up now advertising parking, & one downtown in front of LuLus says "Downtown."
68. In general, I think we need to deprioritize vehicle traffic especially on the coasts and provide much better infra for pedestrians and micromobility.
69. Additional enforcement of current laws for both vehicles and bicycles would help the most
70. I have a skateboard but the rules are hostile to riding that. I can't use it on the sidewalk and the road is far too unsafe. The skateboard is too slow to be in the bikelane. Where do we go?
71. Put a speed bump on Bluebonnet Lane
72. speed cameras On HW17 !
73. More affordable housing in or near high resource areas of the County would lead to fewer people having to commute longer distances, which would have the benefit of a decreased likelihood of people being fatigued, speeding, and related safety concerns
74. Need more separation of bike/walking infrastructure from vehicles. This means bike/ped ways and routes and traffic calming through neighborhoods.
75. Many 4 way stop signs should be replaced with traffic circles. Ditto for three way intersections.
76. Basic smooth pavement will go a long way to improving safety
77. I'm concerned about the use of trottle bikes being used by mostly young people. Those bike riders need to be regulated.
78. Trash day always means cans in the bike lanes, it would be nice if there was some alternative to that but I get it.
79. I understand fiscal concerns. BUT - our TERRIBLE roads make it dangerous for ALL of us, regardless of transportation mode. This public infrastructure spending is absolutely essential. Head to surrounding counties; we should be embarrassed.
80. Recently there were enforcement officers on the local roads (April 2025?). It's not a routine situation, but appreciated & I told them so.
81. Improve the poor road surfaces in some areas (especially Eureka Canyon Rd. and Glenwood Rd.)
82. road repair is very important for biking
83. The single most important way to increase biking and pedestrian use, and community health is to open the coastal rail corridor for active transportation by railbanking the branchline and building a wide, multimodal trail that separates fast and slower use
84. When using a crosswalk on two lane roads, one car stops, but others blow by in the second lane. Terribly dangerous.
85. Aggressive drivers
86. OH COME ON - YOU OMITTED THE #1 BIKE SAFETY IMPROVEMENT - GET RID OF THE TRACKS AND BUIILD A WORLD CLASS SUPER SAFE TRAIL
87. We seem to be in the mess we are in because of the prioritization of speed and entitlement to use of private vehicles. We have to face this and agree to try alternative approaches.
88. With the increased housing and E bikes written by younger folks, especially the throttle bikes there are many concerns about safety for everyone, even those of us experience on bikes and walking
89. Bike paths like the rail trail are extremely valuable and add safety as I appreciate being separated from car traffic esp in narrow streets with no shoulder



90. The intersection at Scotts Valley Dr and Glenwood Dr sees much more traffic than it can safely handle
91. Hwy 9 needs overhead lighting at all crosswalks & needs lighting at all bus stops with seats & more lighted bus stop enclosures.
92. The amount of people living in the county is absolutely crazy compared to how far behind the infrastructure is. No train, shitty bus services, lots of rural areas with bad roads to drive on. Enforcement of laws and safety is non existent.
93. Speed and aggression are the worst, but people turning never notice pedestrians and cyclists.
94. No
95. Eliminate shoulder-less roads in the county.
96. there are way too many roads with inadequate signage and road paint/ lines, lanes that do not line up at intersections, including many where if you continue going straight at intersection you would wind up in left turn lane for oncoming traffic
97. Enforcement on hiway 17
98. Children need to have a license to operate an electric bicycle - they are dangerous on the roads - helmet laws need to apply to all riders - children and adults
99. Drivers are getting worse.
100. Bike lanes are frequently encroached on by cars. - simple observation or looking at the faded paint of lane markers gives proof of that. More enforcement please.
101. I would like to bike or walk more often but roads around here are not conducive (potholes, no sidewalks). Santa Cruz County is not as bike-friendly as it should or could be.
102. Youth need much more education on walking and bicycle safety
103. Gushee street between the post office and the museum at Empire grade has a library and a discovery park. MANY walkers in the middle of the street due to lack of adaquate sidewalks including families, children on bikes, and no crosswalks.
104. Police enforcement/ticketing of illegal driving maneuvers (cars and bikes) would go a long way toward helping. Mission St area esp needs this.
105. Bike lanes need improvement. Often a biker has to swerve into traffic because of potholes, debris, etc in bike lane.
106. We need wider bike lanes separated from both pedestrians and cars like everywhere else on the planet. We need the police department to stop harassing cyclists and actually do something to protect cyclists from car drivers. Seriously, how many tickets have
107. Please refer to #6: my first two choices go hand in hand. There isn't one without the other PERIOD. EXCLAMATION POINT! No discussion! I see my third choice paired with public transit accessibility.
108. Pull the tracks.
109. More bike trails please!
110. Many of the roads are crumbling and dangerous and have very little room on the side to walk safely.
111. I would like to see enforcement of the racers and people tailgating and passing on double yellows. Some of the motorcyclists drive very dangerously. In downtown Boulder Creek cars park so close to the corners it is hard to see the traffic coming on 9.
112. Speeding on country roads is a huge issue. Add more speed bumps or more police to pull people over.
113. Too many speedsters
114. Concerns about road quality.



115. Please fix the roads particularly on La Madrona. Road quality is poor.
116. I would love to see improved traffic law enforcement. I am sick of walking my dog and watching drivers run right through stop signs near schools.
117. Scotts Valley should prioritize improvements to pedestrian infrastructure, including the parking lots for the shopping centers along Kings Village
118. Potholes and bad street surfaces are a problem.
119. The one kid per car school pick up causes an inordinate about of traffic on relatively small streets. It jams up many areas in town. We need to bring back school busses
120. Make things better. Not worst when improving for all.
121. Build the Trail in the rail corridor ASAP!
122. Traveling throughout the county safely is everyone's responsibility. When we think safe, we travel safe.
123. I often see bicyclists and pedestrians on Graham Hill Rd so it sure would be nice to improve the Graham Hill Trail as an alternative.
124. Instead of studying it to death, get building! Enforcement won't work. Education won't work. The only thing that works is physical infrastructure to limit cars; the rest is fluff
125. I've seen people run red lights right in front of police cars and not get stopped. This simply encourages others to do it too. We had a day in Scotts Valley a while back where traffic laws were enforced and a lot of people got tickets. Enforce them daily.
126. If the rail corridor was a walking and biking path I believe we would have a much safer method of travel for the whole county
127. People drive too fast, bike lanes are not safe, wildlife is not respected.
128. much of the traffic concerns on westside are related to ever growing university dominance of city of santa cruz
129. Parents don’t want kids walking on busy street even though that’s where the sidewalk is bc cars are going so fast and there is more of a chance of encountering a mentally ill pedestrian or driver who means them harm. create safe paths on quiet streets.
130. More round-abouts on major corridor roads within Santa Cruz city would help keep traffic flowing. Look at Bend, OR - they do a great job, and have bike lanes, too.
131. people seem to be angry drivers, too much horn honking, texting while driving
132. Signs and information about safer bike routes. Still see bikes on Mission, when there are safer parallel routes
133. Walking on 26th avenue is challenging due to space issues and lack of sidewalk. If yellow line was removed from center lane vehicles may be more willing to yield to pedestrians or move over to make room for pedestrians.
134. Not enough cyclist protection
135. Please educate cyclists as well as ebike cyclists regarding stop signs and red lights applying to them.
136. People riding bikes on roads like Branciforte where it is a curved road and narrow with no designated bike lane can be challenging.
137. We need more traffic enforcement at dangerous intersections. Namely Rodriguez and 17th and Rodriguez at 7th.
138. Forget the rail and get the trail done. This is a no brained and much faster.
139. The bike/pedestrian infrastructure in SLV is lacking and extremely dangerous; improving this could reduce road traffic significantly
140. In general, I love one-way roads and think they could give us a lot of human space back
141. Keep cars and trash cans out of bike lanes



142. Please add more protected bike lanes and bollards
143. Number 1, enforce existing traffic laws!
144. Kids on e-bikes are very unsafe, giving other cyclists a bad reputation.
145. We need to stop pouring millions (and now billions) into a mythical train and construct a sage bike and pedestrian path on the rail corridor
146. I almost never see traffic enforcement.
147. I'm a bike commuter. I'll be the first to say that many, many bikers do not follow traffic laws. I think that is a shame. And many, many drivers pay no attention to bikes. That is potentially lethal.
148. The potholes and broken pavement on many county roads does make cycling more challenging, especially when dodging it around car traffic.
149. E-bikes and kids riding them without helmets are a huge concern
150. People on bikes put me at risk when I walk...as well as drive
151. I no longer feel safe riding my bicycle on Soquel drive because of auto traffic concerns
152. I ride a moblUlithi scooter, sidewalks end abruptly, there are telephone poles in the middle, fire hydrants in the middle of sidewalks.Railroad tracks should be paved over, ward is no handicap accessible because it's too bump for a scooter. Bushes overgro
153. Some of the e bikes are going over 25 mph in the bike lanes!
154. Please put a signal light at the 41st Ave and Portola Dr intersection! It's a terrible hazard both as a driver and a pedestrian.
155. The bike lanes are sometimes very dangerous with manhole covers and other obstacles
156. The 17th Ave. and Portola intersection needs to be re-engineered.
157. #1 item: commuters cutting blind corners on winding rural roads. #2: bicyclists not obeying stop signs requiring vehicles to pass repeatedly. #3 bicyclists not sharing rural roads wo bike lanes.
158. No
159. I witness drivers frequently sail through the intersection of 7th and Brommer and fail to stop, and not even slow down. It's as if there was no intersection there!
160. People are driving drunk at all times of day and night in this town. An 8am weekday DUI sting would be amazing!
161. Educate cyclists re:obeying traffic sign. Age limit for using electric bikes, require helmets and rear view mirrors.
162. We have "stroads" going through Live Oak which is a residential area, but it's like living next to a freeway. Locals and people from out of the area behave with entitlement and think they can do anything: street racing, doughnuts, burnouts, noise.
163. 26th Ave needs sidewalks and traffic calming. The county should consider centerline removals to calm traffic on residential streets in pleasure point.
164. Ebike licensing should be looked into, too many people riding ebikes that do not know the rules of the road. Something similar to a learner's permit where they are tested on the rules of the road.
165. More enforcement!!!
166. Ban pan handling at all intersections. Allowing people to stand so close to moving vehicles defies all common sense.
167. My neighbors have been bringing up the safety issues related to pedestrian access along East Cliff Dr for years. With the exception of the CHP briefly putting in a sign showing their driving speed to drivers, nothing else has been done.



168. We have to solve these issues; they make living here unsustainable for so many reasons
169. I walk every day in my neighborhood. Drivers are way more reckless, in more of a hurray and more distracted. I walk defensively and always warn other walkers to be on alert for reckless drivers.
170. Just more traffic enforcement, people using off and on ramps instead of waiting on freeway. Using the right hand turn on 41 st south off ramp to cut in front of the left turn lane.
171. Get rid of that idiotic figure 8 at the gym, where Soquel and Water cross. You could very easily make Water one way to downtown and Soquel Ave from downtown.
172. Generally, the population that freaks me out the most are the students traveling to and from school in e-bikes. They are the most at risk and dangerous as every member of my family and I have had to swerve or spot abruptly to avoid a severe accident.
173. I think the County of Santa Cruz, as an employer, should allow people to work from home 4 days a week for positions that can do so.
174. The greatest hazard on the road consists of bikers and pedestrians wearing dark clothing at night, refusing to pay attention when crossing the road and traveling on the wrong side of the street. Ebikes are particularly dangerous when operated by immortal
175. We need a speed bump and sidewalks on 17-26th avenue on East cliff
176. 41 st and the soquel frontage road is too dangerous for people walking and biking
177. E Bikes have killed one pedestrian and injured others in our county. Please do something to curb the reckless driving of these bikes that have no guidelines
178. Prioritize the underserved community near Dominican, where the County has approved already more than 500 new residences and is rezoning to add more
179. No
180. sidewalk needed on East Cliff between Ninth and 13th Ave
181. I want the roads to be safer for my kids to get to school independently, and really for everyone, or course
182. Watch freeway entrances where they intersect w bike lanes. For example soquel northbound at Paul sweet. Very dangerous.
183. Stop wasting money on rail studies and start improving traffic flow, Consider how to add a lane to Soquel Dr between State Park and Rio Del Mar to provide addition opportunities to decrease traffic on highway 1 in high congestion area.
184. I have voiced my concern several times to my city public works department, my highest concern is that the bike, road lanes and turning arrows have not been repainted near the schools especially on Creek Rd Scotts Valley
185. Anywhere a painted white line is worn due to traffic routinely crossing into bike lanes should serve as an indicator to authorities (planning, police, public works) that safety and enforcement improvements are needed and an accident may be likely there.
186. I commute by bike from Santa Cruz to Scotts Valley 2 to 5 days per week depending on weather. Most drivers on my route are fairly safe, but the rude or dangerous ones can create stress which stays with me the rest of the day.
187. I think it is a shame that we have not been able to put a continuous, safe trail on the unused rail corridor. That would be such a fantastic asset and solve a lot of problems here.
188. There has been infrastructure work on streets (pipes, fiber optic) that tore up the roads and the repaving is poor. Valencia road from Cox rd to Trout Gulch needs to be repaved.



189. Prioritize getting the trail finished in the corridor and stop wasting time and money trying to build a train.
190. We should prioritize safe street design higher than signage or enforcement. Safe street design controls for problems before they happen, signage and enforcement are palliative at best.
191. We should build a trail in the rail corridor
192. Need to get bikes off of streets. Own trail.
193. We need a school zone designation near Green Acres campus. We need better bike infrastructure
194. I primarily bike. The bike infrastructure is terrible. Even the areas that are designed for bikes are horrible. It is literally as if the engineers have done everything they can to dissuade people from using bikes for transportation.
195. Agressive drivers not willing to wait 15 seconds for a bike
196. If we are able to engineer roads that allow for more consistent throughput at slower speeds, reduce conflicts with pedestrians and cyclists, and give more space to cyclists and pedestrians in the public space, we will be better off.
197. There is a serious animosity towards cyclists that creates a dangerous environment. Our representatives do nothing to calm this anger. Instead, they waste millions of dollars to have nonsense ballot measures like Greenway that only increase the animosity.
198. Build the rail trail!!!
199. Please invest in bike infrastructure
200. prioritize transit changes that make driving your car less appealing than other options
201. The amount of people running red lights in Scotts Valley is outrageous especially at the Mount Herman and Granite Creek intersections with Scotts Valley Drive.
202. With more cars and construction equipment on the roads, the county needs to look into maintaining high traffic areas better.
203. We definitely need the new lanes on HWY 1 to help with the traffic conjestion during rush hour traffic hours.
204. I think if the speed limit was decreased there would be less fatalitiles. I don't feel safe riding my bike on Freedom - cars go faster than 30MPH!
205. We know where a lot of the problems are, let's keep iterating and building new and better infrastructure to make walking, rolling, and transit more convenient and comfortable than driving.
206. Please slow vehicle speeds around neighborhoods (Use AB43.), and create safe designated bicycle and pedestrian routes to destinations.
207. We have laws we can use to lower speeds, and put in speed tables. Build the Rail Trail in the rail corridor as part of the Monterey Bay Sanctuary Scenic Trail for Safe biking and walking as Promised!
208. n/applicable
209. Our lanes are too wide, we don't have consistent and shorter paths for pedestrians and cyclists, we don't have consistent 'bike boxes' for cyclists.
210. Consider focusing improvements in disadvantaged portions of Santa Cruz County and in areas of high infill potential.
211. Roundabouts with dedicated bike/pedestrian lanes!
212. Add more street lights in Watsonville, streets are so dark at night.



213. Fix the roads. If I don't have to dodge massive potholes and narrow lanes because of brush encroachment or uncleared landslides, I can keep a better eye out for others using the roadways. Fix the roads!!!!!
214. Red light cameras in Scott's valley would likely be effective at reducing red light violations.
215. All the pot holes and lack of street pavement forces traffic into wrong lane. Mountain roads are unacceptable if you actually care about safety.
216. The mix of high speed multilane highways and rural backroads means bad habits from both cross environments, speeding on back roads, being too casual on highways.
217. Fix the roads please
218. No one walks. I try to always walk if it's less than a mile, but the streets really don't feel safe. Speed, cars turning w/o looking for pedestrians infrastructure all add to the problem
219. The city that I dislike being a pedestrian in the most is Scotts Valley. Whatever changes can be made to urban planning and development, & modifications on existing rds & traffic patterns, the better. It's designed only for massive SUVs & it's heinous.
220. Cyclists and pedestrians need to also conform to safer behavior
221. There is a lot of speeding in neighborhoods and little enforcement of speed limits
222. I am concerned given how many adolescents ride e-bikes, that we need to dramatically improve our community's biking infrastructure.
223. I would like to see fewer people stealing bicycles and)or harassing pedestriansp
224. Our county is too car dependent, our county has many active individuals and families and if roadways were safer for cyclists and pedestrians car traffic could be greatly reduced. We don't bike our kids to school or bike commute to work because of cars
225. We absolutely need to make our area more pedestrian / cyclist friendly. Public transportation would also work so well in our small area
226. Completion of a trail along the entirety of the rail corridor would be a total game changer for errands (from Aptos to mid-County and Santa Cruz).
227. improved intersection safety
228. Unincorporated SCC streets have been ignored and in bad repair. I find it difficult to just walk down my street to get to the beach
229. Traffic enforcement needs to increase. It has wained considerably over the past 5 years. People know there aren't any consequences for their bad behavior and it shows.
230. SLV pedestrians deserve at least $1 investment for every $10 for the rail trail, including raising grants, proportionate to County population. We are badly left behind by the richer coastal areas. Unincorporated areas are vastly underinvested in..
231. There are no locations in the county that are safe to walk or roll
232. Finish the RAIL TRAIL!!!!!
233. i think the biggest problems are gaps in the sidewalks and bike lanes. Places where peds/bikes have to use the vehicle lanes.
234. The County needs to repave and restripe roads. If you want to decrease bicycle accidents, don't allow bicycles on busy roads that have no shoulder.
235. It would make a huge difference to remove the silly train tracks and implement a rail trail. I know that I would ride my ebike along the trail to work every morning and so would a lot of my professional friends. It would eliminate lots of cars.



Is there anything else you'd like to share regarding transportation safety in Santa Cruz County (e.g., specific areas needing attention, general safety suggestions, personal experiences)?

1. You can easily tell the difference between the City of Watsonville and unincorporated Santa Cruz County around the Freedom, Interlaken, and Amesti areas of South County. It would be great to provide the same amenities, at least sidewalks and street lights.
2. Power lines should be underground.
3. i am sad that the rail trial project is taking so long I would love to see it completed sooner. I am excited we will get a train station in watsonville
4. Trail now & support Metro instead of continuing to throw money & waste time on train. Thank you
5. Pedestrians need to stop at all crosswalks before stepping out into the street. It is logical for them to wait their turn. Pedestrians have taken advantage of the idea that they have the right of way to walk into the street without any concern for the flow of traffic around them. It isn't reasonable or safe.
6. Question 1 does not allow for a selection of "yes, I live within the study area" and therefore I chose the "unincorporated" option despite the details describing not to. This would skew your responses unless you manually correct/align it with the Q2 responses, sorry about this added work you placed on yourself.
7. Protected corners needs to be implemented at all major intersections so that drivers cannot whip around corners and hit pedestrians and cyclists, especially where there are schools and parks, like on BAY, on Chanticleer, Soquel, Brommer and MANY other locations in this county. Visual road narrowing and safety islands and crossings need to be added in many places in the community. On the West side, the flashing crossings near 7-11 on Mission is VERY dangerous because Mission has 2-lane traffic. One driver may see a ped/cyclist crossing and stop in one lane, but I have seen too many near misses where the driver speeding in the adjacent lane is not paying attention, does not stop, and nearly hits the person crossing. Another issue is that drivers merge right or make right hand turns without looking to see if cyclists are in the bike lane! This is very scary because as a cyclist, one never knows if a driver is paying attention - even if we are. I oppose FLOCK cameras but support SPEEDING cameras like what San Francisco has been implementing. Speeding is a huge issue in this community and speed limits need to be REDUCED to no more than 25 MPH!!! Even lower around schools and parks where young kids are biking to school and play. Drivers also will increase speed to pass cyclists on a narrow situation whereas if all driver SLOWED to pass, the situation would be safer.
8. Need protected bike lanes. I witnessed a driver almost run over 2 kids on bikes when he was trying to avoid a speed bump on california ave between bay and soquel. Luckily there was no car parked so the kids were able to swerve and avoid an accident.
9. Unable to change Question #6 : My choices: #1 - Improve public transit accessibility; #2 - Provide physical barriers that separate vehicles from pedestrians and cyclists; #3 - Add crosswalks with flashing beacons, stop signs, or traffic signals at intersections.
10. I have a baby and we use a stroller. Most of the side walks on the lower Westside are bumpy, to narrow, lots of irregularity which makes it difficult to use the stroller. I end up walking in the street because it's smoother with the stroller. If the sidewalks were better for strollers I would use them.
11. More attention to pedestrians! Bikes are great but a lot of us prefer to walk.



12. A particularly dangerous crossing is King at Storey. There is a middle school there and a lot of students in the area. Motorists coming down Storey ignore for the most part the marked crossing, which is on their LEFT. Often after stopping at the stop sign and looking right, they turn at high speed while pedestrians are in the middle of the crossing, fooled by the fact that the car had stopped. A flashing yellow light or moving the crossing to the other side of the intersection would improve safety.
13. Again, I cannot emphasize enough how a FLASHING crosswalk at the area of Dawn Lane and Soquel San Jose Rd. is sorely needed. Kids have to get across there to make their way down to school(s). Since there is no sidewalk on the cemetery side, they can't safely cross over that busy road to the existing sidewalk near the park unless approaching vehicles see a bright, flashing crosswalk. Yes, people still need to watch both ways when crossing, but an RFB would REALLY help!
14. In wildfire crises I want my family to have clear exits! The county is responsible as much, or more, as CALFIRE. Therefore Un-incorporated areas such as Bonny Doon, Corralitos, Big Basin, Highway 9, et al, shall have viable exits with 20 -foot, side clearances as well as zero over-arching tree canopies. District Supervisors can address safe exiting for our future fire-endangered civilians. Prevention is the defense we must trust…then we care for victims!
15. Parks, entertainment, hiking, biking, camping, touring may sit in the back row rather than being given the nudge to the stage.
16. Street maintenance is deplorable. No non-driving options should be promoted until streets are safe.
17. I find the motorized bikes to be a tremendous hazard on the walking paths and trails. Most travel at high speed as if it is a roadway, without regard for pedestrians or dogs. Trails should ONLY be for pedestrians, pets, and non-motorized bikes. It should be identified with signage. Thank you!
18. More dedicated bike and pedestrian infrastructure is needed
19. Love the repaving and curb work on the upper Westside. Creates more sidewalks for walkers. Also happy to see the flashing light at crosswalks.
20. As I mentioned above, please address speeding motorists on Western Dr by installing speed bumps and speed limit enforcement by police.
21. The soquel/poplar/water intersection is terrible. Fix that. Driving distracted billboards. Work with insurance companies to incentivize and promote their incentivizing programs (like snapshot that Progressive used to do). FLAT sidewalks that don't include driveway divots every 20 feet.
22. Be careful about restricting responses by too narrow questions
23. People are stupid and will continue to do stupid things - drivers, pedestrians and cyclists. Impossible to eliminate accidents by painting roadways green if cyclists and pedestrians continue to enter the roadways unsafely. I have less fear of fellow drivers, and more fear of hitting cyclists that drive erratically and disobey the rules of the road. Put a few police out on bicycles or motorcycles and start enforcing traffic laws with cyclists, and then you might see improvement in accident numbers. Intoxicated/mentally impaired individuals should not be allowed to walk down the middle of the road or hang-out on medians at busy intersections, and pedestrian accidents will go down. More traffic cameras/surveillance will not change your numbers. I drive/commute on a motorcycle, and cyclists and pedestrians are my largest safety worry everyday that I am on the road - cars might speed and drive aggressive, but cyclist safety (bad bike behavior) in this County is the worst.
24. I think that drivers should take additional training on how to drive while sharing the road with bicycles and pedestrians. As a cyclist, I've often gotten into dangerous situations on



the road with cars who do not know the rules of bike lanes. Also, I do think there should be more parking enforcement during high traffic times like the summer tourist season. The bike lane is often blocked by cars trying to squeeze in by the beach, or waiting for something so they just block the bike lane. It would be nice if there was a dedicated division for those kinds of infractions in unincorporated santa cruz county, specifically twin lakes/live oak area.

25. The area between harbor high and Frederick street on soquel, the intersections have a slight slant to them, so cars often end up halfway in the bike lane after going straight across the intersections, and as cyclists we basically have to predict that and change our speed to avoid cars side swiping the bike lane. Not sure how to fix it but it's unsafe.
26. Please please PLEASE stop engineering intersections so that drivers turning right and bicyclists going straight have to merge across eachother. It's incredibly dangerous and totally unnecessary. Please adopt the NACTO(sp?) guidelines from 'Don't Give Up At The Intersection'.
27. Prioritize pedestrians and cyclists
28. Support the rail options.
29. Continue to fix the freeway
30. No safe routes from Felton to Scott's Valley besides driving (or bus). Also need pedestrian/ biking alternatives from Ben Lomond to Felton or Boulder Creek.
31. Glad to see County is concerned about traffic safety. Use more bollards and barricades for inexpensive safety features to reduce curb radii, protect bicyclists and pedestrians, etc.
32. Thank you so much for the much needed pedestrian safety project on Green Valley Road from Holohan to Mesa Verde Dr. As a longtime resident of Mesa Verde Dr, I am thrilled with the flashing crossing signs at the park entrances and the walking path into town. The street trees, landscaping, and art are great additions too.
33. It is very challenging when bicyclist travel in groups and take up road bandwidth rather than staying in the bike lane. While we educate drivers about sharing the road, cyclist need the same messaging to achieve mutual respect and behavior change.
34. I'd love for our street to either have speed bumps added or have a lower speed limit. All of us neighbors talk about it and have been for years.
35. I ride my bike to and from work every day, and when I look into cars to make eye contact at key intersections, the majority of the drivers are looking down at their phones. This is a huge problem, not something that can be solved by maps and surveys, but by having a police officer stand along the road and watch driving behavior. Drivers need to be aware of their surroundings at all times.
36. I think it would be a good idea to create rumble strips on painted centerlines like CalTrans has done on Hecker Pass.
37. Pay attention to unincorporated areas. We have the worst road conditions with terrible pedestrian and bicycle passage.
38. A safe bike and walking trail, A train WILL NOT solve these walking/bike safety issues.
39. Thank you for working on this problem. I'd love to cycle around avidly, but the traffic and overall safety has been a deterrent since I moved here, twenty-five years ago! I did not encourage my daughter to use her bicycle much, since I knew cars were a peril, also. She has, as a pedestrian, nearly been hit three times in the last few months alone due to self-driving car and careless drivers in the street-light area roads of Scotts Valley. So sad!
40. Enforcement by Sheriffs not just CHP
41. A big one is the intersection of Mott and Murray St. Already someone was killed by a speeding driver there. That is a common pedestrian crossing and there is no signage,



crosswalk or blinking lights. Even with blinking lights and a crosswalk (down by the bridge to the boardwalk) , I've seen cars just power through the crosswalk as I'm in the middle of it! They don't even acknowledge anyone in the crosswalk.

42. Obviously many roads in Santa Cruz County have poor pavement conditions. But in my experience, a perceived lack of enforcement of the law has implicitly encouraged violations. As a cyclists I'm appalled at how often I see inattentive drivers next to me staring at their phones as they drift in my lane. Or seen cyclists going the wrong way down the streets, or cars crowding cyclists, not giving them their three feet. I'd be curious to know how many citations for those (and other bike related tickets) were issued within the county. Also, *any* section of roadway where the white line (I've seen referred to as the fog line) or Bike lane line is WORN OFF, indicates cars routinely intrude into the cyclist riding area. I believe that should be an indicator that 'bots dots' should be applied in addition to merely repainting the worn lines. This would help remind inattentive drivers they're encroaching into an area they don't belong. I'll be curious to see the statistics this survey generates. Will the raw data be available to the public? I'll be curious to know what areas were flagged and which areas received the most 'votes'.
43. Many drivers who don’t use bikes or walking to get around think other that cars have priority. When I tell people I ride they tell me how dangerous it is and how bikes are always ‘in the way’. There should be more education to car drivers explaining that bikes have equal rights to the road. And as the slower and more vulnerable road users, cyclicals should be given some respect and space.
44. Pave the Pajaro River levee from the water treatment plant to under main street. To hook up with the upper tail.
45. No, only the road conditions here are the worst I've seen in the entire country. Potholes, ummarked road humps and cracks make driving and riding extremely dangerous!
46. 1. Rodeo Gulch Rd must be fixed. It is a fire evacuation choke point now with the slideouts blocking lanes. Do not lower it's priority because we haven't had a fire yet. Learn from Paradise. I am a cyclist and I still say fix that road before spending the money on more bike lanes.
47. 2. Fix the condition of existing roads before adding more. They are the worst I have seen in the nation.
48. Years ago I was run off the road in two different spots on Bean Creek. I’ve also had many close calls with cars either driving to close to me (less than 3 feet), speeding up to pass me, or turning right in front of me almost causing me to crash.
49. Many street signs showing the name of the streets are needing to replaced as they are bleached out and very difficult to read. The terrible pavement and the potholes are dangerous, and the narrow roads with no shoulders are also dangerous for cyclists and pedestrians. I have been cycling in Santa Cruz for many years, and the roads are terrible. Also, the large number of motorized bikes ridden fast by children, is a large cause for concern. The bicycle lanes are not large enough to pass slower cyclists. The garbage cans that are left in the bike path are very dangerous for cyclists and difficult to get around without going into the car lane.
50. There was a lot of expense in remaking Soquel Drive. But honestly, it does not feel that much safer for cycling, because vehicle lane widths remain wider than necessary, and speeds are excessive. We need more comprehensive state-of-the art design to curb vehicles and speeding. Until we do that, we are nibbling at the margins.
51. Please address the blind left turn coming out of Encino onto Bonita. CHP has issued tickets to residents pulling out of the turn because they deemed the turn "dangerous" when it is



simply just too short of a vision triangle and luck of the draw flooring it. Especially in commuter times. This is mostly due to unmaintained vegetation on County land, but also partly too fast of vehicle traffic on Bonita

52. Please maintain the roads and vegetation at the very least. Thank you
53. Get rid of the dangerous white barriers that make the bike lanes narrower, more difficult to pass other cyclists, and push you out into traffic. WTF!!!
54. Complete construction of continuous south/north county bike transit route/trail! The Ariana gulch path is a game changer.
55. As someone who bike regularly and owns an ebike, we need more enforcement by law enforcement for ebikes specifically. We need to proactively stop the illegal dangerous behavior so that car drivers and public sentiment doesn't turn against all ebikes as a whole. And much of the unsafe ebiking comes from teens and youths in aptos, who may need direction from an adult, since their parents either aren't doing it or they don't care. Even a warning from law enforcement would be helpful
56. The proliferation of ebikes on our streets both legal and illegal has caused a dangerous situation for everyone using our streets and sidewalks. Children riding electric motorized cycles that do not meet the definition of e-bikes, are very common on our streets. I am on my bike for hours every week and see illegal electric motorcycles in use every day. Yesterday I saw a group of seven young people riding illegal cycles at a high rate of speed, doing wheelies, riding on sidewalk, and against traffic. Earlier this year I was proceeding westbound on Brommer St. on my bicycle when I was passed by a teenager on an illegal e-bike who was doing a wheelie within two feet of me. If I'm seeing this as much as I am, I know that law enforcement also sees this illegal use of our streets but does nothing to stop it (my belief based on how many of these illegal bikes I see and that I have never seen law enforcement ticketing them). THE EXISTING LAWS NEED TO BE ENFORCED!
57. East side Santa Cruz needs some help. Would like to see sidewallks in more places to get people walking safely. Would also like to see more law enforcement presence in certain areas where folks are driving straight through stop signs or stop lights, particularly 30th Ave/Brommer and 30th Ave/Portola. No one stops there. I've seen so many pedestrians and cyclists that have almost been hit there (including myself).
58. Please fix Harvard Drive, north of Crown, in Ben Lomond... the tree roots have made large sections of the road completely unusable
59. City of Watsonville, PVUSD snd RTC are reckless about safety resulting in students getting injured in noncompliant crosswalks connected to railroads and railroad intersections. These areas should be openly studied versus hidden in staff reports.
60. I'm so glad to see this plan being developed so our goals and standards around transportation safety can be elevated.
61. Give more attention to the San Lorenzo Valley around road conditions, Highway 9 is also a great place for a bike lane, and I think there's great potential to create an amazing trail structure that is safe for Santa Cruz County. Like I mentioned, Marin County has a fantastic trail structure, and I really feel like we could get there as well with the proper resources and actively looking at grants to pursue.
62. Please put a camera at Green Valley and Lawrence Avenue. Too often, people run the red light at high speeds. Also, why are people allowed to race, during the day, even, in Watsonville. I often hear two cars or motorcycles racing with loud engines. Why are the Watsonville Police not anywhere in sight?
63. Market Street
64. Corridors



65. North Branciforte with 2 large housing projects to come
66. Tons of pot holes around Hacienda and Casa. Traffic gets insanely backed up near the high school in the mornings making it a safety risk for elementary schoolers walking or biking to school. People speeding down the hill at Hacienda Dr. (especially the curve before Cumbre Ln. there should be a cross walk between the library and cruise cafe/the bus stop.
67. A European study years ago confirmed that too much signage confuses drivers & I have witnessed drivers stopping in lane at the wharf entrance round-about almost causing a pileup. I think it was at the Pacific, Front & Center st. round-about that I counted 13 or more signs.
68. I would love to volunteer to help with efforts making Santa Cruz safer for bikes and pedestrians. If there were a way to coordinate such a community effort, I would bet other people would help with this too.
69. Safety is up to those operating the transportation method. You cannot engineer people to driver safer or people to actually stop their bikes at a stop sign.
70. Education and enforcement are the keys to safety success.
71. The traffic lights at bay and nobel are the best thing in the whole world, they have great timing and are responsive to cars and bikes, and keep traffic flowing. love to see it.
72. would love to see downtown closed to cars, a pedestrian mall is so nice and I love when portions are closed off for the artist fair.
73. Reduce traffic on Highway 17
74. Better coordination between the County and City of Watsonville is needed for roadways that span both jurisdictions. More attention is need to South County roads, such as W Beach Street.
75. Concerned that community focus on train infrastructure is a distraction from providing quality cycling/walking infrastructure. Funding passenger rail will take away precious and scarce alternative transportation funds away from active transportation projects. Passenger rail in this county is not feasible and will not mitigate the climate crisis.
76. Please expedite the rail-to-trail project from Santa Cruz to Watsonville and then extend a bike path or class two bike way all the wayto Monterey.
77. Eureka Canyon and Highland road are riddled with potholes. Not a major throughway, but the surface is dangerously pitted.
78. Our county needs to repair and maintain our roads, I hate to say it but our roads are an embarassment.
79. I hope something comes of this survey. I know it takes money which is always in short supply, but it would be awesome if this town was more friendly for non-auto transportation. Good luck with the whole ebike thing. Generally I haven't found issues with bikes going different speeds in the bike lanes. I think one of the biggest problems with bike transport is theft. I bought an expensive lock however you always worry.
80. thanx for your inquiry
81. Fix the roads
82. It really bothers me the RTC can actually do a survey like this and act as if the potential for a proper off road bike super highway does not exist!
83. 1) Enforce existing speed limits on main arteries to ensure pedestrian and cyclist safety. 2) Penalize aggressive drivers to the fullest extent of the law.
84. 3) build traffic circles instead of long signal lights
85. 4)) construct traffic calming speed bumps
86. 5) build ADA compliant sidewalks
87. 6) prohibit cycling on sidewalks and against traffic



88. Look at how comparable cities (e.g. Madison WI) prioritize pedestrians and cyclists and you'll see their quality of life happens to be much higher. We can have the same if we are willing to deprioritize speed and private vehicles.
89. Prioritize easy/fast fixes like bike lane painting and posts to mplementthem quickly
90. Along all of Scotts Valley Dr and especially Glenwood Dr South of the high school, a lot of vegetation or fencing obstructs the view of driveways so cars cannot easily see pedestrians and cyclists while exiting driveways. Also, cars do not look right for pedestrians on the sidewalk with their attention focused on vehicle traffic coming from the left as they exit driveways on these roads. I believe dedicating the space of one of the two lanes to safer paths for vulnerable road users and reducing scotts valley drive to one lane will make the road safer. The road sees little traffic, but feels quite dangerous as a pedestrian.
91. Hwy 9 needs overhead lighting at all crosswalks & needs lighting at all bus stops with seats & more lighted bus stop enclosures
92. Metro needs earlier and later hours for the GO program. Bcycle needs more docking stations. Bcycle needs lower pricing without restrictions. Add Bcycle to the Soquel area. Hwy 9 needs overhead lighting at all crosswalks. Add stop lights in Downtown Boulder Creek, and a 4-way stop sign at Hwy 9 & Forest St.
93. From downtown Santa Cruz to rural areas, traffic is so bad it drives people crazy. A train should have been approved 20 years ago so we could have been using it for the past 5 years. The barriers in place to make a change are completely unrealistic which is why this county will struggle for my lifetime.
94. Bike lanes should have physical barriers to keep cars away. the new daylighting law should be strictly enforced and curbs painted red.
95. Cycling safety needs preference over parking and driving convenience
96. a big part of the problem is lack of follow through and enforcement by sheriff's office. When I was struck by a car on Lompico Rd. I provided video of the vehicle backing up into me deliberately, photos of vehicle and driver, license plate, etc. but Deputy Caitlin McBride said after she got the info that she would find the driver and get his testimony but never followed up and ignored dozens of emails as to whether she had followed through (obviously she hadn't) for 3/15/2023 incident on Lompico Rd. where I was pedestrian and road rage driver objected to me walking safely alongide road and first threatened to knock me over the cliff (into Lompico Creek) if he ever saw me walking along Lompico Road ever again, then he made a Y-turn and came back to hit me on purpose with his vehicle then drove off without providing his registration or drivers license info then came back AGAIN (stalking) and yelled at me from his vehicle luckily I was several feet off the roadway that time. I have seen him since he is still driving dangerously in Lompico area with impunity since the sheriff doesn't do anything. Lompico Rd is (supposedly) patrolled by CHP but since at least one crime was involved it was a matter for the sheriff to handle, confirmed by Deputy Caitlin McBride, but she never followed through to apprehend the driver and ignored communication emails and voicemails. I was injured in the incident (left knee and wrist)
97. need more enforcement of these super bright high beam lights at night on many newer / bigger vehicles
98. there are way too many roads with inadequate signage and road paint/ lines, lanes that do not line up at intersections, including many where if you continue going straight at intersection you would wind up in left turn lane for oncoming traffic including Soquel Rd. or drive in midtown Santa Cruz and 41st Ave. I believe it's at Murray or Portola and many other places



99. the roads in the mountains in unincorporated Santa Cruz County are often in poor repair potholes etc
100. We need better enforcement on Hiway 17. Too many accidents and productive hours lost due to so many accidents. I never see law enforcement presence!!! Road does NOT accommodate the Big Rigs or slow moving transport equipment .....these present a big on going hazard almost everyday now.
101. I rarely, if ever, see a highway patrol car that addresses drivers speeding on Hwy 17, tailgating dangerously on Hwy 1, people who are texting while driving, etc. Where are these folks?
102. Improving pedestrian and bicyclist safety would help, and enforcement of traffic laws would go a long way to making the roads and walkways safer.
103. The Santa Cruz city levee trail can be beautiful, but recently Iv'e been seeing a blight upon it in the forms of folks lounging on the trail, loose dogs etc. - It doesn't feel safe.
104. City of Scotts Valley, please repair roads that are within the city limits. Potholes create unsafe conditions for everyone.
105. I have concern that many drivers are unaware of traffic laws when driving behind school buses (e.g. cannot pass but when lights are flashing).
106. We do not need roundabouts, especially at Main and Freedom Blvd. In Watsonville. We do not need bulbouts on our streets. We do need more flashing crosswalks and encouragement to USE crosswalks. Please resurface our streets and mark them! There does not appear to be much upkeep. Center dividers need to be weed free. Please maintain. Watsonville needs more emphasis on street and sidewalk cleaning and beautification.
107. Gushee Street is a seriously dangerous street between the P.O. and the museum. It deserves a high priority for attention.
108. We need wider bike lanes separated from both pedestrians and cars like everywhere else on the planet. We need the police department to stop harassing cyclists and actually do something to protect cyclists from car drivers. Seriously, how many tickets have been written to enforce the 3 ft passing distance law? I've been asking police, not one has written a ticket for the 3ft passing distance law! As a cyclist, we get passed dangerously EVERY DAY. Please build the remainder of the trail in the train corridor as a wide trail with separation between pedestrians and cyclists. A train is not financially feasible in our county and a tax increase will never be approved. Please build a separated trail!!
109. 1. Road conditions addressed in the 2024 Civil Grand Jury Report.
110. 2. Safe driving is directly linked to effective people moving. Santa Cruz County, and I am referring to residents too, have had effective ideas, voiced observant questions, AND a group of folks have also consistently blocked by a small group of folks effective plans.
111. a. Is highway 1 to be an Interstate between Monterey and San Jose for a small number of people.
112. b. As a County, we are already experiencing split communities and needing to take remedial steps.
113. 3. Our boundaries are the Bay, and the Mountains. Hwy 1 alone is incapable of effectively "moving people".
114. 4. This also refers to "arteries" throughout the County. On time bus service is crucial. I appreciate the steps in process to assist in that process.
115. AND to provide safe passage for emergency vehicles (remember floods, land slides, fires, and moving people to emergency health care). It does seem many



116. visitors and residents need to brush up on "what to do with the vehicle you are driving when an emergency vehicle is approaching". WOW! As a retired
117. healthcare professional it astounds me (yes I could use other words) to see the slip shod responses of drivers to sirens
118. THANK YOU FOR TAKING THE TIME TO ASK. I WILL LOOK FORWARD TO SEEING THE RESULTS OF THE SURVEY IN GOOD TIMES, THE PAJARONIAN, AND OTHER NEWS OUTLETS IN SANTA CRUZ COUNTY.
119. Pull the tracks. A beautiful continuous trail without fences, that uses all the existing trestles and can go all the way to Watsonville is right under those rusted obsolete tracks. It is already cut and leveled and wide enough without taking down trees or carving huge retaining walls. It will forever frustrate anyone with two brain cells that the best trail we can have is also the cheapest and easiest to build and would have been done already if it weren't for the big lie that we can have a train and a trail. Pull the tracks already, while we live!!!
120. Issue with travel lanes going southbound along Porter st at Soquel Dr. Traffic goes into two lanes: right lane must turn right (two hidden signs state this) and left lane can turn left or go straight. However, many drivers in the right lane end up going straight which creates many near misses and some accidents. Increased striping would help this problem, or maybe even a change in traffic rules all together to have the left lane be left turn only and have the right lane be right turn or straight. Most congestion comes from the left turn lane, so switching which lane goes straight might be an improvement. If anything, more striping is needed.
121. More crosswalks with better visibility, designated turnouts on BCR and 9, and fixing potholes are needed.
122. E-bikes and kids under age 16 is becoming a huge problem. Needs to be addressed.
123. Please fix the road quality. The roads on la Madrona are in poor condition. Please add walking/biking lanes to La Madrona. It's currently not safe to walk/bike on La Madrona.
124. Improve paving on our county roads. Our road has not been paved in the last 20-30 years.
125. It would be great to have bike/walking lanes or paths on Graham Hill or El Rancho/La Madrona. There are numerous neighborhoods that access these streets and there is no safe way other than by car to get to Santa Cruz and Scotts Valley. The bikers that presently ride these streets (very few) are taking big risks. I have seen several close calls.
126. Improving Metro accessibility plus adding Passenger Rail service and finishing Rail Trail as soon as possible will increase safety for the people who will use Metro, Rail Trail, and Rail travel. Using rail along with bicycling & carrying bikes onto train also will be advantageous to students.
127. I love all the bike lane improvements. It is way better than it used to be. I am looking forward to riding over the Chanticleer bridge.
128. Keep up all the good work!
129. We need some form of motorized transport on the rail trail to address county traffic going south in the afternoon and coming north in the morning. We need to stop the one car per kid pickups for both morning drop offs and afternoon pickups. We must also face the fact the city of Santa Cruz is an older city that for the most part doesn't have wide streets. Making every street bike friendly doesn't work. We need to designate some north--south corridors for car centric while designating some corridors to be more bike safety centric.



130. Too many cars on roads, population increasing and tourists = never will allow low risk for rollers. Building trail on rail corridor would.
131. Many of the injuries and deaths in the county are caused by unsafe walking, bicycling and driving. We cannot reduce these accidents through legislation or road and bike lane improvements. Education and enforcement of existing rules and laws are the only means to encourage residents to walk, bike and drive safely.
132. Use a quick barrage approach to building projects unpopular with drivers. They can't obstruct all the projects at once. Opponents to sustainable transport must be overwhelmed and overruled because they seek to harm us all with their ignorance.
133. the Granite Creek Rd neighborhood in Scotts Valley needs sidewalks and more street lighting. add a protective bike lane on granite creek rd hwy 17 overpass for commuting, including to the schools. need a protective bike lane on Scotts valley drive.
134. The teens and younger kids riding ebikes are insane, and laws need to be seriously enforced for them. Don't wait til there's a death of a child! They ignore stop signs and red lights, cut across multiple lanes of traffic, ride at high speeds the wrong direction in the bike lanes. Adult bicycle riders are also setting a bad example for these children by ignoring stop signs and red lights as well.
135. Safe bike and pedestrian paths would really be a huge benefit to the well being of the residents.
136. This survey seems too broadly based geographically to be meaningful. There are many different regions in the county, and all have somewhat different safety needs. my survey and comments are related to the westside of city of santa cruz, ucsc and bonny doon/ north coast regions which are vastly different than the urban areas. **********Why don't we start with the major roads #17 #1 than around town. There are no questions in this survey related to those roads.
137. What can be done to increase the safety of #hwy 17 and #hwy 1 ? These must contribute the most injuries/fatalities. **********How about at least,a reasonable toilet facility/rest area at the summit for commuters and others traveling #hwy 17 daily ? People in situations having to use unavailable facilities are much more likely to be driving eratically
138. Population and density growth from the ucsc demographic and the influence of this partially transient demographic on local politics; (students, educators, staff, retirees, and all those providing services to the huge ucsc related population; i.e. 80% ? of population of city, and by far biggest employer, the second being santa cruz county government itself). I'm wondering how many non-UCSC affiliates are filling out this survey. There needs to be more representation of the minority commuter population in santa cruz politics.
139. The new pedestrian crossings in live oak with flashing lights are well used and so helpful! I walk with my kids to school along Harper street instead of driving because there is the safe crossing with lights at 17th and Harper!
140. Electric bikes that are actually mopeds. They should not be able to use the bike lanes. On four or five occasions, I've almost hit a moped passing me on the right when I'm driving the speed limit. Maybe bicyclists need to pass a driving test to get a license to operate?
141. The train tracks should be banked and the space expanded for a dedicated pedestrian and dedicated bike lane. What a wasted opportunity to have a beautiful green belt to allow for safe walking and cycling for local residents to enjoy.
142. Create safer crossings on Portola. Crossing at 30th by 7-11 and crossing at 36th by cat and cloud- vehicles turning left never yield to pedestrians.



143. The bike lane at twin Lakes becomes a parking lot during good weather. Bike lane is not clearly designated after driver‘s park on the signage. Needs law to tow vehicles parked in bike lane.
144. I often walk from 26th Ave, Eastcliff and Portola areas to Sunny Cove and Capitola. I’d feel safer from car traffic if I could walk on a wider sidewalk as well as not jeopardize any cyclists that have to share my path with.
145. As a driver I’d like those speedy little ebikes to slow down and follow driving rules on the road.
146. We should study Santa Barbara. They created more one way tragic roads in order to create wider and safer bike lanes. We can do that. Also, get the rail/trail done minus the rail. It’s already been 20 years. And the new idea of bus shoulder use on hwy 1, great idea, mitigates the need for rail service which is going to be a traffic nightmare going through town anyways.
147. The section of Highway 9 between downtown Felton and Glen Arbor/downtown Ben Lomond has portions that are extremely dangerous with almost no shoulder. Very few kids who attend SLV schools ride bikes or walk to school because of this situation (and I don't blame the parents at all). At the same time, road traffic is getting worse all the time, especially in the morning with staggered schools starts plus regular commuter traffic. Improving this Hwy 9 corridor to get more kids riding or walking to school could solve the traffic congestion issues, in addition to other benefits (environmental issues, exercise, transportation independence, etc).
148. We all need to think "do we REALLY need two-way car traffic right here?". Also question 1 is weird. I live in city of Santa Cruz and that wasnt an option
149. When campers pull out of New Brighton Beach campground and turn left on McGregor Drive they will come to the stop sign at the bottom at the intersection of McGregor and Park Avenue. There isn't much room for campers to turn right onto Park Avenue. Invariably, every once in awhile they will turn too tight and go right up over the curb. My husband was knocked off his bike waiting at the stop sign. I refuse to go beside them. It is dangerous.
150. Improving or adding sidewalks where they are missing, adding crosswalks, and making protected bike lanes with barriers would go a long way towards safety
151. More education for drivers about bikes!!
152. Enhance patrols & enforce the law for motor cycles. Also children on e-bikes riding 20-50mph, not following traffic laws or stopping at stop signs must be enforced. This goes for pedal cycling as well. Why have laws the public voted for if they are not enforced?
153. I can’t wait for the rail trail. This addition will extremely help me cycle safely in my city.
154. Can we please have a cohesive plan? The Arana path, while beautiful, is a deadly design (pedestrians and bike commuting are incompatible uses) and it will now be duplicated on the Murray St bridge (in 3 -5 years of insane disruption), and (if it ever happens) it will be replicated again on the "Rail Trail" on the rail trestle over the Harbor. One of these choices should be prioritized for bikes, one for cars, and one for peds. Or they should be engineered to genuinely accommodate multi use. A label does not make it so, but it does create a liability. We should have had a usable path on the Rail line 6 or 7 years ago. What gives? 100 million $ later.
155. Lines need to be repainted



156. As long as scary homeless are allowed to go without consequences spending money on feel good transportation will not make it better. People want a clean safe place to live, work and play.
157. I'd like to see a bike lane on Glen Canyon Road (and similar roads), both for the safety of bicyclists when I am driving and because I might be willing to bike into town.
158. I am aware that many bicyclists do not feel they should have to obey stop signs and stop lights. I disagree and think those should apply to cyclists and the rules should be enforced by law enforcement. I often find myself in conflict with bicyclists running stop signs both as a pedestrian and as a driver. If there is in fact a good reason for bicyclists not to stop, then the laws should be changed.
159. I rode a bike for many years in San Francisco and the East Bay.
160. Unaddressed in this survey is the conflict between hikers and mountain bikers. Wilder Ranch, for example, doesn't have a single trail that is pedestrians and horses only. Some bicyclists (not all) are extremely aggressive and it's clear they want to discourage hikers from hiking in our parks. They yell and ride straight at hikers even though there's room for them to go around. Nisene Marks restricts bicyclists to certain trails and dirt roads, but cyclists ignore the clearly stated rules.
161. The rail and bike trail project is not realistic.... This has been researched for over 20+ years with nothing to show for it except more expensive studies.
162. The rail corridor needs to be a bikeway and completed soon.
163. There are thousands of children riding e-bikes that 5 years ago didn't exist.
164. We need a safe and separate bicycle corridor!
165. Bushes are hiding signs and overgrown sidewalks. Someone built a ridiculous bridge over HWy 1 from nowhere, a frontage road no one walks on because its dangerous, too narrow, overgrown, no sidewalks, to nothing on the other side except to the hospital? Walking to the hospital???? Great for coyotes, looking forward to more on this side of the freeway.
166. Paint the other corner red on felt and aloha.....and when the church on felt st holds their monthly yard sales have the chp ticket people who park in the bike lane...have the church put up a sign when holding these yard sales that says do not park in the bike lane....have pics of at least twenty cars in the bike lane.....if bike lanes are so important people wouldn't park there and the chp would be more aggressive in enforcing that monthly mess. And definitely need the other side of aloha and felt corner with a red safety area....kids and grownups too ride electric bikes and because of the schools and park ...both sides of the street are safety impaired...also add all the cars that use the park for just bathrooms.....it's mostly in early am...
167. Please mow the medians in Live Oak. The weeds are so tall it's hard to see oncoming traffic when making a turn.
168. Highway 9 corridor from glen arbor to Ben lomond. Most realistically boneless a better alternative for pedestrians and bikes.
169. A rail trail for biking from Davenport to Moss Landing would be amazing.
170. All pedestrian crossings, particularly in areas with high traffic volume, need to be illuminated. Please look into steel speed bumps that automatically rise with speeding vehicles. A camera raises them. Thanks.
171. I live in Seabright and work in midtown. I see many red light runners on the roads paralleling the freeway, ie: Broadway, Murray, Soquel, water, Fairmont.
172. The county needs funding to improve its roads. I can go into neighboring counties and the roads are fine. Ours are full of potholes, heaves, and subsidences.



173. Please add speed bumps, lighted pedestrian crossings, and speed cameras. Thank you.
174. Please try walking back and forth along Portola between 26th and 41st in the evening on a late spring or late autumn Friday between 4 and 6. It is a frightening experience!
175. It's not the worst, but so much could be done for everyone. The "stroads" freeways going through residential areas of Live Oak are really dangerous. I live near the intersection of 7th Ave. and Brommer and it's a dangerous, noisy intersection with very aggressive behavior. I have personally spoken to several CHP officers at Starbucks about it. They were aware, but my overall sense was that they didn't take it terribly seriously.
176. I would like to add that I saw a brilliant YouTube video from Sweden that illustrated a flat steel speed bump that becomes elevated when receiving a signal from a speed camera. We desperately need something like that in this area. Thank you!
177. 26th Ave needs help. Sidewalks, traffic calming. Consider centerline removal for traffic calming. Consider asking employees at the Lode St. facility to slow down and respect residents on 26th Ave.
178. Children riding e-bikes with their helmet hanging on the handle bar and friend hanging off the back are a disaster waiting to happen. They are children with brains that are not fully developed, and require the help of adults to keep them safe.
179. Safer pedestrian access along East Cliff Drive from Twin Lakes Beach to 12th Ave.
180. Thanks for your work on this. Please make it a priority, it affects nearly every single person in our area. Thanks so much!
181. I own a limo company and drive 60+ k miles a year. Too much roadway aggression and people not following basic rules. We need to have law enforcement ticket more people. Speed, blocking do not block , cutting over solid lines, as well as any bike not following car rules or pedestrian rules.
182. Get rid of the right turn bike lane from Soquel Ave onto Capitola Road Ext. I have never seen a bicyclist use it, they use the same road cars use and still turn right.
183. Get rid of the figure 8.
184. Time all the lights in the City for calming flow, not stop at every red light. We should not be waiting minutes for the light to turn green, when there aren't even any cars going the other way.
185. Unincorporated Aptos is pretty awful; the roads are falling apart and sidewalks are mostly non-existent near our school, crossing the highway is terrifying and confusing intersections make it really dangerous for kids on foot.
186. I think that 38th Avenue from Portola Drive to Brommer Street needs to have speed bumps and radar. I have seen near collisions of cars with pedestrians and cyclists. A bus driver saw a near collision of a car with my husband on a bicycle, as the driver of the car swerved purposely close to my husband to get him off the road, which is narrow. We have seen and heard cars going down our street at 90 mph. We have a lot of mobile homes on this stretch of road, which means we have a high-density of people living on this road, and which means more cars, more pedestrians and more bicycles.
187. Start requiring bikes to have lights if they're being operated during hours of darkness. PSAs encouraging pedestrians to wear visible clothing when walking at night. Crack down on speeding and distracted driving.
188. yes. with the coming construction of about 5000 mandated housing units the PLACEMENT of those 47 sites is critical. After attending meetings very little is being considered in regard to safety, traffic flow, parking and intrusion. It is known fact that we



need AFFORDABLE housing (back to the 25% not the current 6% of each new building) BUT the placement of many of these developments is abhorrent (a FIVE story, 63 unit monstrosity at 7th and Capitola???) Are you kidding? This is the WORST thought out of all the 47 sites as this parcel is postage stamped and there WILL be wrecks on Capitola Ave going in and out. Look at how the low income structure at 17th and Capitola is WELL thought out, planned with ample parking in/out access and such. Contrast these two. Reckless planning will cause increased traffic congestion, parking and likely deaths from collision. RETHINK these at best.

189. The street regularly identified as one of the most dangerous in the county for biking and walking near the largest employers in the county is regularly sidelined, ignored, and de-prioritized when it comes to fixing bicycle and pedestrian infrastructure. Prioritize and focus on Soquel Drive!
190. Soquel village is a nightmare every day.. Signage regarding road closures and detours is often unavailable, not seen far enough in advance, or inaccurate/unhelpful.
191. N/A
192. Stop spending money on North County projects and spend more money on roads and highway and bike lanes between Watsonville and State Park Drive
193. I cannot emphasis more the biggest safety issues in my city Scotts Valley where I mostly drive and walk, is the upkeep of painting the street lanes and evening the sidewalks. Also, educating school children on the safety of riding e-bikes. There also need to be enforced consequences for not following the rules just as motor vehicles are. I have seen and been a part of many "close calls" where unsafe riding, "doing wheelies" cutting across moving traffic or when traffic is about to move when a light changes green.
194. I've been in FIVE (fortunately MINOR) accidents with cars in Santa Cruz. FOUR on Soquel (ONE my fault - tailgating) Three drivers fault. One on Glen Canyon road. All happened during commute hours. The Soquel corridor in Santa Cruz IMO is potentially lethal between Ocean and the Highway one overpass. Inconsistent shoulder, lane confusion for out of town drivers, some places sufficiently wide, others suddenly narrower. Look at the worn lane markings to view where cars routinely intrude on the bike lanes. IMO bots dots in those locations would help cars know that they've entered the bike lane, without impeding street-sweeping or car/bike access. Anywhere a painted white line is worn due to traffic routinely crossing into bike lanes should serve as an indicator to authorities (planning, police, public works) that safety and enforcement improvements are needed and an accident may be likely there.
195. Speed cameras! Easy revenue gain for the county and city with no additional police staffing. I travel regularly to Germany - they use these extensively and it works. Villages which have no sidewalks use the 30 kph speed limit enforced by speed camera and are able to be kept safe for kids and elders.
196. Prioritize bike safety over parking and car lanes. More money to strengthen the metro bus system and let go of the train.
197. I'll just reiterate again; invest in the engineering and design of safe streets FIRST. Enforcement and signage aren't as effective.
198. Our roads need repair and our walking and biking infrastructure needs vast improvement
199. We need a bike path through the county
200. Again, this survey is remarkably poorly designed. You will need to "interpret" many answers because of the mediocrity.



201. As someone that primarily uses a bike for transportation, the survey feels biased against me. It is primarily designed for people in cars.
202. The bike infrastructure is almost non-existent. Even where it exists, it is poorly done. I've fallen and seriously injured myself twice because of poor infrastructure.
203. Stop treating biking as if it is only recreation!!!!
204. Just the other day, I was riding my bike up Bay Street between Mission and King and had to move into the lane of traffic because there were cars parked in the bike lane. I moved into the lane as it was clear. Moments later a car came up behind me, violently accelerated around me, just narrowly missing me. The car then stopped at the red light at King St. I pulled up beside the driver and he told me I was going to be a "hood ornament the next time I got in his way". How do we change this kind of behavior? This guy threatened to kill me because he perceived I was wasting his time? Even though we both ended up at the red light at the same time...
205. We need engineered solutions to move people around our city safely and without conflict. By creating protected transportation alternatives to cars, we will at the same time incentivize people to travel in other ways than many people's default which is their car. If people feel safe biking and walking, we can reduce car travel, traffic, and frustration.
206. Education, signage, and paint will not change driver behavior. Only physical infrastructure will.
207. Go on Nextdoor and Facebook. Read all the hateful comments between cyclists and drivers. Know that the hate is not limited to online forums, but it is experienced on the roads, as well. Take that seriously. Only so much can be done with infrastructure. Foster a community of individuals that respect each other.
208. Rodeo gulch road in serious need of repairs west of hidden valley road. Creates very dangerous conditions for bikers and driver.
209. Build the rail trail!!
210. It’s so disappointing to be a taxpayer and see the bike infrastructure in the city. It’s such a great city to bike. Should there be the proper infrastructure in place
211. I would love for my child to use the public bus to get to and from school but I worry because there have been times when people clearly using illegal substances were on there acting erraticaly and I would be worried for my child to be alone on the bus if that was to happen.
212. We need to create barriers between traffic and bicycle lanes.
213. I really hope the transit center gets transferred back to it's newly rebuilt station soon and that the roadways surrounding that shopping center will be put back to something usable. Santa Cruz does Not need any more one way streets or obliterated parking spaces.
214. CALTRANS needs to repave the Northbound off ramp off of Hwy 17 to Mt. Hermon road, all the way to the first traffic light on Mt. Hermon. It's heavily alligatored and potholing. Same comment for the off ramp from Southbound 17 to Mt. Hermon, heavily alligatored.
215. I'm very happy with the change in the crosswalks along Mt Hermon Drive where pedestrians now get their own "turn" - it was incredibly dangerous before when pedestrians walked at the same time drivers turning left were focused on yielding to oncoming traffic. This was a major safety improvement! Thank you :)
216. Complete the sidewalk gaps identified in the County Active Transportation Plan, build separated bike lanes on roads with travel speeds 30 mph or higher, introduce traffic calming on roads between 20-30 mph, complete the bike network, add bike parking, add color into the roadway for bike lanes as a constant visual reminder of where bikes go and where cars go.



217. We dont have bike lanes in front of New Brighton middle school, safe routes to school should be our # 1 priority. We need to change drivers attitude and behaviors to be mindful and co-exist with e-bikes. Capitola village has no space for dedicated bike lanes, we need to use our resources for safety. The Capitola Trestle can't support a Train but it can support people! That is what we all were sold and told. That is the dedicated corridor for walking and biking.
218. Train infrastructure would relieve existing traffic and keep Santa Cruz County residents safer.
219. This survey is too driver focused:
220. There's no discussion of safety features like marking crosswalks for marked trail intersecting our highways;
221. Our lanes are oversized in slow speed areas;
222. Lanes are oversized on mountain corners for the benefit of trucks without regard for the majority of cars will be misled as to the proper speed and lane position to the detriment of bicycles and pedestrians;
223. Lack of consistent 'bike box' at intersections;
224. And there's no support in this survey for our many grade-separate multi-use paths which need to be supported just as much as our car lanes do.
225. Please just fix the roads - I spend more time dodging potholes, etc. when I should be scanning the road for other drivers, pedestrians, cyclists, wildlife, etc.
226. The first portion of Lockwood lane off of Graham hill has no sidewalk. It’s extremely dangerous.
227. You need to pave Buzzard Lagoon Road! This county maintained road violates your codes requiring roads over 15% grade be paved. Erosion not only dangerous for traffic also an environmental hazard with all the mud running into corralitos creek.
228. People swerve out of the lanes on eureka canyons to avoid potholes. If these were fixed people would stay in their lanes
229. As above, I think the least friendly area of our county is Scotts Valley. It feels like a giant drive-thru zone, and has very few pedestrians, cyclists, ppl who roll, carpooling families, and maybe even is a low Metro-bus using zone. Whatever collaborations can be done to improve and promote alternative, non-car, nonSUVs there, and collaborate more with the school system even on safe & active transportation, the better. It is an unpleasant experience being a non-driving moving person there, & yet it;s one of the few areas of our county that continues to grow, be developed, & attracts ppl moving there as a commuter town, but urban development and non-car traffic & transit is just severely ignored/undeveloped/unconsidered/overlooked. It is often quite dangerous to be a pedestrian there too, as ppl tend to speed and to not expect to have to consider pedestrians in their driving zone. SV truly needs all the help it can get, because it's a shame and an embarrassment that it's as hostile to and unpleasant for pedestrians as it is. Ppl literally drive btwn parking lots on either side of Mt Hermon Rd to go btwn stores, rather than walk. Changing those kinds of patterns is indeed challenging, but there's barely any incentivization for ppl to do it differently, given how anti-pedestrian it feels. whatever can be done would likely be an improvement on how it is now. Thanks for reading.
230. Speeders are far too prevalent. Running red lights is also. Investing in Speed camera enforcement (might) help reduce the problem of the high percentage of undisciplined drivers. Police cannot.



231. Santa Cruz would embrace the changes to become a more bike friendly town like places in Europe, for example Amsterdam or Munich. We are interested in staying fit and fighting climate change. Seems like a win win situation!
232. I live less than a mile from the supermarket but I drive because as a pedestrian I have been harassed by transients. I would cycle but I've had bicycles stolen, even when locked up outside the store.
233. I marked a series of locations along Rio del Mar Boulevard where we walk most of the time, and very frequently have close calls while crossing Soquel Drive and the Hwy 1 ramps with a walk sign. We provided a series of suggestions via the CHP member of a traffic safety committee. The timing on the two Caltrans signals was changed to delay car traffic, but not car traffic that conflicts with pedestrian crossings. It's actually worse now, because left turning cars know the on-coming traffic has a delay. Where a delayed green would really help is at Rio del Mar Blvd and Soquel, giving pedestrians crossing Soquel Drive a head start over traffic turning left from Rio del Mar onto Soquel Drive. The other very dangerous location is crossing Trout Gulch Road. This location is very constrained in regard to sign placement, with a driveway and railroad, and it is really unclear to drivers where they should stop. This location needs a creative solution to make pedestrian crossings safer.
234. It feels nonexistent
235. Fix the pot holes as often times I have steer away from them to avoid damage to my vehicle. Which means I also need to make nothing is in the opposing lane or in the side rod the road.
236. Our roads suck. Stop spending money on train studies and start paving, not patching, our roadways. Stripe the lanes. Make wider bike lanes or clear the weeds and overgrowth from the ones we have. Take some pride.
237. With safer facilities, e-biking is a very viable transportation modality. I would use it regularly if I thought it was safe. Gravel on road shoulders, inadequate bike lanes keep me from e-biking more.
238. Public transit needs to be more frequent and efficient to be broadly viable. It is very expensive in terms of the time it takes to get anywhere.
239. The train will suck away all the capacity for grant writing just as it has sucked away all the energy and public discourse. SLV pedestrian safety deserves at least $1 investment for every $10 for the rail trail, including raising grants, proportionate to County population. We are badly left behind by the richer coastal areas. Unincorporated areas are vastly underinvested in..
240. Thank you for doing this!

APPENDIX

B

In-Person Tabling Map Comments





APPENDIX B — IN-PERSON TABLING MAP COMMENTS

Event Name: Ecology Action Watsonville Family Fun Day

Location: Landmark Elementary School in Watsonville, CA

Date: April 2, 2025

Ecology Action Staff Present: Ahtziri Carranza and Cindy Aguilar-Castaneda

Notes:

Our Ecology Action team spoke to youth and their parents about the Santa Cruz Safety Action Plan. Given that many participants were youth, we used the interactive boards provided by KH to engage in conversation and identify the youth's top safety challenges. School staff also participated. Ecology Action shared palm cards with all organizations tabling at the event and left a handful of palm cards in the front office.

The top safety challenge areas identified by participants at the Watsonville Family Fun Day event were:

1. Speeding (17)
2. Distracted driving (17)
3. Drivers failing to yield to pedestrians and cyclists (14)
4. Narrow, broken or missing sidewalks (14)
5. Impaired driving (8)
6. Cars not stopping at stop signs or running through red lights (7)

Additional insights from participants centered around safety, including:

- Bike safety
  - They noticed many students/adults who ride their bike do not wear helmets
- Driver safety
  - They noticed drivers were not wearing their seatbelts
  - Drivers were "brake checking"

Event Name: Watsonville Earth Day

Location: 358 Main St, Watsonville, California 95076



Date: April 27, 2025

Ecology Action Staff Present: Ahtziri Carranza and Cindy Aguilar-Castaneda

Notes:

Ecology Action participated in Watsonville's Earth Day event, engaging directly with the community at our booth. With approximately 600 attendees, we had the opportunity for meaningful one-on-one connections with over 70 individuals, including youth, parents, Spanish-speaking community members, and Watsonville residents. Our bilingual team was on-site to ensure inclusive and accessible engagement. To make the experience interactive and fun, we also featured a spin wheel and provided incentives such as stickers for participants.

1. Drivers failing to yield to pedestrians and cyclists (23)
2. Speeding (20)
3. Cars not stopping at stop signs or running through red lights (17)
4. Lack of pedestrian crossings (13)
5. Narrow, broken, or missing sidewalks (10)
6. Impaired driving (9)
7. Distracted driving (8)

Additional comments received:

Location	Comment	Translation
Watsonville (DMV Crosswalk)	No hay cruce peatonal.	There is no pedestrian crossing
Watsonville	También luego hay scooters en la carretera en ves de usar el carril para bicicletas	Also, sometimes there are scooters on the road instead of using the bike lane.
Watsonville (Clifford & Main)	Need more lighting	

Watsonville (Near Safeway)	The RRFBs need upkeeping, sometimes the lights don't go on	
Watsonville (Near Santa Fe)	Quiero ver cruces peatonales pintados y quizas un semaforo	I want to see painted crosswalks and maybe a traffic light.



Figure 2-a. Concerns marked by community members

Event Name: Live Oak Farmers Market

Location: 21400 E Cliff Dr, Santa Cruz, CA 95062

Date: May 4, 2025

Ecology Action Staff Present: Chloe Ortiz

Ecology Action Interns Present: Sydney Stedman and Jasper Kallsen



Figure 2-b. Staff at event

Notes:

Our Ecology Action team spoke to Live Oak market-goers about the Santa Cruz Safety Action Plan. While some of the people we spoke with lived in the area, many of the people were just visiting as tourists. Three paper surveys were completed. In lieu of putting stickers on the challenge area board, the team asked people to verbally share their top challenge areas and recorded their input on comment cards. A full list of the comments received is included below. Many of the people who approached the table shared that they didn't have time to do the complete survey on the spot but took a palm card so they could do it at home. Common threads of concern included drivers not yielding to pedestrians and cyclists and feeling unsafe biking on busy roads, especially with children.

In summary:

- 19 total engagements
- 14 palm cards taken



- 7 comment cards completed
- 3 surveys completed

Comment Cards:

1.) Location: HWY 9 @ Tannery

Comment: Crosswalks feel very unsafe, especially for homeless people going to the shelter nearby

2.) Location: Live Oak (general)

Comment: Good for walking!

3.) Location: Soquel Drive

Comment: Concern biking with kids, not enough room with cars.

4.) Location: Eastcliff

Comment: Blind turns feel dangerous when biking

5.) Location: Capitola

Comment: Too much southbound traffic in the afternoons

6.) Location: 7th and Eaton

Comment: Drivers don't look for pedestrians when turning right.

7.) Location: Santa Cruz County (general)

Comment: More bike lanes please!

Event Name: Felton Farmers Market

Location: 120 Russell Ave, Felton, CA 95018

Date: May 6, 2025

Ecology Action Staff Present: Ahtziri Carranza and Chloe Ortiz



Figure 2-c. Staff at event

Notes:

Our Ecology Action team spoke to Felton market-goers about the Santa Cruz Safety Action Plan. This farmers market is only open during the warmer months, and this was the kickoff, so there were more people than usual. Most of the people we spoke with lived in the area or further up Highway 9. The most common thread was concern around lack of bike and pedestrian facilities within the towns along Highway 9. Several people pointed out that just to get to the farmer's market they had to walk on the side of the highway. In total, we engaged with 24 people.

The top safety challenge areas identified by participants at the Felton Farmer's Market were:

1. Narrow or missing bike Lanes (7)
2. Drivers failing to yield to pedestrians and cyclists (6)
3. Speeding (6)
4. Narrow, broken or missing sidewalks (5)



5. Lack of pedestrian crossings (3)
6. Lack of access for people with disabilities (3)
7. Distracted driving (3)
8. Poor pavement conditions (3)

Event Name: Scotts Valley Farmers Market

Location: 5060 Scotts Valley Dr, Scotts Valley, CA 95066

Date: May 31, 2025

Ecology Action Staff Present: Chloe Ortiz

Ecology Action Interns Present: Sydney Stedman



Figure 2-d. Staff at event

Notes:

Unfortunately, engagement was very low at this location. The designated tabling area for nonprofits was located outside of the actual market, resulting in attendees not walking near the table, and dismissing invitations to approach and learn more. The team was able



to share one palm card and receive three stickers of challenge areas. (Missing bike lanes, missing sidewalks, and drivers failing to yield.)

The team is working on finding alternative channels for targeted Scotts Valley outreach.

Event Name: Scotts Valley Family Fun Day

Location: Skypark - 361 Kings Village Rd Scotts Valley, CA 95066

Date: July 19, 2025

Ecology Action Staff Present: Chloe Ortiz

Kimley Horn Staff Present: Zachary Ramalingam

Notes:

The Scotts Valley Family Fun Day was an ideal event for community outreach because families attended the event with the goal of engaging with local agencies and non-profits. Almost all of the people we spoke with lived within the project area (about half lived within Scotts Valley city limits, and about half lived in surrounding unincorporated areas of the county.) There was a steady flow of conversations throughout the event (10am-3pm) without ever being swarmed. We spoke with approximately 30 community members. Most of them were drawn in by the interactive challenge area board, and stickers added to their priority areas. Only one attendee wanted to take the complete survey on the spot, but almost everyone took a palm card and said they would take a look at the webpage at home. A top issue that we heard from community members was safety concerns around e-bike usage in Scotts Valley. Several families shared that they want to allow their children to bike to school, but don't feel safe doing so with high speeds of traffic around the schools in Scotts Valley. A Metro bus driver requested that the County do more public education campaigns to encourage drivers to be courteous to buses and emphasize the risk of merging directly in front of a bus. It was convenient to have another Ecology Action table adjacent to us, so we could direct questions about our other programs to their table.

APPENDIX

C

Focus Group Feedback





APPENDIX C — FOCUS GROUP FEEDBACK

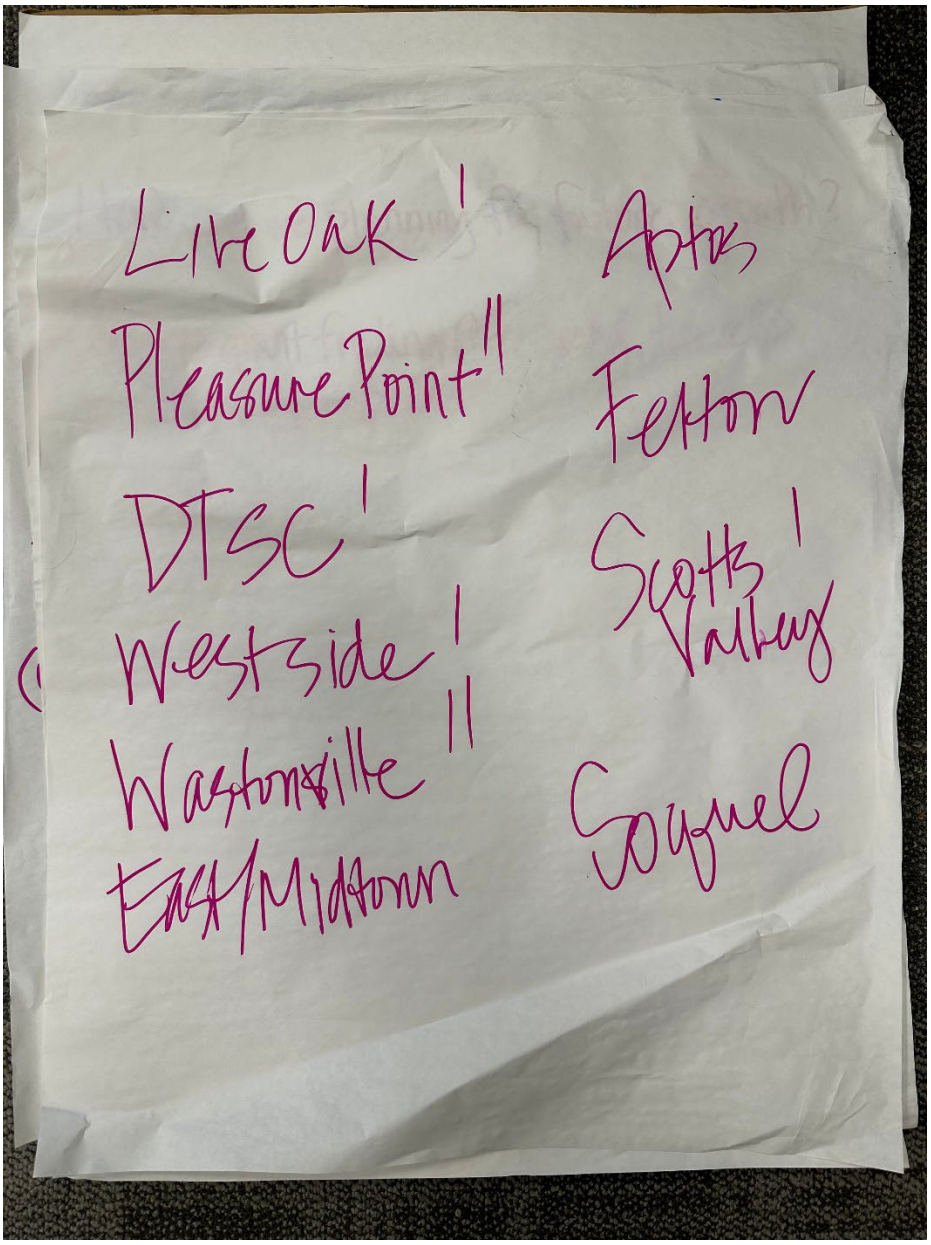


Figure 2-a. Tally of Focus Group Participants Locations

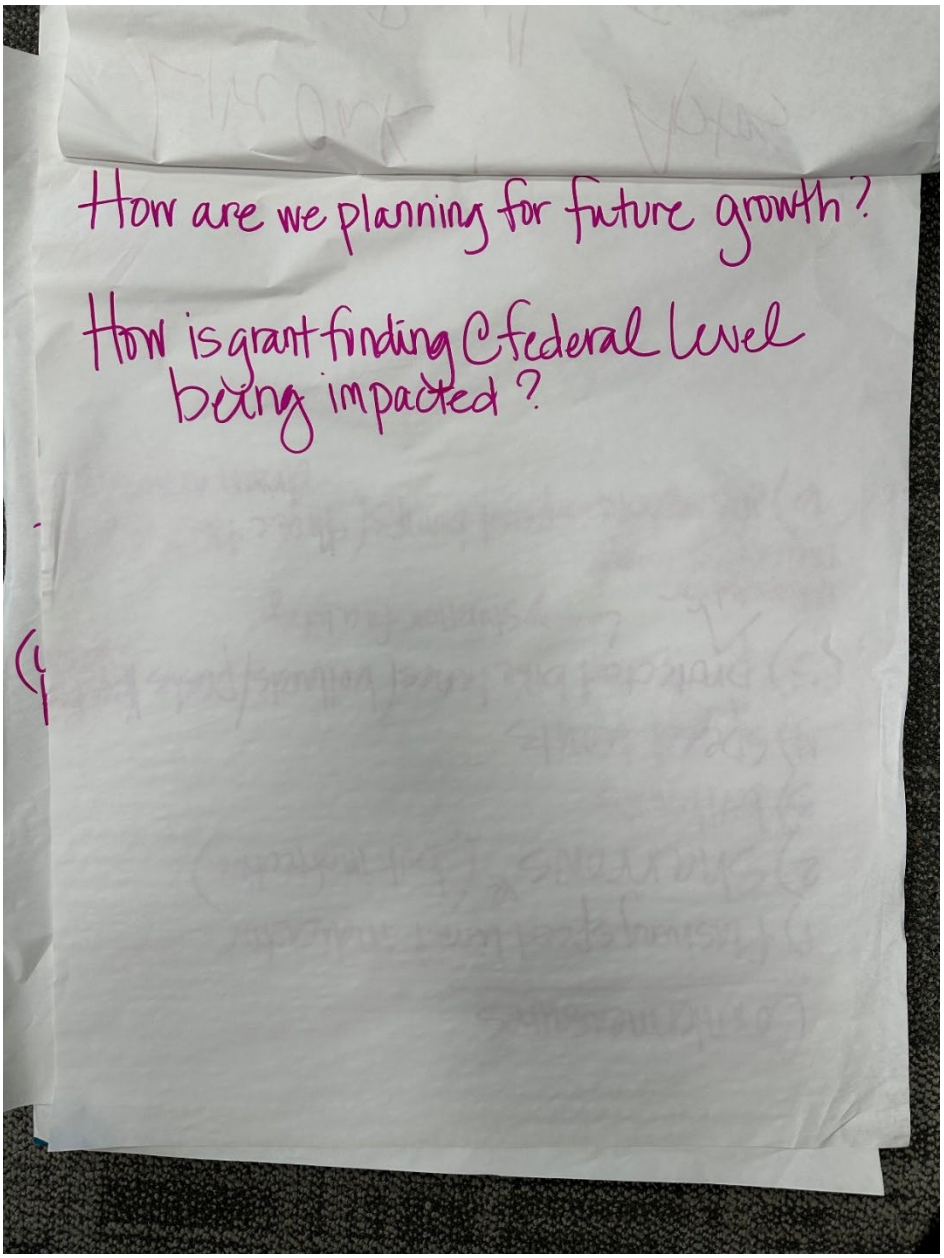


Figure 2-b. Questions from Focus Groups

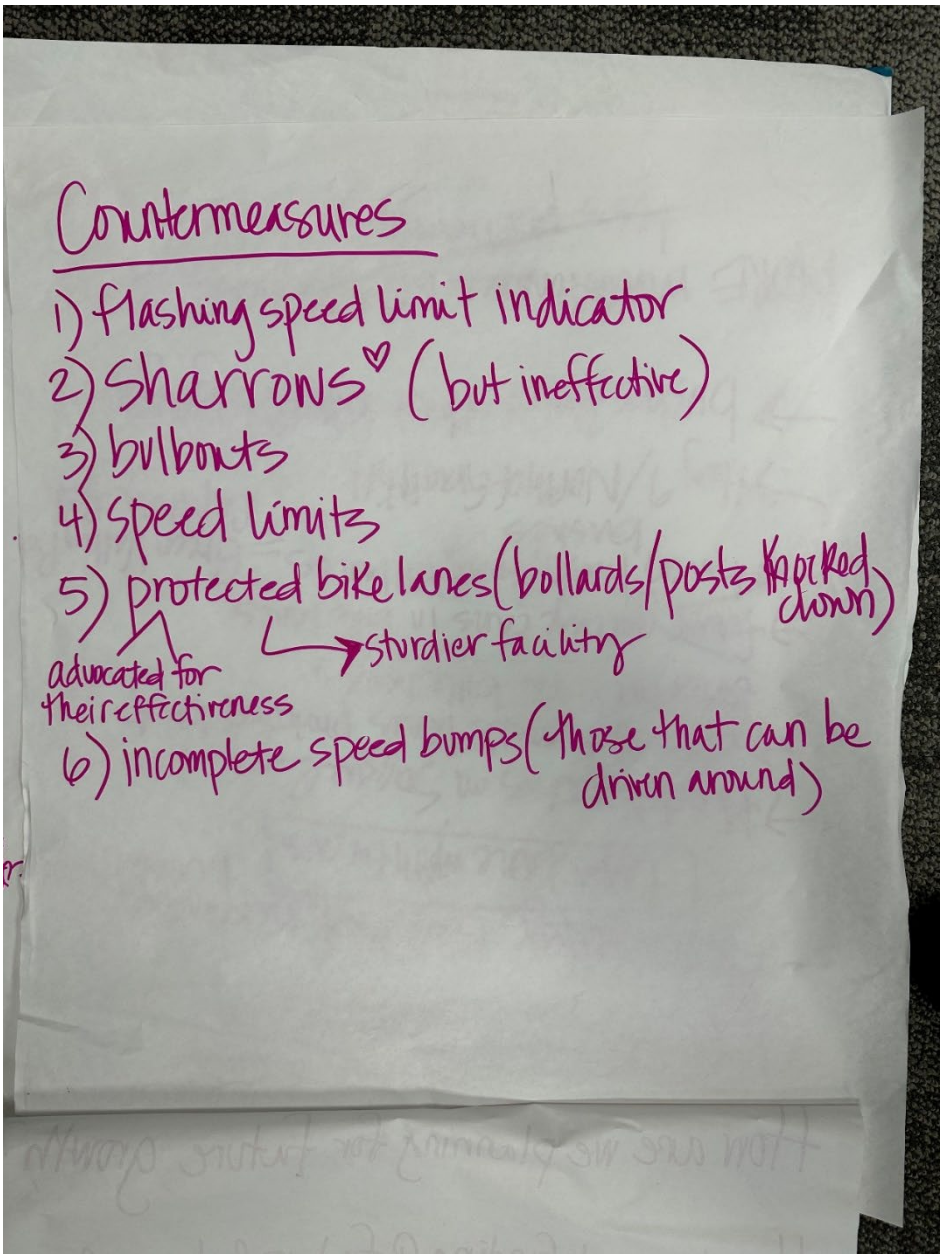


Figure 2-c. Countermeasures mentioned by focus group A participants they find ineffective

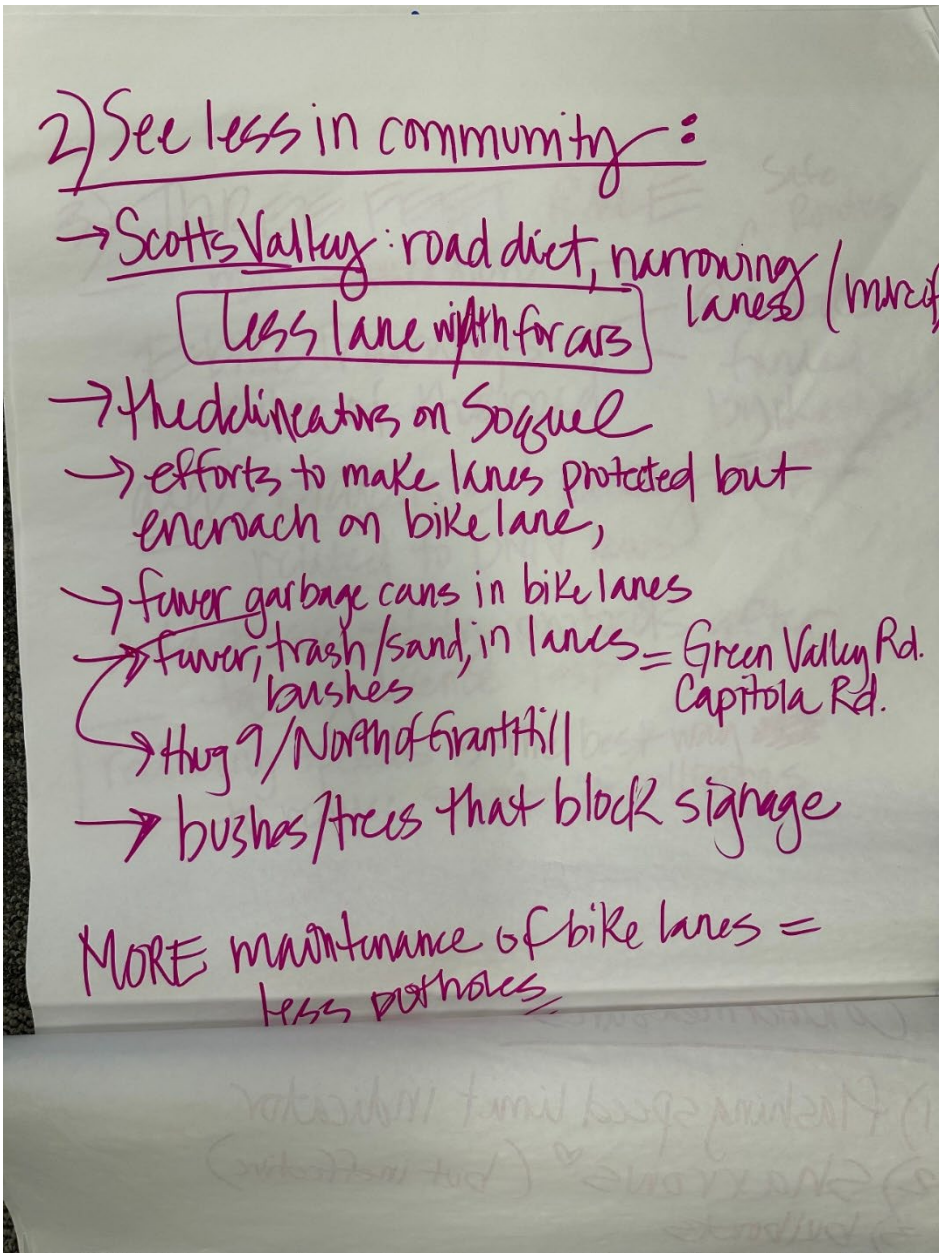


Figure 2-d. Infrastructure focus group A would like to see less of

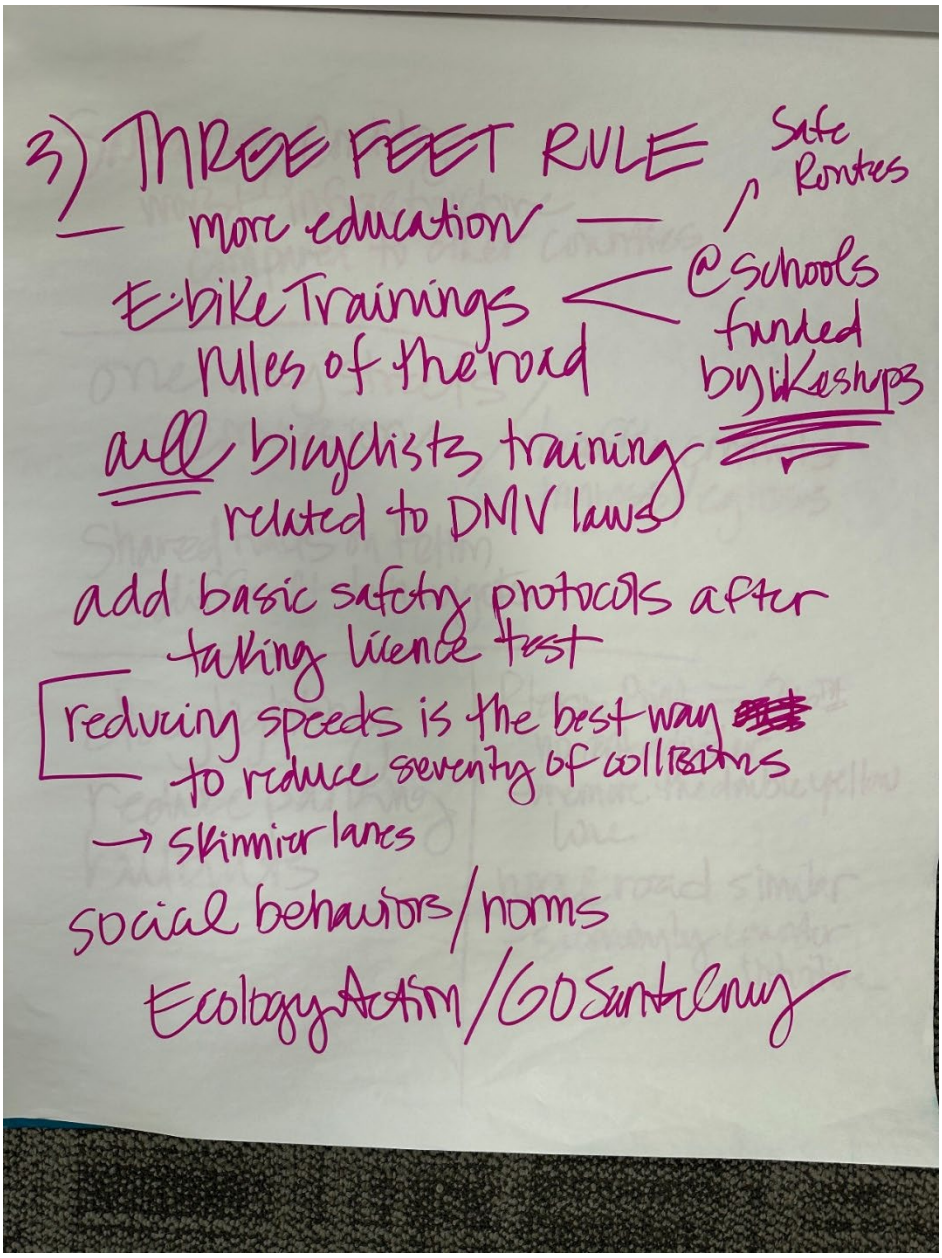


Figure 2-e. Programing suggestions mentioned by focus group A

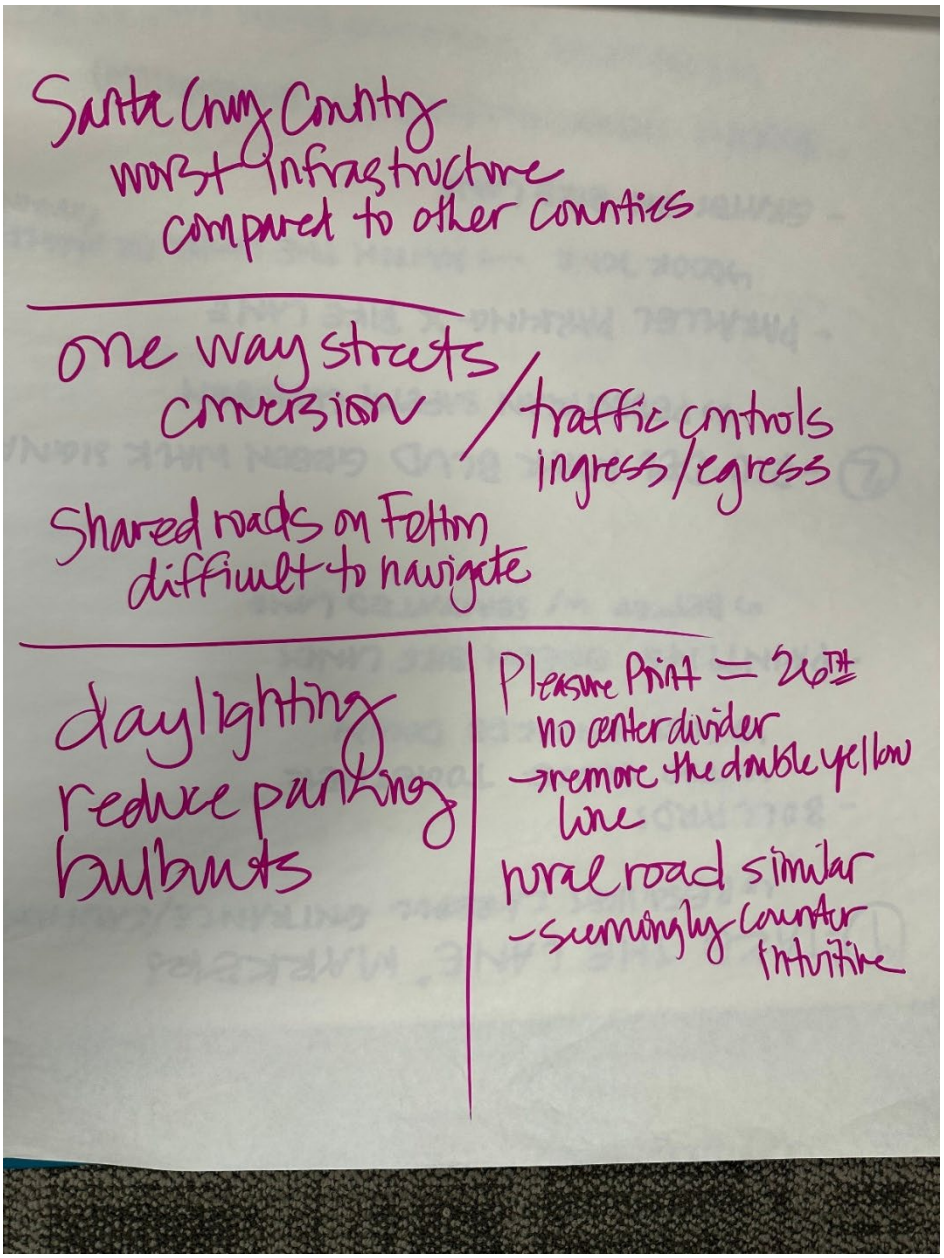


Figure 2-f. Other general comments of trouble areas from focus group A

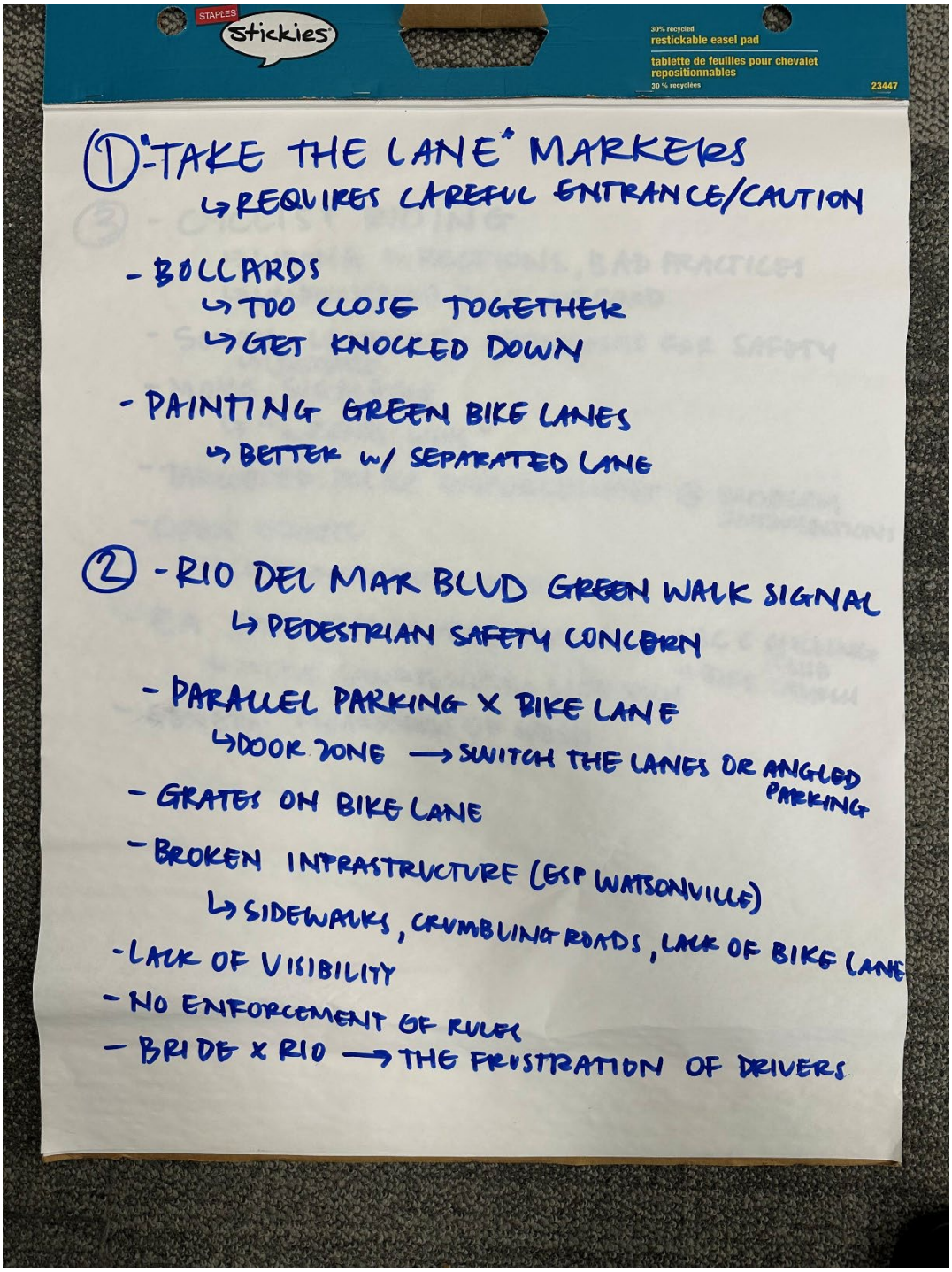


Figure 2-g. Focus group B answers to ineffective countermeasures

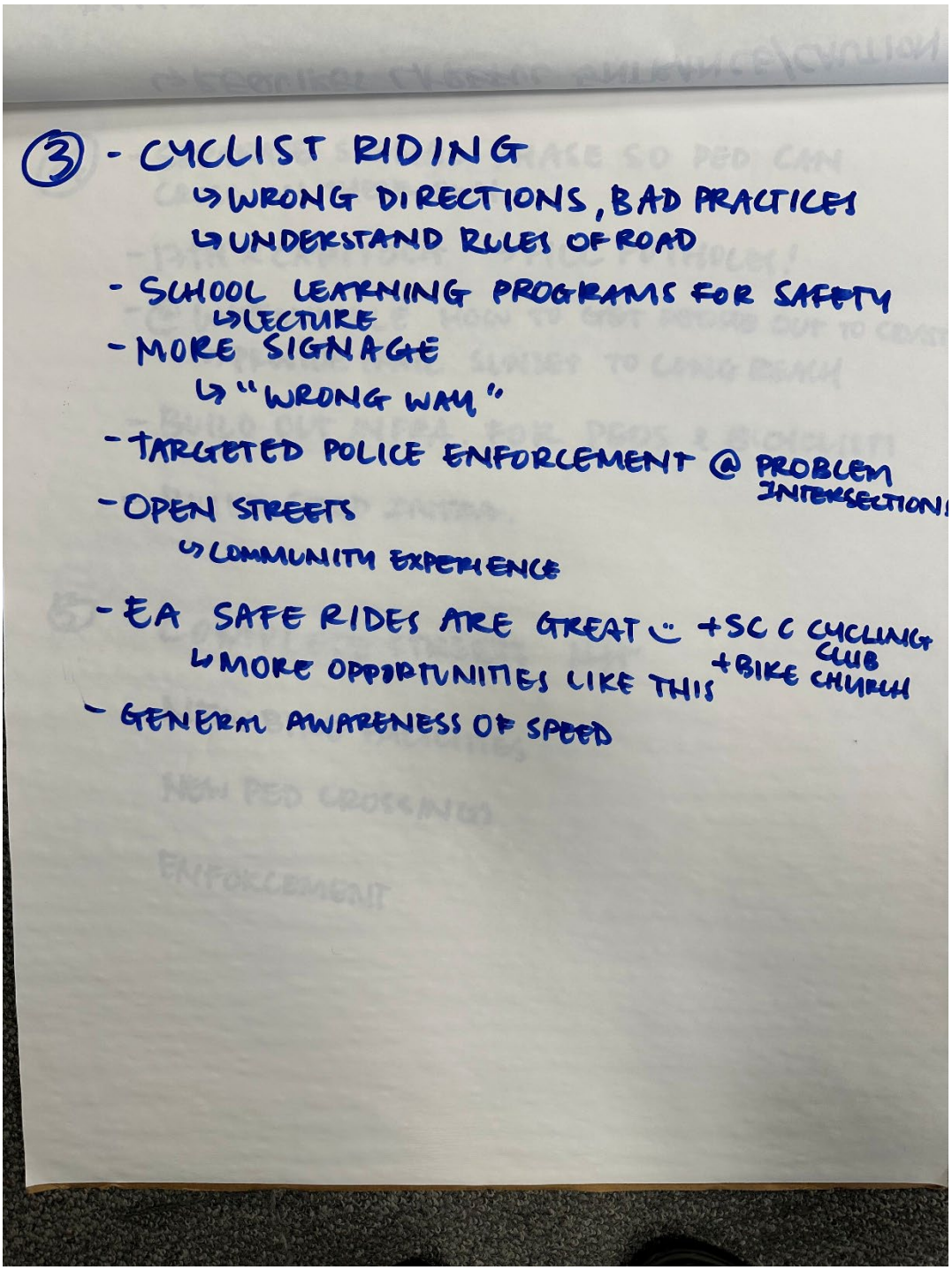


Figure 2-h. Focus group B education measures suggestions

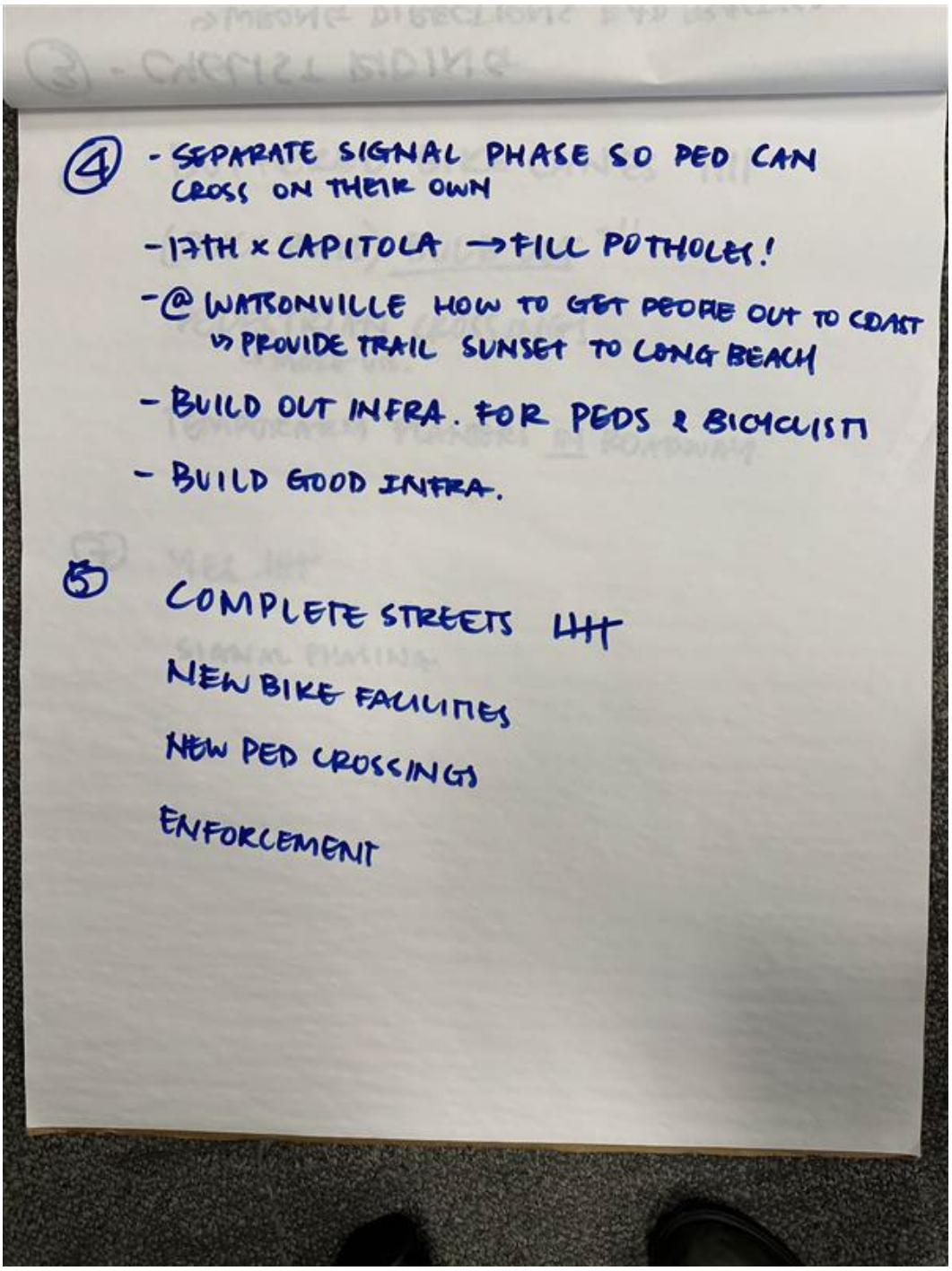


Figure 2-i. Focus group B on what they would like to see more of

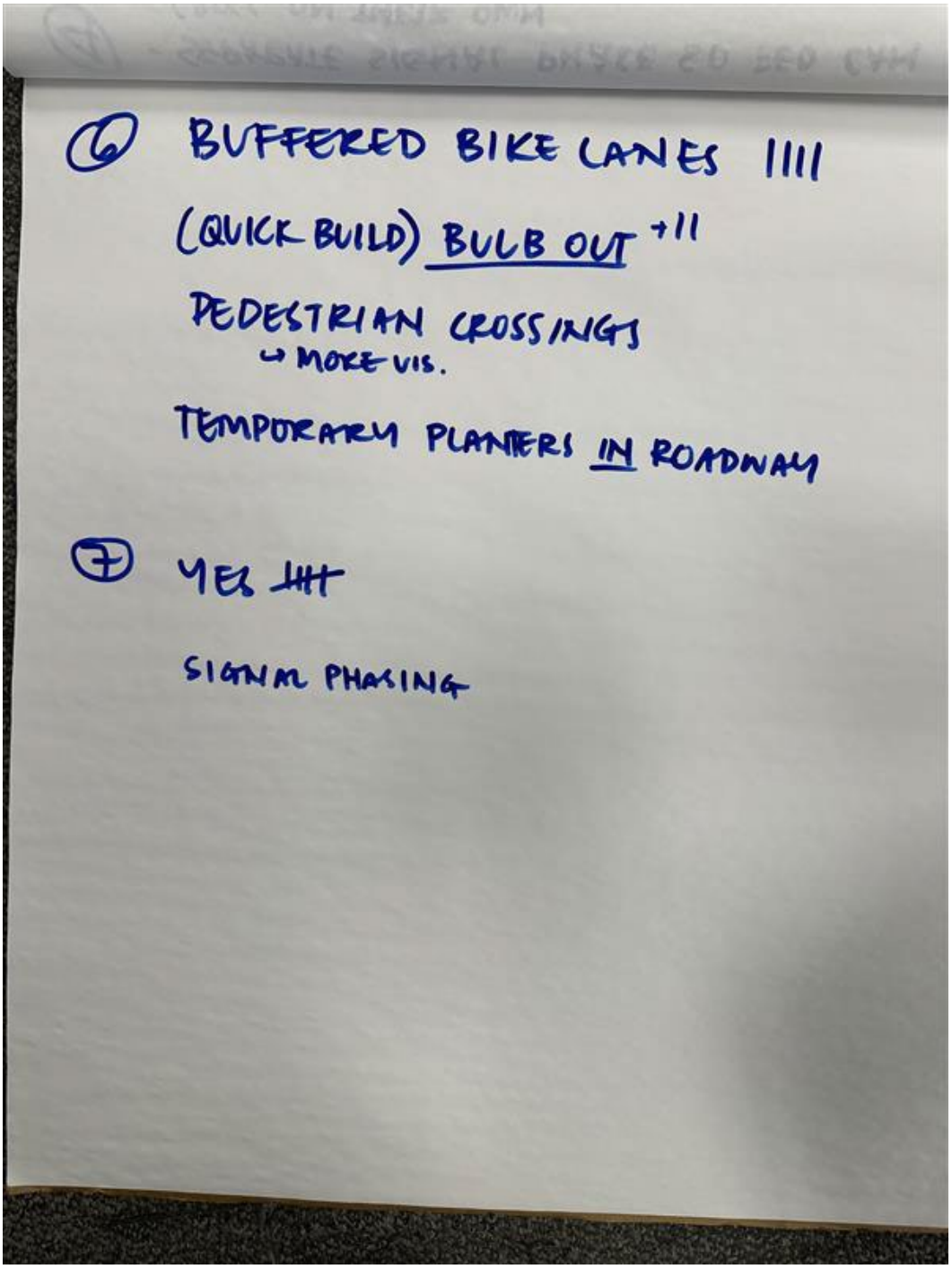


Figure 2-j. Focus group B quick build tallies and answer to support of speed cameras

APPENDIX

D

Intersection Network Screening Results



Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																				
17TH AVE AND CAPITOLA RD	14	0.03	451		3	5	6	1		7	1					5	8	2	3	
GREEN VALLEY RD AND HOLOHAN RD/AIRPORT BLVD	17	0.02	355		2	5	10	2	2	11					1	1	11	2	5	
41ST AVE AND SOQUEL DR	14	0.03	113			6	8		3	3	2					6	5	1	1	
PARK AVE AND SOQUEL DR	11	0.01	209	1		6	4	2	1	3	1		1		1	2	2	1	2	
GREEN VALLEY RD AND MINTO RD	10	0.04	422		3	4	3	2	1	3		1			1	2	3	5	2	
MAIN ST AND SOQUEL DR	9	0.04	183		1	3	5	4		2	1	1				1	4	1	1	
SOQUEL DR AND COMMERCIAL WAY/THURBER LN	9	0.06	192		1	5	3	3	1	1	1	1				2	3	2	1	
SOQUEL DR AND WINKLE AVE	8	-0.07	63			3	5	2		2				1	1	2	2	2	3	
PORTER ST AND SOQUEL DR	8	-0.09	177		1	3	4	1	2	2						3	1		1	
DAUBENBISS AVE AND SOQUEL DR	8	-0.02	300		2	5	1			1						7	1	1	1	
SOQUEL DR AND SUNSET WAY/STATE PARK DR	8	-0.09	67			4	4	2	1	3		1				1	4	4	3	
APTOS CREEK RD AND SOQUEL DR	8	0.00	177		1	3	4	2		2	1				1	2	3		1	
S RODEO GULCH RD/N RODEO GULCH RD AND SOQUEL DR	7	-0.09	289		2	4	1	3	1	1						2	3	1	1	
SOQUEL AVE AND SOQUEL DR	7	-0.11	57			3	4	1	1	4		1					4	2	1	
17TH AVE AND BROMMER ST	7	-0.06	285		2	3	2	3			1		1		1	1	1	1	1	
COMMERCIAL CROSSING/HOSPITAL DR AND SOQUEL DR	6	-0.11	51			3	3			2					1	3	2		2	
7TH AVE AND CAPITOLA RD	6	-0.10	51			3	3	2	1	1		1				1		1	1	
7TH AVE AND EATON ST	6	-0.11	279		2	3	1		1	1	1					3	1	1	2	
17TH AVE AND E CLIFF DR /PORTOLA DR	6	-0.09	155		1	1	4					3	1			2	1	3	2	
GREEN VALLEY RD AND PAULSEN RD	6	-0.09	160		1	2	3			4		1			1		2	2	2	
MISSION DR AND SOQUEL DR	5	-0.13	35			1	4		1	2	1				1		2			
7TH AVE AND SOQUEL AVE	5	-0.13	44			3	2	2				1		1		1	1		1	
MAIN ST AND PORTER ST	5	-0.13	259		2		3		2	1						2		2	1	
APTOS RANCHO RD/ RANCHO DEL MAR AND SOQUEL DR	5	-0.12	44			3	2	1		1						3	1			
SOQUEL DR AND SPRECKELS DR	5	-0.12	40			2	3	3		1			1				2	2	1	
41ST AVE AND DRIVEWAY 195 FT NORTH OF CORY ST	4	-0.13	143		1	1	2	2			1					1				
E ZAYANTE RD AND GRAHAM HILL RD	4	-0.14	262		2	2			1	1		2						1	2	
GRAHAM HILL RD AND LOCKEWOOD LN	4	-0.14	24				4	1	1	2							3	1	1	

Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
TROUT GULCH RD AND APTOS RD/SOQUEL DR	4	-0.09	143		1	1	2			2						2	1	2	3	
SOQUEL DR AND N POLO DR/RIO DEL MAR BLVD	4	-0.08	38			3	1			1	1	1				1	3			
DOVER DR AND SOQUEL DR	3	-0.18	137		1	1	1	1		2							2	1	1	
CAPITOLA AVE AND SOQUEL DR	3	-0.18	251		2	1						2			1		1	1	2	
17TH AVE AND SOQUEL AVE	3	-0.18	23			1	2			2		1					2		1	
Unsignalized Intersections																				
CARLTON RD AND THOMPSON RD	14	5.65	479	1	1	5	7	8	1	1	2	1	1				2	3	1	
ROBERTSON ST AND SOQUEL DR	11	0.18	456		2	4	5	3	1	2		1		1	1	2	6	1	1	
SOQUEL DR AND COMMERCIAL WAY/PAUL SWEET RD	8	0.02	77			6	2			3		1			2	2	3	2	2	
RANCHO DEL MAR AND SOQUEL DR	8	0.11	252		1	4	3			3					3	2	3			
DICK PHELPS RD AND GREEN VALLEY RD	8	0.13	433		2	3	3	1	2	1	1	2	1				2	3	2	
PAUL MINNIE AVE AND SOQUEL AVE	7	0.11	47			1	6		2	4	1						4			
7TH AVE AND BROMMER ST	7	0.14	47			1	6	3		3						1	2	2	2	
BUENA VISTA DR AND FREEDOM BLVD/MEMORIAL AVE	7	0.41	57			3	4	2		1	1	3						5	5	
41ST AVE AND PORTOLA DR	6	0.09	421		2	3	1	1							4	1	1	2	3	
17TH AVE AND RODRIGUEZ ST	6	0.10	231		1	2	3	3							1	1	2		1	
RIO DEL MAR BLVD AND APTOS BEACH DR/TOWNSEND DR	6	3.01	231	1		2	3			1		1			2	2	1	2		
14TH AVE AND E CLIFF DR	6	0.11	236		1	3	2	3		1					1	1	1		1	
CARRIKER LN and SOQUEL DR	5	0.01	234		1	4		2	1	1			1				1			
GRAHAM HILL RD AND ROARING CAMP RD	5	0.03	225		1	2	2	2			1	2								
FELTON EMPIRE RD AND KRAZY ACRE LN	5	0.69	225		1	2	2				1	2	1			1	1	2	3	
SOQUEL DR AND WILLOWBROOK LN/MERRILL RD	5	0.04	54			5		1								4			1	
BOWKER RD AND CALABASAS RD	5	0.31	44			3	2	2							2	1	1	1	1	

Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
CARLTON RD AND COWARD RD	5	1.02	54			5		1				2	1			1	2	2	2	
DAIRY RD AND SAN ANDREAS RD	5	0.70	229		1	3	1	1				2	2				2	3	2	
GRAHAM HILL RD AND GRANDVIEW AVE	4	0.02	29			1	3			1		3					1	2	2	
SOQUEL SAN JOSE RD AND INTERSECTION 0.1 MILES SOUTH OF LOS ROBLES RD	4	0.10	223	1		3						4						3	4	
DEER PATH RD AND GRAHAM HILL RD	4	0.02	38			3	1			1		2	1				1	1	1	
ENOS LN AND HAMES RD	4	0.32	38			3	1	1				1				2	1	1	1	
CHANTICLEER AVE AND SOQUEL DR	4	-0.01	24				4	4												
SOQUEL DR AND PEPPERWOOD WAY/HARDIN WAY	4	0.01	34			2	2			2					1	1	2	2	1	
MONTEREY AVE AND SOQUEL DR	4	0.01	43			4		2		1		1					1		1	
41ST AVE AND CORDELIA LN	4	0.02	24				4	1	2	1							1			
MATTISON LN AND SOQUEL AVE	4	0.15	209		1		3		1	1	1		1				2		1	
7TH AVE SND RODRIGUEZ ST	4	0.24	214		1	1	2	2	1			1					2		1	
15TH AVE AND CAPITOLA RD	4	0.02	38			3	1	1		3							1	1	2	
17TH AVE AND HARPER ST	4	0.04	214		1	1	2	1				1				2	2	2	2	
30TH AVE AND BROMMER ST	4	0.04	34			2	2	2							2			1	2	
CASSERLY RD AND SMITH RD	4	0.31	34			2	2			1		3					3	1	1	
GREEN VALLEY RD AND MESA VERDE DR	4	0.04	219		1	2	1					4						3	3	
CASSERLY RD AND DIAS LN	4	0.43	38			3	1					2	1			1	1	2		
41ST AVE AND BAIN AVE	4	0.03	43			4		1				1				2			1	
30TH AVE/SAMUEL ST AND PORTOLA DR	4	0.03	214		1	1	2	4												
26TH AVE AND PORTOLA DR	4	0.04	34			2	2						1			3				
38TH AVE AND PORTOLA DR	4	0.04	38			3	1	1		1						2	3			

Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
AMESTI RD AND GREEN VALLEY RD	4	0.00	214		1	1	2	2		1					1		1		1	
GREEN VALLEY RD and MELLO VIEW LN	3	-0.02	28			2	1		1	2							1	2	1	
26TH AVE and E CLIFF DR	3	0.39	23			1	2			1		1				1	1	2	1	
BEAR CREEK RD and BEAR CREEK WAY	3	0.17	28			2	1		1			2								
SOQUEL DR AND ATHERTON DR	3	0.03	213	1		2		1				2					1	1	1	
EMPIRE GRADE AND FELTON EMPIRE RD/ ICE CREAM GRADE	3	0.14	213		1	2		1				1	1					1	1	
SOQUEL SAN JOSE RD AND DAWN LN	3	-0.01	28			2	1			2						1	3			
PORTER GULCH RD AND SOQUEL DR	3	-0.02	213		1	2						2				1		2	1	
SOQUEL DR AND MCGLENN DR/SHERATON PL	3	-0.02	28			2	1									3			1	
PORTER ST/SOQUEL SAN JOSE RD AND PAPER MILL RD	3	-0.02	23			1	2			2					1		2			
CENTER ST AND SOQUEL DR	3	0.00	18				3				1	1				1				
SOQUEL DR AND STANLEY AVE	3	-0.03	203		1		2	1		1						1	2			
EUREKA CANYON RD/CORRALITOS RD AND HAMES RD/BROWNS VALLEY RD	3	0.13	28			2	1	2							1		1		1	
RESEARCH PARK DR AND SOQUEL DR	3	-0.04	28			2	1	1							1	1		1		
GREENBRAE LN AND SOQUEL DR	3	-0.03	208		1	1	1	1		1					1		1			
FREEDOM BLVD AND MIGUES MOUNTAIN LN	3	-0.01	28			2	1				1	2						2	3	
SOQUEL AVE/ 40TH AVE AND GROSS RD	3	0.05	18				3			2		1					1	1	1	
SOQUEL DR AND W LEDYARD WAY/HEATHER TERR	3	-0.02	23			1	2	2				1								
E LEDYARD WAY AND SOQUEL DR	3	-0.02	203		1		2			1						2	1			
OLD DOMINION CT/RANCHO DEL MAR AND STATE PARK DR	3	-0.03	32			3				3							3			
SOQUEL DR AND DRIVEWAY 500 FT SOUTH OF STATE PARK DR	3	-0.03	23			1	2	2							1					
EMPIRE GRADE AND DRIVEWAY 200 FT SOUTH OF COVE GULCH	3	0.27	208		1	1	1				1	2						1	1	

Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
BEAR CREEK RD AND DRIVEWAY 0.2 MILES WEST OF BEAR MOUNTAIN RD	3	0.15	32			3						2	1				1	1	1	
CATHEDRAL DR AND TROUT GULCH RD	3	0.11	388		2		1				1	1			1			1	2	
CAPITOLA RD AND EL DORADO AVE	3	-0.02	208		1	1	1	1				2						1	1	
APTOS WHARF RD AND SOQUEL DR	3	-0.03	28			2	1	1				1				1		1	1	
FREEDOM BLVD AND WILLOW HTS/PLEASANT VALLEY CT	3	0.07	213		1	2						3					1	2		
CENTER AVE/SEACLIFF DR AND STATE PARK DR	3	0.07	28			2	1	1				1				1			1	
30TH AVE AND CAPITOLA RD	3	-0.02	18				3	1		1					1		1	2	2	
BROADWAY AND NORTH AVE/CENTER AVE	3	0.13	23			1	2								3			1	1	
SEACLIFF DR AND SPRECKELS DR	3	0.04	208		1	1	1			1					1	1	1	1		
APTOS BEACH DR AND VENETIAN RD	3	0.99	213		1	2										3				
CASSERLY RD AND GREEN VALLEY RD	3	0.01	23			1	2	2				1					1			
APTOS BEACH RD AND RIO DEL MAR BLVD	3	0.28	28			2	1					1	1		1		1	1	1	
EATON ST AND LAKE AVE	3	-0.03	208		1	1	1			1						2	2	1		
17TH AVE AND KINSLEY ST/ATRAN	3	-0.01	213		1	2						2				1		1	2	
5TH AVE AND EATON ST	3	-0.03	18				3	1		2							2	2	1	
16TH AVE AND E CLIFF DR	3	-0.01	28			2	1		1			1				1			1	
ASSEMBLY AVE AND E CLIFF DR	3	0.23	208		1	1	1		1		1				1			1		
SUNNY COVE DR AND E CLIFF DR	3	0.40	208		1	1	1	1		1	1							3		
41ST AVE AND OPAL CLIFF DR	3	0.51	32			3						1			1	1	2	1		
E CLIFF DR AND DRIVEWAY	3	-0.01	208		1	1	1			1	1	1					1	1	1	
FREEDOM BLVD AND CORRALIROS RD/JOHNSEN LN	3	0.13	23			1	2	1	1	1							2		1	
ERTA LN AND FREEDOM BLVD	3	0.02	28			2	1	1			1	1						2	2	
LAPIS DR AND PAULSEN RD	3	0.18	28			2	1			1	1	1						1		
GREEN VALLEY RD AND HASTINGS LN	3	-0.02	23			1	2	1		2							2			
GREEN VALLEY RD AND LITA LN	3	-0.02	213		1	2						1	1		1			1	1	

Unincorporated Santa Cruz County Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
HOLOHAN RD AND LAKEN DR	3	-0.02	203		1		2			2	1						2		1	
BUENA VISTA DR AND HARKINS SLOUGH RD	3	0.14	28			2	1					2		1				2	2	
SAN ANDREAS RD AND SUNSET BEACH RD	3	0.27	23			1	2	2			1							2		
BEACH RD AND SAN ANDREAS RD	3	0.02	28			2	1	1			1	1					1	1	1	

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

City of Scotts Valley Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																				
MOUNT HERMON RD AND WHISPERING PINES DR/SCOTTS VALLEY DR	14	0.06	455	1	2	6	5	5	1	2	1	2			1	1	5	2	5	
MOUNT HERMON RD AND KINGS VILLAGE RD	7	0.00	175		1	4	2	1	2	1	1				1	1	2		2	
SCOTTS VALLEY DR AND BEAN CREEK RD	4	-0.03	29			1	3	1		1		1			1		2	1		
SCOTTS VALLEY DR AND VICTOR SQUARE EXTENTION	3	-0.05	32			3				1				1		1	2		1	
MOUNT HERMON RD AND SKYPARK DR/LOCKEWOOD LN	3	-0.06	32			3		3									3		1	
Unsignalized Intersections																				
EL RANCHO DR AND HWY 17 NB OFF RAMP	4	1.33	223		1	3		1			1	2						2		1

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

City of Watsonville Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																				
AIRPORT BLVD AND FREEDOM BLVD	12	0.13	201		1	3	8	4		3	3	1			1		2	5	4	1
HARKINS SLOUGH RD AND OHLONE PKWY	9	0.20	174		1	1	7	4		2		1			1	1	4		3	1
PENNSYLVANIA DR AND S GREEN VALLEY RD	9	0.08	288	1	1	1	6	3		4	2						5	4	4	1
FREEDOM BLVD AND GREEN VALLEY RD	8	0.01	282	1	1	1	5	1	1	2		1			1	2	1	3	2	1
RODRIGUEZ ST AND W LAKE AVE	6	0.04	51			3	3	2							2	2		1	2	
QUIET MEADOW DR AND S GREEN VALLEY RD	5	0.02	35			1	4	1	1						3		1	1	1	
FREEDOM BLVD AND ALTA VISTA AVE	5	0.00	35			1	4	2		3							2		1	
FREEDOM BLVD AND CLIFFORD DR/GARDNER AVE	5	0.08	31				5	1		2					1	1	2	1	2	
AIRPORT BLVD AND HOLM RD	5	0.00	154		1	2	2	2		1						2	1			
FREEDOM BLVD AND SYDNEY AVE	5	0.00	35			1	4	2		2						1	1	2	1	
AIRPORT BLVD AND LOMA PRIETA AVE	5	0.00	154		1	2	2	2			2				1		3	1	1	
RODRIGUEZ ST AND W BEACH ST	4	0.02	366	2	1		1				1				2	1		1		
AIRPORT BLVD AND LARKIN VALLEY RD/WESTGATE DR	4	-0.02	34			2	2	1		1					1	1	2		1	
GREEN VALLEY RD AND CARNATION DR	4	-0.01	143		1	1	2	2		1	1						3	1		

City of Watsonville Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
MAIN ST AND MAPLE AVE/2ND ST	3	-0.06	132		1		2			1		1				1		1	1	
FREEDOM BLVD AND BRENNAN ST	3	-0.05	28			2	1			1						2	1			
AIRPORT BLVD AND NEILSON ST	3	-0.04	23			1	2	1			1				1		1	1	1	
LEE RD AND W BEACH ST	3	-0.32	18				3		1		2									
Unsignalized Intersections																				
FREEDOM BLVD AND COMPTON TERRACE	10	0.21	84			5	5	5	1		2				1	1		1	1	
CAREY AVE AND S GREEN VALLEY RD	8	0.09	239		1	1	6	4		1					2	1	1	1	2	
2ND ST AND RODRIGUEZ ST	7	0.50	422		2	2	3	3							1	3	3			1
FREEDOM BLVD AND MARIN ST	7	0.06	52			2	5	4			1					2	1		2	
FREEDOM BLVD AND BLANCA LN	7	0.05	237		1	2	4	1		2	3					1	2	2	1	
FREEDOM BLVD AND LANDIS AVE	6	0.03	55			4	2	3	1			1			1			1	1	1
WALKER ST AND 2ND ST	5	0.12	35			1	4	4									1		3	
WALKER ST AND W LAKE AVE	5	0.02	44			3	2								4	1		1	1	
MAPLE AVE AND UNION ST	5	0.31	40			2	3	1							3	1	2			
FREEDOM BLVD AND BROADIS ST/LINCOLN ST	5	-0.01	35			1	4	1			1	2				1	1		2	
RODRIGUEZ ST AND 5TH ST	4	0.73	29			1	3	1		2					1		1	1	1	
HARKINS SLOUGH RD AND SUNSET VISTA DR	4	0.06	214	1		1	2	1		1	1				1		1	1	1	
FREEDOM BLVD AND SUDDEN ST	4	-0.01	34			2	2	2		2							2			1
LASSEN WAY AND CLIFFORD DR	4	3.42	219		1	2	1	1				2			1		1	1	2	
FREEDOM BLVD AND ARTHUR RD	4	-0.02	29			1	3	3								1				1
FREEDOM BLVD AND ROACHE RD	4	0.00	29			1	3	3		1							1			
W BEACH ST AND WALKER ST	3	-0.03	23			1	2			1		1				1	1			
BLACKBURN ST AND E BEACH ST	3	0.01	203		1		2	1			1				1		1	1	1	

City of Watsonville Crash Summary

Intersection	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
FREEDOM BLVD AND PROSPECT ST	3	-0.04	208		1	1	1				1	1				1		1		
LINCOLN ST AND PROSPECT ST	3	-0.02	208		1	1	1	2							1			1	2	
MADISON ST AND PROSPECT ST	3	0.26	18				3	3									3		1	1
BREWINGTON AVE AND MARTINELLI ST	3	0.07	23			1	2	2								1	2			
FREEDOM BLVD AND MARIPOSA AVE	3	-0.04	18				3	1		1					1		1	1	2	

1. Local Critical Crash Rate Differential
2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

APPENDIX

E

Segment Network Screening Results



Unincorporated Santa Cruz County Crash Summary

Facility	Limits	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Major Arterial																					
SOQUEL AVE	7TH AVE - SOQUEL DR	3	0.34	178		1		2			2						1	2		1	
SOQUEL AVE	CAPITOLA RD EXN - BOSTWICK LN	3	0.22	182		1	1	1					2				1		2	1	
Minor Arterial																					
MOUNT HERMON RD	GRAHAM HILL RD - COVENANT LN	10	0.33	571	1	2	7		1	1		1	5	2				2	4	6	3
GRAHAM HILL RD	LOCKEWOOD LN - SUMMIT AVE	8	0.11	391		2	5	1					8					1	4	5	2
SOQUEL DR	APTOS ST - VALENCIA AVE	7	0.33	380		2	4	1	1	1	1		1	2			1	2		3	
SOQUEL DR	PORTER ST - MAIN ST	6	1.06	519		3	1	2			2			1		1	2	4	1		
SOQUEL DR	41ST AVE - ROBERTSON ST	5	0.41	35			1	4	3	1	1							1		1	
SOQUEL DR	CARRIKER LN - GREENBRAE LN	4	0.35	188		1	1	2			2					1	1	1			1
SOQUEL SAN JOSE RD	LITTLE CREEK RD - CONFERENCE GROUND RD	4	0.22	34			2	2	1				3						3	3	1
SOQUEL DR	PERIMETER RD - CABRILLO COLLEGE DR	4	0.39	38			3	1		1	1		2						2	1	1
FREEDOM BLVD	PISTA LN - BUENA VISTA DR	3	0.26	32			3		1	1		1							1		
MOUNT HERMON RD	LOCATELLI LN - CONFERENCE DR	3	0.04	32			3				1		2					2		1	1
Major Collector																					
EMPIRE GRADE	HELLER DR - FUEL BREAK RD	10	1.32	403		2	5	3					9	1					5	5	1
FELTON EMPIRE RD	EMPIRE GRADE/ICE CREAM GRADE - KRAZY ACRE LN	9	0.89	392		2	4	3				1	6	2				2	1	3	5
SOQUEL SAN JOSE RD	SOQUEL TURNPIKE RD - AMAYA RIDGE RD	7	0.72	380		2	4	1					5	2					2	1	
LAKEVIEW RD	HWY 129 - CRESTWOOD DR	7	0.77	530		3	2	2			1		6					1	4	2	
EMPIRE GRADE	PINERIDGE RD - MCGIVERN WAY	6	1.05	369	1	1	3	1		2			4						2	3	1
BRANCIFORTE DR	GLEN CANYON RD - MILL RD	6	2.57	205		1	2	3	1		1		4					1	2	2	1
BEAR CREEK RD	DAVID BRUCE WINERY DW - OLD SHINGLE MILL RD	6	1.12	55			4	2				2	3	1				3	1	2	
SUMMIT RD	LOMA PRIETA AVE - HIGHLAND WAY/SOQUEL SAN JOSE RD	5	0.90	40			2	3	3			2							2	1	1
SOQUEL SAN JOSE RD	AMAYA RIDGE RD - HESTER CREEK RD	5	0.53	44			3	2		1			2				2	1	1	2	
BEACH RD	CLEARWATER LN - LEE RD	5	0.42	190		1		4			2		2	1				2	2	1	1
HOLOHAN RD	COTTAGE RD - GRIMMER RD	5	0.17	513	1	2	1	1				1	3	1					2	2	
FELTON EMPIRE RD	KRAZY ACRE LN - FETHERSTON WAY	5	0.74	208		1	4						1	3			1	2	1		2
MOUNT MADONNA RD	VALLEY VIEW RD - COUNTY BOUNDARY	5	1.01	354		2	1	2				2	1	1			1	1			
CORRALITOS RD	SKYLARK LN - ALDRIDGE LN	4	0.64	43			4						3		1				2		
EMPIRE GRADE	SAN LORENZO AVE - QUARRY BEND RD	4	0.54	38			3	1					3	1				1	2	2	1
FREEDOM BLVD	HAMES RD - DAISY LN	4	0.76	193	1		2	1	1				2			1			2	2	
BRANCIFORTE DR	MILL RD - MYSTERY SPOT RD	4	0.41	43			4		1				2				1	1	2	1	1
SOQUEL SAN JOSE RD	MILLER HILL RD - MILLER CUT OFF RD	4	0.42	34			2	2			1		3					3		1	3

Facility	Limits	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
QUAIL HOLLOW RD	VISTA ROBLES DR - QUAIL HOLLOW RANCH COUNTY PARK DW	4	1.61	43			4		1				3						1	4	
HOLOHAN RD	LAKEN DR - 118 HOLOHAN RD	4	0.23	34			2	2	1		3							3			
CARLTON RD	LAKEVIEW RD - HWY 152/CASSERLY RD	4	1.67	38			3	1		1		1	1	1					2	1	1
BONNY DOON RD	LONE STAR EQUIPMNT RD - SMITH GRADE	4	0.96	38			3	1					3	1				1	1		
EMPIRE GRADE	TWIN GATE/HIKING TRAIL - SMITH GRADE/SYLVESTER RD	4	0.30	352		2	2						3	1				1	1	2	2
BEACH RD	THURWACHER RD - PANABAKER RD	3	0.13	182		1	1	1			1	1	1					1		2	
BUENA VISTA DR	WHISKEY HILL RD - HARKINS SLOUGH RD	3	0.32	23			1	2					2	1				1			
SAN ANDREAS RD	BUENA VISTA DR - CREST DR	3	1.76	337		2		1					1	1			1	1			
FREEDOM BLVD	DAISY LN - LA VIDA DR	3	0.50	178		1		2					3						1		1
E ZAYANTE RD	LOMPICO RD - VALLEY VIEW AVE	3	4.03	18				3					3						2	2	1
LOMPICO RD	E ZAYANTE RD - LAKE BLVD	3	0.15	28			2	1					3						3	2	
FREEDOM BLVD	SCURICH LN - KLINSKY LN	3	0.11	187		1	2		1				2							2	
LOMPICO RD	LAKE BLVD - CARROL AVE	3	0.14	32			3					1	1	1						1	2
SOQUEL SAN JOSE RD	PURLING BROOK - SOQUEL CREEK RD	3	0.46	178		1		2		1		1		1							
SAN ANDREAS RD	BEACH RD - DAIRY RD	3	0.61	178		1		2				1	1	1				1			
E ZAYANTE RD	MT HERMON RD - OLYMPIA STATION RD	3	0.11	28			2	1	1				2						1	1	
CASSERLY RD	0.2 MILES NORTH OF DIAS LN - DIAS LN	3	0.56	28			2	1					2	1				1	1	2	
BUENA VISTA DR	HARKINS SLOUGH RD - RANCHO RD	3	0.23	32			3						2	1						1	2
BUENA VISTA DR	LARKIN VALLEY RD - DRIVEWAY 0.2 MILES EAST OF LARKING RD	3	1.53	23			1	2					2	1							
Minor Collector																					
GREEN VALLEY RD	PIONEER RD - LITCHFIELD LN	3	1.47	28			2	1		1			1	1					1	1	
Local Roads																					
BEACH RD	RIO BOCA RD - SAN ANDREAS RD	3	0.00	23			1	2	1			1	1					1			

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

City of Scotts Valley Crash Summary

Facility	Limits	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Minor Arterials																					
GRANITE CREEK RD	SCOTTS VALLEY DR - CA-17	1	0.17	11			1				1							1			
SCOTTS VALLEY DR	MOUNT HERMON RD/WHISPERING PINES DR - BEAN CREEK RD	1	0.01	11			1				1								1		
MOUNT HERMON RD	KINGS VILLAGE RD - SCOTTS VALLEY DR/WHISPERING PINES DR	1	-0.03	11			1										1				
SCOTTS VALLEY DR	CIVIC CENTER DR/DISC DR - CARBONERO WAY	1	-0.02	6				1									1				
Local Roads																					
BEAN CREEK RD	GREENWOOD ST - CITY LIMITS	1	-0.10	11			1												1	1	
EL PUEBLO DR	CARBONERO WAY - JANIS WAY	1	0.13	6				1	1												1
BETHANY DR	SCOTTS VALLEY DR - TABOR WAY	1	0.23	11			1				1							1			
TABOR DR	SCOTTS VALLEY DR/VINE HILL SCHOOL RD - TABOR WAY	1	0.03	11			1			1								1	1	1	

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

City of Watsonville Crash Summary

Facility	Limits	Injury Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Major Arterial																					
AIRPORT BLVD	FREEDOM BLVD - PAJARO LN	5	0.24	40			2	3	2	1	1					1		2	2	1	
AIRPORT BLVD	NEILSON ST - HANGAR WAY	3	0.07	182		1	1	1					1			2				3	1
W BEACH ST	INDUSTRIAL RD - HARVEST DR	3	0.33	18				3	2			1								1	
Minor Arterial																					
HARKINS SLOUGH RD	BAYVIEW DR - BLACKBIRD CIR	4	0.75	29			1	3			2					2		2	1	1	
Local Roads																					
MILES LN	KIMBERLY LN/SANTA CLARA ST - FREEDOM BLVD	3	5.24	342		2	1									3			2	3	

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend					
Fatal/Serious Injury Collisions		LCCR Differential		Probability of Collision Type Exceeding Threshold Proportion	
	+2 KSI Collisions		> 1.0		90-100%
	2		0.33 - 1.0		80-90%
	1		< 0.33		70-80%

APPENDIX

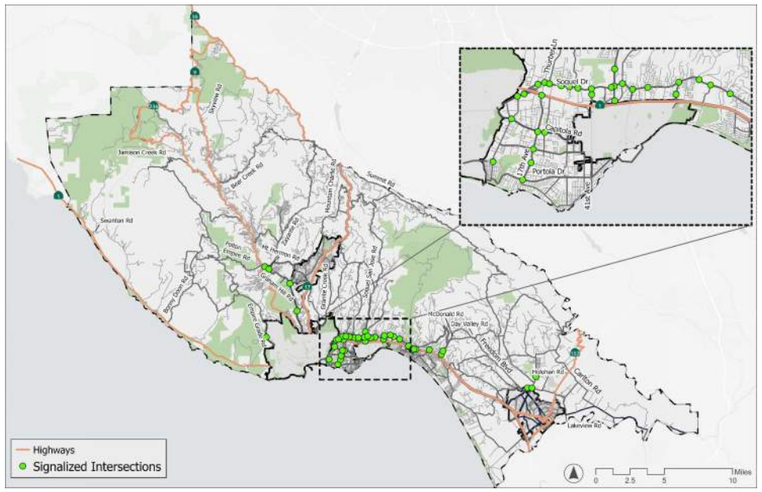
F

Project Sheets



Systemic Signalized Intersections

Location: Unincorporated County of Santa Cruz
Agency Name: Santa Cruz County
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us



Total Crashes	**238**
Local CCR Differential	-
Equivalent Property Damage Only	5848
Fatal	1
Severe Injury	33
Other Visible Injury	99
Complaint of Pain	115
Crash Type	
Broadside	50
Sideswipe	21
Rear End	69
Head On	13
Hit Object	17
Overturned	4
Non-Motorist Crashes	
Pedestrian	9
Bicycle	52
Contributing Factors	
Aggressive	84
Impaired	39
Crash Conditions	
Dark	45
Wet	8
Number of Signalized Intersections	47

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Conservative estimate to establish feasibility	All	Install retroreflective backplates on traffic signal heads and replace 8'' bulb traffic signal heads with 12"	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	1	0.15	0.30	$ 2,162,000	$ 648,600	$ 31,579,500	752 Backplates 100 Signal Heads	$1000 per Backplate & $5000 per signal head	$ 1,252,000	**25.2**
								SEVERE	33	4.95	9.90	$ 2,162,000	$ 21,403,800					
								OTHER VISIBLE	99	14.85	29.70	$ 193,000	$ 5,732,100					
								COMPLAINT OF PAIN	115	17.25	34.50	$ 110,000	$ 3,795,000					

	Total Cost	**$ 1,252,000**
Contingency	**$**	**375,600**
Contingency + Cost	**$**	**1,627,600**
Benefit	**$**	**31,579,500**
Benefit Cost Ratio:		**19.4**

Systemic Un-Signalized Intersections

Location: Unincorporated County of Santa Cruz
Agency Name: Santa Cruz County
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us

Unsignalized interections with One or more crashes

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2026 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2026 $)	COST ESTIMATE (2026 $)	BENEFIT/COST
	All	Improved signage and/or reflective strips	Improved signage and/or reflective strips	NS08	10	0.80	90%	FATAL	12	2.4	4.80	$ 3,440,000	$ 16,512,000	$ 241,136,400	553 Intersections	$ 5,000	$ 2,765,000	**87.2**
								SEVERE	128	25.6	51.20	$ 3,440,000	$ 176,128,000					
								OTHER VISIBLE	427	85.4	170.80	$ 193,000	$ 32,964,400					
								COMPLAINT OF PAIN	353	70.6	141.20	$ 110,000	$ 15,532,000					

Total Cost	**$ 2,765,000**
Contingency	**$ 829,500**
Contingency + Cost	**$ 3,594,500**
Benefit	**$ 241,136,400**
Benefit Cost Ratio:	**67.1**

Unsignalized interections with Two or more crashes

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
	All	Improved signage and/or reflective strips	Improved signage and/or reflective strips	–	10	0.80	90%	FATAL	6	1.2	2.40	$ 3,440,000	$ 8,256,000	$ 143,993,600	205 Intersections	$ 5,000	$ 1,025,000	**140.5**
								SEVERE	76	15.2	30.40	$ 3,440,000	$ 104,576,000					
								OTHER VISIBLE	268	53.6	107.20	$ 193,000	$ 20,689,600					
								COMPLAINT OF PAIN	238	47.6	95.20	$ 110,000	$ 10,472,000					

Total Cost	**$ 1,025,000**
Contingency	**$ 307,500**
Contingency + Cost	**$ 1,332,500**
Benefit	**$ 143,993,600**
Benefit Cost Ratio:	**108.1**

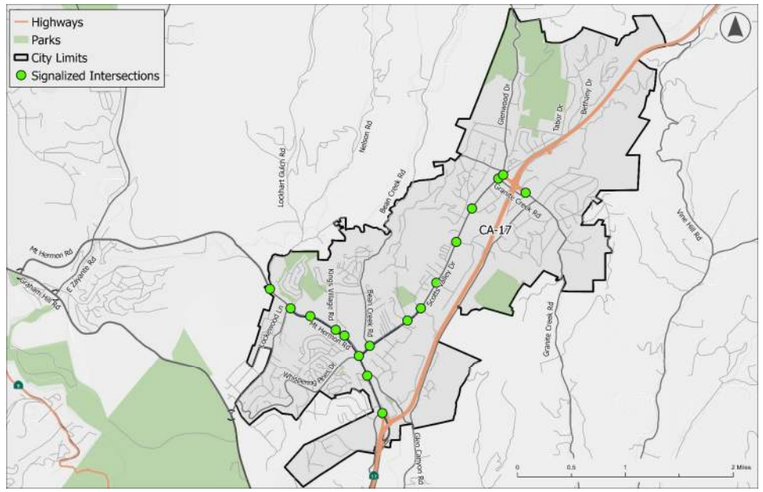
Unsignalized interections with Three or more crashes

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
	All	Improved signage and/or reflective strips	Improved signage and/or reflective strips	–	10	0.80	90%	FATAL	4	0.8	1.60	$ 3,440,000	$ 5,504,000	$ 87,403,200	91 Intersections	$ 5,000	$ 455,000	**192.1**
								SEVERE	44	8.8	17.60	$ 3,440,000	$ 60,544,000					
								OTHER VISIBLE	186	37.2	74.40	$ 193,000	$ 14,359,200					
								COMPLAINT OF PAIN	159	31.8	63.60	$ 110,000	$ 6,996,000					

Total Cost	**$ 455,000**
Contingency	**$ 136,500**
Contingency + Cost	**$ 591,500**
Benefit	**$ 87,403,200**
Benefit Cost Ratio:	**147.8**

Systemic Signalized Intersections

Location: Scotts Valley
Agency Name: City of Scotts Valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov



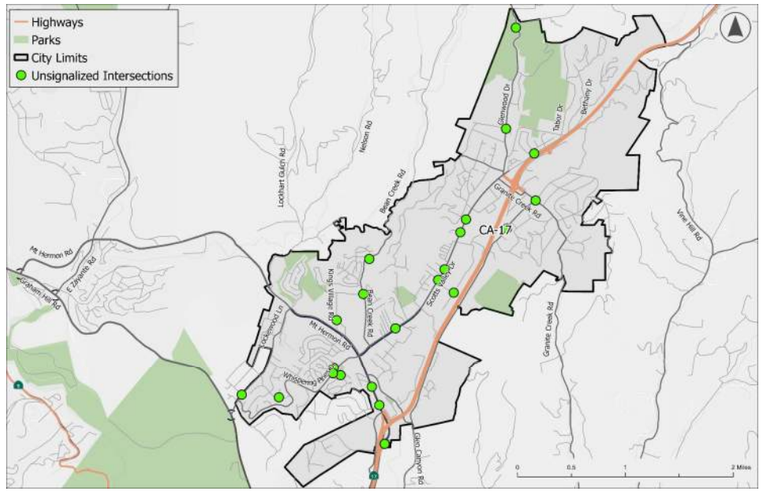
Total Crashes	43
Local CCR Differential	-
Equivalent Property Damage Only	953
Fatal	1
Severe Injury	4
Other Visible Injury	26
Complaint of Pain	12
Crash Type	
Broadside	11
Sideswipe	3
Rear End	9
Head On	2
Hit Object	6
Other	2
Non-Motorist Crashes	
Pedestrian	3
Bicycle	7
Contributing Factors	
Aggressive	17
Impaired	3
Crash Conditions	
Dark	10
Wet	1
Number of Signalized Intersections	17

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Conservative estimate to establish feasibility	All	Install retroreflective backplates on traffic signal heads and replace 8'' bulb traffic signal heads with 12''	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	1	0.15	0.30	$ 2,162,000	$ 648,600	$ 5,144,400	272 Backplates 50 Signal Heads	$1000 per Backplate & $5000 per signal head	$ 522,000	**9.9**
								SEVERE	4	0.6	1.20	$ 2,162,000	$ 2,594,400					
								OTHER VISIBLE	26	3.9	7.80	$ 193,000	$ 1,505,400					
								COMPLAINT OF PAIN	12	1.8	3.60	$ 110,000	$ 396,000					

	Total Cost	**$ 522,000**
		$ 156,600
	Contingency + Cost	**$ 678,600**
	Benefit	**$ 5,144,400**
	Benefit Cost Ratio:	**7.6**

Systemic Unsignalized Intersections

Location: Scotts Valley
Agency Name: City of Scotts Valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov



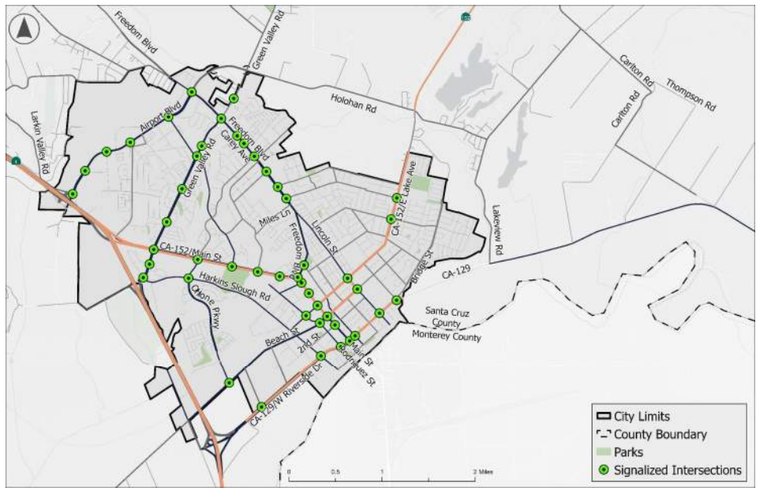
Total Crashes	25
Local CCR Differential	-
Equivalent Property Damage Only	1147
Fatal	0
Severe Injury	5
Other Visible Injury	15
Complaint of Pain	5
Crash Type	
Broadside	3
Sideswipe	2
Rear End	6
Head On	1
Hit Object	6
Other	2
Non-Motorist Crashes	
Pedestrian	1
Bicycle	6
Contributing Factors	
Aggressive	8
Impaired	4
Crash Conditions	
Dark	1
Wet	2
Number of Signalized Intersections	22

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
All unsignalized intersections with at least one crash are included	All	Improved signage and/or reflective strips	Improved signage and/or reflective strips	NS08	10	0.80	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 8,258,000	22 Intersections	$ 5,000	$ 110,000	**75.1**
								SEVERE	5	1	2.00	$ 3,440,000	$ 6,880,000				
								OTHER VISIBLE	15	3	6.00	$ 193,000	$ 1,158,000				
								COMPLAINT OF PAIN	5	1	2.00	$ 110,000	$ 220,000				

Total Cost	**$ 110,000**
	$ 33,000
Contingency + Cost	**$ 143,000**
Benefit	**$ 8,258,000**
Benefit Cost Ratio:	**57.7**

Systemic Signalized Intersections

Location: Watsonville
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@cityofwatsonville.org



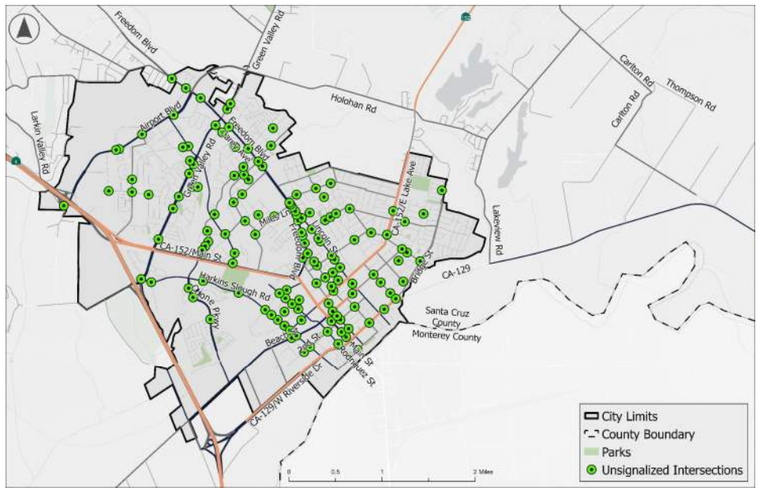
Total Crashes	112
Local CCR Differential	-
Equivalent Property Damage Only	2277
Fatal	4
Severe Injury	9
Other Visible Injury	24
Complaint of Pain	75
Crash Type	
Broadside	32
Sideswipe	3
Rear End	25
Head On	13
Hit Object	5
Overturned	0
Non-Motorist Crashes	
Pedestrian	17
Bicycle	17
Contributing Factors	
Aggressive	36
Impaired	23
Crash Conditions	
Dark	26
Wet	4
Number of Signalized Intersections	47

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Conservative estimate to establish feasibility	All	Install retroreflective backplates on traffic signal heads and replace 8'' bulb traffic signal heads with 12"	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	4	0.6	1.20	$ 2,162,000	$ 2,594,400	$ 12,296,400	752 Backplates 75 Signal Heads	$1000 per Backplate & $5000 per signal head	$ 1,127,000	**10.9**
								SEVERE	9	1.35	2.70	$ 2,162,000	$ 5,837,400					
								OTHER VISIBLE	24	3.6	7.20	$ 193,000	$ 1,389,600					
								COMPLAINT OF PAIN	75	11.25	22.50	$ 110,000	$ 2,475,000					

Total Cost	**$**	**1,127,000**
Contingency	**$**	**338,100**
Contingency + Cost	**$**	**1,465,100**
Benefit	**$**	**12,296,400**
Benefit Cost Ratio:		**8.4**

Systemic Unsignalized Intersections

Location: Watsonville
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@cityofwatsonville.org



Total Crashes	256
Local CCR Differential	-
Equivalent Property Damage Only	5471
Fatal	4
Severe Injury	15
Other Visible Injury	85
Complaint of Pain	152
Crash Type	
Broadside	96
Sideswipe	14
Rear End	34
Head On	18
Hit Object	16
Other	7
Non-Motorist Crashes	
Pedestrian	42
Bicycle	29
Contributing Factors	
Aggressive	56
Impaired	40
Crash Conditions	
Dark	56
Wet	13
Number of Signalized Intersections	143

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
All unsignalized intersections with at least one crash are included	All	Improved signage and/or reflective strips	Improved signage and/or reflective strips	NS08	10	0.80	90%	FATAL	4	0.8	1.60	$ 3,440,000	$ 5,504,000	$ 39,394,000	143 Intersections	$ 5,000	$ 715,000	**55.1**
								SEVERE	15	3	6.00	$ 3,440,000	$ 20,640,000					
								OTHER VISIBLE	85	17	34.00	$ 193,000	$ 6,562,000					
								COMPLAINT OF PAIN	152	30.4	60.80	$ 110,000	$ 6,688,000					

Total Cost	$	**715,000**
Contingency	$	**214,500**
Contingency + Cost	$	**929,500**
Benefit	$	**39,394,000**
Benefit Cost Ratio:		**42.4**

Signalized Intersection

Location: Capitola Rd & 17th Ave
Agency Name: Santa Cruz County
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	14
Local CCR Differential	0.03
Equivalent Property Damage Only	451
Fatal	0
Severe Injury	3
Other Visible Injury	5
Complaint of Pain	6
Crash Type	
Broadside	1
Sideswipe	0
Rear End	7
Head On	1
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	5
Contributing Factors	
Aggressive	8
Impaired	2
Crash Conditions	
Dark	3
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Includes cost of controller updates and design	Bike + Ped	Implement Leading Pedestrian Interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 3,421,200	1 Lump Sum	$ 50,000	$ 50,000	**68.4**
								SEVERE	1	0.6	1.20	$ 2,162,000	$ 2,594,400					
								OTHER VISIBLE	3	1.8	3.60	$ 193,000	$ 694,800					
								COMPLAINT OF PAIN	1	0.6	1.20	$ 110,000	$ 132,000					
-	All	Install retroreflective backplates on traffic signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 2,433,300	16 Backplates	$ 950	$ 15,200	**160.1**
								SEVERE	3	0.45	0.90	$ 2,162,000	$ 1,945,800					
								OTHER VISIBLE	5	0.75	1.50	$ 193,000	$ 289,500					
								COMPLAINT OF PAIN	6	0.9	1.80	$ 110,000	$ 198,000					
Intersection crosswalk striping should be a ladder per County Standards	Bike + Ped	Install bike box on 17th Ave approaches and Implement green conflict zone striping for bike lanes	Install advance stop bar before crosswalk (Bicycle Box)	SI21PB	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 648,600	2400 SQFT Striping + $1150 for Bike Box	$ 6	$ 16,700	**38.8**
								SEVERE	1	0.15	0.30	$ 2,162,000	$ 648,600					
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Trim back vegetation and set back the property sign at the Northeast corner of the intersection. Relocate the pedestrian push button on the Northeast corner of the intersection closer to the crosswalk per MUTCD requirements.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 50,000	$ 50,000	**0.0**
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
	Bike + Ped	Install advance stop bar on Capitola Rd approaches	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	120 SQFT of Striping	$ 10	$ 1,200	**0.0**
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	Install APS (accessible pedestrian signals)	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	4 APS	$ 2,110	$ 16,880	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	Install Yellow Ladder Crosswalks and ADA Curb Ramp Upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	4 Crosswalks	$ 6	$ 35,500	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	Install Protected Intersection	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	-	$ 250,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$**	**435,480**
Contingency (30%)	**$**	**130,644**
Total Cost	**$**	**566,124**
Benefit	**$**	**6,503,100**
Benefit Cost Ratio:		**11.5**

Santa Cruz County Safety Action Plan

Non-Signalized Intersection

Location: Portola Dr & 41st Ave
Agency Name: Santa Cruz County
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	6
Local CCR Differential	0.09
Equivalent Property Damage Only	479
Fatal	0
Severe Injury	2
Other Visible Injury	3
Complaint of Pain	1
Crash Type	
Broadside	1
Sideswipe	0
Rear End	0
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	4
Bicycle	1
Contributing Factors	
Aggressive	1
Impaired	2
Crash Conditions	
Dark	3
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Designs must include provisions for cyclists. Explore tie-in with proposed County's plan to restripe EB Portola approach to one lane.	Bike + Ped	Install bulb outs on intersection approaches by narrowing the approach lanes to one-lane in all directions	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	NS23PB	20	0.65	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 5,086,200	4 Bulb outs	$ 30,000	$ 120,000	**42.4**
								SEVERE	2	0.7	1.40	$ 3,440,000	$ 4,816,000					
								OTHER VISIBLE	2	0.7	1.40	$ 193,000	$ 270,200					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Install advance stop bars on all approaches	Upgrade intersection pavement markings (NS.I.)	NS09	10	0.75	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 3,784,500	240 SQFT of Striping	$ 10	$ 2,400	**1,576.9**
								SEVERE	2	0.5	1.00	$ 3,440,000	$ 3,440,000					
								OTHER VISIBLE	3	0.75	1.50	$ 193,000	$ 289,500					
								COMPLAINT OF PAIN	1	0.25	0.50	$ 110,000	$ 55,000					
-	Bike + Ped	Remove the channelized right-turn lane on the eastbound approach.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump sum	-	$ 72,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	ADA ramp upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	4 Curb Ramps	$ 5,275	$ 21,100	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$ 215,500**
Contingency (30%)	**$ 64,650**
Total Cost	**$ 280,150**
Benefit	**$ 8,870,700**
Benefit Cost Ratio:	**31.7**

Signalized Intersection

Location: Soquel Dr and Comercial Way/Thurber Lane
Agency Name: Santa Cruz County
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	9
Local CCR Differential	0.06
Equivalent Property Damage Only	192
Fatal	0
Severe Injury	1
Other Visible Injury	5
Complaint of Pain	3
Crash Type	
Broadside	3
Sideswipe	1
Rear End	1
Head On	1
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	2
Contributing Factors	
Aggressive	3
Impaired	2
Crash Conditions	
Dark	1
Wet	0

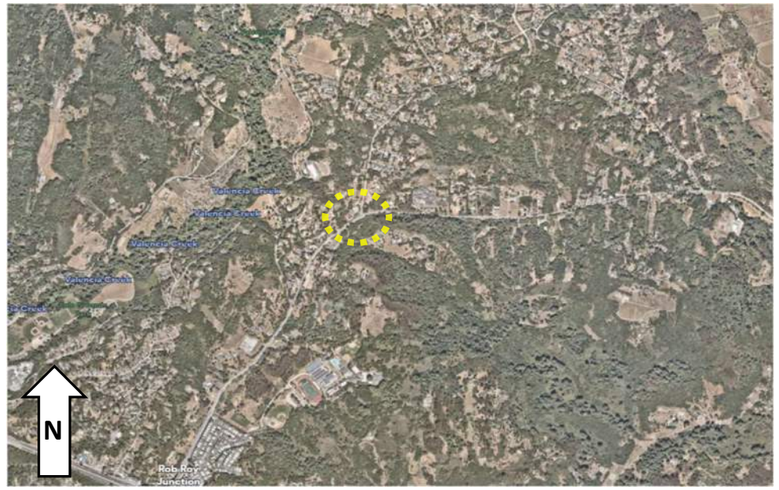
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Includes cost of upgraded signal controller	Bike + Ped	Implement Leading Pedestrian Interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 363,600	1 Lump Sum	$ 50,000	$ 50,000	**7.3**
								SEVERE	0	0	0.00	$ 2,162,000	$ -				
								OTHER VISIBLE	1	0.6	1.20	$ 193,000	$ 231,600				
								COMPLAINT OF PAIN	1	0.6	1.20	$ 110,000	$ 132,000				
-	All	Install retroreflective backplates on traffic signal heads. Upgrade Undersized signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 1,037,100	10 backplates and 1 signal head	$950 per Backplate and $2000 per signal head	$ 11,500	**90.2**
								SEVERE	1	0.15	0.30	$ 2,162,000	$ 648,600				
								OTHER VISIBLE	5	0.75	1.50	$ 193,000	$ 289,500				
								COMPLAINT OF PAIN	3	0.45	0.90	$ 110,000	$ 99,000				
Intersection crosswalk striping should be a ladder per County Standards	All	Install luminaire on the Thurber Lane approach	Add intersection lighting	SI01NT	20	0.55	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 173,700	2400 SQFT Striping + $1150 for Bike Box	$ 6	$ 16,700	**10.4**
								SEVERE	0	0	0.00	$ 2,162,000	$ -				
								OTHER VISIBLE	1	0.45	0.90	$ 193,000	$ 173,700				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
-	All	Trim back or remove vegetation by the Commercial Way approach.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 1,000	$ 1,000	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				

Cost	**$**	**79,200**
Contingency (30%)	**$**	**23,760**
Total Cost	**$**	**102,960**
Benefit	**$**	**1,574,400**
Benefit Cost Ratio:		**15.3**

Unsignalized Intersection

Location: Freedom Blvd & McDonald Rd
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	**1**
Local CCR Differential	-0.08
Equivalent Property Damage Only	13
Fatal	0
Severe Injury	0
Other Visible Injury	1
Complaint of Pain	0
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	0
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	0
Impaired	1
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install speed feedback signs along the curve (both directions)	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 231,600	2 Signs	$ 26,000	$ 52,000	**4.5**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	2	0.6	1.20	$ 193,000	$ 231,600					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	Ped/Bike	Install high-friction surface treatment on the Freedom Blvd approaches	Improve pavement friction (High Friction Surface Treatments)	NS14	10	0.45	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 424,600	1 Lump Sum	$ 186,000	$ 186,000	**2.3**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	2	1.1	2.20	$ 193,000	$ 424,600					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	-	Broaden the bus pullout area on the East leg of the intersection	-	-	-	-	-	FATAL	-	-	-	-	-	-	1 Lump Sum	$ 8,000	$ 8,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$**	**246,000**
Contingency (30%)	**$**	**73,800**
Total Cost	**$**	**319,800**
Benefit	**$**	**656,200**
Benefit Cost Ratio:		**2.1**

Unsignalized Intersection

Location: Freedom Blvd & Day Valley Rd
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	2
Local CCR Differential	-0.04
Equivalent Property Damage Only	20
Fatal	0
Severe Injury	0
Other Visible Injury	1
Complaint of Pain	1
Crash Type	
Broadside	0
Sideswipe	1
Rear End	1
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	1
Impaired	0
Crash Conditions	
Dark	0
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Replace existing intersection warning signage along Freedom Blvd with new retroreflective signs	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.85	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 57,900	10 Signs and Reflective Strips	$ 750	$ 7,500	**7.7**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
-	All	Cut back vegetation near the intersection	Improve sight distance to intersection (Clear Sight Triangles)	NS13	10	0.80	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 121,200	1 Lump Sum	$ 5,000	$ 5,000	**24.2**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	1	0.2	0.40	$ 193,000	$ 77,200				
								COMPLAINT OF PAIN	1	0.2	0.40	$ 110,000	$ 44,000				
Not applicable near driveways	-	Install centerline rumble strip along the horizontal (Freedom Blvd)	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 121,200	0.5 Miles	$ 76,800	$ 38,400	**3.2**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	1	0.2	0.40	$ 193,000	$ 77,200				
								COMPLAINT OF PAIN	1	0.2	0.40	$ 110,000	$ 44,000				

Cost	**$ 50,900**
Contingency (30%)	**$ 15,270**
Total Cost	**$ 66,170**
Benefit	**$ 300,300**
Benefit Cost Ratio:	**4.5**

Roadway Segment

Location: Mt Hermon Rd (Graham Hill Rd - Covenant Ln)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	10
Local CCR Differential	0.33
Equivalent Property Damage Only	571
Fatal	1
Severe Injury	2
Other Visible Injury	7
Complaint of Pain	0
Crash Type	
Broadside	1
Sideswipe	1
Rear End	0
Head On	1
Hit Object	5
Overturned	2
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	2
Impaired	4
Crash Conditions	
Dark	6
Wet	3

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install centerline rumble strips	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	1	0.2	0.40	$ 2,978,000	$ 1,191,200	$ 3,700,400	0.6 Miles	$ 76,800	$ 46,080	**80.3**
								SEVERE	2	0.4	0.80	$ 2,461,000	$ 1,968,800					
								OTHER VISIBLE	7	1.4	2.80	$ 193,000	$ 540,400					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Install high-friction surface treatment	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL	1	0.55	1.10	$ 2,162,000	$ 2,378,200	$ 8,620,700	27000 SQYD	$ 74	$ 1,998,000	**4.3**
								SEVERE	2	1.1	2.20	$ 2,162,000	$ 4,756,400					
								OTHER VISIBLE	7	3.85	7.70	$ 193,000	$ 1,486,100					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Install curve speed feedback signs	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	1	0.3	0.60	$ 2,978,000	$ 1,786,800	$ 5,550,600	2 Signs	$ 22,600	$ 45,200	**122.8**
								SEVERE	2	0.6	1.20	$ 2,461,000	$ 2,953,200					
								OTHER VISIBLE	7	2.1	4.20	$ 193,000	$ 810,600					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					

Cost	**$ 2,089,280**
Contingency (30%)	**$ 626,784**
Total Cost	**$ 2,716,064**
Benefit	**$ 17,871,700**
Benefit Cost Ratio:	**6.6**

Roadway Segment

Location: Graham Hill Rd (Lockewood Ln - Summit Ave)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	8
Local CCR Differential	0.11
Equivalent Property Damage Only	391
Fatal	0
Severe Injury	2
Other Visible Injury	5
Complaint of Pain	1
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	0
Hit Object	8
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	1
Impaired	4
Crash Conditions	
Dark	5
Wet	2

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install centerline rumble strips	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 2,398,800	1.3 Miles	$ 76,800	$ 99,840	**24.0**
								SEVERE	2	0.4	0.80	$ 2,461,000	$ 1,968,800				
								OTHER VISIBLE	5	1	2.00	$ 193,000	$ 386,000				
								COMPLAINT OF PAIN	1	0.2	0.40	$ 110,000	$ 44,000				
-	All	Install high-friction surface treatment	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 5,938,900	17500 SQYD	$ 74	$ 1,295,000	**4.6**
								SEVERE	2	1.1	2.20	$ 2,162,000	$ 4,756,400				
								OTHER VISIBLE	5	2.75	5.50	$ 193,000	$ 1,061,500				
								COMPLAINT OF PAIN	1	0.55	1.10	$ 110,000	$ 121,000				
-	All	Install curve speed feedback signs	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 3,598,200	2 Signs	$ 22,600	$ 45,200	**79.6**
								SEVERE	2	0.6	1.20	$ 2,461,000	$ 2,953,200				
								OTHER VISIBLE	5	1.5	3.00	$ 193,000	$ 579,000				
								COMPLAINT OF PAIN	1	0.3	0.60	$ 110,000	$ 66,000				

Cost	**$**	**1,440,040**
Contingency (30%)	**$**	**432,012**
Total Cost	**$**	**1,872,052**
Benefit	**$**	**11,935,900**
Benefit Cost Ratio:		**6.4**

Roadway Segment

Location: Felton Empire Rd (Krazy Acre Ln - Empire Grade)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	9
Local CCR Differential	0.89
Equivalent Property Damage Only	392
Fatal	0
Severe Injury	2
Other Visible Injury	4
Complaint of Pain	3
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	1
Hit Object	6
Overturned	2
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	2
Impaired	1
Crash Conditions	
Dark	3
Wet	5

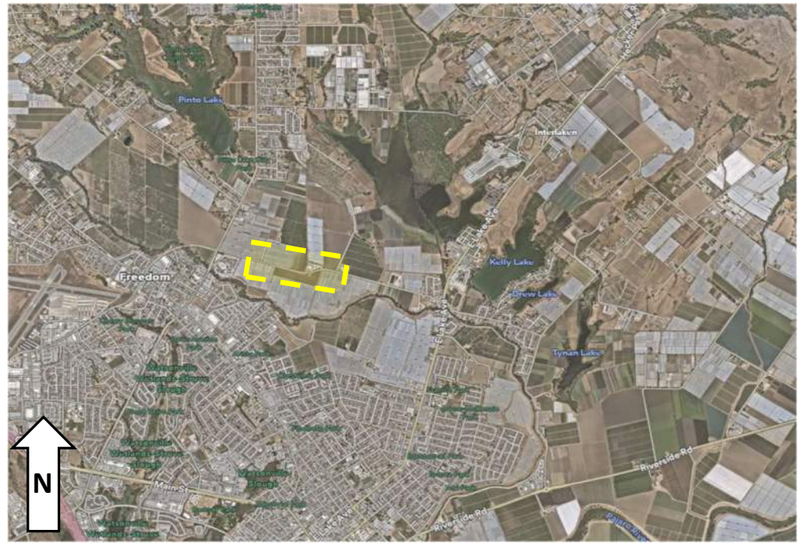
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install centerline rumble strips	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 2,409,600	2 Miles	$ 76,800	$ 153,600	**15.7**
								SEVERE	2	0.4	0.80	$ 2,461,000	$ 1,968,800				
								OTHER VISIBLE	4	0.8	1.60	$ 193,000	$ 308,800				
								COMPLAINT OF PAIN	3	0.6	1.20	$ 110,000	$ 132,000				
-	All	Install high-friction surface treatment	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 5,968,600	27000 SQYD	$ 74	$ 1,998,000	**3.0**
								SEVERE	2	1.1	2.20	$ 2,162,000	$ 4,756,400				
								OTHER VISIBLE	4	2.2	4.40	$ 193,000	$ 849,200				
								COMPLAINT OF PAIN	3	1.65	3.30	$ 110,000	$ 363,000				
-	All	Install curve speed feedback signs	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 3,614,400	2 Signs	$ 22,600	$ 45,200	**80.0**
								SEVERE	2	0.6	1.20	$ 2,461,000	$ 2,953,200				
								OTHER VISIBLE	4	1.2	2.40	$ 193,000	$ 463,200				
								COMPLAINT OF PAIN	3	0.9	1.80	$ 110,000	$ 198,000				
-	All	Install edgeline	Install edgelines	R28	10	0.75	90%	FATAL	0	0	0.00	$ 2,461,000	$ -	$ 3,012,000	21120 LF	$ 2	$ 42,240	**71.3**
								SEVERE	2	0.5	1.00	$ 2,461,000	$ 2,461,000				
								OTHER VISIBLE	4	1	2.00	$ 193,000	$ 386,000				
								COMPLAINT OF PAIN	3	0.75	1.50	$ 110,000	$ 165,000				
-	All	Install intersection warning signage approaching Krazy Acre Ln. Conduct a systemic review of curve signage.	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.85	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 920,100	Lump Sum	$ 10,000	$ 20,000	**46.0**
								SEVERE	1	0.15	0.30	$ 2,461,000	$ 738,300				
								OTHER VISIBLE	2	0.3	0.60	$ 193,000	$ 115,800				
								COMPLAINT OF PAIN	2	0.3	0.60	$ 110,000	$ 66,000				

Cost	**$**	**2,196,800**
Contingency (30%)	**$**	**659,040**
Total Cost	**$**	**2,855,840**
Benefit	**$**	**11,992,600**
Benefit Cost Ratio:		**4.2**

Roadway Segment

Location: Holohan Rd (btw Grimmer Rd and Cottage Rd)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	5
Local CCR Differential	0.17
Equivalent Property Damage Only	513
Fatal	1
Severe Injury	2
Other Visible Injury	1
Complaint of Pain	1
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	3
Hit Object	1
Overturned	1
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	0
Impaired	2
Crash Conditions	
Dark	2
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install centerline rumble strips along Holohan Rd	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	1	0.2	0.40	$ 2,978,000	$ 1,191,200	$ 3,281,200	0.4 Miles	$ 76,800	$ 30,720	**106.8**
								SEVERE	2	0.4	0.80	$ 2,461,000	$ 1,968,800					
								OTHER VISIBLE	1	0.2	0.40	$ 193,000	$ 77,200					
								COMPLAINT OF PAIN	1	0.2	0.40	$ 110,000	$ 44,000					
-	All	Install chevron signs on EB/WB Holohan Rd west of Grimmer Rd and Holohan Rd intersection	Install chevron signs on horizontal curves	R23	10	0.60	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 154,400	6 Sign	$ 750	$ 4,500	**34.3**
								SEVERE	0	0	0.00	$ 2,461,000	$ -					
								OTHER VISIBLE	1	0.4	0.80	$ 193,000	$ 154,400					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Install solar radar speed feedback sign for both approaches	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	1	0.3	0.60	$ 2,978,000	$ 1,786,800	$ 4,921,800	2 Signs	$ 22,600	$ 45,200	**108.9**
								SEVERE	2	0.6	1.20	$ 2,461,000	$ 2,953,200					
								OTHER VISIBLE	1	0.3	0.60	$ 193,000	$ 115,800					
								COMPLAINT OF PAIN	1	0.3	0.60	$ 110,000	$ 66,000					
Includes unit cost, installation, design and	Dark	Install roadway lighting at the horizontal curves	Add segment lighting	R01	20	0.65	90%	FATAL	1	0.35	0.70	$ 2,978,000	$ 2,084,600	$ 2,219,700	2 Luminaires	$ 19,500	$ 39,000	**56.9**
								SEVERE	0	0	0.00	$ 2,461,000	$ -					
								OTHER VISIBLE	1	0.35	0.70	$ 193,000	$ 135,100					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					

Cost	**$**	**119,420**
Contingency (30%)	**$**	**35,826**
Total Cost	**$**	**155,246**
Benefit	**$**	**10,577,100**
Benefit Cost Ratio:		**68.1**

Roadway Segment

Location: Lakeview Rd (btw Crestwood Dr and CA 129/Riverside Rd)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	7
Local CCR Differential	0.77
Equivalent Property Damage Only	530
Fatal	0
Severe Injury	3
Other Visible Injury	2
Complaint of Pain	2
Crash Type	
Broadside	0
Sideswipe	0
Rear End	1
Head On	6
Hit Object	6
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	1
Impaired	4
Crash Conditions	
Dark	2
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install solar radar speed feedback sign	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 3,184,800	4 Signs	$ 22,600	$ 90,400	**35.2**
								SEVERE	2	0.6	1.20	$ 2,461,000	$ 2,953,200				
								OTHER VISIBLE	2	0.6	1.20	$ 193,000	$ 231,600				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
-	All	Install edgeline	Install edgelines	R28	10	0.75	90%	FATAL	0	0	0.00	$ 2,461,000	$ -	$ 3,994,500	8500 LF	$ 2	$ 17,000	**235.0**
								SEVERE	3	0.75	1.50	$ 2,461,000	$ 3,691,500				
								OTHER VISIBLE	2	0.5	1.00	$ 193,000	$ 193,000				
								COMPLAINT OF PAIN	2	0.5	1.00	$ 110,000	$ 110,000				

Cost	**$**	**189,622**
Contingency (30%)	**$**	**56,887**
Total Cost	**$**	**246,509**
Benefit	**$**	**15,967,200**
Benefit Cost Ratio:		**64.8**

Santa Cruz County Safety Action Plan

Unsignalized Intersection

Location: Carlton Rd & Thompson Rd
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	14
Local CCR Differential	5.64
Equivalent Property Damage Only	578
Fatal	1
Severe Injury	1
Other Visible Injury	5
Complaint of Pain	7
Crash Type	
Broadside	8
Sideswipe	1
Rear End	1
Head On	2
Hit Object	1
Overturned	1
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	2
Impaired	3
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install chevron facing vehicles approaching NB on Carlton Rd.	Install chevron signs on horizontal curves	R23	10	0.60	90%	FATAL	1	0.4	0.80	$ 3,440,000	$ 2,752,000	$ 6,892,000	3 Signs	$ 750	$ 2,250	**3,063.1**
								SEVERE	1	0.4	0.80	$ 3,440,000	$ 2,752,000					
								OTHER VISIBLE	5	2	4.00	$ 193,000	$ 772,000					
								COMPLAINT OF PAIN	7	2.8	5.60	$ 110,000	$ 616,000					
Install a W1-6(R) sign at the curve on Thompson Rd facing SB vehicles. Replace existing signs with larger/ retroreflective signs, and install retroreflective stips on sign posts. Install R1-10b(L) on NB Carlton Rd.			Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs	NS08	10	0.85	90%	FATAL	1	0.15	0.30	$ 3,440,000	$ 1,032,000	$ 2,584,500	15 Signs	$ 750	$ 11,250	**229.7**
								SEVERE	1	0.15	0.30	$ 3,440,000	$ 1,032,000					
								OTHER VISIBLE	5	0.75	1.50	$ 193,000	$ 289,500					
								COMPLAINT OF PAIN	7	1.05	2.10	$ 110,000	$ 231,000					
-	All	Install speed feedback signs along the Carlton Rd horizontal curve approaches	Install dynamic/variable speed warning signs	R26	10	0.70	90%	FATAL	1	0.3	0.60	$ 3,440,000	$ 2,064,000	$ 5,169,000	2 Signs	$ 22,600	$ 45,200	**114.4**
								SEVERE	1	0.3	0.60	$ 3,440,000	$ 2,064,000					
								OTHER VISIBLE	5	1.5	3.00	$ 193,000	$ 579,000					
								COMPLAINT OF PAIN	7	2.1	4.20	$ 110,000	$ 462,000					
-	All	Install High-Friction Surface Treatment	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL	1	0.55	1.10	$ 3,440,000	$ 3,784,000	$ 9,476,500	1100 SQYD	$ 74	$ 81,400	**116.4**
								SEVERE	1	0.55	1.10	$ 3,440,000	$ 3,784,000					
								OTHER VISIBLE	5	2.75	5.50	$ 193,000	$ 1,061,500					
								COMPLAINT OF PAIN	7	3.85	7.70	$ 110,000	$ 847,000					
If intersection meets AWSC warrants	All	Convert the intersection to all-way stop control.	Convert to all-way stop control (from 2-way or yield control)	NS02	10	0.50	90%	FATAL	1	0.5	1.00	$ 3,440,000	$ 3,440,000	$ 8,615,000	1 Lump Sum	-	$ 4,680	**1,840.8**
								SEVERE	1	0.5	1.00	$ 3,440,000	$ 3,440,000					
								OTHER VISIBLE	5	2.5	5.00	$ 193,000	$ 965,000					
								COMPLAINT OF PAIN	7	3.5	7.00	$ 110,000	$ 770,000					

Cost	**$**	**144,780**
Contingency (30%)	**$**	**43,434**
Total Cost	**$**	**188,214**
Benefit	**$**	**32,737,000**
Benefit Cost Ratio:		**173.9**

Roadway Segment

Location: Empire Grade Rd (Heller Dr to Fuel Break Rd)
Agency Name: County of Santa Cruz
Contact Name: Russell Chen
E-mail: Russell.Chen@santacruzcounty.us





Total Crashes	10
Local CCR Differential	1.32
Equivalent Property Damage Only	403
Fatal	0
Severe Injury	2
Other Visible Injury	5
Complaint of Pain	3
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	9
Hit Object	0
Overturned	1
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	0
Impaired	5
Crash Conditions	
Dark	5
Wet	1

Note: more detailed improvements to be identified as part of the corridor improvements

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install centerline rumble strips	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 2,900,400	1.3 Miles	$ 76,800	$ 99,840	**29.1**
								SEVERE	2	0.4	0.80	$ 2,978,000	$ 2,382,400				
								OTHER VISIBLE	5	1	2.00	$ 193,000	$ 386,000				
								COMPLAINT OF PAIN	3	0.6	1.20	$ 110,000	$ 132,000				
-	All	Install chevron signs on horizontal curves	Install chevron signs on horizontal curves	R23	10	0.60	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 5,800,800	12 Signs	$ 750	$ 9,000	**644.5**
								SEVERE	2	0.8	1.60	$ 2,978,000	$ 4,764,800				
								OTHER VISIBLE	5	2	4.00	$ 193,000	$ 772,000				
								COMPLAINT OF PAIN	3	1.2	2.40	$ 110,000	$ 264,000				
-	All	Install Speed Feedback Signs	Install dynamic/variable speed warning signs	R21	10	0.45	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 7,976,100	3 Signs	$ 22,600	$ 67,800	**117.6**
								SEVERE	2	1.1	2.20	$ 2,978,000	$ 6,551,600				
								OTHER VISIBLE	5	2.75	5.50	$ 193,000	$ 1,061,500				
								COMPLAINT OF PAIN	3	1.65	3.30	$ 110,000	$ 363,000				
-	All	Install high friction surface treatment along horizontal curves	Improve pavement friction (High Friction Surface Treatments)	R26	10	0.70	90%	FATAL	0	0	0.00	$ 2,978,000	$ -	$ 4,350,600	7300 SQYD	$ 74	$ 540,200	**8.1**
								SEVERE	2	0.6	1.20	$ 2,978,000	$ 3,573,600				
								OTHER VISIBLE	5	1.5	3.00	$ 193,000	$ 579,000				
								COMPLAINT OF PAIN	3	0.9	1.80	$ 110,000	$ 198,000				
-	Ped/Bike	Construct bike pullouts at horizontal curves along the corridor	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	18 Pullouts	$ 35,000	$ 630,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$**	**108,840**
Contingency (30%)	**$**	**32,652**
Total Cost	**$**	**141,492**
Benefit	**$**	**8,701,200**
Benefit Cost Ratio:		**61.5**

Signalized Intersection

Location: Mt Hermon Rd & Kings Village Rd
Agency Name: City of Scotts Valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov





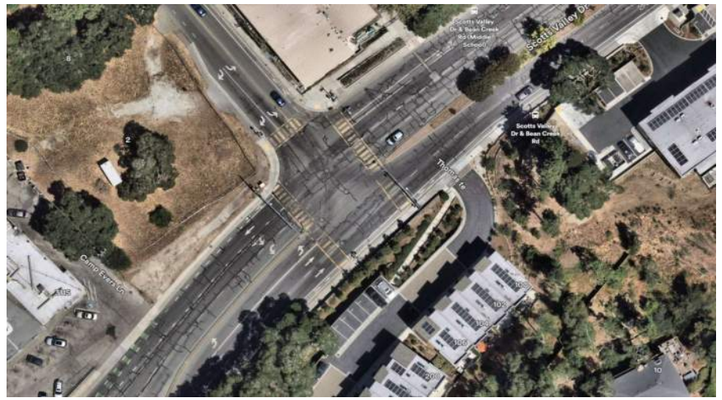
Total Crashes	7
Local CCR Differential	0
Equivalent Property Damage Only	175
Fatal	0
Severe Injury	1
Other Visible Injury	4
Complaint of Pain	2
Crash Type	
Broadside	1
Sideswipe	2
Rear End	1
Head On	1
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	2
Impaired	0
Crash Conditions	
Dark	2
Wet	0

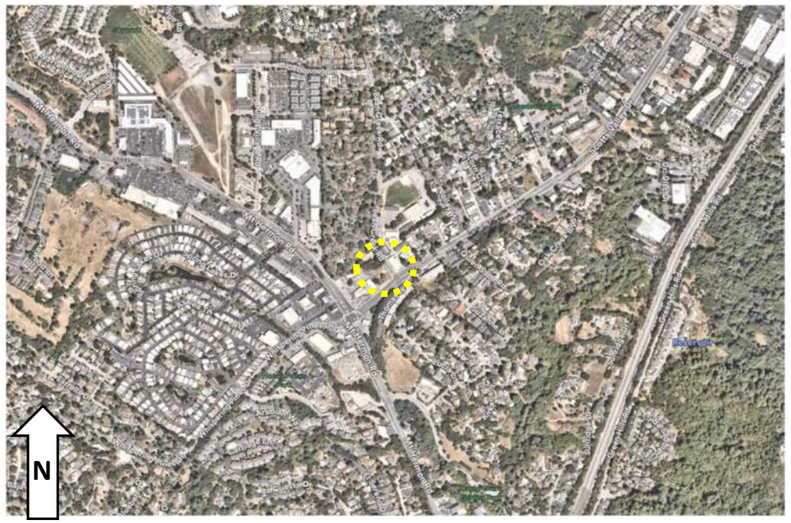
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install retroreflective backplates on traffic signal heads. Replace 8'' signal heads with new 12'' LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 946,200	3 Signal Heads and 15 Backplates	$2100 per Signal Heads and $950 per Backplates	$ 20,550	**46.0**
								SEVERE	1	0.15	0.30	$ 2,162,000	$ 648,600					
								OTHER VISIBLE	4	0.6	1.20	$ 193,000	$ 231,600					
								COMPLAINT OF PAIN	2	0.3	0.60	$ 110,000	$ 66,000					
Includes cost of controller updates and design	Bike + Ped	Implement LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 2,726,400	1 Lump Sum	$ 50,000	$ 50,000	**54.5**
								SEVERE	1	0.6	1.20	$ 2,162,000	$ 2,594,400					
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -					
								COMPLAINT OF PAIN	1	0.6	1.20	$ 110,000	$ 132,000					
-	All	Update the signal heads to include a protected left turn phase.	Provide protected left turn phase (left turn lane already exists)	S106	20	0.70	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 1,892,400	1 Lump Sum	$ 320,100	$ 320,100	**5.9**
								SEVERE	1	0.3	0.60	$ 2,162,000	$ 1,297,200					
								OTHER VISIBLE	4	1.2	2.40	$ 193,000	$ 463,200					
								COMPLAINT OF PAIN	2	0.6	1.20	$ 110,000	$ 132,000					
-	Bike + Ped	Install high-visibility crosswalk	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	362 SQFT of Striping	$ 13	$ 4,706	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	Install an activated "No right turn on red" sign during the pedestrian phase.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	4 Signs	$ 6,000	$ 24,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	Install advanced stop bars at crosswalk approaches	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 5,000	$ 5,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$**	**430,856**
Contingency (30%)	**$**	**129,257**
Total Cost	**$**	**560,113**
Benefit	**$**	**5,565,000**
Benefit Cost Ratio:		**9.9**

Signalized Intersection

Location: Bean Creek Rd & Scotts Valley Dr
Agency Name: City of Scotts valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov





Total Crashes	4
Local CCR Differential	-0.03
Equivalent Property Damage Only	29
Fatal	0
Severe Injury	0
Other Visible Injury	1
Complaint of Pain	3
Crash Type	
Broadside	1
Sideswipe	0
Rear End	1
Head On	0
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	0
Contributing Factors	
Aggressive	2
Impaired	0
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install retroreflective backplates on traffic signal heads. Replace 8" signal heads with new 12" LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	0.9	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 156,900	7 Signal heads and 13 Backplates	$2100 per Signal heads and $950 per Backplates	$ 27,050	**5.8**
								SEVERE	0	0	0.00	$ 2,162,000	$ -				
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900				
								COMPLAINT OF PAIN	3	0.45	0.90	$ 110,000	$ 99,000				
Includes cost of controller updates and design	Bike + Ped	Implement LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.4	0.9	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 132,000	1 Lump Sum	$ 50,000	$ 50,000	**2.6**
								SEVERE	0	0	0.00	$ 2,162,000	$ -				
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -				
								COMPLAINT OF PAIN	1	0.6	1.20	$ 110,000	$ 132,000				
-	All	Install two blank-out no right turn on red signs.	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS08	10	0.85	0.9	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 156,900	2 Signs	$ 10,000	$ 20,000	**7.8**
								SEVERE	0	0	0.00	$ 2,162,000	$ -				
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900				
								COMPLAINT OF PAIN	3	0.45	0.90	$ 110,000	$ 99,000				
Includes cost of moving loops	Bike + Ped	Install advanced stop bar (all approaches)	Install advance stop bar before crosswalk	-	-	-	-	FATAL	0	-	-	-	-	$ -	1 Lump Sum	$ 36,000	$ 36,000	-
								SEVERE	0	-	-	-	-				
								OTHER VISIBLE	0	-	-	-	-				
								COMPLAINT OF PAIN	1	-	-	-	-				
-	Bike + Ped	Remove pedestrian push button located in the median.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 1,500	$ 1,500	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				
Includes utility relocation	Bike + Ped	ADA ramp upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump sum	$ 250,000	$ 250,000	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				
-	All	Confirm that the EVP systems are active and functional.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Diagnostic Test	$ 2,000	$ 2,000	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				

Cost	**$**	**386,550**
Contingency (30%)	**$**	**115,965**
Total Cost	**$**	**502,515**
Benefit	**$**	**445,800**
Benefit Cost Ratio:		**0.9**

Signalized Intersection

Location: Mt Hermon Rd & Scotts Valley Dr/Whispering Pines Dr
Agency Name: City of Scotts Valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov





Total Crashes	14
Local CCR Differential	0.06
Equivalent Property Damage Only	455
Fatal	1
Severe Injury	2
Other Visible Injury	6
Complaint of Pain	5
Crash Type	
Broadside	5
Sideswipe	1
Rear End	2
Head On	1
Hit Object	2
Overturned	0
Other	1
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	5
Impaired	2
Crash Conditions	
Dark	5
Wet	0

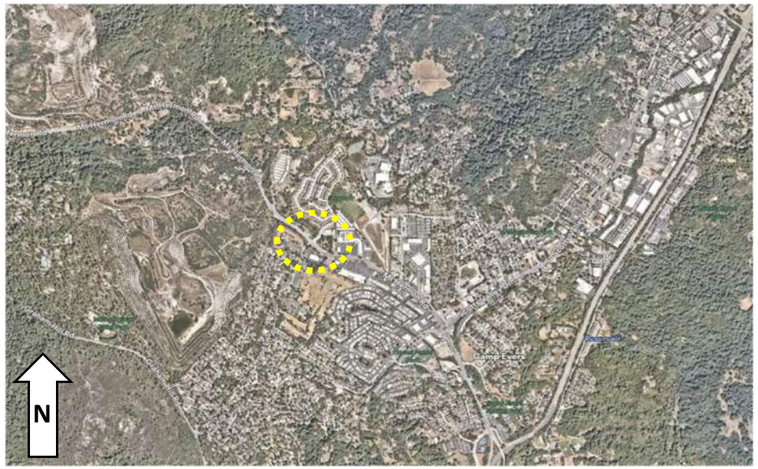
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install retroreflective backplates on traffic signal heads. Replace 8'' signal heads with new 12'' LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	S102	10	0.85	90%	FATAL	1	0.15	0.30	$ 2,162,000	$ 648,600	$ 2,458,200	4 Signal heads and 23 Backplates	$2100 per Signal heads and $950 per Backplates	$ 30,250	**81.3**
								SEVERE	2	0.3	0.60	$ 2,162,000	$ 1,297,200					
								OTHER VISIBLE	6	0.9	1.80	$ 193,000	$ 347,400					
								COMPLAINT OF PAIN	5	0.75	1.50	$ 110,000	$ 165,000					
-	Bike + Ped	Remove the channelized right-turn lanes and square up the intersection.	-	-	-	-	-	FATAL	-	-	-	-	-	-	1 Lump Sum	$ 750,000	$ 750,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
Median is too narrow to serve as a refuge island.	Bike + Ped	Remove the pedestrian push button in the median.	-	-	-	-	-	FATAL	-	-	-	-	-	-	1 Lump Sum	$ 2,500	$ 2,500	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
Includes utility relocation	Bike + Ped	ADA ramp upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump sum and 6 truncated dome mats	$ 120,000	$ 120,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Cost	**$ 902,750**
Contingency (30%)	**$ 270,825**
Total Cost	**$ 1,173,575**
Benefit	**$ 2,458,200**
Benefit Cost Ratio:	**2.1**

Signalized Intersection

Location: Mt Hermon Rd & Lockewood Ln/Skypark Dr
Agency Name: City of Scotts Valley
Contact Name: Rodolfo Onchi
E-mail: ronchi@scottsvalley.gov





Total Crashes	**3**
Local CCR Differential	-0.06
Equivalent Property Damage Only	32
Fatal	0
Severe Injury	0
Other Visible Injury	3
Complaint of Pain	0
Crash Type	
Broadside	3
Sideswipe	0
Rear End	0
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	3
Impaired	0
Crash Conditions	
Dark	1
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Restripe intersection to include dedicated left-turn lane and a shared through-right turn lane along Lockewood Ln. Upgrade signal heads to have protected left-turn phasing.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	SI05	20	0.45	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 636,900	1	Lump Sum	$ 630,000	**1.0**
								SEVERE	0	0	0.00	$ 2,162,000	$ -					
								OTHER VISIBLE	3	1.65	3.30	$ 193,000	$ 636,900					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
-	All	Install retroreflective backplates on traffic signal heads. Replace 8'' signal heads with new 12'' LED signal heads.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 173,700	2 Signal heads and 18 Backplates	$2100 per Signal heads and $950 per Backplates	$ 21,300	**8.2**
								SEVERE	0	0	0.00	$ 2,162,000	$ -					
								OTHER VISIBLE	3	0.45	0.90	$ 193,000	$ 173,700					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
Includes cost of controller updates and design	Bike + Ped	Implement LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ -	1 Lump Sum	$ 50,000	$ 50,000	**0.0**
								SEVERE	0	0	0.00	$ 2,162,000	$ -					
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					
Includes cost of moving loops	Bike + Ped	Install advance stop bars.	-	-	-	-	-	FATAL	0	-	-	-	-	$ -	1 Lump Sum	1 Lump Sum	$ 40,000	-
								SEVERE	0	-	-	-	-					
								OTHER VISIBLE	0	-	-	-	-					
								COMPLAINT OF PAIN	0	-	-	-	-					

Cost	**$**	**741,300**
Contingency (30%)	**$**	**222,390**
Total Cost	**$**	**963,690**
Benefit	**$**	**810,600**
Benefit Cost Ratio:		**0.8**

Non-Signalized Intersection

Location: Freedom Blvd within the vicinity of Compton Terrance
Agency Name: Santa Cruz County and City of Watsonville
Contact Name: Russell Chen and Murray Fontes
E-mail: Russell.Chen@santacruzcounty.us and murray.fontes@watsonville.gov





Total Crashes	23
Local CCR Differential	-
Equivalent Property Damage Only	191
Fatal	0
Severe Injury	0
Other Visible Injury	11
Complaint of Pain	12
Crash Type	
Broadside	10
Sideswipe	2
Rear End	1
Head On	3
Hit Object	3
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	0
Impaired	6
Crash Conditions	
Dark	6
Wet	0

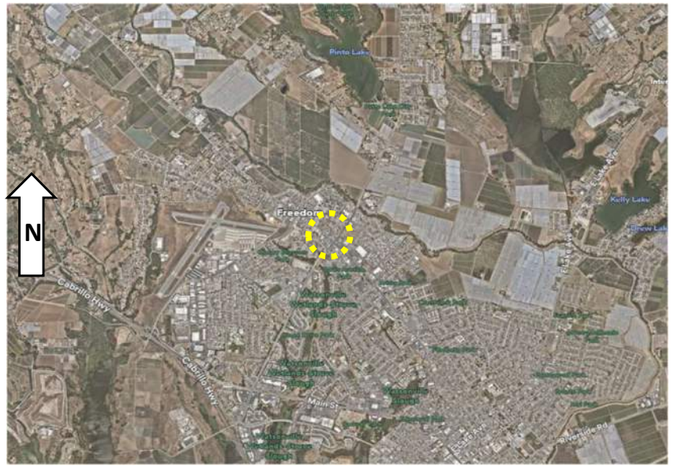
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Long term alternative	All	Install traffic signal at Freedom Blvd/Buena Vista Dr. Square up the Buena Vista Dr approach	Install Signals	NS03	20	0.70	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 2,065,800	1 Lump Sum	$ 700,000	$ 700,000	**3.0**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	11	3.3	6.60	$ 193,000	$ 1,273,800				
								COMPLAINT OF PAIN	12	3.6	7.20	$ 110,000	$ 792,000				
Benefit calculated in HSIP Analyzer (long term alternative)	Bike + Ped	Install roundabout	Convert intersection to roundabout	NS04RA	20	Varies	90%	FATAL	0	-	-	-	-	$ 23,050,196	120 SQFT of Striping	$ 1,800,000	$ 1,800,000	**12.8**
								SEVERE	1	-	-	-	-				
								OTHER VISIBLE	3	-	-	-	-				
								COMPLAINT OF PAIN	1	-	-	-	-				
Near-term road layout reconfiguration	Bike + Ped	Install Bike lanes through the intersection	Install Bike lanes	R33PB	10	0.65	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 77,000	1 Lump Sum	$ 8,300	$ 8,300	**9.3**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -				
								COMPLAINT OF PAIN	1	0.35	0.70	$ 110,000	$ 77,000				
	Bike + Ped	Install crosswalks	Install pedestrian crossing at uncontrolled locations (signs and markings only)	NS22PB	10	0.75	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 96,500	2400 SQFT Striping	$ 6	$ 14,400	**6.7**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	1	0.25	0.50	$ 193,000	$ 96,500				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
	Bike + Ped	Install sidewalk and ADA Curb Ramps	Install sidewalk/pathway (to avoid walking along roadway)	R35PB	20	0.65	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 135,100	1000 LF	$ 160	$ 160,000	**0.8**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	1	0.35	0.70	$ 193,000	$ 135,100				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
	All	Install left-turn lane from Freedom Blvd to Memorial Ave	Install left-turn lane (where no left-turn lane exists)	NS20	20	0.65	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 2,410,100	1 lump sum	$ 30,000	$ 30,000	**80.3**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	11	3.85	7.70	$ 193,000	$ 1,486,100				
								COMPLAINT OF PAIN	12	4.2	8.40	$ 110,000	$ 924,000				

Total Cost of Near-Term Improvements:	**$ 212,700**
Contingency (30%)	**$ 63,810**
Contingency + Cost	**$ 276,510**
Benefit	**$ 2,718,700**
Benefit Cost Ratio:	**9.8**

Signalized Intersection

Location: Freedom Blvd & Green Valley Rd
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@watsonville.gov





Total Crashes	8
Local CCR Differential	0.01
Equivalent Property Damage Only	282
Fatal	1
Severe Injury	1
Other Visible Injury	1
Complaint of Pain	5
Crash Type	
Broadside	1
Sideswipe	1
Rear End	2
Head On	0
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	2
Contributing Factors	
Aggressive	1
Impaired	3
Crash Conditions	
Dark	2
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install retroreflective backplates on traffic signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	0.9	FATAL	1	0.15	0.30	$ 2,162,000	$ 648,600	$ 1,520,100	21 Backplates	950	19950	76.19548872
								SEVERE	1	0.15	0.30	$ 2,162,000	$ 648,600					
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900					
								COMPLAINT OF PAIN	5	0.75	1.50	$ 110,000	$ 165,000					
Includes cost of controller updates and design	Bike + Ped	Implement LPI	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.4	0.9	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 2,958,000	1 Lump Sum	5000	5000	591.6
								SEVERE	1	0.6	1.20	$ 2,162,000	$ 2,594,400					
								OTHER VISIBLE	1	0.6	1.20	$ 193,000	$ 231,600					
								COMPLAINT OF PAIN	1	0.6	1.20	$ 110,000	$ 132,000					
-	Bike + Ped	Install advanced stop bars at crosswalk approaches	-	-	-	-	-	FATAL	-	-	-	-	-	0	376 SQFT of Striping	10	3760	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	All	Activate the adaptive capabilities of eligilble traffic signals.	-	S02	-	-	-	FATAL	-	-	-	-	-	0	-	6000	6000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Total Cost	**$ 34,710**	**$ -**
Contingency (30%)	**$ 10,413**	
Contingency + Cost	**$ 45,123**	
Benefit	**$ 4,478,100**	
Benefit Cost Ratio:		**99.2**

Non-signalized Intersection

Location: Green Valley Rd & Carey Ave
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@cityofwatsonville.org





Total Crashes	8
Local CCR Differential	0.09
Equivalent Property Damage Only	239
Fatal	0
Severe Injury	1
Other Visible Injury	1
Complaint of Pain	6
Crash Type	
Broadside	4
Sideswipe	0
Rear End	1
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	2
Bicycle	1
Contributing Factors	
Aggressive	1
Impaired	1
Crash Conditions	
Dark	2
Wet	0

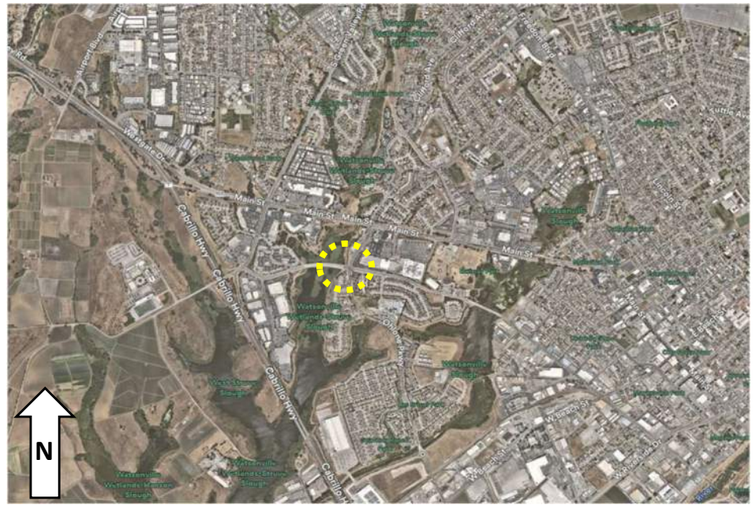
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Conceptual	Bike + Ped	Install a HAWK signal or pedestrian hybrid beacon per FHWA guidance.	Install a pedestrian hybrid beacon (PHB or HAWK)	NS25PB	20	0.45	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 3,905,000	1 Lump Sum	$ 425,000	$ 425,000	**9.2**
								SEVERE	1	0.55	1.10	$ 3,440,000	$ 3,784,000				
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -					
								COMPLAINT OF PAIN	1	0.55	1.10	$ 110,000	$ 121,000				
Conceptual	All	Install traffic signal and coordinate signal with Green Valley Rd and Freedom Blvd	Install Signal	NS03	20	0.70	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 2,575,800	1 Lump Sum	$ 550,000	$ 550,000	**4.7**
								SEVERE	1	0.3	0.60	$ 3,440,000	$ 2,064,000				
								OTHER VISIBLE	1	0.3	0.60	$ 193,000	$ 115,800				
								COMPLAINT OF PAIN	6	1.8	3.60	$ 110,000	$ 396,000				
Conceptual	All	Make Carey Ave access right-in right-out only (restrict left-turns)	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	NS17	20	0.50	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 440,000	1 Lump Sum	$ 36,000	$ 36,000	**12.2**
								SEVERE	0	0	0.00	$ 3,440,000	$ -				
								OTHER VISIBLE	0	0	0.00	$ 193,000	$ -				
								COMPLAINT OF PAIN	4	2	4.00	$ 110,000	$ 440,000				
Near-Term	Bike + Ped	Install yield lines and R1-5a signs on the GVR approaches to the crosswalk. Install W11-2 and W16-7P signs at the crosswalk.	-	NS08	10	0.85	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 1,287,900	1 Lump Sum	$ 5,900	$ 5,900	**218.3**
								SEVERE	1	0.15	0.30	$ 3,440,000	$ 1,032,000				
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900				
								COMPLAINT OF PAIN	6	0.9	1.80	$ 110,000	$ 198,000				

Total Cost	**$ 1,016,900**
Contingency (30%)	**$ 305,070**
Contingency + Cost	**$ 1,321,970**
Benefit	**$ 8,208,700**
Benefit Cost Ratio:	**6.2**

Signalized Intersection

Location: Ohlone Parkway & Harkins Slough Road
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@cityofwatsonville.org





Total Crashes	9
Local CCR Differential	0.2
Equivalent Property Damage Only	174
Fatal	0
Severe Injury	1
Other Visible Injury	1
Complaint of Pain	7
Crash Type	
Broadside	4
Sideswipe	0
Rear End	2
Head On	0
Hit Object	1
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	2
Impaired	2
Crash Conditions	
Dark	1
Wet	0

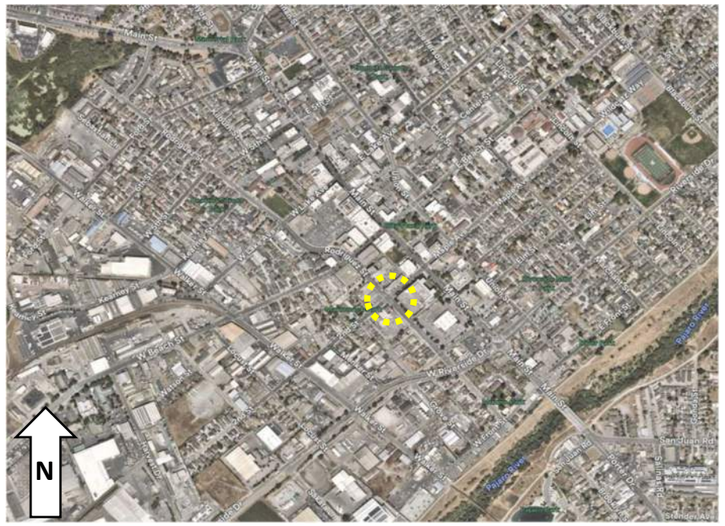
NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	All	Install retroreflective backplates on traffic signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 937,500	20 Backplates	$ 950	$ 19,000	**49.3**
								SEVERE	1	0.15	0.30	$ 2,162,000	$ 648,600				
								OTHER VISIBLE	1	0.15	0.30	$ 193,000	$ 57,900				
								COMPLAINT OF PAIN	7	1.05	2.10	$ 110,000	$ 231,000				
-	Bike + Ped	Install advance stop bars	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	138 SQFT of Striping	$ 13	$ 1,794	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				
-	Bike + Ped	ADA ramp upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	3 Curb Ramps	$ 5,275	$ 15,825	-
								SEVERE	-	-	-	-	-				
								OTHER VISIBLE	-	-	-	-	-				
								COMPLAINT OF PAIN	-	-	-	-	-				

Total Cost	**$ 36,619**
Contingency (30%)	**$ 10,986**
Contingency + Cost	**$ 47,605**
Benefit	**$ 937,500**
Benefit Cost Ratio:	**19.7**

Non-signalized Intersection

Location: Rodriquez St & 2nd St
Agency Name: City of Watsonville
Contact Name: Murray Fontes
E-mail: murray.fontes@cityofwatsonville.org



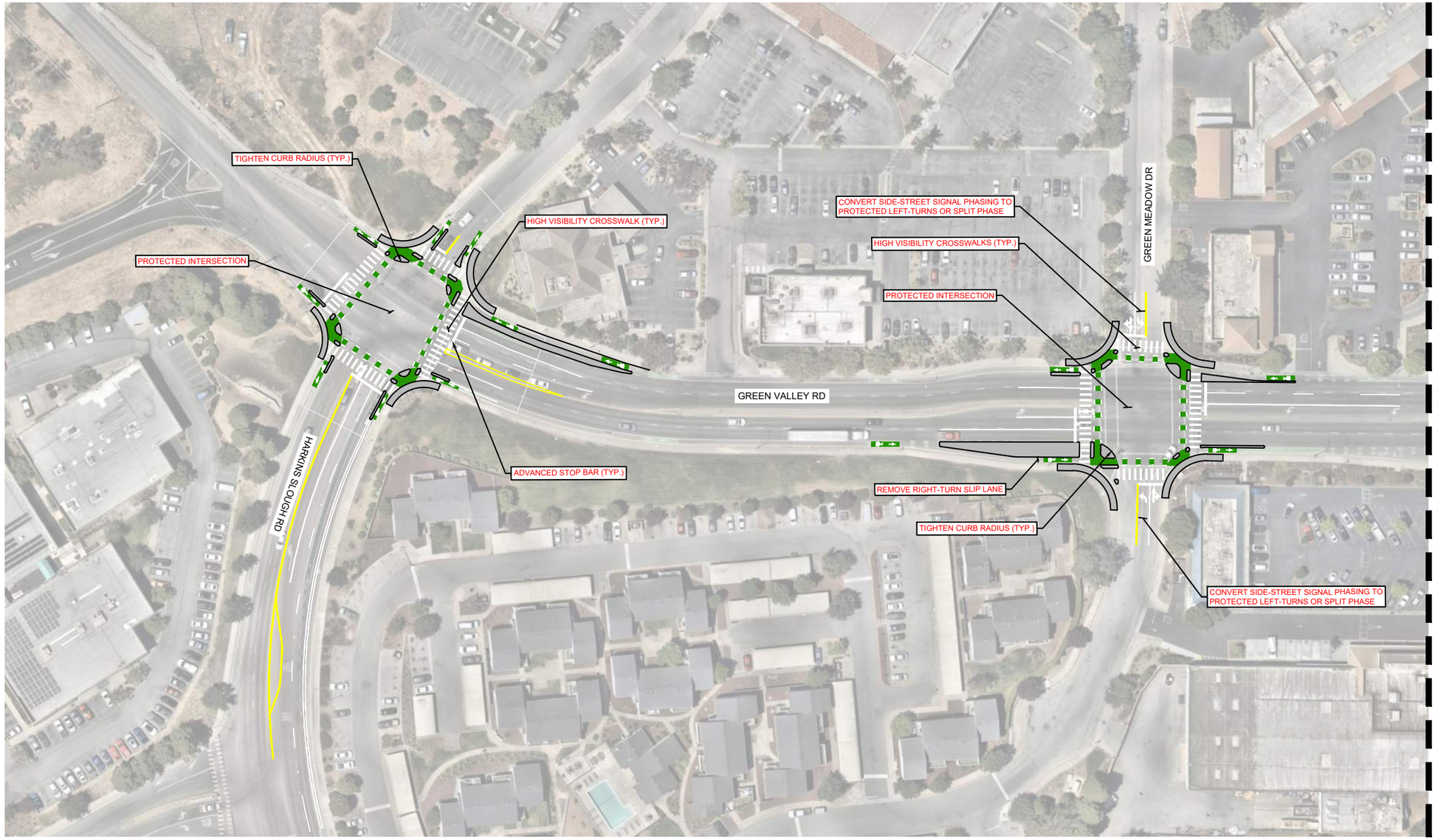


Total Crashes	7
Local CCR Differential	0.5
Equivalent Property Damage Only	422
Fatal	0
Severe Injury	2
Other Visible Injury	2
Complaint of Pain	3
Crash Type	
Broadside	3
Sideswipe	0
Rear End	0
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	3
Contributing Factors	
Aggressive	3
Impaired	0
Crash Conditions	
Dark	0
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2019-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	Bike + Ped	Install advance stop bars.	Upgrade intersection pavement markings (NS.I.)	NS09	10	0.75	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 3,633,000	392 SQFT Striping	$ 10	$ 3,920	**926.8**
								SEVERE	2	0.5	1.00	$ 3,440,000	$ 3,440,000				
								OTHER VISIBLE	2	0.5	1.00	$ 193,000	$ 193,000				
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -				
	Bike + Ped	Install traffic signal.	Install Signal	NS03	20	0.70	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 4,755,600	1 Lump Sum	$ 550,000	$ 550,000	**8.6**
								SEVERE	2	0.6	1.20	$ 3,440,000	$ 4,128,000				
								OTHER VISIBLE	2	0.6	1.20	$ 193,000	$ 231,600				
								COMPLAINT OF PAIN	6	1.8	3.60	$ 110,000	$ 396,000				
Designs must include provisions	Bike + Ped	Study the feasability of installing bulb-outs on intersection approaches by narrowing the approach lanes to one-lane in all directions.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 31,100	$ 31,100	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	All	Conduct intersection control evaluation to determine feasibility of traffic signal and roundabout	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	$ 20,000	$ 20,000	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					
-	Bike + Ped	ADA ramp upgrades	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	3 Curb Ramps	$ 5,275	$ 15,825	-
								SEVERE	-	-	-	-	-					
								OTHER VISIBLE	-	-	-	-	-					
								COMPLAINT OF PAIN	-	-	-	-	-					

Total Cost	**$ 620,845**
Contingency (30%)	**$ 186,254**
Contingency + Cost	**$ 807,099**
Benefit	**$ 8,388,600**
Benefit Cost Ratio:	**10.4**


APPENDIX
G
Corridor Improvements



SEE SHEET 2 FOR CONTINUATION

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

CORRIDOR IMPROVEMENTS:
- ENHANCED STREET LIGHTING
- REFRESH STRIPING AND PAVEMENT MARKINGS
- ADA CURB RAMP IMPROVEMENTS

SIGNALIZED INTERSECTION IMPROVEMENTS:
- LEADING PEDESTRIAN INTERVAL (LPI)
- YELLOW RETROFEFLECTIVE BACKPLATES ON SIGNAL HEADS
- RED CURB (DAYLIGHTING IMPROVEMENTS)
- PROTECTED INTERSECTIONS SUBJECT TO OUTREACH AND/OR FEASIBILITY STUDY

LEGEND
- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)

APRIL 2026
GREEN VALLEY CORRIDOR: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 1 OF 9

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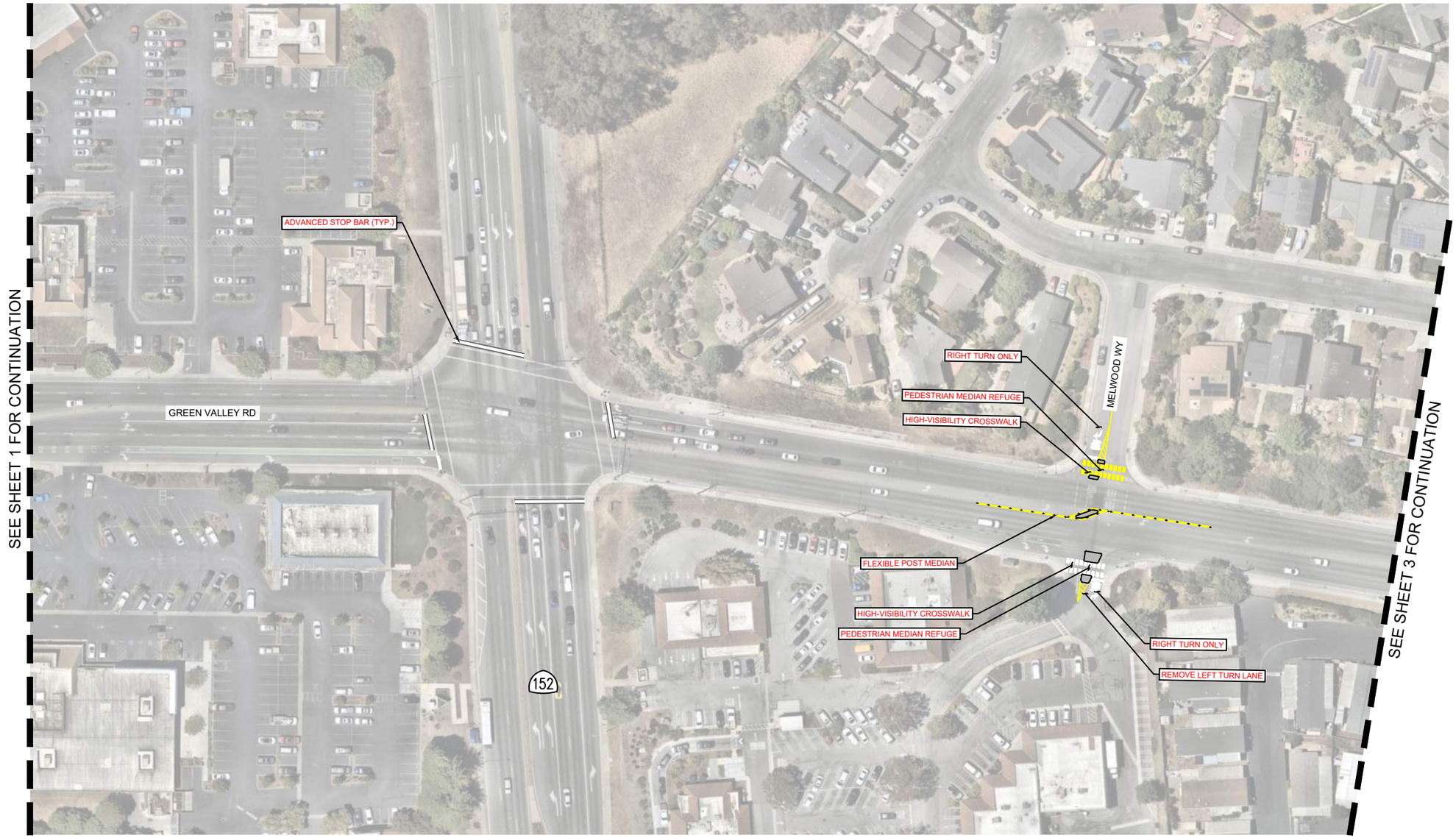

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GRAPHIC SCALE IN FEET
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CORRIDOR IMPROVEMENTS:
- ENHANCED STREET LIGHTING
- REFRESH STRIPING AND PAVEMENT MARKINGS
- ADA CURB RAMP IMPROVEMENTS

SIGNALIZED INTERSECTION IMPROVEMENTS:
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- YELLOW RETROFEFLECTIVE BACKPLATES ON SIGNAL HEADS
- RED CURB (DAYLIGHTING IMPROVEMENTS)
- PROTECTED INTERSECTIONS SUBJECT TO OUTREACH AND/OR FEASIBILITY STUDY

LEGEND
- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)

APRIL 2026
GREEN VALLEY CORRIDOR: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 2 OF 9

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RECTANGULAR RAPID FLASHING BEACON (RRFB)

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GREEN VALLEY CORRIDOR: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 3 OF 9

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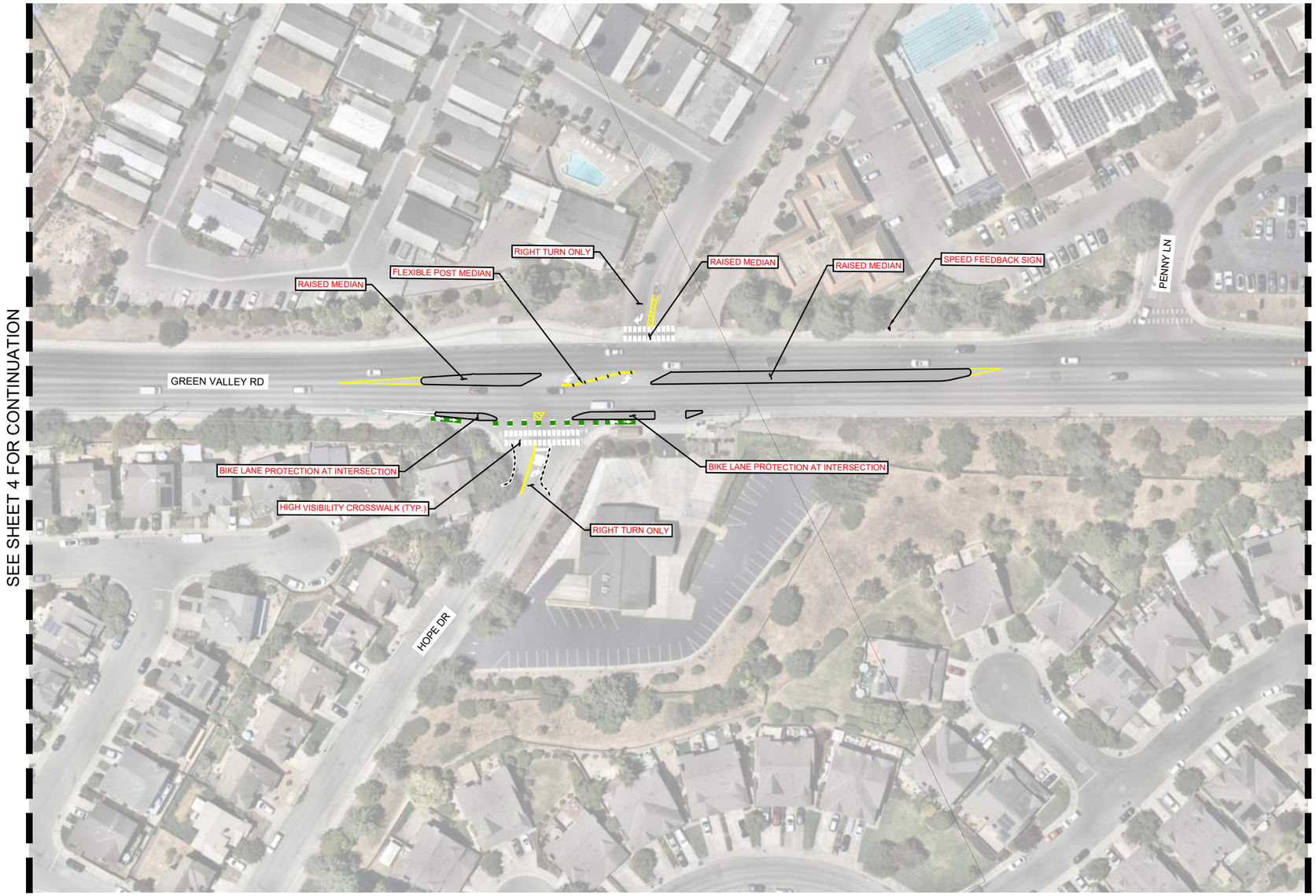

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SHEET 5 OF 9

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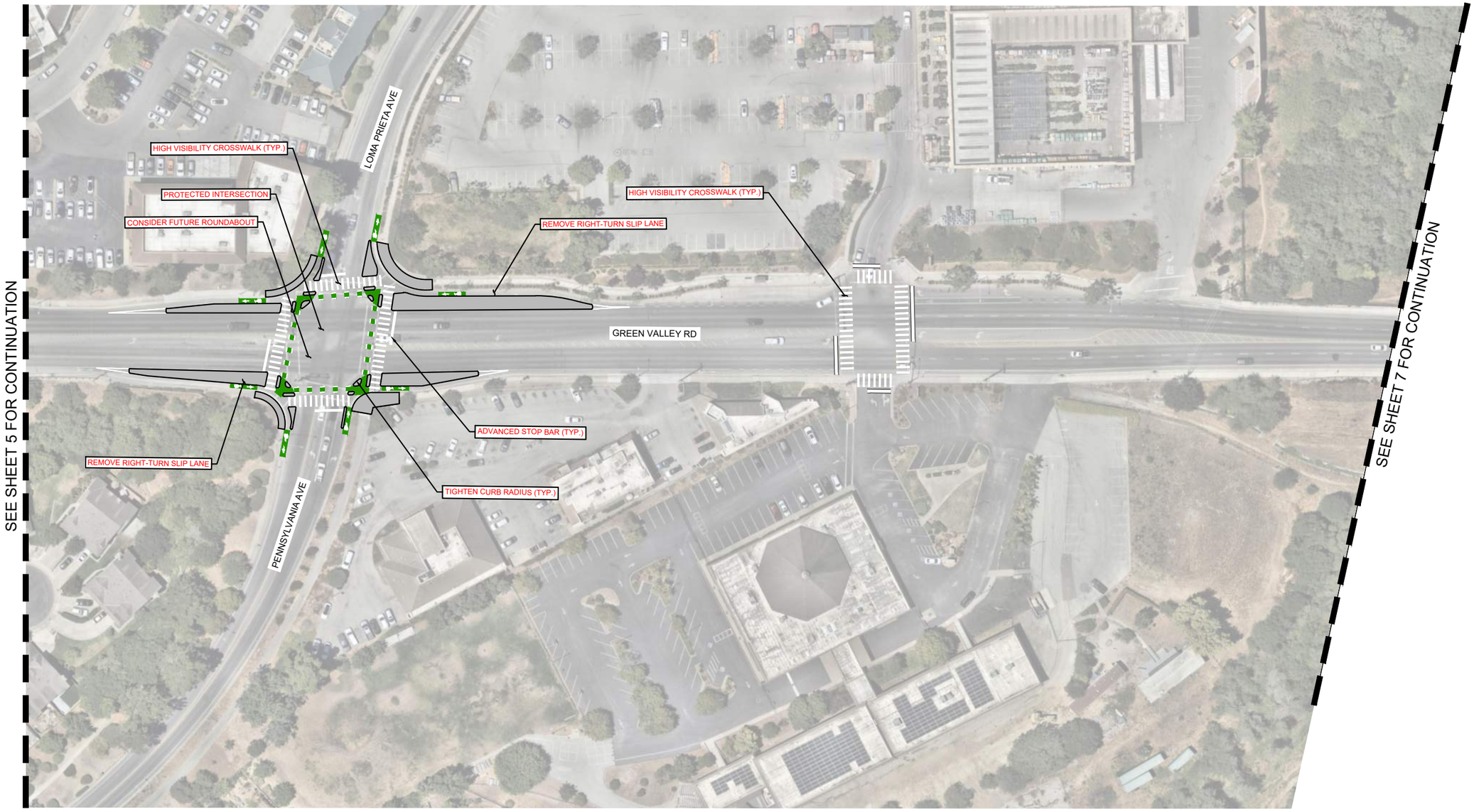

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GREEN VALLEY CORRIDOR: 10% CONCEPTS
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APRIL 2026
GREEN VALLEY CORRIDOR: 10% CONCEPTS
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SHEET 7 OF 9

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APRIL 2026
GREEN VALLEY CORRIDOR: 10% CONCEPTS
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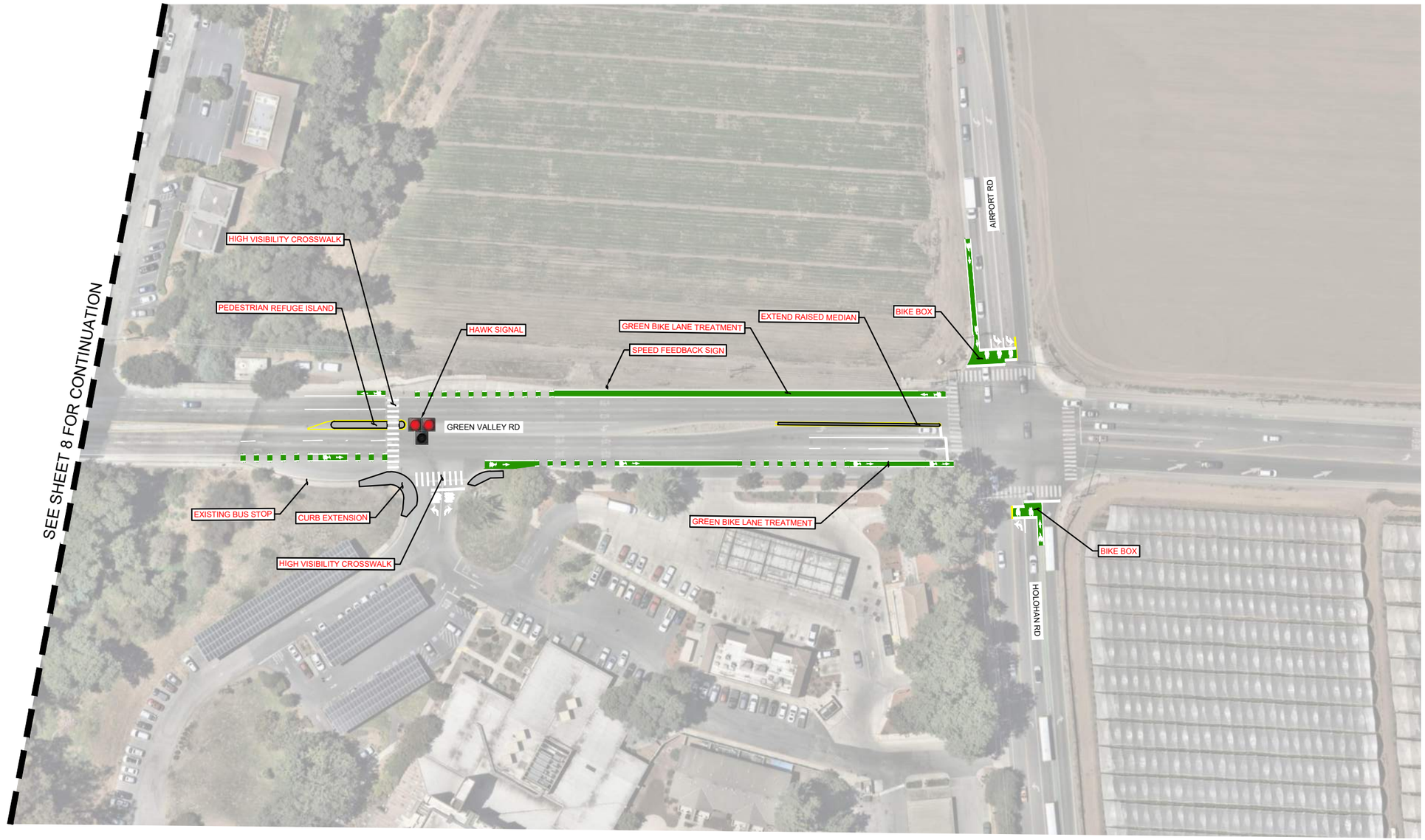

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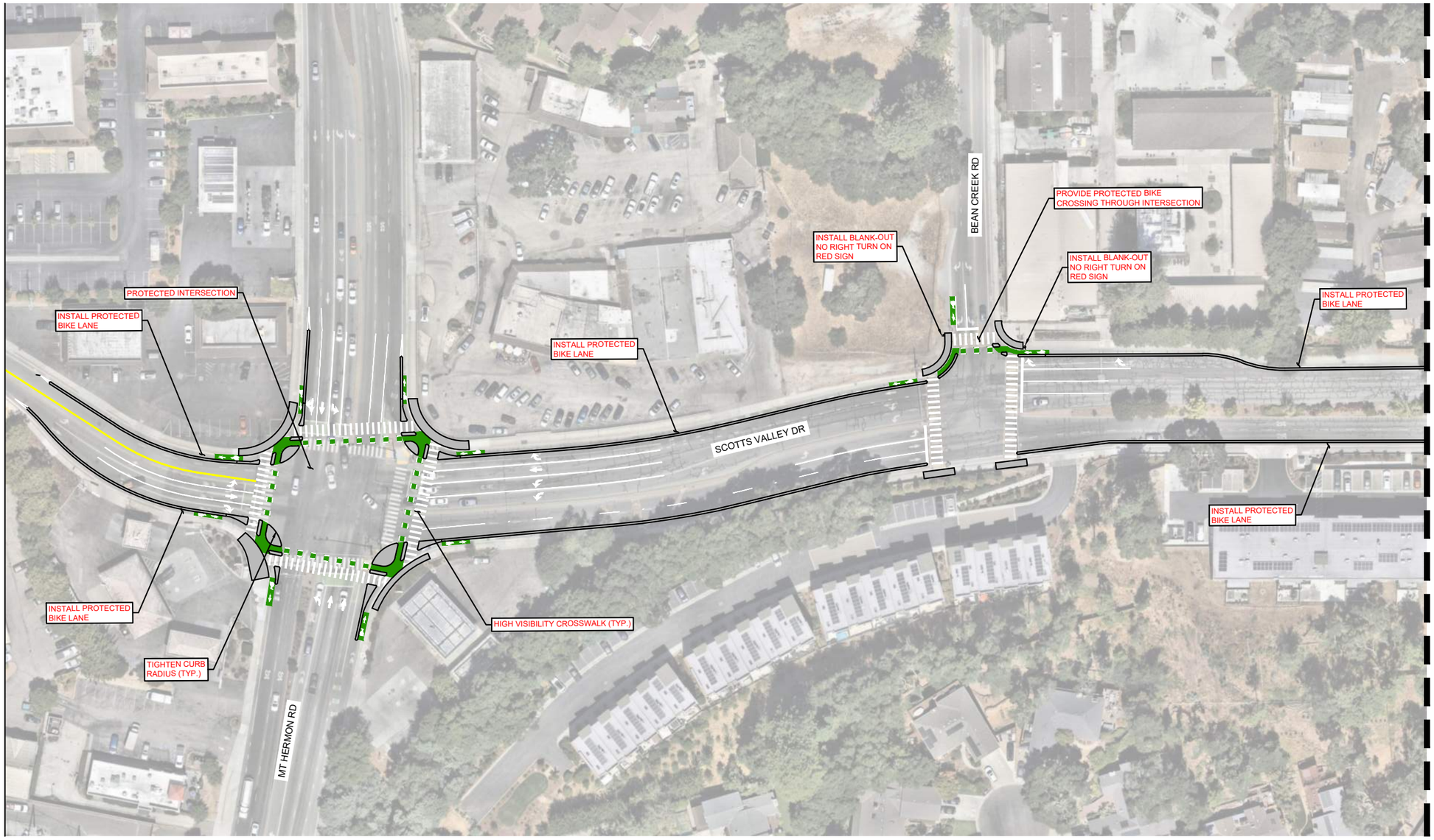

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APRIL 2026
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SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 1 OF 9

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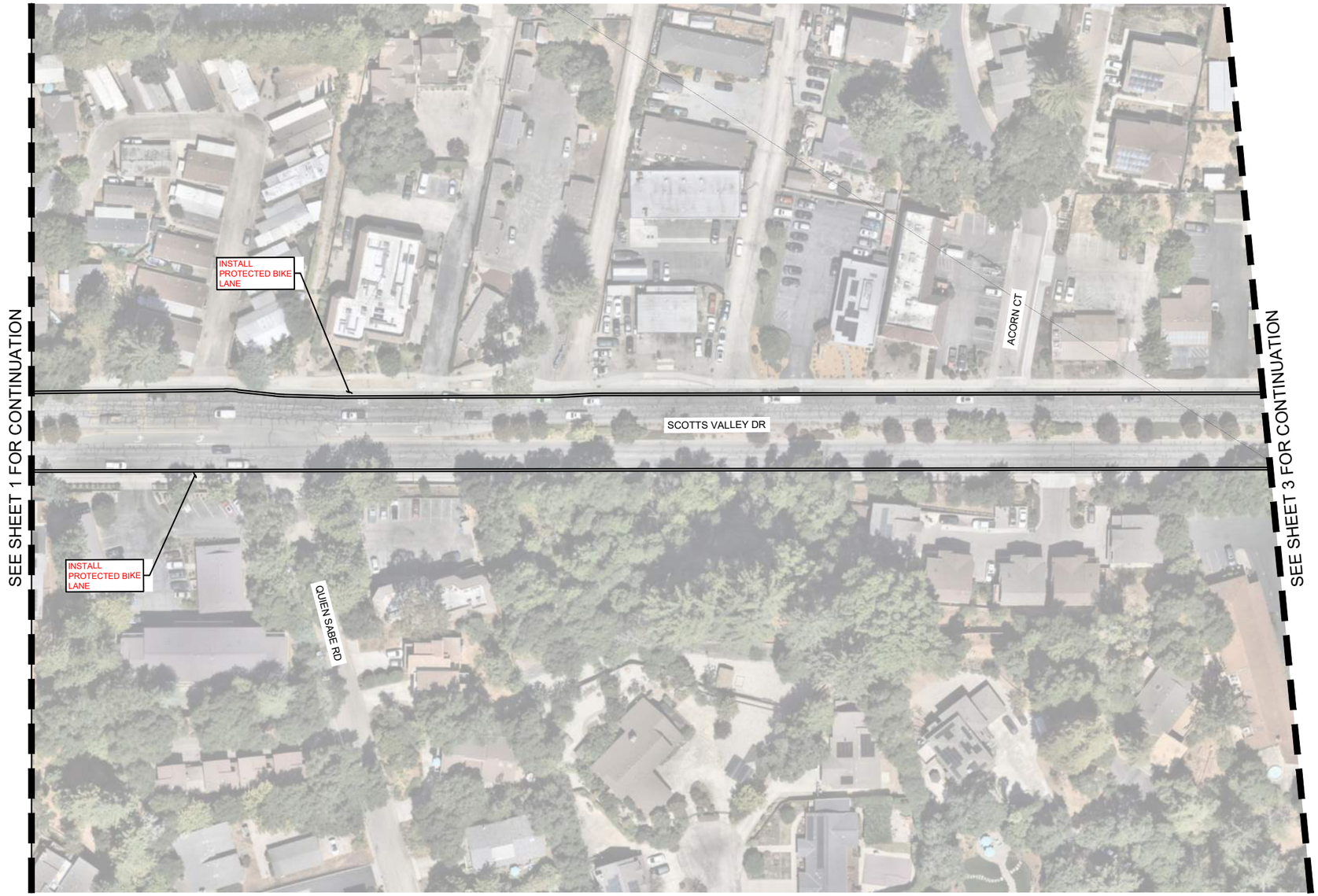

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SANTA CRUZ COUNTY SAFETY ACTION PLAN
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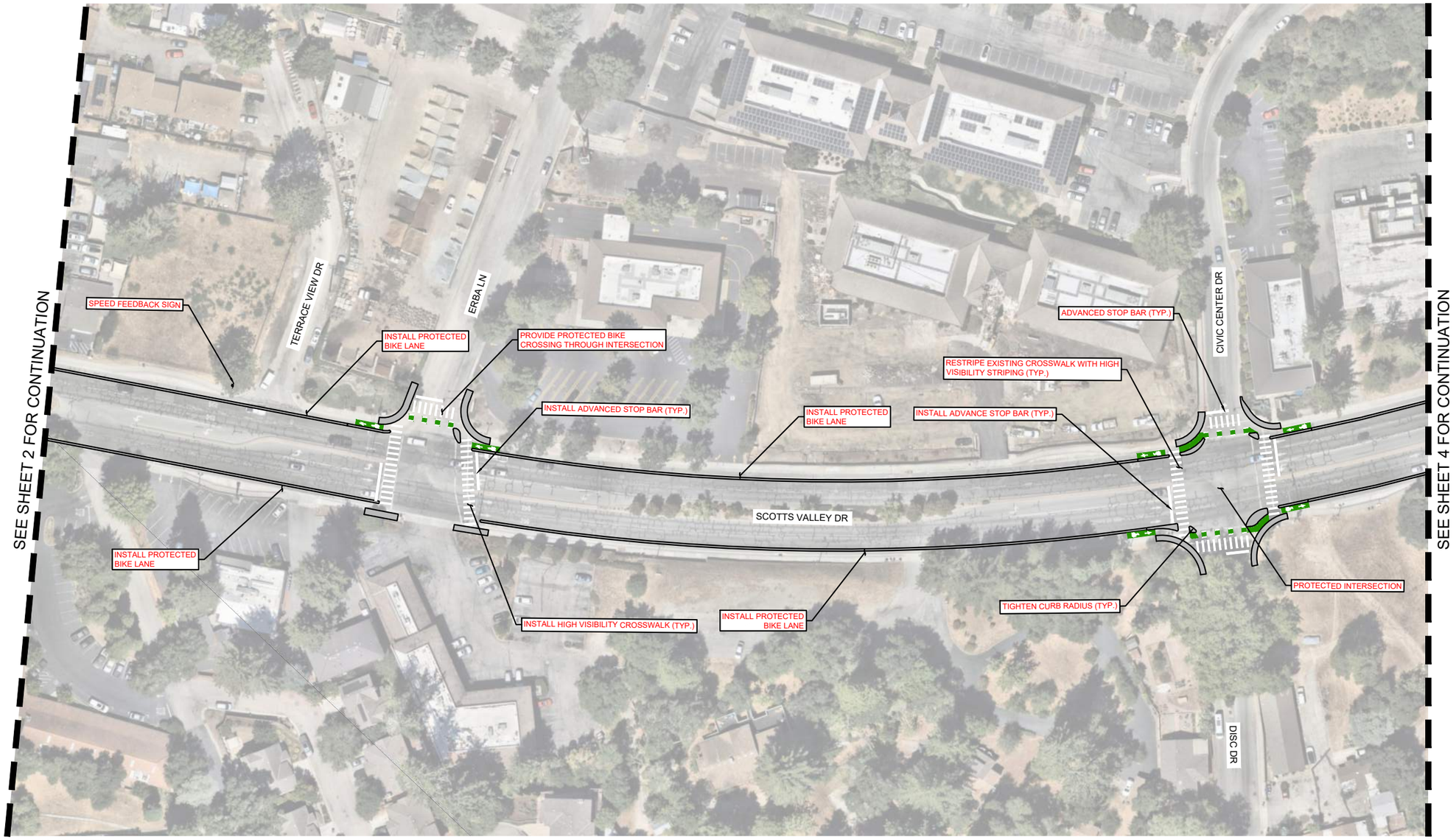

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SCOTTS VALLEY CORRIDOR: 10% CONCEPTS
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SHEET 3 OF 9

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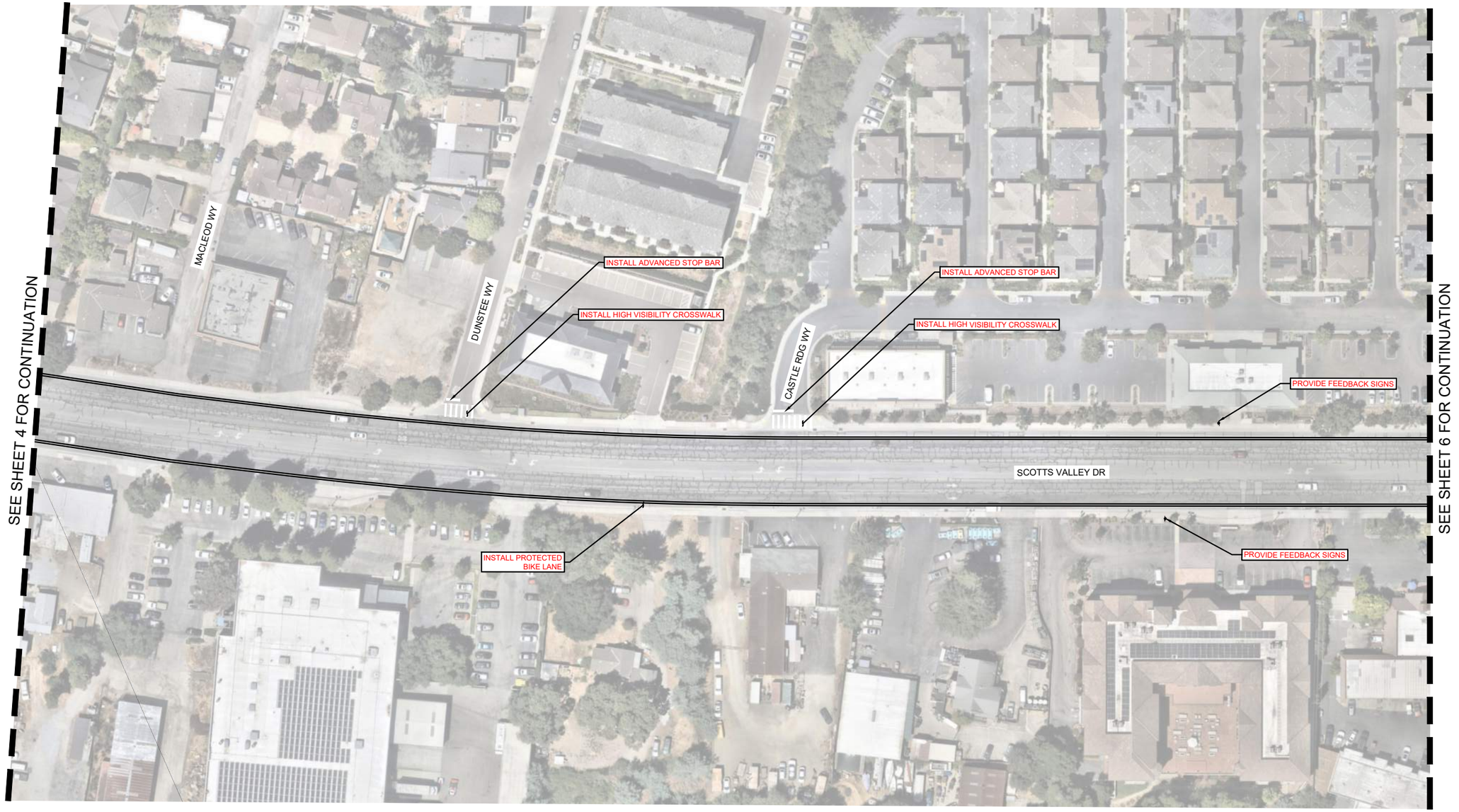

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APRIL 2026
SCOTTS VALLEY CORRIDOR: 10% CONCEPTS
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SHEET 5 OF 9

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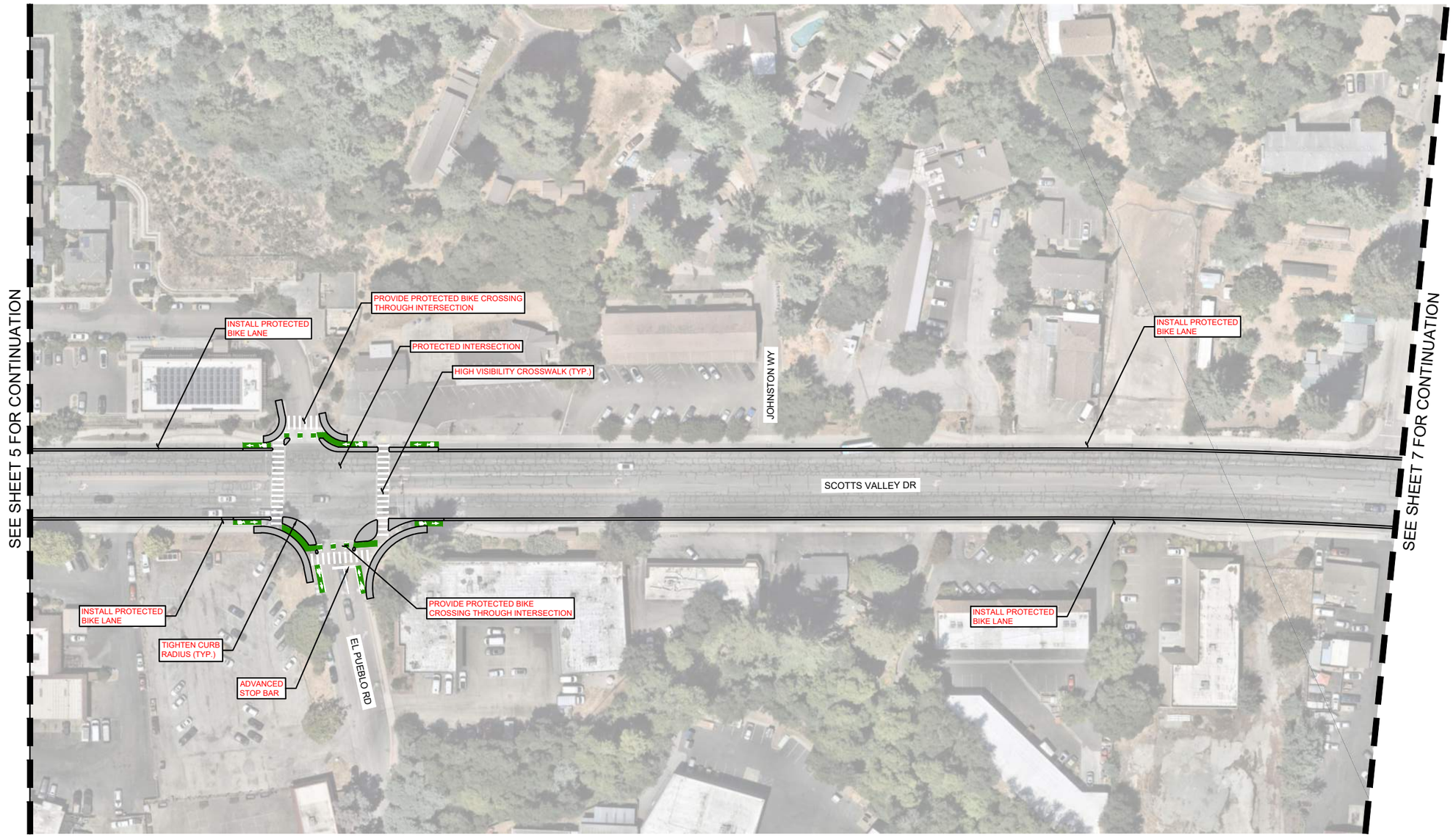

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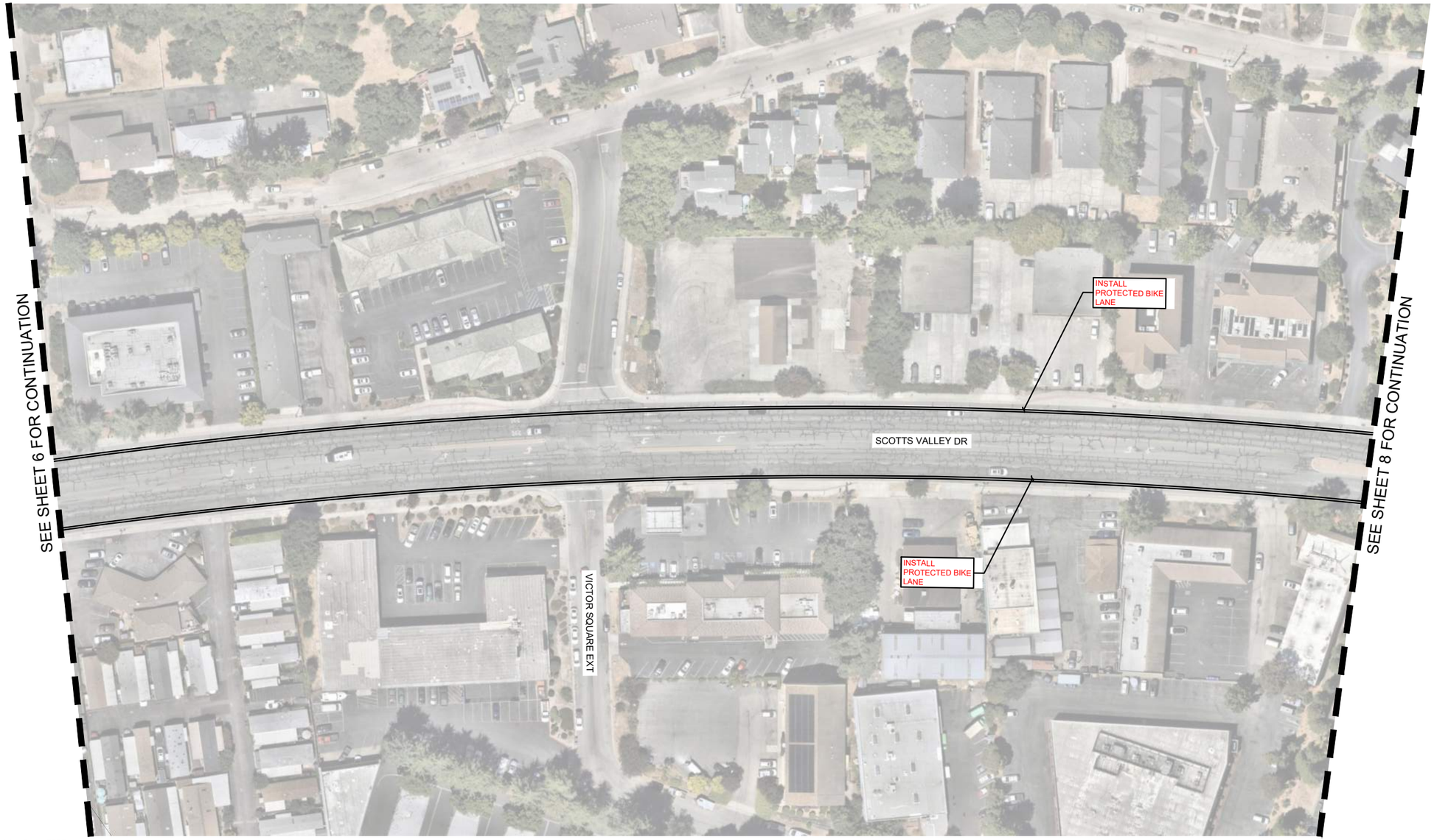

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SHEET 7 OF 9

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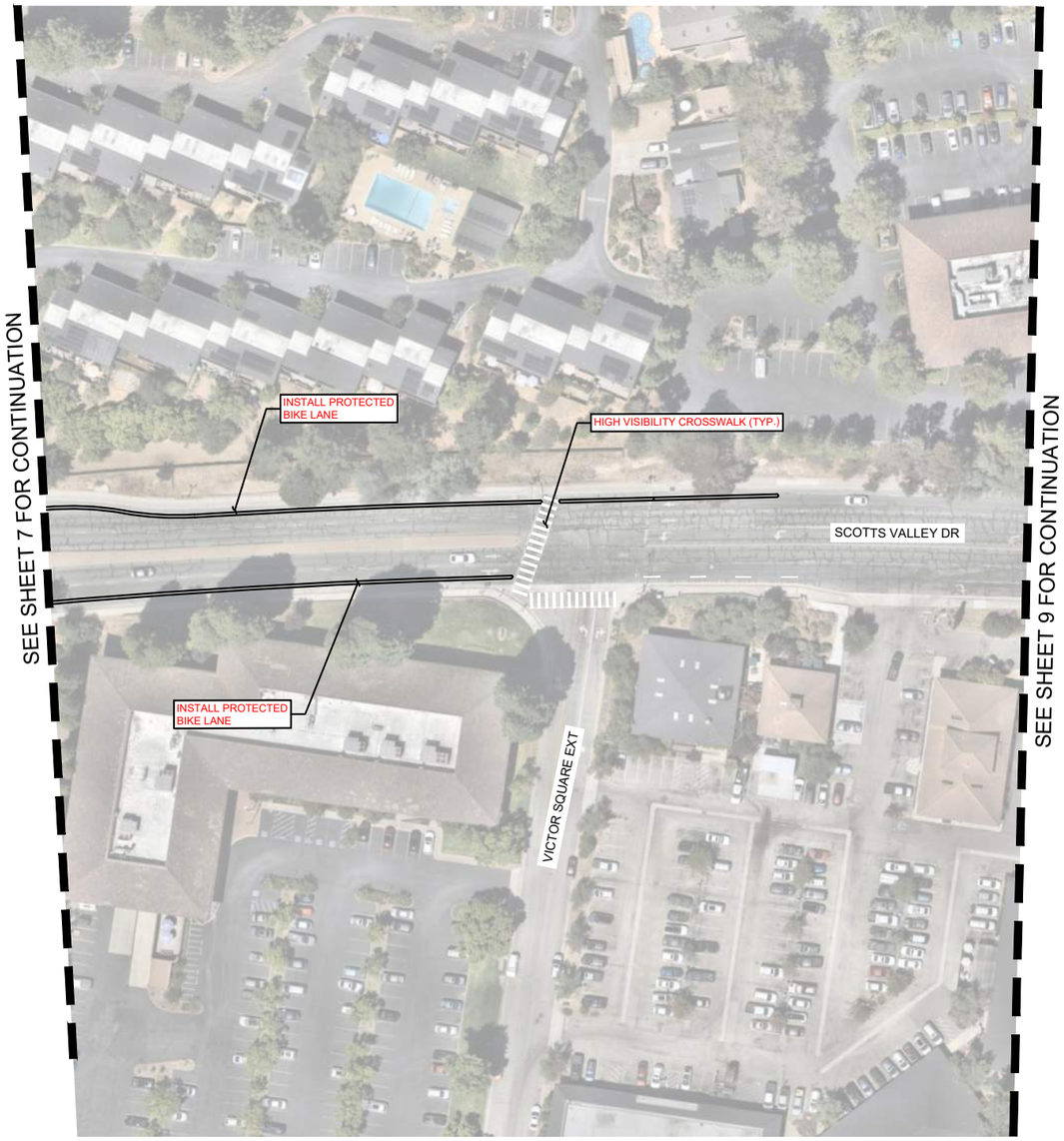

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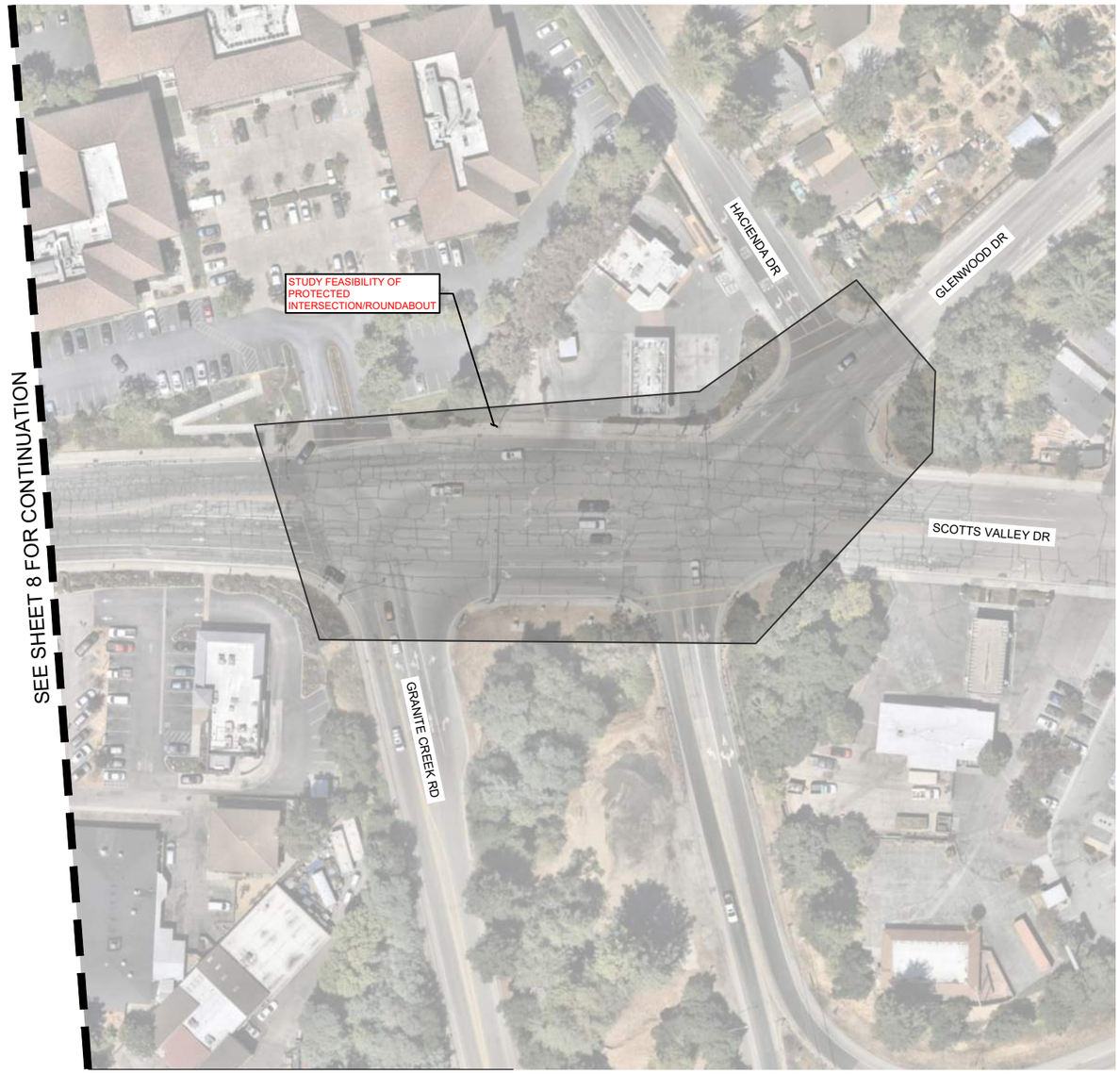

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SCOTTS VALLEY CORRIDOR: 10% CONCEPTS
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SHEET 9 OF 9

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GRAPHIC SCALE IN FEET
0 40 80 160

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- RETAINING WALL (SIDE BEING RETAINED)

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 1 OF 10

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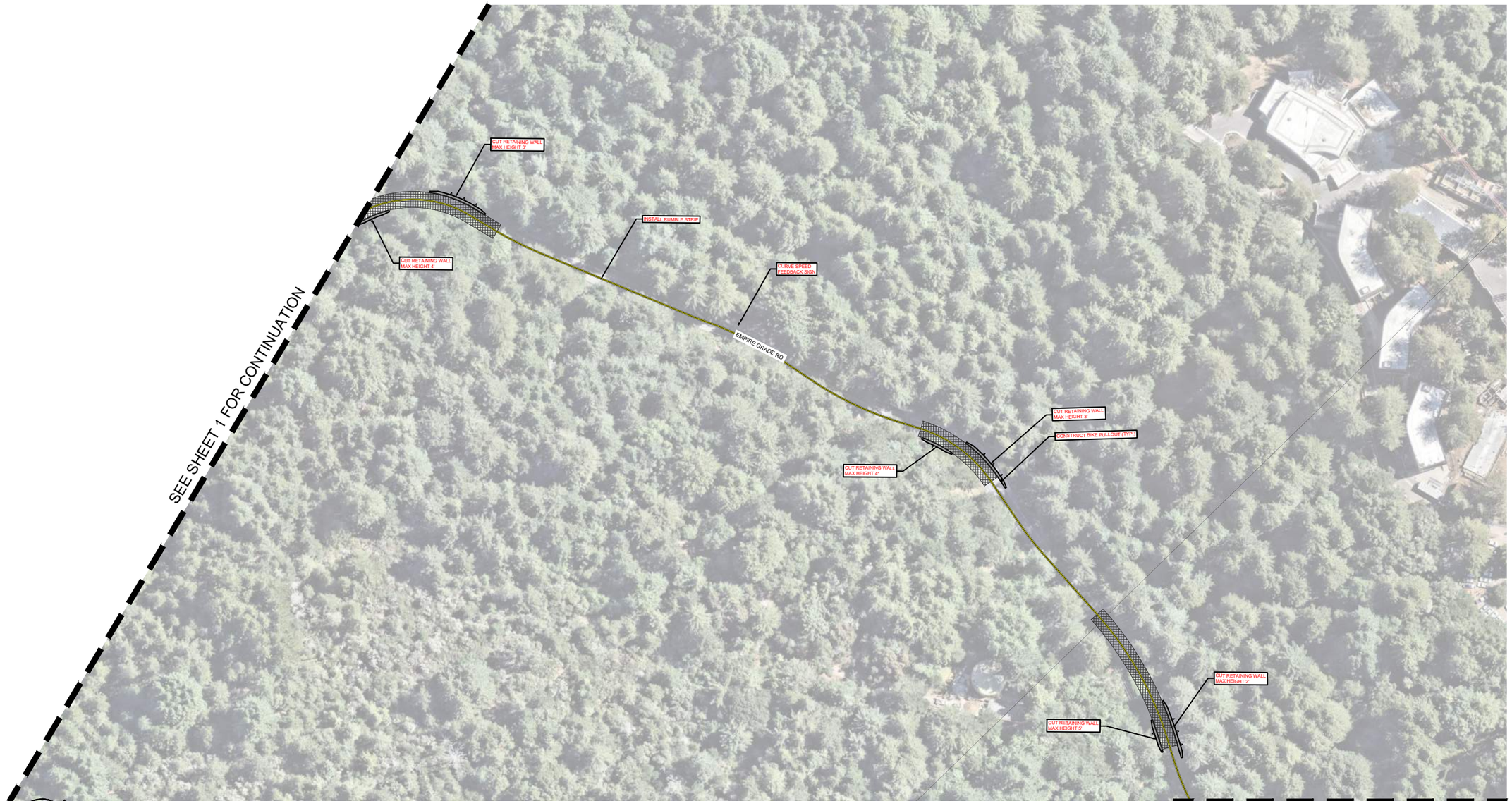

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LEGEND

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- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 2 OF 10

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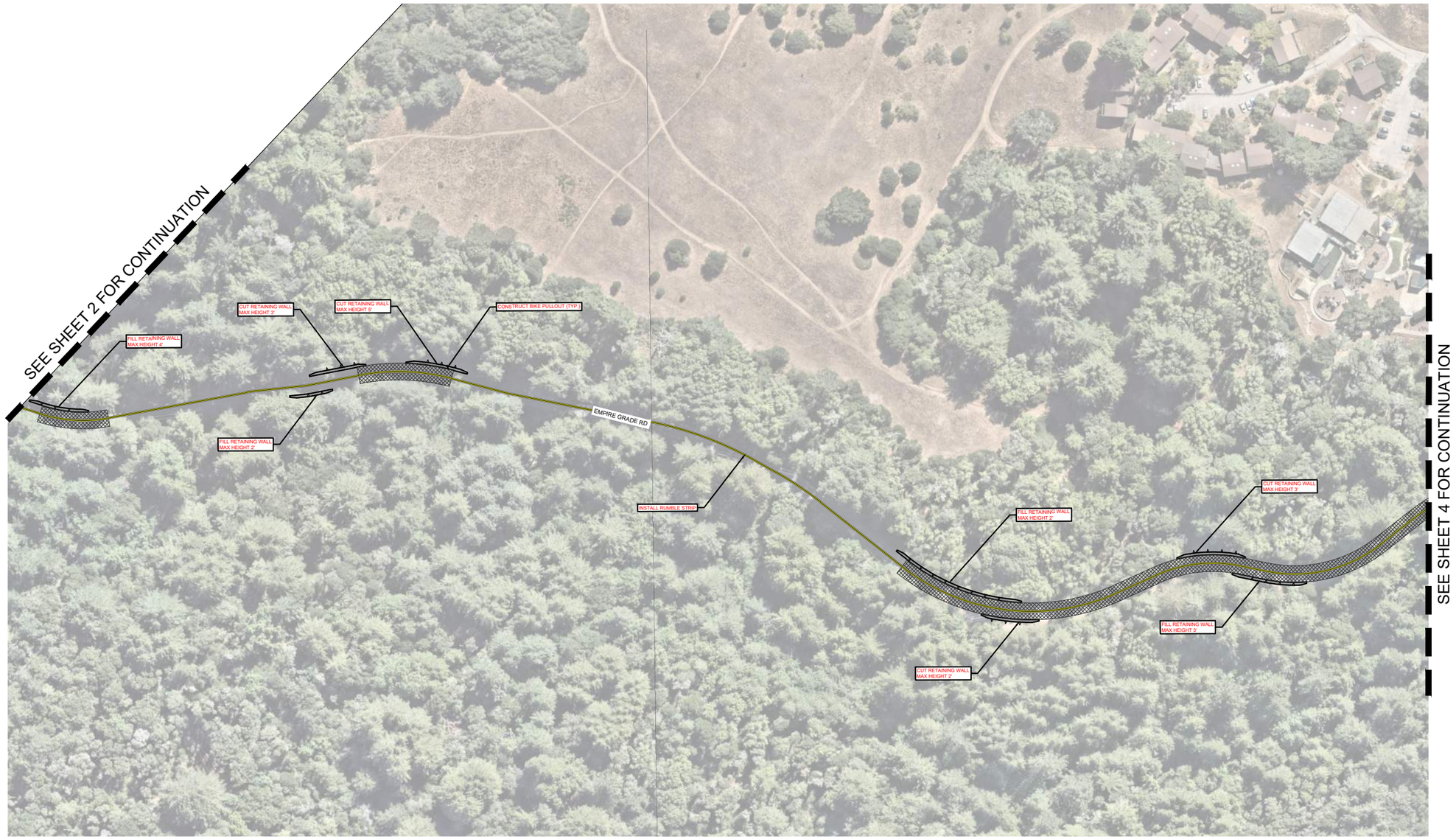

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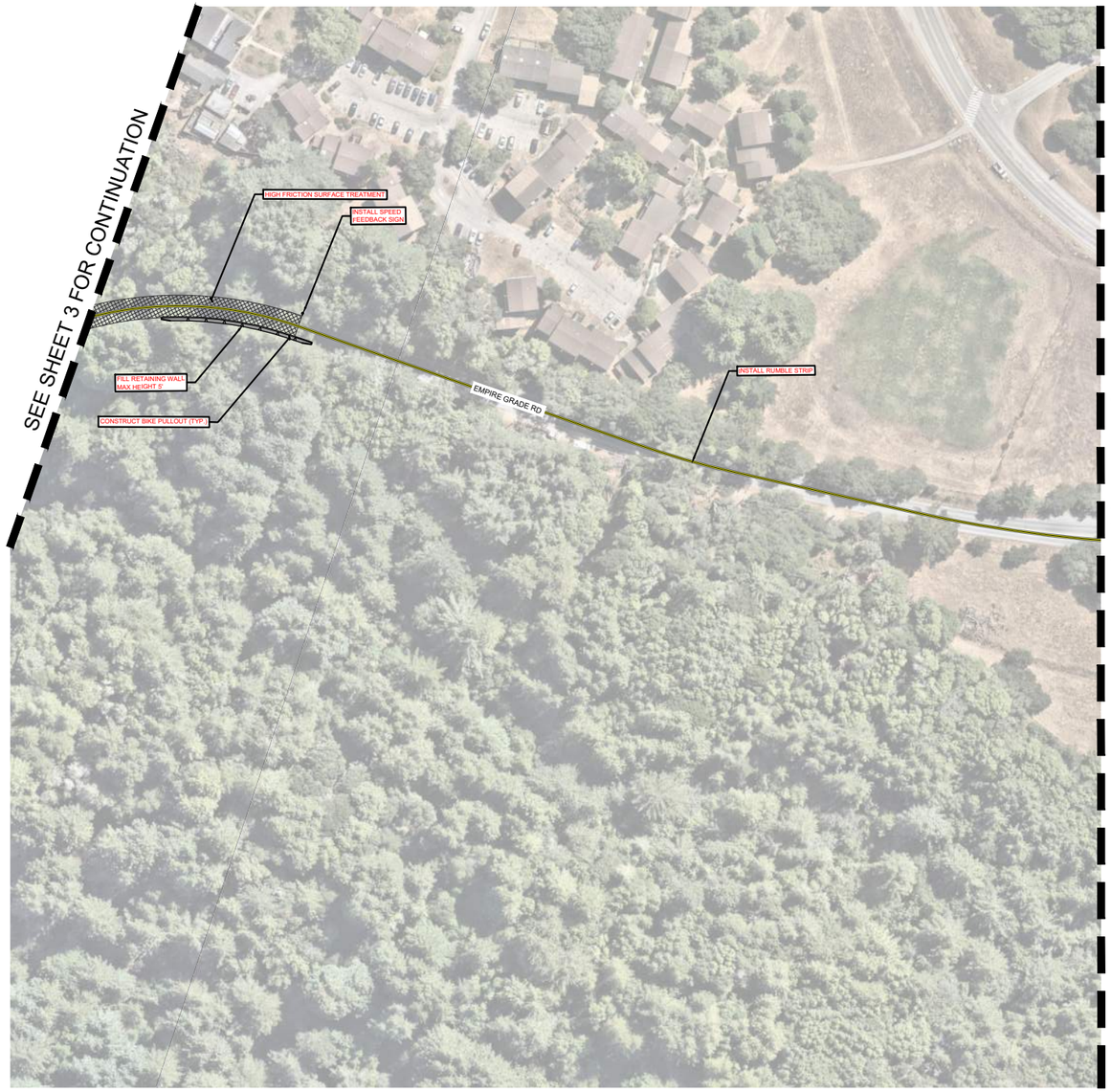

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GRAPHIC SCALE IN FEET
0 40 80 160

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 4 OF 10

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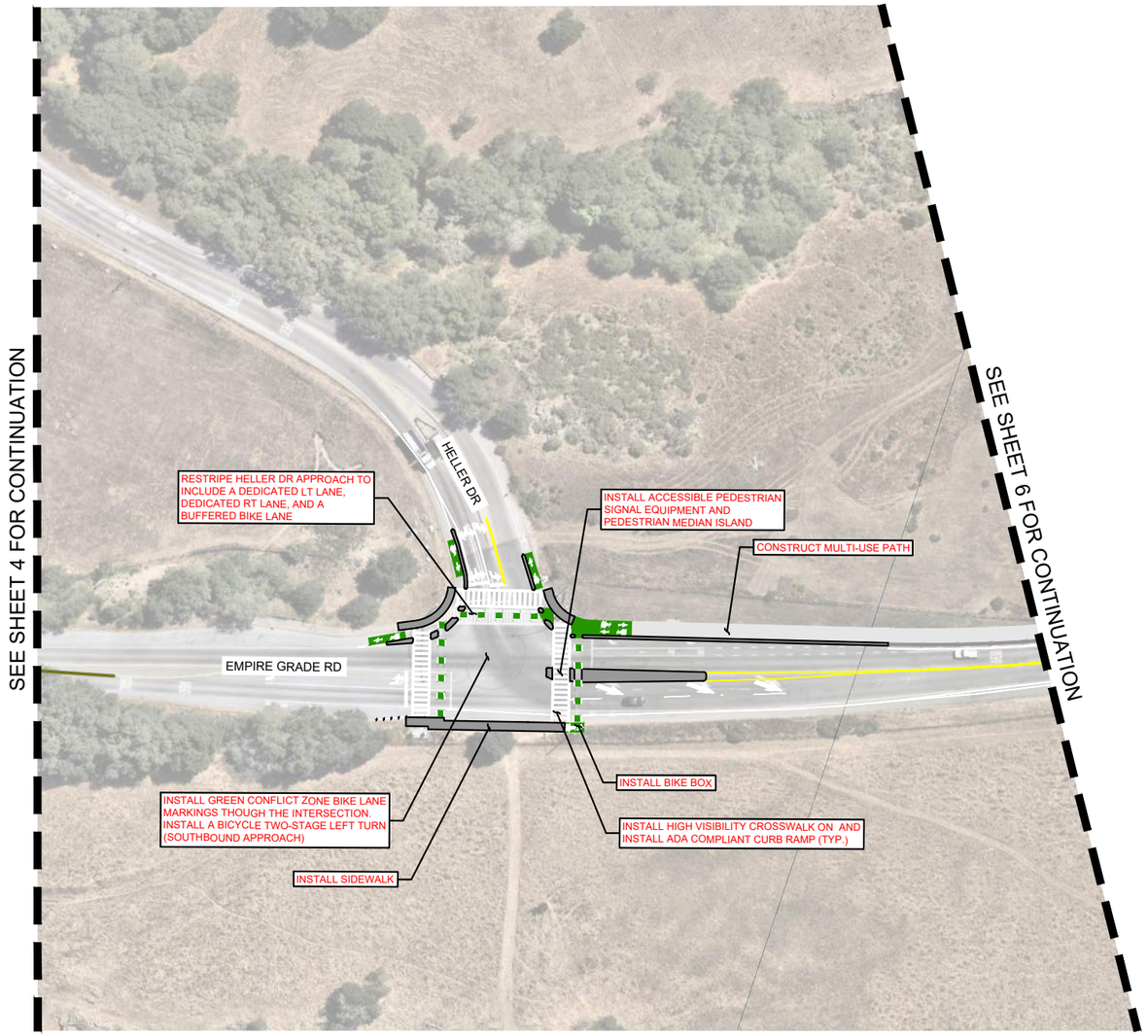

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

SIGNALIZED INTERSECTION IMPROVEMENTS:
- LEADING PEDESTRIAN INTERVAL (LPI)
- YELLOW RETROFEFLECTIVE BACKPLATES ON SIGNAL HEADS
- RED CURB (DAYLIGHTING IMPROVEMENTS)
- PROTECTED INTERSECTIONS SUBJECT TO OUTREACH AND/OR FEASIBILITY STUDY

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 5 OF 10

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NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 6 OF 10

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NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- RETAINING WALL (SIDE BEING RETAINED)

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 7 OF 10

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LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 8 OF 10

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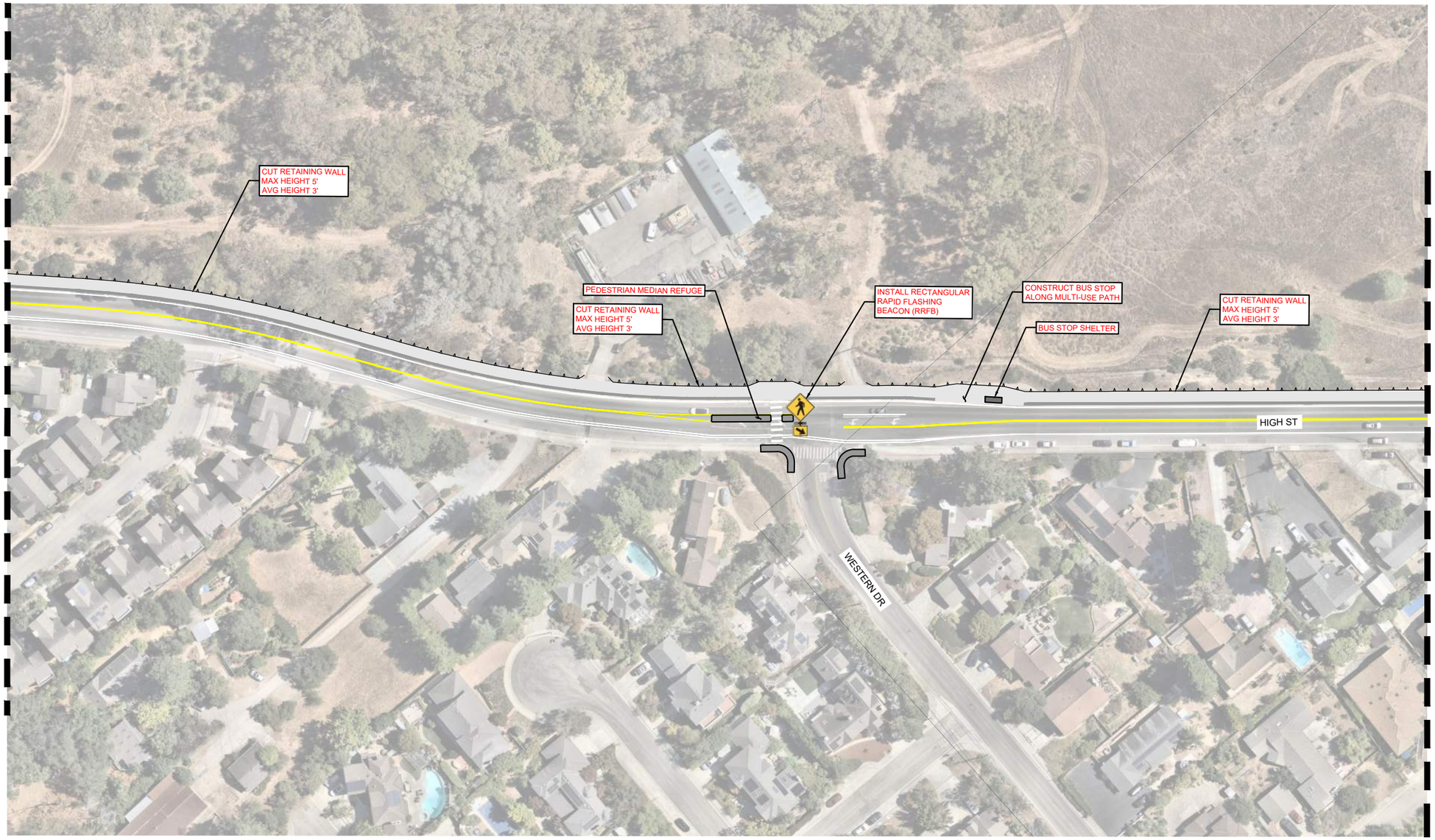

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
- RUMBLE STRIP
- SIDE BEING RETAINED — RETAINING WALL

APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 9 OF 10

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NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

SIGNALIZED INTERSECTION IMPROVEMENTS:
- LEADING PEDESTRIAN INTERVAL (LPI)
- YELLOW RETROFEFLECTIVE BACKPLATES ON SIGNAL HEADS
- RED CURB (DAYLIGHTING IMPROVEMENTS)

LEGEND

- PROPOSED SIDEWALK/MEDIAN
- DELINEATORS
- HAWK SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH-FRICTION SURFACE TREATMENT
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APRIL 2026
EMPIRE GRADE ROAD: 10% CONCEPTS
SANTA CRUZ COUNTY SAFETY ACTION PLAN
SHEET 10 OF 10

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APPENDIX

H

Review of Policies, Programs and Planning Documents





Santa Cruz County SS4A Safety Action Plan - Summary of Programs, Policies, and Practices for Santa Cruz County, the City of Watsonville, and the City of Scotts Valley

Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	Implement or Enhance	Current Status	Implement or Enhance	Current Status	Implement or Enhance
Complete Streets Policy	The County's General Plan, Goal AM-2.0 states that the City will "Provide streets that are safe, comfortable, and convenient for all modes and people of all ages and abilities." The Santa Cruz County Regional Transportation Commission (SCCRTC) manages the Santa Cruz County complete Streets Program.	Proceed with the set of implementation strategies outlined in the general plan. Consult resources such as the Monterey Bay Area Complete Streets Guidebook during project development.	The City has an updated Circulation Element in conformance with AB 1358 Complete Streets Act of 2008 (see Goal M-2). The City of Scotts Valley adopted a Complete Streets to School Plan in 2019.	Proceed with the set of actions outlined in the general plan such as developing complete streets Standards and including complete streets projects in the City's Capital Improvement Program (CIP) list.	The City of Watsonville's 2005 General Plan identified goals related to bicycle and pedestrian circulation and safety. The Downtown Watsonville Complete Streets Plan was accepted and approved by the City Council at its October 22, 2019 through Council Resolution #164-19 (CM). The City of Watsonville adopted a Complete Streets to Schools Plan in 2020.	Adopt a formal Complete Streets policy and incorporate complete streets goals and actions into the 2050 General Plan Update. Implement the Citywide recommendations and school specific improvements outlined in the Complete Streets to Schools Plan, as well as the improvements identified for downtown Watsonville.
Traffic Impact Fees	The County administers a transportation and roadside improvement fee in accordance with Chapter 15.12 of the Santa Cruz Municipal code.	Allocate a percentage of fees to traffic safety improvement projects.	City levies development of Cumulative Traffic Impact Mitigation Fee	Allocate a percentage of fees to traffic safety improvement projects.	City of Watsonville requires traffic impact fees (see the Development Fee Summary 2024-2025)	Allocate a percentage of fees to traffic safety improvement projects.
Safe Routes to School Funding	The County completed a series of Complete Streets to School projects with funding from Caltrans and SB 1. In 2018, the County held kick off meetings to create comprehensive safety projects as part of Safe Routes to School Planning in Santa Cruz County.	Apply for grant funding to implement the school safety improvements identified in the plans. Continue coordination with school districts located in unincorporated county to develop additional safety improvements.	Has an ongoing safe route to school program.	Apply for grant funding to implement the school safety improvements identified in the plans. Continue coordination with school districts to develop additional safety improvements.	In 2020 the City of Watsonville Complete Streets Plan - Safe Routes to School was unanimously approved by the Watsonville City Council and the Pajaro Valley Unified School District (PVUSD) Board, wrapping up a two-year planning process. The Plan was a partnership between the City of Watsonville, County Public Health, PVUSD, and Ecology Action.	Apply for grant funding to implement the school safety improvements identified in the plans. Continue coordination with school districts to develop additional safety improvements.
Traffic Safety Education	Community Traffic Safety Coalition of Santa Cruz County provides resources and safety tips.	Continue outreach and education efforts, especially in communities along the County's high injury network.	The City received an OTS grant, which may be used to fund community presentations on safety issues.	Consider participating in the County's Street Smarts program. Convene the Traffic Safety Committee to provide input on safety education efforts.	The City received a grant from the California Office of Traffic Safety (OTS) to support its ongoing enforcement and educational programs. The City participates in the County's Street Smarts program.	Continue participation with the County's Street Smarts Program and focus additional effort on safety in agricultural/ rural settings.
Program for Reviewing Crash Activity	The County collects crash data but does not have a formal process for review.	Update the Local Roadway Safety Plan (LRSP) or Comprehensive Safety Action Plans (CSAP) every 3-5 years. Convene the Community Traffic safety Coalition to discuss incidents.	The City does not have a formal crash data review policy.	Consider establishing regular safety reviews to be conducted by PD or Public Works. Adopt the Santa Cruz County CSAP.	The City's Vision Zero Action Plan identified an action to gather, analyze, utilize and share reliable data to understand traffic safety issues.	Establish regular safety reviews to be conducted by Planning Department (PD) or Public Works. Adopt the Santa Cruz County CSAP.



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
Crossroads Database Updates	The County maintains a Crossroads crash database.	Coordinate with PD and PW to secure the quality and availability of data for supplemental safety reviews and grant applications.	The City has does not use a Crossroads database.	Consider acquiring a crossroads database to facilitate crash data safety reviews.	The City maintains a Crossroads crash database.	Coordinate with PD and PW to secure the quality and availability of data for supplemental safety reviews and grant applications.
County/City Enforcement on Bicycle Rules	The County has established ordinances regarding e-bikes on sidewalks. Community members may obtain free helmets from designated locations, which are required for cyclists under 18 years of age.	Continue enforcing bicycle traffic laws and coordinating with bicycle advocacy groups, for the benefit of public safety.	Per Scotts Valley Active Transportation Plan the Scotts Valley Police Department has explored providing bicycles to officers to allow for on-bike enforcement.	Continue enforcement of relevant cyclist laws using bicycle-mounted officers.	The City of Watsonville prohibits the use of bicycles on sidewalks. The police Department conducts some bicycle safety- related enforcement activities.	As stated in the City's Bicycle Safety Assessment, "Consider a 'warning ticket' program for youth and adults who are observed riding the wrong-way on sidewalks and on roadways and other unsafe practices.
Sobriety / Seatbelt Checks	CHP has conducted sobriety checkpoints.	Pursue OTS grants to fund additional DUI checkpoints on local roads and allow for further partnership with CHP.	The City has conducted joint DUI checkpoints using OTS grant funds.	Perform additional DUI checkpoints in coordination with other local law enforcement agencies.	The City conducted a DUI checkpoint in 2024 using funding from the National Highway Traffic Safety Administration.	Continue performing DUI checkpoints at key locations/times of year.
County/City Law Enforcement Coordinate with Adjacent Jurisdictions	The City has coordinated with adjacent jurisdictions but only on the basis of investigating elder and dependent adult abuse. No concurrent jurisdiction responsibility and agreements are listed in the Santa Cruz County Sheriff's Office Policy Manual.	Consider coordination with local city jurisdictions.	The City has coordinated with adjacent jurisdictions on enforcement activities.	Continue coordination with adjacent jurisdictions.	The City has coordinated with adjacent jurisdictions but only on the basis of investigating elder and dependent adult abuse. No concurrent jurisdiction responsibility and agreements are listed in the Watsonville PD Policy Manual.	Consider coordination with adjacent jurisdictions.
Speed Surveys	The County collects daily volumes and performs regular ET&S projects.	Continue to implement regular surveying as required by California Vehicle Code; Review new guidance from Assembly Bill 43 and identify locations where posted speed limits can be reduced through identification of "Safety Corridors" and guidance contained in the CA MUTCD.	Not posted online	Consider posting ET&S projects online. Continue to implement regular surveying as required by California Vehicle Code; Review new guidance from Assembly Bill 43 and identify locations where posted speed limits can be reduced through identification of "Safety Corridors" and guidance contained in the CA MUTCD.	Watsonville performs regular ET&S projects as indicated by the Neighborhood Traffic Mangement Plan.	Consider posting ET&S projects online. Continue to implement regular surveying as required by California Vehicle Code; Review new guidance from Assembly Bill 43 and identify locations where posted speed limits can be reduced through identification of "Safety Corridors" and guidance contained in the CA MUTCD.
Speed Limits	Speed limits posted of various streets in the county set by county regulations on the Santa Cruz County Municipal Code. Speed limits are set using regularly conducted speed surveys.	Continue to update as required by California Vehicle Code; Exercise context-based flexibility offered under Assembly Bill 43. Consider posting all current speed limits online.	Speed Limits are posted online when a change in speed limit occurs.	Continue to update as required by California Vehicle Code; Exercise context-based flexibility offered under Assembly Bill 43. Consider posting all current speed limits online.	Speed Limits are posted online when a change in speed limit occurs.	Continue to update as required by California Vehicle Code; Exercise context-based flexibility offered under Assembly Bill 43. Consider posting all current speed limits online.



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
Traffic Calming Policies	The County General Plan Access + Mobility Element includes Policy AM-5.2-3, Limiting Traffic Volumes, to apply traffic calming measures that would limit traffic volumes and speeds in residential neighborhoods. There are implementation strategies that encourage traffic calming measures, such as Implementation Strategies AM-3.2c and AM-5.2b.	Consider a citywide neighborhood traffic calming program to promote slower speeds and enhance vulnerable road user safety on local roads.	The City of Scotts Valley General Plan includes a traffic calming policy listed under Policy M-4.5, Traffic Calming. The General Plan also outlines traffic calming methods to slow down traffic.	Consider preparation of a Neighborhood Traffic Management Plan.	City of Watsonville Neighborhood Traffic Management Plan (NTMP) outlines the process through which residents can request traffic calming measures to improve safety in their neighborhoods	Continue allowing residents to request traffic calming measures in their neighborhoods.
Transit Vehicles Accommodation of Bicycles	Santa Cruz Metro accommodates bicycles on buses.	Continue supporting the use of bicycles by accommodating bicycles on buses.	Per Santa Cruz Metro, all METRO buses are equipped with front-mounted racks with space for three standard size bikes, use of bicycle rack is free to fare paying customers, on a first-come, first-serve basis, bicycles may be loaded at all posted bus stops and you can request that the operator kneel the bus for your convenience	Continue supporting the use of bicycles by accommodating bicycles on buses.	Buses are equipped with bike racks, and bikes are permitted inside buses when racks are full and the bus is less than 50% full. If there is rai, bikes are permitted inside rail cars. No restrictions on folding bikes on buses or rail.	Continue supporting the use of bicycles by accommodating bicycles on buses.
Coordination of Transit Providers and County/City Staff	The Santa Cruz County Regional Transportation Commission (SCCRTC) serves as the Santa Cruz County's regional transportation planning agency (RTPA), supporting and funding a variety of transit projects in coordination with Local and Regional Transit Operators, including, but not limited to, Santa Cruz Metropolitan Transit District (METRO), Valley Transportation Authority (VTA), UCSC Transportation and Parking Services (TAPS).	Maintain county coordination with Transit Providers' continue RTC support of transit projects.	The City coordinates with transit providers.	Continue coordination; Work to identify areas for improvements, particularly with first and last mile connections.	The City coordinates with transit providers.	Continue coordination; Work to identify areas for improvements, particularly with first and last mile connections.
Bicycle and Pedestrian Master Plans	The County of Santa Cruz has an Active Transportation Plan. The Santa Cruz County Regional Transportation Commission (SCCRTC) has a 2015 Implementation Plan for the	Continue tracking bike and pedestrian crashes and implementing identified projects with high need and high feasibility.	The City of Scotts Valley has an Active Transportation Plan.	Continue tracking bike and pedestrian crashes and implementing identified projects with high need and high feasibility.	The City of Watsonville has a Trails and Bicycle Master Plan and a Downtown Complete Streets Plan.	Consider implementing an Active Transportation Plan and tracking bike and pedestrian crashes citywide.



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
	Santa Cruz County Bicycle Route Signage Program.					
General Plan Addresses Multimodal Traffic Safety	Through Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP), the RTC is working toward a sustainable, multimodal transportation system that will address some of Santa Cruz County's transportation challenges now and into the future. The County of Santa Cruz General Plan Access + Mobility Element contains multiple goals and policies to encourage a multimodal transportation system for all users.	Continue to implement recommendations under General Plan; Regularly assess progress and areas for improvement; Ensure that projects incorporate multimodal safety.	The City of Scotts Valley General Plan includes goals and policies to provide a balanced multi-modal transportation system. The Scotts Valley Active Transportation Plan would also encourage multi-modal transportation.	Continue to implement recommendations under General Plan; Regularly assess progress and areas for improvement; Ensure that projects incorporate multimodal safety.	The existing 2005 General Plan does not explicitly express multimodal in the plan language though there are elements of bike and pedestrian safety.	Implement multimodal traffic safety recommendations in the future General Plan 2050.
Inventory of Bicycle, Pedestrian, Parking, and other facilities	SCCRTC has bikeway maps available for Santa Cruz County. The County of Santa Cruz Active Transportation Plan identifies existing sidewalks and missing sidewalks.	Consider documenting an inventory of parking facilities.	The City of Scotts Valley Parks & Recreation Master Plan includes an inventory of parks and trails. The City of Scotts Valley Active Transportation Plan includes an inventory of bike and pedestrian facilities.	Continue to provide inventory of bicycle, pedestrian, and other facilities; perform annual monitoring. Consider documenting an inventory of parking facilities. There are recommendations to access audit and transition plan for City facilities (City wide).	The City of Watsonville Parks and Recreation Facilities Master Plan identifies recreational facilities. The City of Watsonville Trails & Bicycle Master Plan for the Watsonville Scenic Trails Network contains citywide pedestrian and bicycle trails system.	Continue to provide inventory of bicycle, pedestrian, and other facilities; perform annual monitoring. Consider documenting an inventory of parking facilities.
Traffic Safety Audit Program	None	Implement a traffic safety audit program to regularly review collision data and respond to community feedback regarding traffic safety challenges.	None	Consider implementing a traffic safety audit program to regularly review crash data and respond to community feedback regarding traffic safety challenges.	None	Implement a traffic safety audit program to regularly review collision data and respond to community feedback regarding traffic safety challenges.
Coordination between Emergency Response and City Transportation Planning	Santa Cruz Operational Emergency Operations Plan provides detailed information on ways to provide timely, effective and clear communication	Continue engaging emergency response in transportation planning processes; Include membership in project technical advisory committees where appropriate.	Emergency responders and transit providers are involved in all aspects of bikeway planning/design, including pilot testing. Response times are balanced with cyclist safety	Continue engaging emergency response in transportation planning processes; Include membership in project technical advisory committees where appropriate.	Improve or when possible build new City Hall, Municipal Service Center, Police Department and Fire Station, Continue to expand the equipment maintenance services, and providing Police and Fire Youth Academy are identified as a goal in the Watsonville City Council Strategic Plan 2023-2025	Continue engaging emergency response in transportation planning processes; Include membership in project technical advisory committees where appropriate.



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
Coordination between Local Health Agencies and City Transportation Planning	The Santa Cruz County Health Services Agency was awarded an OTS Grant to lead its Arrive Sober/Llegar Sobrio Program. The County of Santa Cruz Health Services Agency (HSA) created a Community Traffic Safety Coalition (CTSC) partnership consisting of community organizations, government agencies, businesses, and individuals representing law enforcement, public works, education, health and injury prevention, parents, bicycling advocates, retailers, and manufacturers to prevent traffic-related injuries and fatalities for all road users. In Santa Cruz County, Vision Zero is led by County Public Health.	Continue engaging local health agencies in transportation planning processes; Include membership in working group or technical advisory committees where appropriate.	Health agencies have programs to promote healthy lifestyles through active transportation. The City of Scotts Valley partnered with County of Santa Cruz Public Health to develop the County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan.	Continue engaging local health agencies in transportation planning processes; Include membership in working group or technical advisory committees where appropriate.	The City of Watsonville has partnered with the Santa Cruz County Health Services Agency to develop a Complete Streets to Schools Plan and the Vision Zero Plan.	Continue engaging local health agencies in transportation planning processes; Include membership in working group or technical advisory committees where appropriate.
Resident Feedback	The Santa Cruz County Regional Transportation Commission (SCCRTC) utilizes social media/other technology and brings workshops/materials to other meetings to encourage a wide range of participants in public involvement.	Continue to seek out resident feedback; Review comments for trends and patterns that may suggest opportunities for systemic safety improvement.	Uses social media/other technology and brings workshops/materials to other meetings to encourage a wide range of participants in public involvement. Resident feedback informed the Scotts Valley Active Transportation Plan.	Continue to seek out resident feedback; Review comments for trends and patterns that may suggest opportunities for systemic safety improvement.	Uses social media/other technology and brings workshops/materials to other meetings to encourage a wide range of participants in public involvement. An example includes October 2024 virtual public meetings to develop a Rural Highways Safety Action Plan.	If the City of Watsonville developed an Active Transportation Plan, consider gathering resident feedback via surveys and/or through community workshops.
Maintenance of Roadway Surfaces	The County's Road Maintenance Crews are responsible for maintenance of approximately 595 miles of County roadways including pothole repair, roadway patching, roadway striping, roadway culvert cleaning & replacement, brush trimming, ditch clearing, culvert maintenance, bridge and guardrail repair, and much more. The County of Santa Cruz also regularly updates the Pavement Management Program.	Continue regular maintenance of roadway surfaces and regular update of the Pavement Management Program.	There is a Pavement Management Plan	Continue regular maintenance of roadway surfaces and regular update of the Pavement Management Program as listed in the City of Scotts Valley Service and Sphere of Influence Review.	There is a Pavement Management Program.	Continue regular maintenance of roadway surfaces and operation of the Pavement Management Program to regularly inventory the condition of the streets and assign a Pavement Condition Index (PCI).



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
Transportation Demand Management Policies/Programs	The Santa Cruz County General Plan Appendix I outlines Transportation Demand Management Strategies. VTA developed a Transportation Demand Management program.	Continue to coordinate with VTA to review strategies to implement/improve local TDM programs.	The City of Scotts Valley has developed VMT Implementation Guidelines and a VMT calculator tool for use in the VMT analysis of land use projects. VTA developed a Transportation Demand Management program.	Coordinate with VTA to review strategies to implement/improve local TDM programs.	The City of Watsonville has developed SB 743 Implementation Guidelines to analyze vehicle miles travelled for CEQA compliance. VTA developed a Transportation Demand Management program.	Coordinate with VTA to review strategies to implement/improve local TDM programs.
Use of overlays, specific plans, redevelopment areas to encourage infill development to reduce VMT	The Santa Cruz County Redevelopment Agency identifies redevelopment areas pertaining to business and commercial, community facilities, parks, the Live Oak-Soquel Redevelopment Area, and the streets and sidewalks.	Identify areas where infill development will require safety improvements.	City follows direction in SB 743 I effort to reduce VMT. The Scotts Valley Town Center Specific Plan has promoted infill developments in line with its sustainable design guidelines.	Identify areas where infill development will require safety improvements; Coordinate with County to ensure connectivity and continuation of safety amenities with other municipalities.	The Downtown Watsonville Specific Plan promotes, encourages, and increases higher levels of infill in area's urban design.	Identify areas where infill development will require safety improvements; Coordinate with County to ensure connectivity and continuation of safety amenities with other municipalities.
Regular Collection of Traffic / Bicycle / Pedestrian Volumes	Santa Cruz County works with the Regional Transportation Commission to regularly conduct Traffic Counts. The Santa Cruz County Regional Transportation Commission (RTC) has conducted Bicycle, Pedestrian, Vehicle Occupancy and Motor Vehicle Counts at select locations throughout the County.	Conduct regular collection of traffic, bicycle and pedestrian volumes.	The City of Scotts Valley collects these volumes on a case-by-case basis	Require bicycle and pedestrian counts as part of routine traffic counting policies for the City when traffic impact studies or environmental documents are being developed.	The City of Watsonville works with the Regional Transportation Commission to gather traffic data.	Require bicycle and pedestrian counts as part of routine traffic counting policies for the City when traffic impact studies or environmental documents are being developed.
Program for Installing Wayfinding Signage	SCCRTC has a Bicycle Route Signage Program to implement wayfinding signage throughout the county.	Utilize solar-powered digital bulletin boards to advertise traffic safety best practices or wayfinding. Identify key City destinations and access route.	The RTC is implementing bicycle wayfinding signage throughout the county.	Coordinate with the RTC to implement the Bicycle Route Signage Program.	The RTC is implementing bicycle wayfinding signage throughout the county. The City of Watsonville is in the process of developing a Signage and Wayfinding Master Plan.	Coordinate with the RTC to implement the Bicycle Route Signage Program. Continue developing a Signage and Wayfinding Master Plan.
Warrants for Traffic Control Devices	The CTSC and RTC has developed the Construction Safety Guidelines that are based on the 2012 California Manual on Uniform Traffic Control Devices (MUTCD)	Use the latest CA MUTCD for updating the Construction Safety Guidelines and other guidance documents.	Uses CA MUTCD	Continue to use CA MUTCD warrants; Where frequent citizen requests are not covered by existing warrants, consider developing local warrants to support decision making.	Uses the California Manual on Uniform Traffic Control Devices (CA MUTCD)	Continue to use CA MUTCD warrants; Where frequent citizen requests are not covered by existing warrants, consider developing local warrants to support decision making.
School Zone Safety	The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan includes countywide SRTS recommendations to enhance school zone safety.	Implement SRTS recommendations.	Brook Knoll Elementary, Scotts Valley High School, Scotts Valley Middle School, Vine Hill Elementary are included in the Complete Streets to School Plan to reduce collisions and increase bicycling and walking trips	Implement SRTS recommendations.	The City's public schools are included in the Complete Street to School Plan to reduce collisions and increase bicycling and walking trips	Implement SRTS recommendations.



Topic	Santa Cruz County		Scotts Valley		Watsonville	
	Current Status	**Implement or Enhance**	**Current Status**	**Implement or Enhance**	**Current Status**	**Implement or Enhance**
Crosswalk Safety	The Santa Cruz County Active Transportation Plan recommends installing green conflict markings and high-visibility bicycle crossings, high-visibility pedestrian crossings, raised crosswalks, rectangular rapid flashing beacons (RRFBs), and median refuge islands to improve crosswalk safety.	Implement crosswalk safety improvements countywide.	Scotts Valley Active Transportation Plan recommends installing high-visibility crosswalks, raised crosswalk, median refuge islands to enhance safety and reduce crossing times for pedestrians	Implement crosswalk safety improvements.	The City is enforcing intersection daylighting per AB413 beginning 1/1/2025. The school district employs crossing guards.	Continue enforcement of daylighting crosswalks per AB413. If an Active Transportation Plan is developed, consider recommending FHWA crosswalk safety improvements.

APPENDIX

I

Funding Sources





APPENDIX I — FUNDING SOURCES

Competitive funding resources are available to assist in the development and implementation of safety projects in Santa Cruz County. The County and Cities will continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Santa Cruz. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply.

1.1.1. Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- *New or upgraded traffic signals*
- *Upgraded guardrails*
- *Marked pedestrian crosswalks*

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California. Additional information regarding this program at the Federal level is available at: https://safety.fhwa.dot.gov/hsip/

California specific HSIP information – including dates for upcoming call for projects – is available at: http://www.dot.ca.gov/hq/LocalPrograms/hsip.html

HSIP Analyzer

The preferred way to calculate the BCR for the HSIP program uses Caltrans HSIP Analyzer tool in the form of an active PDF. The PDF tool contains 4 sections which are used to calculate the Benefit Cost Ratio for the Highway Safety Improvement Program. This tool can be accessed on the Caltrans website:

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now

Projects appropriate for other state grant programs can be analyzed using the Life-Cycle Benefit Cost Analysis Model (CalB/C) which has a much more comprehensive benefit assessment tool set.

HSIP Eligibility

Per Chapter 9 of the Highway Safety Improvement Program, funds are eligible for projects that improve the safety of its users on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members.



HSIP looks for safety projects that can be designed and constructed expeditiously and do not require significant acquisition of rights-of-way. Proposed projects should not require extensive environmental review and mitigation. Additional information on the HSIP project selection criteria can be accessed online:

- Benefit Cost Ratio Applications

https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2024/hsip-analyzer-manual-bcr2024.pdf

- Funding Set-asides (Non-Benefit Cost Ratio Applications)

https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2024/hsip-analyzer-manual-2024sa-final.pdf

HSIP project eligibility is subject to the California SHSP. The SHSP identifies statewide challenge areas that correspond to safety concerns at the statewide level and potential countermeasure to address them and determine HSIP project eligibility. SHSP's are developed in compliance with FHWA requirements. A list of eligible project types can be seen in the current HSIP Analyzer. More information about the California HSIP application process can be accessed here:

https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.pdf

1.1.2. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- *Bicycle and pedestrian infrastructure projects*
- *Bicycle and pedestrian planning projects (e.g. safe routes to school)*
- *Non-infrastructure programs (education and enforcement)*

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online:

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program

1.1.3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds,



and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

1.1.4. California Senate Bill 1 (SB 1)

SB 1 is a transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- *Bike and Pedestrian Projects: $100 million*
  - *This funding will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in subsidy for these projects through the Active Transportation Program (ATP).*
- *Local Planning Grants: $25 million*

1.1.5. California Office of Traffic Safety (OTS) Grants

This program has funding projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this plan) and must relate to the following priority program areas:

- *Alcohol Impaired Driving*
- *Distracted Driving*
- *Drug-Impaired Emergency Medical Services*
- *Motorcycle Safety*
- *Occupant Protection*
- *Pedestrian and Bicycle Safety*
- *Police Traffic Services*
- *Public Relations, Advertising, and Marketing Program*
- *Roadway Safety and Traffic Records*

1.1.6. Safe Streets and Roads for All (SS4A)

The SS4A Grant Program is a federal program established by the Bipartisan Infrastructure Law. A total of $5 billion are available from 2022-2026 in the form of planning grants and implementation grants. Grant applications for projects that implement the Safe Systems Approach, such as those related to speed management, improvements in underserved communities, and vulnerable road users, are encouraged. Implementation grant projects must be identified in an applicant's qualifying Safety Action Plan. The SS4A Self-Certification Eligibility Worksheet describes the required elements of an Action Plan and can be accessed at:



https://www.transportation.gov/sites/dot.gov/files/2025-03/SS4A_FY25-Self-Certification-Worksheet.pdf

Additional information about implementation grants can be found at: https://www.transportation.gov/grants/ss4a/implementation-grants

1.1.7. Advanced Transportation Technology and Innovation (ATTAIN)

The ATTAIN program is a competitive funding initiative administered by FHWA. It aims to support the deployment, installation, and operation of advanced transportation technologies that enhance:

- *Safety*
- *Mobility*
- *Efficiency*
- *System performance*
- *Intermodal connectivity*
- *Infrastructure return on investment*.

The ATTAIN program was scoped with an annual budget of $60 million per year from FY 2022-2026 but is closed as of February 2024. Future funding is to be determined. Additional information can be found at: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/attain.cfm

1.1.8. Reconnecting Communities Pilot (RCP) Grant Program

The RCP Program was established under the Infrastructure Investment and Jobs Act with the aim of reconnecting communities that were divided or harmed by past transportation infrastructure decisions—such as highways, rail lines, or other barriers. It supports both planning and capital construction projects that restore community connectivity, improve mobility, and foster economic development.

The RCP Program has budgeted an annual average of $50 million for planning grants and $140 million for construction grants from FY 2022-2026. RCP priorities include the following:

- *Access*
- *Facility Suitability*
- *Community Engagement, and Community-based Stewardship, Management, and Partnerships*
- *Community Development*
- *Extreme Weather Adaptation and Resilience*
- *Workforce Development and Economic Opportunity*
- *Planning Integration*

Additional information can be found at: https://www.transportation.gov/reconnecting

1.1.9. Strengthening Mobility and Revolutionizing Transportation (SMART)

The SMART Grant Program was established by the Bipartisan Infrastructure Law (BIL) to fund demonstration projects that deploy advanced smart city and community technologies aimed at improving transportation efficiency and safety. The SMART program is organized into two stages, with the first stage focused on planning and prototyping projects with awards up to $2 million; stage two awards are available to stage one recipients only and can be used to further refine, scale



up, or integrate the original project into the existing transportation network. Phase two awards range from $2-18 million, and the SMART Program has budgeted a total of $100 million from FY 2022-2026. More information can be found at: https://www.transportation.gov/grants/SMART

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 5/6/2026

TO: Honorable Mayor and City Council

FROM: Santa Cruz METRO Transit District

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Santa Cruz METRO Transit District Presentation**

SUMMARY OF ISSUE

Santa Cruz METRO Transit District will provide the City Council with an informational update regarding agency services, recent ridership trends, key programs, capital projects, and long-term funding challenges. The presentation is intended to keep the Council informed on METRO's current operations and future planning efforts, including items of interest to Scotts Valley residents and commuters.

FISCAL IMPACT

There is no fiscal impact to the City of Scotts Valley associated with receiving this presentation.

STAFF RECOMMENDATION

Receive the Santa Cruz METRO Transit District presentation, ask questions, and provide feedback or direction as desired.

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None