



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**MEETING AGENDA**

**Monday, August 11, 2025**

**5:30 pm to 8:00 pm**

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250A, Santa Cruz, CA**

**Remote Participation**

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/84274105777?pwd=dAF6xz83RngmvuhY4oklNV5xYor5QH.1>

Online meeting ID: 842 7410 5777

Password: 294185

Dial-in: +1 669 900 9128 or +1 669 444 9171

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Scott Roseman	Corrina McFarlane	District 1
Jack Brown	Vacant	District 2
Sally Arnold	Alex Santiago	District 3
Anna Kammer	Steven Jonsson	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Christopher O'Connell	City of Capitola
Matt Farrell	Jae Riddle	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Gina Cole	Vacant	City of Watsonville
Matt Miller	Jennifer Villegas Moreno	Ecology Action/Bike To Work
Leo Jed	Kelly Curlett	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.

4. Announcements – RTC staff
5. Oral communications – members and public

*The Committee will receive oral communications during this time on items not on today's agenda. Topics must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

6. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

7. Approve draft minutes of the June 9, 2025, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports
9. Receive Information on GO BIKE! Incentive Program
10. Review and recommend approval of County of Santa Cruz Highway 152/Holohan Rd Intersection Project TDA funding request – County of Santa Cruz

### **REGULAR AGENDA**

11. Review and recommend approval of Pacific Beach Roundabout Project TDA funding request – Claire Gallogly, City of Santa Cruz
12. Receive information on the Community Traffic Safety Coalition (CTSC) 2014-2023 Crash Report – Kelly Curlett, Community Traffic Safety Coalition
13. Zero Emission Passenger Rail and Trail Project Update – Riley Gerbrandt, RTC
14. Updates related to committee functions – Committee members (oral updates)
15. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for October 13, 2025, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)*

### **HOW TO REACH US**

Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060  
phone: (831) 460-3200 | email: [info@sccrtc.org](mailto:info@sccrtc.org) | website: [www.sccrtc.org](http://www.sccrtc.org)

### **AGENDAS ONLINE**

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose "BAC Interest – Bicycle"

### **REMOTE PARTICIPATION –Committee Members (AB 2449)**

*This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 of 2022 and AB2302 of 2024 and as interpreted by Attorney General Opinion 23-1002.*

1. *Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.*
2. *Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.*
  - *Government Code Section 54953(j) defines "just cause" as:*
    - *Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
    - *a contagious illness that prevents a member from attending in person;*
    - *a need related to a physical or mental disability as defined by statute; or*
    - *travel while on official business of the RTC or another state or local agency*
  - *Government Code Section 54953(j) defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.*
3. *Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.*
4. ***Under any circumstance that a member is participating remotely:*** *The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.*

### **REMOTE PARTICIPATION - Public**

*The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.*

### **PARTICIPACIÓN REMOTA – El público**

*El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.*

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.*

**TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*





**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES  
Monday, June 9, 2025  
5:30 pm to 8:00 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave #250, Santa Cruz, CA 95060  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Vice Chair Gina Cole called the meeting to order at 5:38 pm.

2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
Corrina McFarlane, District 1 (Alt.)  
Jack Brown, District 2  
Sally Arnold, District 3  
Steven Jonsson, District 4 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Gina Cole, City of Watsonville (Vice Chair)  
Leo Jed, CTSC

**Members Remote, Voting under Just  
Cause or Emergency:**

Theresia Rogerson, Dist. 5 (Alt.)

**Staff:**

Tommy Travers, Transportation Planner  
Max Friedman, Transportation Planner  
Grace Blakeslee, Transportation Planner

**Members Remote, Not Voting:**

Rick Hyman, District 5

**Unexcused Absences:**

**Excused Absences:**

Alex Santiago, District 3 (Alt.)  
Anna Kammer, District 4 (Chair)  
Christopher O'Connell, City of Capitola (Alt.)  
Jae Riddle, City of Santa Cruz (Alt.)  
Jennifer Villegas Moreno, Ecology Action  
(Alt.)  
Matt Miller, Ecology Action  
Kelly Curlett, CTSC (Alt.)

**Vacancies:**

District 2 - Alternate  
City of Scotts Valley - Primary and Alternate  
City of Watsonville - Alternate

**Guests:**

Kailash Mozumder, City of Capitola

3. Considered any AB 2449 requests by voting members to participate remotely: None.

4. Staff announcements

Staff announced that the draft project concept for the Zero Emission Passenger Rail and Trail will be presented at the upcoming RTC meeting and that a virtual open house is launching this week, with office hours and a public hearing planned over the summer.

5. Oral communications

Committee members asked staff when to expect the Chanticleer Bicycle & Pedestrian Overcrossing to open to the public. Staff said to expect the overcrossing to open in 3 to 4 weeks. Committee members announced the winners of the Bike Encouragement month competition.

6. Additions or deletions to consent and regular agendas:  
Staff announced that an attachment for item 10 was provided.

**CONSENT AGENDA**

7. Approved draft minutes of the May 19, 2025, Bicycle Advisory Committee Meeting
8. Received Summary of Hazard Reports

**A motion was made (Jed/Bradley) to approve the consent agenda. The motion passed with McFarlane, Brown, Arnold, Jonnson, Bradley, Farrell, Cole, and Jed voting in favor and Roseman abstaining.**

**REGULAR AGENDA**

9. 41st Ave Multimodal Improvements and Pavement Rehabilitation Project – Kailash Mozumder, City of Capitola

Kailash Mozumder provided an update on the 41st Ave Multimodal Improvements and Pavement Rehabilitation Project. The presentation covered proposed changes to bicycle and pedestrian infrastructure along the corridor.

Committee members discussed several concerns and suggestions. One member raised safety concerns at Claire and Gross Road and questioned the use of bollards, stating they may introduce unnecessary conflict. It was also suggested that bicycles should exit the bike box from the left side. Another member noted that the auto plaza area may become a conflict zone due to turning movements. One member expressed support for the inclusion of bollards due to improved separation for cyclists. The committee also discussed the potential addition of a green bike signal phase to enhance safety and visibility for cyclists.

10. Review and provide input on The North Coast Transportation Demand Management Plan Existing Conditions – Max Friedman, RTC

Staff presented the draft Existing Conditions Report for the North Coast Transportation Demand Management (TDM) Plan. As part of Milestone 1, staff summarized existing travel conditions along the corridor and described the first round

of engagement activities. Committee members were then asked to provide input on the draft Existing Conditions Report.

Comments from committee members included the need for additional secure bicycle parking and signage to indicate where bike parking is available. Committee members emphasized the importance of better wayfinding at key stopping points and encouraged revisiting bus service to Waddell Creek, along with improving bike-to-transit connections. Rumble strips along the corridor were identified as a major conflict for cyclists. Members also suggested encouraging use of segment 5 of the Coastal Rail Trail and increasing access to bike charging infrastructure for e-bikes.

11. Discuss construction safety for roadwork and encroachments affecting bikeways – Committee members

Committee members discussed strategies for establishing a point of contact with County Public Works to raise concerns regarding safety in construction zones for cyclists.

12. Updates related to committee functions – Committee members (oral updates)

Members discussed the need for a future agenda item on the zero-emission passenger rail and trail project.

13. Adjourn

The meeting adjourned at 8:04 p.m.

**NEXT MEETING:** The next Bicycle Committee meeting is a special meeting scheduled for August 11, 2025, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:  
Max Friedman, Transportation Planner

# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/28/25	Mike	Hale	Soquel Dr	State Park Dr	Aptos	Bike: Other	Soquel at State Park, bollards are missing just before intersection when driving "south" on Soquel just before State Park intersection. The base assembly that is stuck to the road is a hazard to bike riders. Trying to ride thru the intersection while avoiding cars making the right hand turn is dangerous. When the bike lanes were repainted this was the best solution. Some of the bollards are now bushed into the bike lane creating a hazard all along Soquel. In particular when someone pulls out of a driveway there is nowhere to go in an emergency or when someone on an ebike decides to pass. My vote would be to take them out and just make sure the lanes are clear of debris and painted. I know that this was well intentioned to protect cyclists but I believe in the long run they will cause more issues than they are worth. Just a good well maintained paint job is the best option. Cheers, Mike Hale - Seacliff.	DPW	07/29/25	<b>7/29/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/23/25	Rick	Hyman	N. Branciforte Ave	Water St	Santa Cruz	Bike: Traffic signal problem	left turn signal to go from southbound N. Branciforte to Water St does not always sense bicycles. I'd say about 20 -30% of the time it doesn't sense bicycles. I have previously reported this and not received any acknowledgement.	Dan Estranero, Joanna Edmonds	07/24/25	<b>Follow up email sent 8/7/25</b>
07/23/25	Rick	Hyman	Front St	Laurel St	Santa Cruz	Bike: Traffic signal problem	left turn signal to go from southbound Front to Laurel does not sense bicycles. Didn't sense bike two days in a row, despite being on the bike stencil for the turn arrow.	Dan Estranero, Joanna Edmonds	07/24/25	<b>Follow up email sent 8/7/25</b>
07/23/25	Antony	Trujillo	Soquel Dr Bike Lanes	N/A	Aptos	Bike: Other	The new bike lane paint layout and pole separators are hideous and more dangerous than nothing at all. Having the poles takes away from needed marked bike lane space and the poles will be hit and then angle toward the bike lane also reducing the bike lane. They are also dangerous for a cyclist to run into them and will make them crash. They also do not allow for a cyclist to pass another, which is common and needed. Much more to list, but that's main negatives. Clearly whomever designed or approved this design does not ride a bike for transportation or sport around here.	DPW	07/24/25	<b>7/24/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/21/25	Jack	Brown	State Park Dr	Soquel Ave	Aptos	Bike: Traffic signal problem	Bike crossing button does not work. Arrive at intersection this morning. Hit the crossing button several times. Light went through 3 cycles and never gave me an opportunity to cross with a green light. I had to wait for a gap in traffic and crossed on a red.	DPW	07/22/25	<b>7/22/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/16/25	Katie	Ritchey	Soquel Dr	Park Ave	Soquel	Bike: Traffic signal problem	Bikes traveling southbound on Soquel Drive that want to make a left onto Park Avenue do not trigger the left hand signal.	DPW	07/22/25	<b>7/22/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.
07/09/25	Peggy	Edwards	1600 Mount Hermon Rd	N/A	Scotts Valley	Bike: Debris on shoulder or bikeway	There is a large bumper on the side of the road that is partially covering the bike lane. This is a very dangerous road, people drive too fast and this makes it that much more threatening to cyclists.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. We received a report regarding the bumper in the bike lane earlier this week and it has been assigned. SR 25-001174 - please contact our Road Maintenance division for further updates 831-477-3999.

# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/07/25	Todd	Hoefer	The new bike lanes along Soquel near Wisteria	Park Ave	Santa Cruz	Bike: Vehicles or objects blocking sidewalk	Garbage and recycling bins in the new bike lanes along Soquel near Wisteria. Garbage service is on Thursday and as of Sunday night, the cans had not been moved. This has been an ongoing issues as prior to the recent work, these same few homes never moved their cans from the street.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Recycling & Solid Waste division for review & response.
07/05/25	Carl	Jacquard	401 26th Ave	24th Ave	Santa Cruz	Bike: Plant overgrowth or interference	Safety hazard due to negligent landscaping at busy intersection. Hedge is overgrown and blocks a clear view of oncoming traffic. Out of town drivers headed to beach often run the stop sign.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/03/25	Jack	Brown	4525 Soquel Dr	Daubenbiss Ave	Soquel	Bike: Debris on shoulder or bikeway	The leading bollard for the westbound bike lane just past the bus stop has been knocked off. Would be good if leading and trailing bollards were stouter with a high visibility color.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/03/25	Jack	Brown	36.988799 , - 121.926371 6500 Soquel Dr	N/A	Aptos	Bike: Debris on shoulder or bikeway	The leading bollard for the westbound bike lane just past the bus stop has been knocked off. Would be good if leading and trailing bollards were stouter with a high visibility color.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/03/25	Sara	Winterburn	Soquel Drive from Soquel to Harbor High	N/A	Soquel	Bike: Other	Today at approximately 9 am an ambulance with lights and siren was impeded due to the white bicycle barriers that have been placed. Vehicles were unable to move the side to allow if the ambulances. These barriers must be removed immediately. The fact that emergency vehicles are being delayed is a threat to life and sets up the county for litigation.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Resident Engineer for review & response.
07/02/25	Jack	Brown	36.987064 , - 121.967281 Between 3660 and 3772 Soquel Ave	N/A	Aptos	Bike: Debris on shoulder or bikeway	3 bollards knocked off their mounts. 1 by 3660 Soquel (Pet Pals) and 2 by 3772 Soquel (San Lorenzo Pro Lumber Yard)	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
07/02/25	Sara	Winterburn	The entirety of Soquel Drive with the white bollards.	N/A	Aptos	Bike: Other	These bollards are an impairment especially for vehicles entering and exiting the many businesses along Soquel Drive. These things force larger vehicles to swerve into the other lane in order to make a turn into driveways. Also, this area is already plagued with horrible traffic and these are making it far worse.	DPW	07/15/25	<b>7/15/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Resident Engineer for review & response.

# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/01/25	Chris	Nestlerode	2740 Soquel Ave	7th Ave	Santa Cruz	Bike: Vehicles or objects blocking sidewalk	On Tuesday morning the trash/recycling bins are in the bike lane, and with the new pylons if you avoid the bins you hit the pylons and it's such a busy area you can't really enter the roadway, veering on to the sidewalk doesn't feel safe either. I'm not sure a solution since those bins do need to get picked up...	DPW	07/01/25	<b>7/3/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to the Resident Engineer for review & response. <b>7/3/25 Tommy Munro:</b> Good morning Jason, Just updating you that this inquiry has been forwarded to County Staff. <b>7/31/25 Tommy Munro:</b> Good morning All, Sending an update on this active subject... First – thank you for providing us with valuable input. It has been passed along to the relevant staff. Between La Fonda and State Park Drive, our crews have removed a small number of these delineators/bases over the past 3 weeks but the majority of input we have received on this subject has not been addressed yet. The County is currently assembling a list of delineators scheduled for removal based on input from residents, Santa Cruz METRO, and County Maintenance. I expect the list will be finalized and removal will take place in the next week or two. Most of the delineators that were installed along Soquel Drive are scheduled to remain but the County understands that further adjustments may be needed and will continue to field input from all parties.
06/30/25	Jack	Brown	617 Water St	Market St	Santa Cruz	Bike: Debris on shoulder or bikeway	Two bollards run over and laying flat.	Dan Estranero, Joanna Edmonds	07/01/25	<b>7/15/25 Joanna Edmonds:</b> Hi Jason, This was taken care of by our Streets Maintenance crew in the beginning of July.
06/29/25	Jack	Brown	2921-2883 Soquel Dr	N/A	Santa Cruz	Bike: Debris on shoulder or bikeway	Last bollard before the overcrossing with Trout Gulch overcrossing has been knocked down. Would be nice if the first and last bollards in a series were more stout and higher visibility as vehicle drivers are knocking them over.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. <b>7/1/25 Stacey Muller:</b> Hello, This has been assigned SR 25-001112– please contact our Road Maintenance division for any further follow up 831-477-3999 and reference the SR # provided. <b>7/9/25 Jack Brown:</b> I just wanted to check about reporting the bollards. They have been great in adding a visual queue to where the bike lane is and keeps cars pretty much from wandering into the bike lane on Soquel. It seems like about 20 of the bollards are currently knocked down and of the 1,000+ bollards installed, it seems lie about 10% have been struck. There are black plastic caps that get knocked off once struck even when the bollard does not become detached or creased. Would it make sense to glue these on in the future so they do not contribute to plastic solution. My main question is should I continue to report bollards that are knocked off their bases or will there be a regular inspection and maintenance to replace or reinstall these bollards. Many look to be off to the side of the road and could be reattached or lightly repaired. <b>7/9/25 Stacey Muller:</b> Hi Jack, Our Road Maintenance division said that reporting the damaged bollards would be the best way to alert us- we don't routinely check them. You can report them directly at 831-477-3999 this is a 24-hour dispatch line.
06/29/25	Jack	Brown	Soquel Dr	Soquel Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Last bollard before the intersection with Soquel Avenue has been knocked down. Would be nice if the first and last bollards in a series were more stout and higher visibility as vehicle drivers are knocking them over.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. <b>7/1/25 Stacey Muller:</b> Hello, This has been assigned SR # SR 25-001105 – please contact our Road Maintenance division for any further follow up 831-477-3999 and reference the SR # provided.
06/27/25	Jack	Brown	Soquel Ave	La Fonda Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Please run a thorough street sweeping before placing the bollards down. I am not sure how you clean the bike lanes with the bollards up, but there is a lot of debris in these lanes I am surprised that a sweep did not occur as a step before installation. For future bollard installations, it would be helpful to clean the lane before cementing the bollards.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to the Resident Engineer for review & response.

# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/27/25	Jack	Brown	Soquel Ave	Park Ave	Soquel	Bike: Damaged bikeway signs	Where there are permanent No Parking Any Time / Bike Lane signs to the west of Cabrillo College and Temple Beth El on Soquel Avenue, someone got cute and covered up the "PAR" on many of the signs with masking tape so the signs read NO KING ANY TIME. I get it, but this is still vandalizing a street. Need to have tape removed and cleaned up.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. <b>7/1/25 Stacey Muller:</b> Hello, This has been assigned SR # 25-001104 – please contact our Road Maintenance division for any further follow up 831-477-3999 and reference the SR # provided.
06/27/25	Jack	Brown	Soquel Avenue at Cabrillo College	Cabrillo College Dr	Aptos	Bike: Construction hazard	Appears parking spaces have been eliminated for Class IV bike lane but there are still temporary signs stating that there is No Parking only during certain hours during certain dates. It would be better to update the signs to say No Parking Any Time to avoid people running over freshly installed bollards attempting to create a parking space that has really been eliminated and awaiting permanent signage.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to the Resident Engineer for review & response.
06/27/25	Katrina	Rogers	McGregor Dr. near the park	N/A	Capitola	Bike: Debris on shoulder or bikeway	There is a large patch of very loose gravel that has been dumped here. It is in the curve as you turn right on McGregor from park headed from Capitola. It is directly on the curve and if the rider is not mindful they could easily wash out with this amount of debris.	Kailash Mozumber	07/01/25	<b>7/11/25 Katrina Rogers:</b> Our street sweeper went through and addressed the debris in the roadway.
06/27/25	Rob	Franks	Coolidge Dr.	Hagar Ct	Santa Cruz	Bike: Traffic signal problem	Bike sensor not operational. Recent paving work may be the cause.	DPW	07/01/25	<b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.
06/19/25	Jack	Brown	36.983696 93504661, 121.93463 01815214 7 Westbound McGregor Avenue across from Monte Skate Park	N/A	Capitola	Bike: Plant overgrowth or interference	Westbound bike lane blocked by overgrown foliage more than 50% of lane	Kailash Mozumber	06/24/25	<b>Follow up email sent 7/9/2025</b>

# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/19/25	Jack	Brown	36.983588 97704536, 121.93609 34292166 7 Westbound d McGregor Avenue across from the Seabright State Beach Entrance	N/A	Capitola	Bike: Plant overgrowth or interference	Branch overgrowth blocking the Westbound bike lane	Kailash Mozumber	06/24/25	Follow up email sent 7/9/2025
06/19/25	Jack	Brown	36.982729 45983795, 121.93726 42872723 (Eastbound d McGregor Road between Park Avenue and Seabright State Beach Entrance)	N/A	Capitola	Bike: Plant overgrowth or interference	Low hanging branches blocking bike lane forcing riders onto street.	Kailash Mozumber	06/24/25	Follow up email sent 7/9/2025
06/17/25	Jack	Brown	McGregor Drive around the Mar Vista Pedestrian Bridge Constructi on Zone	N/A	Aptos	Bike: Construction hazard	Sharrow for bike riding is extremely dangerous. No warning the bike lane is removed, just a construction sign stating that Bikes can use the full lane. I was riding westbound and cars crossed the double yellow into blind turns to get around (See <a href="https://youtube.com/shorts/ob1pDXROBRA">https://youtube.com/shorts/ob1pDXROBRA</a> ). Bike riding should be discouraged in the area and detour via Sea Ridge to Mar Visto or allow riding on south side sidewalk.	DPW	06/17/25	<b>6/24/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance and Encroachment divisions for review & response. <b>8/1/25 Jack Brown:</b> Hi Stacey, it has been over a month and a half with no response. I have been working with the BAC Construction Safety Subcommittee and this site is my number one issue. I would like to get the contact information of the point person on this topic so I can setup a meeting to discuss the issue and present what the subcommittee is working on and how our recommendations can be worked into the project or commented on. <b>8/1/25 Stacey Muller:</b> Hello, Thank you for your email. I forwarded this over to our Road Maintenance division and then was advised that this area is part of the Caltrans project. I also sent this to our Traffic division for further review. I will ask that someone from our Traffic division follow up with you. You might want to also follow up with Caltrans since this is part of their project area: (805) 549-3111 Info-d5@dot.ca.gov Please click here for more > Submit Customer Service Request < You could also reach Caltrans via phone: Caltrans, Department of transportation in Live Oak, California Address: 195 Capitola Road Extension, Santa Cruz, CA 95062 Phone: (831) 476-1351
06/09/25	Kevin	Maguire	McGregor Dr	N/A	Aptos	Bike: Rough pavement or potholes	With the construction on HWy 1 and on McGergor, its extremely unsafe for biking, the K-Rails are blocking the bike lanes by Mar Vista, and speed limits are 40 mph, so vehicles are going 50 mph while my son is trying to bike in that area. We need to put SAFETY FIRST!! This needs to be addressed ASAP!! With the construction on HWy 1 and on McGergor, its extremely unsafe for biking, the K-Rails are blocking the bike lanes by Mar Vista, and speed limits are 40 mph, so vehicles are going 50 mph while my son is trying to bike in that area.  We need to put SAFETY FIRST!! This needs to be addressed ASAP!!	DPW	06/10/25	<b>6/10/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.



# Bicycle Hazard Reports

## August 7, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/03/25	Tom	Brady	Soquel Ave	From La Fonda Ave to Cabrillo	Santa Cruz	Bike: Rough pavement or potholes	Bike lanes are badly paved/surfaced with washboard from trucks, tear marks from turning tires and unfinished paving. This is supposed to be a big initiative to improve the bike lanes to be safer, but the road surface is terrible. Needs to be addressed before it is painted	DPW	06/04/25	<b>6/4/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.

## **GO BIKE! Directors Report Update**

The GO BIKE! Incentive Program launched June 13 in partnership with Ecology Action with the goal of encouraging people who live or work in Santa Cruz County to switch from driving to biking. The program provides cash vouchers to eligible participants for discounts on bikes, e-bikes and B-Cycle memberships.

As of July 24, we received 510 applications, 20% are from South County, all available funds (\$350,000) were allocated, and a waitlist was opened. 73 people have completed their safety training and purchased a bike and around 90 people have joined the waitlist.

The breakdown of all applications by technology is:

- Traditional bike – 26
- Cargo electric bike – 182
- Electric bike – 291
- BCycle Annual Membership – 11

Distribution of all applications by area of the county is:

- City of Santa Cruz – 292
- City of Capitola – 23
- City of Scotts Valley – 7
- City of Watsonville – 96
- Unincorporated Santa Cruz County – 79
- Other – 13

We are also working with community-serving organizations who apply for incentives to create their own e-bike lending fleets.

We will continue to encourage people to join the wait list to be considered if additional funding becomes available. We want to thank everyone who has applied and for their enthusiasm for the Santa Cruz County GO BIKE! Incentive Program.

**TO:** Bicycle Advisory Committee (BAC)  
**FROM:** Max Friedman, Transportation Planner  
**RE:** County of Santa Cruz Highway 152/Holohan Rd Intersection Project

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## **RECOMMENDATION**

RTC Staff recommends that the Bicycle Advisory Committee (BAC):

1. Review the attached TDA Highway 152/Holohan Rd Intersection funding request from the County of Santa Cruz (Attachment 1) and provide input; and
  2. Recommend that the Regional Transportation Commission approve \$320,000 in Transportation Development Act (TDA) funds to pay only for bicycle-related costs of the project.
- 

## **BACKGROUND**

Annually, the Regional Transportation Commission disburses Article 8 Transportation Development Act (TDA) funds to local jurisdictions earmarked for bikeway and pedestrian initiatives. These flexible funds may roll over from one fiscal year to the next. There is currently a pool of TDA funds assigned to the County of Santa Cruz that have not yet been allocated to specific projects. TDA claims with significant pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee, and those with significant bicycle components must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

In June 2020, the Bicycle Advisory Committee reviewed plans and provided comments on this project. Even though the RTC TDA rules state that a claim must be submitted prior to project initiation, and this project has already been constructed, the advisory committee has already reviewed the project designs with the project manager.

## **DISCUSSION**

The Highway 152/Holohan Rd Intersection Project provides pedestrian and bicycle safety and congestion mitigation. The improvements include sidewalks, bike lanes, an additional left turn and right turn lane on Holohan Road, and modifications to the traffic signal for increased pedestrian safety. The project

area is in south Santa Cruz County at the intersection of Highway 152 and Holohan Road just north of the City of Watsonville. The purpose of the project is to reduce congestion at the project intersection and improve mobility and safety for all modes of transportation. Additional details can be found in Attachment 1.

The total funding request is for \$320,000 in TDA Funds. **The funds may only pay for costs related to bicycle improvements.** The total project cost is \$4,193,462.

## **SUMMARY**

Attached is a request from the County of Santa Cruz for TDA funding for Highway 152/Holohan Rd Intersection Project for \$320,000. Staff recommends that the Bicycle Advisory Committee provide input, including possible changes and contingencies, and recommend approval of the requested amount to the Regional Transportation Commission.

### Attachments:

1. Letter and supplemental materials
  - a. Letter
  - b. Claim form



# County of Santa Cruz

## Department of Community Development and Infrastructure

701 Ocean Street, Fourth Floor, Santa Cruz, CA 95060  
Planning (831) 454-2580      Public Works (831) 454-2160  
<https://cdi.santacruzcountyca.gov/>

**Matt Machado** - Deputy CAO / Director

**Jocelyn Drake**  
Assistant Director  
Permit Division

**Stephanie Hansen**  
Assistant Director  
Housing & Policy

**Carolyn Burke**  
Assistant Director  
Special Services

**Steve Wiesner**  
Assistant Director  
Transportation

**Kim Moore**  
Director  
Administration

5/8/2025

SARAH CHRISTENSEN, EXECUTIVE DIRECTOR  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Ave, Suite 250  
Santa Cruz, CA. 95060



SUBJECT: TRANSPORTATION DEVELOPMENT ACT ARTICLE 8 PROJECT  
ALLOCATION CLAIMS

Dear Mrs. Christensen:

The County of Santa Cruz Department of Community Development and Infrastructure submits the enclosed Transportation Development Act (TDA) Article 8 allocation claims for the fiscal year 2024/2025. The unallocated TDA funds available for **FY 2024/2025** equal **\$379,961.74** as of April 30, 2025. The claim is for the Highway 152/Holohan Road Intersection project.

An allocation claim for **FY 2024/2025** funds in the amount of **\$320,000** is requested for the Highway 152/Holohan Road Intersection project. These TDA funds will be used to close out the construction project that provides pedestrian and bicycle safety and congestion mitigation. The improvements include sidewalks, bike lanes, an additional left turn and right turn lane on Holohan Road, and modifications to the traffic signal for increased pedestrian safety.

The County Board of Supervisors has adopted the attached resolution consistent with the above requested TDA allocations for these projects.

The Department of Community Development and Infrastructure thanks you for accepting our request for allocations of TDA funding. The preferred method of disbursement is by means of County journal (AUD48) whereby the TDA Article 8 funds should be journaled to Budget GL 621220, object 1582. Please contact Russell Chen, Civil Engineer at (831) 454-2149 if you have any questions or require additional information.

Yours truly,

DocuSigned by:

*Matt Machado*

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MATT MACHADO

Deputy CAO

Director of Community Development  
& Infrastructure

Enclosures/Attachment

## Transportation Development Act (TDA) CLAIM FORM

*Submit a separate form for each project.*

*This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

### Project Information

1. Project Title: Highway 152/Holohan Road Intersection Project
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$ 320,000  
STA (transit/paratransit only) \$ \_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY 24/25
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
  - ☒ Article 8 Bicycle and/or Pedestrian Facility
  - ☐ Article 4 Public Transportation
  - ☐ Article 8 Specialized Transportation via city sponsor
  - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
 Name: Russell Chen, Civil Engineer  
 Telephone Number: (831) 454-2160 E-mail: Russell.Chen@santacruzcountyca.gov  
  
 Secondary Contact (in event primary not available): Steve Wiesner, Assistant Director  
 Telephone Number: (831) 454-2160 E-mail: Steve.Wiesner@santacruzcountvca.gov
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):  
  
 The Highway 152/Holohan Road Intersection project is a safety and congestion mitigation project. The improvements include sidewalks, bike lanes, an additional left-turn and right-turn lane on Holohan Road, and modifications to the traffic signal for increased pedestrian safety.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
  
 The project is in south Santa Cruz County at the intersection of Highway 152 and Holohan Road just north of the City of Watsonville.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
  
 The purpose of the project is to reduce congestion at the project intersection and improve mobility and safety for all modes of transportation.
11. Project Productivity Goals for this fiscal year:

TDA Claim

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

The primary deficiencies at this intersection include traffic congestion, traffic safety, and inadequate facilities for bicyclists and pedestrians. The County has conducted a Level of Service (LOS) analysis, intersection queue analysis, and a collision analysis that detail the deficiencies that need to be improved. See Project Study Report-Project Report to Provide Conceptual Approval and Provide Project Approval for a Project Funded by Others.

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Many Watsonville area residents walk and bike. A recent survey of two of the most disadvantaged census tracts within City boundary (the Clean Mobility Options Community Transportation Needs Assessment, 2021) shows that 62% of respondents within these tracts walk every day or a few times a week.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Policy 1.3 – Transportation Infrastructure: Improve multi-modal access to and within key destinations.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

No impacts to other modes of travel.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

What is the total project cost? \$4,193,462

Is project fully funded? Yes

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)? Construction

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*

- a. Bike/Ped: Cities/County: ☒ Up to 90% upon initiation of work OR ☐ 100% upon project completion  
HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

- b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;  
OR ☐ Quarterly disbursement

- c. Volunteer Center: ☐ Full approved claim amount in the first quarter

- d. SCMTD: ☐ Quarterly disbursement

## TDA Claim

## 16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval board resolution _____ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding? If yes, date RTC approved: _____	NO
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	YES
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	YES
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

**Bike/Ped (Article 8) Only:**

## 17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

- a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Pl nni ng	Environ -mental	Design/ Engineeri ng	ROW	Construction	Other*	Contingency	Total
<b>SCHEDULE</b> (Month/Yr) Completion Date /			1/2023		12/2024	12/2024	12/2024	
<b>Total</b> <b>Cost/Phase</b>			\$207,883		\$3,480,509	\$505,070		\$4,193,462
<b>STDA</b> <b>Requested</b> <b>(this claim)</b>					\$320,000			\$320,000
<b>Prior TDA:</b>								
<b>Source 3:</b> <b>General Fund</b>			\$43,791		\$1,159,139	\$505,070		\$1,708,000
<b>Source 4:</b> <b>RSTPX</b>					\$1,277,243			\$1,277,243
<b>Source 5:</b> <b>Minor A</b>					\$500,000			\$500,000
<b>Source 6:</b> <b>SB1</b>					\$224,127			\$224,127
<b>Source 7:</b> <b>Impact Fees</b>			\$164,092					\$164,092
<b>Unsecured/ additional need**</b>								

\*Please describe what is included in "Other": Non-Infrastructure, Art, Overhead

- b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.



TDA Claim

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration /Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

**SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF**

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
  
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

19. What is different from last year's program/claim?

20. Schedule of regular progress reports including an evaluation at the end of the year:

- ☐ SCMD – April each year
- ☐ Specialized Transportation: Quarterly<sup>1</sup> to E/D TAC, RTC \_\_\_\_\_ (Months/Year)
- ☐ HSA/BTW: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)

**SCMTD, CTSA and Volunteer Center Only**

21. a. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant?

- b. Does the project meet an unmet transit need from the most recently approved RTC **Unmet Paratransit and Transit Needs List**? Describe.

**CTSA and Volunteer Center (Article 8) Only**

22. Where appropriate, are these specialized transportation services coordinated with other transportation services, including METRO service? Describe.

23. Provide performance information, as pertinent, which demonstrate service efficiency and effectiveness, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service

<sup>1</sup> If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services Agency (CTSA) should include on-time performance of the service.  
Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service.

## TDA Claim

hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246d, per Performance Audits)

- a. *Volunteer Center, only:* ☐ provide a minimum 4,000 rides per year

24. Discuss the needs and types of the passengers being served, the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)

**SCMTD, CTSA, Volunteer Center & RTC Only**

25. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
- Describe any problems encountered in implementing individual recommendations.

**SCMTD Only**

26. TDA Article 4 Eligibility Compliance – Provide documentation for 50% expenditure limitation (PUC Section 99268.1).

**X 50 percent expenditure limitation**

(use if LTF is below 50 percent of operating costs; if LTF is greater than 50% of operating costs, provide farebox recovery ratio)

- Overall operating cost for fiscal year: \$ \_\_\_\_\_
- TDA-LTF claim: \$ \_\_\_\_\_
- TDA percent of operating cost: % \_\_\_\_\_
- Source of information: *(e.g. audited financial statements, budget, etc)*

27. Did the SCMTD operating budget increase over 15% from the prior fiscal year?

*If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).*

28. Operating statistics/Performance Measures (attach list of operating statistics that compare current fiscal year to date to last three full fiscal year.; \*TDA required performance indicators)

- Annual passengers
  - Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride
- Annual service hours
- Passengers per vehicle service hour\*
- Annual service miles
- # of fixed-route miles
- Service Area -- square miles
- Service Area Population
- Passengers per vehicle service mile\*

## TDA Claim

- *Average passengers per weekday*
- *Total operating costs*
  - *Paratransit operating costs*
  - *Fixed route transit operating costs*
- *Operating cost per vehicle service hour\**
- *Total operating cost per ride\**
- *Average Farebox Revenue per passenger (describe what is included)*
- *Farebox Recovery Ratio (%): Total Fare Revenue + Local support revenues ÷ total operating costs*
- *# of FTE employees (all employees, not just drivers)*
- *Vehicle Service hours/Employee\**
- *# of routes*
- *Average route length*
- *Average travel times/rider*
- *# of bus stops*
- *# of vehicles in operation*
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time:*
- *Hours of service:*
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*
- *Other statistics or performance metrics used*

Definitions:

- a) *"Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243. "Operating cost" excludes all subsidies for commuter rail services operated on railroad lines under the jurisdiction of the Federal Railroad Administration, all direct costs for providing charter services, all vehicles lease costs, and principal and interest payments on capital projects funded with certificates of participation.*
- b) *"Operating cost per passenger," means the operating cost divided by the total passengers.*
- c) *"Operating cost per vehicle service hour," means the operating cost divided by the vehicle service hours.*
- d) *"Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.*
- e) *"Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.*
- f) *"Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.*
- g) *"Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.*
- h) *"Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.*
- i) *"Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.*
- j) *"Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the assumption that 2,000 person-hours of work in one year constitute one employee. The count of employees shall also include those individuals employed by the operator, which provide services to the agency of the operator responsible for the operation of the public transportation system even though not employed in that agency.*

## TDA Claim

**Documentation to Include with Your Claim (all TDA Claims):****All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Statement from the TDA Eligible Claimant indicating its role and responsibilities.

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

**Article 8 Bicycle/Pedestrian Claims sponsored by RTC (Bike to Work, HSA)**

- ☐ A budget including the name (for key personnel), classification, actual hourly rate, and billing rate for labor (later changes must be approved in writing by RTC TDA coordinator in advance of billing period and should not result in a reduction in scope identified in this claim).
- ☐ Approved indirect cost ratio in effect, if planning to use TDA for indirect costs. Indirect costs are only eligible if the organization has a current ICAP approved by Caltrans for the period covering when expenditures are incurred.

**All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)**

- ☐ A copy of the operating and capital budgets for the coming fiscal year
- ☐ Description of capital projects, including timeframe over which project will be funded and implemented
- ☐ Operating Plan for current and upcoming activities (can be within project/program description)
- ☐ TDA Standard Assurances Checklist

**Article 4 Transit Claims**

- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

**Local Agency Certification:**

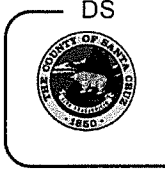
This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

**PROOF OF EXPENDITURES:** Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

**CERTIFIED FISCAL AUDIT:** Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

Signature Matt Machado Title: Director of Community Development & Infrastructure Date: 5/8/2025  
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Adopted 09/24/2024  
Board of Supervisors  
DOC-2024-761 51.a

BEFORE THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. 226-2024

On the motion of Supervisor Hernandez:

Duly seconded by Supervisor Friend:

The following resolution is adopted:

RESOLUTION AUTHORIZING THE DEPARTMENT OF COMMUNITY  
DEVELOPMENT AND INFRASTRUCTURE TO SUBMIT TRANSPORTATION  
DEVELOPMENT ACT CLAIM FORMS TO THE SANTA CRUZ COUNTY  
REGIONAL TRANSPORTATION COMMISSION

WHEREAS, the Santa Cruz County Regional Transportation Commission is the administrating agency of the Transportation Development Act (TDA) Article 8 funds; and

WHEREAS, the County of Santa Cruz is allocated TDA funds every fiscal year through the Article 8 allocation claim process; and

WHEREAS, the County of Santa Cruz Department of Community Development and Infrastructure has a capital improvement project related to bicycle and pedestrian facilities consistent with TDA Article 8.

NOW, THEREFORE, the Santa Cruz County Board of Supervisors authorizes the submittal of a TDA Article 8 claim to the Santa Cruz County Regional Transportation Commission for the Highway 152/Holohan Road Intersection project for the fiscal years and amounts stated in the attached claim forms.

BE IT FURTHER RESOLVED that the Santa Cruz County Board of Supervisors authorizes the Director of Community Development and Infrastructure to sign and submit the TDA claim forms to the Santa Cruz County Regional Transportation Commission.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this 24<sup>th</sup> day of September 2024 by the following vote:

AYES: Supervisors Koenig, Friend, Hernandez, McPherson and Cummings  
NOES: None

COB Rev. 8-1-22

Resolution 226-2024

ABSENT:     None  
ABSTAIN:    None

DocuSigned by:  
*Justin Cummings*                      10/18/2024  
C15905D366C8451...  
Justin Cummings  
Chair of the Board of Supervisors

ATTEST:     DocuSigned by:  
                 *Juliette Rezzato*                      10/18/2024  
                 466B074F3141450...  
Juliette Rezzato  
Clerk of the Board

Approved as to Form:

DocuSigned by:  
*Natalie Kirkish*  
D52DC6AA0E74498...                      9/9/2024  
Office of the County Counsel  
9/3/2024 (AMS 16502)



Certificate Of Completion

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Source Envelope:  
Document Pages: 2  
Certificate Pages: 4  
AutoNav: Enabled  
Envelopeld Stamping: Enabled  
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed  
  
Envelope Originator:  
Blanca Martinez  
701 Ocean Street  
Santa Cruz, CA 95060  
Blanca.Martinez@santacruzcountyca.gov  
IP Address: 63.194.190.100

Record Tracking

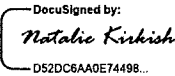
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Signer Events

Natalie Kirkish  
Natalie.Kirkish@santacruzcountyca.gov  
Security Level: Email, Account Authentication (None)

Signature



Signature Adoption: Pre-selected Style  
Using IP Address: 98.51.47.121

Timestamp

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Intermediary Delivery Events

Status

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Certified Delivery Events

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Witness Events

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Notary Events

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Envelope Summary Events

Status

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9/9/2024 2:18:47 PM

Payment Events

Status

Timestamps

Electronic Record and Signature Disclosure

Parties agreed to: Natalie Kirkish

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Certificate Of Completion

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Source Envelope:  
Document Pages: 6  
Certificate Pages: 5  
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Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed  
  
Signatures: 2  
Initials: 0  
Stamps: 1

Envelope Originator:  
CBD eSignature  
701 Ocean Street  
Santa Cruz, CA 95060  
cbd.esignature@santacruzcountyca.gov  
IP Address: 63.194.190.100

Record Tracking

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cbd.esignature@santacruzcountyca.gov  
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Justin Cummings  
Justin.Cummings@santacruzcountyca.gov  
Security Level: Email, Account Authentication (None)

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Juliette Rezzato  
Juliette.Rezzato@santacruzcountyca.gov  
Chief Deputy Clerk of the Board of Supervisors  
County of Santa Cruz  
Security Level: Email, Account Authentication (None)

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cbd.esignature@santacruzcountyca.gov  
County of Santa Cruz  
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Freeform Signing

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In Person Signer Events

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Editor Delivery Events

Status

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Agent Delivery Events

Status

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**Certified Delivery Events**

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Blanca Martinez

Blanca.Martinez@santacruzcountycalifornia.gov

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**Envelope Summary Events**

**Status**

**Timestamps**

Envelope Sent

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10/18/2024 11:44:07 AM

Certified Delivered

Security Checked

10/24/2024 11:08:28 AM

Signing Complete

Security Checked

10/24/2024 11:08:45 AM

Completed

Security Checked

10/24/2024 11:08:46 AM

**Payment Events**

**Status**

**Timestamps**

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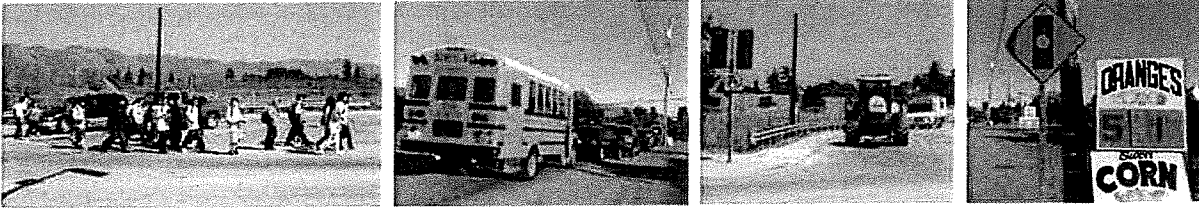
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## PROJECT FACT SHEET



### HIGHWAY 152 / HOLOHAN ROAD INTERSECTION IMPROVEMENTS

The project provides:

- **Bicycle Facility Improvements**

- benefit school children from nearby high school, commuters
- adds bicycle lanes on Holohan Road, completing bicycle lanes to Highway 152
- adds bicycle lanes on Hwy 152

- **Pedestrian Facility Improvements**

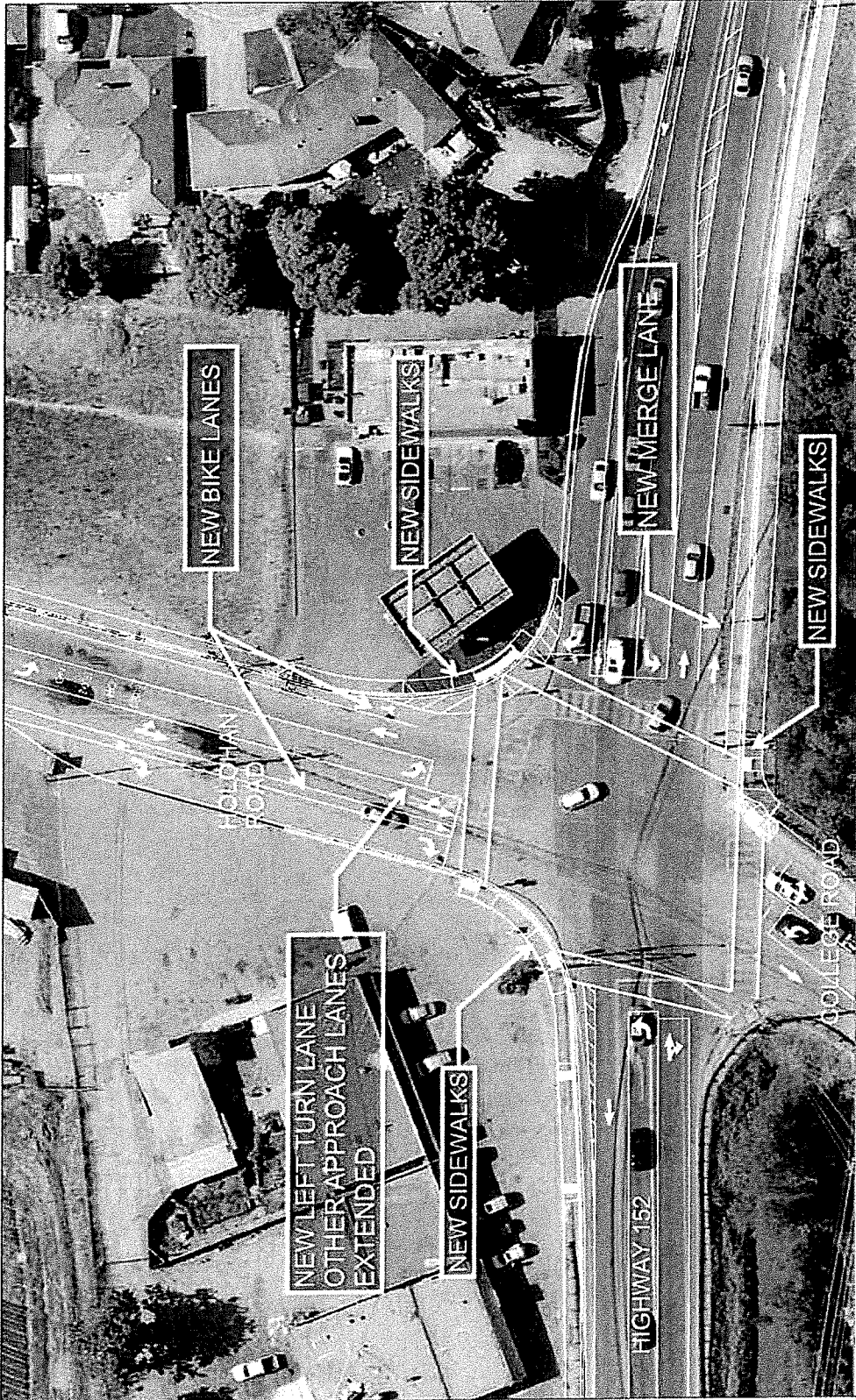
- benefit school children from nearby elementary school and high school
- adds sidewalks on Holohan Road from Hwy 152 to Laken Drive (a residential subdivision)
- replaces existing asphalt path on Hwy 152 from College Road towards two schools with concrete sidewalks

- **Road Improvements**

- benefit motorists (congestion relief!) especially those going to fairgrounds, schools, and destinations outside the County
- adds a left turn lane from Holohan Road to Hwy 152 West
- adds a new merge lane on Hwy 152 West
- extends existing left turn lane on Holohan Road
- extends existing right turn lane on Holohan Road







HIGHWAY 152 / HOLOHAN ROAD INTERSECTION  
Proposed Improvements

**SR 152/HOLOHAN/COLLEGE INTERSECTION IMPROVEMENT PROJECT  
SANTA CRUZ COUNTY, CA  
EA 05-0T770  
ENVIRONMENTAL COMMITMENTS RECORD**

**Cultural Resources [Source: Archaeological Survey Report, May 2015]**

- If previously unidentified cultural materials are unearthed during construction, work will be halted in that area until a qualified archaeologist can assess the significance of the find.

**Hazardous Materials [Source: Initial Site Assessment, May 2015]**

- ADL and petroleum hydrocarbons (primarily due to historic leaded fuel emissions from automobile exhaust and typical roadway uses) may have impacted shallow soils within the unpaved road shoulders of Holohan Road, SR-152, and College Road. Proposed construction activities will require the disturbance of soil at the Project Site which may be impacted with ADL and petroleum hydrocarbons. A preliminary site investigation within the project limits consisting of systematic soil sampling for lead, and screening level sampling for petroleum hydrocarbons will be conducted to evaluate potential environmental impairments, and soil material management and possible disposal requirements.
- Six groundwater monitoring wells and one vapor recovery well associated with environmental investigation, monitoring, and remediation at the adjacent Quik Stop gas station have been reportedly destroyed. Since construction activities are planned on SR-152 in areas with known petroleum hydrocarbon impacts to soil and groundwater, soil and groundwater sampling will be conducted to evaluate potential environmental impairments, and soil management/reuse and possible disposal requirements. If excavations extend to groundwater, groundwater samples will be collected and evaluated.
- If encountered, undocumented USTs, septic systems and domestic/agricultural/monitoring wells will be properly removed or abandoned in accordance with Santa Cruz County requirements.
- One pole-mounted transformer was observed within the project limits on Holohan Road approximately 120 feet west of SR-152. The transformer will require proper handling prior to relocation or disposal.
- Yellow thermoplastic and paint striping that is removed during planned roadway improvements may require special handling and disposal requirements unless combined with sufficient asphalt grindings per Caltrans Special Provisions.
- Asbestos-containing pipe may also be encountered during construction of the planned highway improvements. Any encountered asbestos-containing pipe will require proper handling and disposal in accordance with regulatory requirements.

- Treated wood posts associated with existing sign posts and/or guardrails may require special handling and disposal if removed.

**Air Quality [Source: Air Quality Assessment, June 2015]**

- The project will incorporate dust control measures to minimize fugitive dust emissions that affect ambient PM<sub>10</sub> and PM<sub>2.5</sub> concentrations.

**Water Quality [Source: Natural Environment Study, September 2016, and Water Quality Memo, June 2016]**

- Grading will not occur during a rain or storm event.
- Silt fencing will be installed at the edge of work limits near sensitive habitats in Corralitos and Salsipuedes Creeks and above top-of-bank to prevent any washing of project-related sediments into the adjacent creek corridors.
- Additional erosion and sediment control measures such as fiber rolls will be installed wherever needed to prevent materials from washing out of the project footprint, as per the project Stormwater Pollution Prevention Plan (SWPPP).
- As stated in Caltrans General Standard Specification 14-10.01, litter will not accumulate anywhere in the job site for more than one week.
- No refueling of equipment will occur within 60 feet of the bed or banks of Salsipuedes and Corralitos Creeks.
- All leaks, drips, and spills will be immediately cleaned up to prevent entry into the water areas. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- At the end of project construction, all materials trapped by the silt fence and excess materials such as dirt, rock, pavement pieces, or debris will be collected using dry sweep methods and removed from the project footprint. No material, residue, waste, or debris generated by the construction activities will be allowed to be washed into drainages or drainage inlets that drain areas within the project footprint.

**Biological Resources [Source: Natural Environment Study, September 2016]**

**Weed Control**

- Highly invasive vegetation trimmed from within the BSA, such as Cape ivy and Himalayan blackberry, will be collected and taken to a composting facility capable of neutralizing invasive plant material through high-heat composting or similar methods.
- Following project implementation, any areas where ground was disturbed such that vegetation was removed within the project footprint and not replaced with new hardscape, including up to 0.4 ac of ruderal grassland, will be landscaped and actively

maintained or revegetated with a native seed mix from a local source to reduce the risk of non-native invasive species establishment.

- To prevent the spread of weed infestations to or from the site, all ground-disturbing equipment used for the project will be washed prior to being used at the site, as well as after being used at the site prior to being used for another project.
- All siltation and erosion controls protecting native habitats within the nearby creeks will be maintained to prevent potential wash of weed seeds from the BSA into these sensitive habitats.

### **Tree Protection**

- Trees that will not be removed will be clearly identified as such on project plans, and will be protected by erecting a fence around the trees, as specified by an arborist. This protective fencing will prevent the parking of vehicles and/or storage of equipment and materials within the drip line / root zone of the tree. The fencing will also prevent any inadvertent damage to the trees such from the accidental severing of roots, spilling of chemicals, dumping of waste, or other project-related activities.

### **California Red-legged Frog**

- Only biologists previously approved by the USFWS on prior construction monitoring projects to work with California red-legged frogs will participate in activities associated with the monitoring of California red-legged frogs on this project.
- Ground disturbance will not begin until written approval is received from the USFWS that the biologist is qualified to conduct the work, unless the individual(s) has/have been approved previously and the USFWS has not revoked that approval.
- A USFWS-approved biologist will survey the project site no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found within the project footprint, the USFWS will be contacted regarding measures to ensure avoidance of individuals.
- Before any activities begin on the project, a USFWS-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided a qualified person is on hand to answer any questions.
- Under supervision of the USFWS-approved biologist, a toed-in silt fence exclusion barrier will be placed along areas adjacent to Salsipuedes and Corralitos Creeks to prevent debris generated by road construction activities from entering this area. The fence will also function to exclude wildlife species such as the red-legged frog that may otherwise

inadvertently wander into the work area. The fence must be maintained and remain functional for the duration of the project.

- A USFWS-approved biologist will be present at the work site until workers have been instructed and initial ground disturbance of undeveloped habitat has been completed. After this time, the State or local sponsoring agency will designate a person to monitor on-site compliance with all avoidance measures. The USFWS-approved biologist will ensure that this monitor receives the training outlined in the measure above and in the identification of California red-legged frogs. If the monitor or the USFWS-approved biologist recommends that work be stopped because individual California red-legged frogs would be affected, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the potential adverse effect immediately or require that all actions causing these effects be halted. If work is stopped, the USFWS will be notified as soon as possible.
- During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.
- Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the USFWS and Caltrans determine that it is not feasible or modification of original contours would benefit the California red-legged frog.
- The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction, and avoid impacts to suitable California red-legged frog habitat; this goal includes locating access routes and construction areas completely outside of wetlands and riparian areas.
- Caltrans and the County of Santa Cruz will schedule all work activities for times of the year (the dry season from April 15 to October 15) when the potential for occurrence of California red-legged frogs in upland habitat, away from riparian/aquatic habitat, would be minimal.
- To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.
- Project sites will be re-vegetated with a native grassland seed mix suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities associated with the project, unless the USFWS and Caltrans determine that it is not feasible or practical.

### Western Pond Turtle

- The above-listed measures for the California Red-legged Frog will also serve to avoid impacts to the Western Pond Turtle.

### Nesting Birds

- To the extent feasible, project activities should be scheduled to avoid the avian nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, shall be avoided through observation of this measure and/or the following two measures. [Note: The nesting season for most birds in Santa Cruz County typically extends from 1 February through 31 August, although some raptors may nest as early as January 1.]
- If project activities will not be initiated until after the start of the nesting season, potential nesting substrate in the ruderal grassland to be impacted may be trimmed or mowed prior to the start of the nesting season (e.g., prior to 1 January) to reduce the potential for initiation of nests.
- If it is not possible to schedule construction activities to occur outside of the nesting season (i.e., between 1 September and 31 January), a pre-construction survey for nesting birds will be conducted by a qualified ornithologist, to ensure that no active nests will be disturbed during project implementation. The survey will be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings, and the bridge) in and immediately adjacent to the impact areas for nests. These survey areas should include the project footprint and areas within 300 feet (for raptors) and 100 feet (for non-raptors) of project activity areas, as access permits. If an active nest is found within these survey areas, buffers of 300 feet for raptors and 100 feet for non-raptors will be established around the nests. No new activities (i.e., activities that were not already ongoing when the nest was established) are permitted within the buffer for as long as the nest is in active use. If, in the opinion of a qualified ornithologist, a reduced buffer can be established without risking nest abandonment or reduced reproductive success (e.g., due to the level of existing noise and other disturbance, screening structures or vegetation between the nest and project activities, or other reasons), the ornithologist will determine an appropriate buffer in consultation with the CDFW.

### Yellow Warbler

- The above-listed measures for nesting birds will also serve to avoid impacts to the Yellow Warbler.

## **ELECTRONIC RECORD AND SIGNATURE DISCLOSURE**

From time to time, County of Santa Cruz (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

### **Getting paper copies**

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

### **Withdrawing your consent**

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

### **Consequences of changing your mind**

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

### **All notices and disclosures will be sent to you electronically**

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

#### **How to contact County of Santa Cruz:**

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: [nada.algharib@santacruzcounty.us](mailto:nada.algharib@santacruzcounty.us)

#### **To advise County of Santa Cruz of your new email address**

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at [nada.algharib@santacruzcounty.us](mailto:nada.algharib@santacruzcounty.us) and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

#### **To request paper copies from County of Santa Cruz**

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to [nada.algharib@santacruzcounty.us](mailto:nada.algharib@santacruzcounty.us) and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

#### **To withdraw your consent with County of Santa Cruz**

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:



- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to [nada.algharib@santacruzcounty.us](mailto:nada.algharib@santacruzcounty.us) and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

### **Required hardware and software**

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

### **Acknowledging your access and consent to receive and sign documents electronically**

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify County of Santa Cruz as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by County of Santa Cruz during the course of your relationship with County of Santa Cruz.

**TO:** Bicycle Advisory Committee (BAC)  
**FROM:** Max Friedman, Transportation Planner  
**RE:** City of Santa Cruz Pacific Beach Roundabout

---

## **RECOMMENDATION**

RTC Staff recommends that the Bicycle Advisory Committee (BAC):

1. Review the attached TDA Pacific Beach Roundabout funding request from the City of Santa Cruz (Attachment 1) and provide input; and
  2. Recommend that the Regional Transportation Commission approve \$175,000 in Transportation Development Act (TDA) funds.
- 

## **BACKGROUND**

Annually, the Regional Transportation Commission disburses Article 8 Transportation Development Act (TDA) funds to local jurisdictions earmarked for bikeway and pedestrian initiatives. These flexible funds may roll over from one fiscal year to the next. There is currently a pool of TDA funds assigned to the City of Santa Cruz that have not yet been allocated to specific projects. TDA claims with significant pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee, and those with significant bicycle components must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

## **DISCUSSION**

The Pacific-Beach Roundabout Improvement Project will provide a new bike lane crossing of the railroad tracks at the northeast corner of the roundabout located at the intersection of Pacific Avenue and Beach Street. The new northbound bike lane will provide a near perpendicular crossing of the railroad tracks, which is the recommended crossing method. The project will include modifications to the sidewalk, streetlights, street grade, storm drain and retaining wall. This location has a history of bike involved conditions due to the shallow angle crossing of the railroad tracks. This project improves the condition to near perpendicular, improving safety for people riding bikes.

Additional details can be found in Attachment 1.

The total funding request is for \$175,000 in TDA Funds. The total project cost is \$800,000 and will be fully funded pending the approval of these funds.

## **SUMMARY**

Attached is a request from the City of Santa Cruz for TDA funding for the Pacific Beach Roundabout Project for \$175,000. Staff recommends that the Bicycle Advisory Committee provide input, including possible changes and contingencies, and recommend approval of the requested amount to the Regional Transportation Commission.

### Attachments:

1. Letter and supplemental materials
  - a. Letter
  - b. Claim form



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

July 10, 2025

Ms Sarah Christensen  
Santa Cruz County Regional Transportation Commission (RTC)  
1101 Pacific Avenue Suite 250  
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2025-26 TDA Article 8 Allocation Request

Dear Ms. Christensen,

Please accept this letter as a FY 2025-26 TDA Article 8 allocation request to add funds to a new project:

Pacific Beach Roundabout \$175,000

The purpose of the Pacific-Beach Roundabout Improvement Project (c402507) is to provide a new bike lane crossing of the railroad tracks at the northeast corner of the roundabout. The new northbound bike lane will provide a near perpendicular crossing of the railroad tracks, which is the recommended crossing method. It includes modifications to the sidewalk, streetlights, street grade, storm drain and retaining wall.

The City will commit to maintaining the projects for 20 years and will complete all necessary environmental review.

Please call Claire Gallogly at 420-5107 if you have any questions or need additional information.

Sincerely,

Nathan Nguyen  
Public Works Director

Attachments: Project Claim Forms  
cc: Public Works (SH), Finance Department (NG)

## Transportation Development Act (TDA) CLAIM FORM

*Submit a separate form for each project.*

*This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.*

*If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

### **Project Information**

1. Project Title: Pacific Beach Roundabout (c402507)
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$ 175,000 \_\_\_\_\_  
STA (transit/paratransit only) \$ \_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY \_\_25 / \_\_26 \_\_\_\_\_
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
  - ☒ Article 8 Bicycle and/or Pedestrian Facility
  - ☐ Article 4 Public Transportation
  - ☐ Article 8 Specialized Transportation via city sponsor
  - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
 Name: \_\_Ricardo Valdes\_\_\_\_\_  
 Telephone Number: \_\_831-420-5198\_\_\_\_\_ E-mail: \_\_rvaleds@santacruzca.gov\_\_\_\_\_  
  
 Secondary Contact (in event primary not available): \_\_Claire Gallogly\_\_\_\_\_  
 Telephone Number: 831-420-5107\_\_\_\_\_ E-mail: \_\_cgallogly@santacruzca.gov\_\_\_\_\_
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The purpose of the Pacific-Beach Roundabout Improvement Project (c402507) is to provide a new bike lane crossing of the railroad tracks at the northeast corner of the roundabout. The new northbound bike lane will provide a near perpendicular crossing of the railroad tracks, which is the recommended crossing method. It includes modifications to the sidewalk, streetlights, street grade, storm drain and retaining wall.

Plans and specifications can be found on the city website at: <https://www.cityofsantacruz.com/government/city-departments/public-works/engineering/public-works-projects>.

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
At the intersection of Pacific Avenue and Beach Street in Santa Cruz.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
This location has a history of bike involved conditions due to the shallow angle crossing of the railroad tracks. This project improves the condition to near perpendicular, improving safety for people riding bikes.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Decrease collisions

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Estimated 300 bicyclists/day.

- c. How does this project advance equity for low-income individuals and/or people of color?

This project directly serves Segments 7 and 8 of the Rail Trail and directly connects through Census Tract 1010, the lowest income Census tract in the City. Providing safe, connected mobility options improves the transportation options for all groups, but this project in particular serves to enhance a problem location within a DAC community.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

VAR-P32 Bicycle Treatments for Intersection Improvements

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

None.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

**\$305,000 TIF**

**\$320,000 Liability Fund**

**\$175,000 TDA**

What is the total project cost? \$800,000

Is project fully funded? Not without this funding.

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)?

Construction

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*

- a. Bike/Ped: Cities/County: ☒ Up to 90% upon initiation of work OR ☐ 100% upon project completion  
HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

- b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;  
OR ☐ Quarterly disbursement

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
<b>A.</b> Has the project/program been approved by the claimant's governing body? Form of approval <u>City Council approval 5/13/2025</u> (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
<b>B.</b> Has this project previously received TDA funding? If yes, date RTC approved: _____	No
<b>C.</b> For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	No
<b>D.</b> Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
<b>E.</b> For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	N/A
<b>F.</b> For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

**Bike/Ped (Article 8) Only**

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

- a. **Capital Projects** (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr) Completion Date /</b>					<b>6/2026</b>			
<b>Total Cost/Phase</b>								
<b>\$TDA Requested (this claim)</b>					<b>175,000</b>			
<b>Prior TDA:</b>								
<b>Source 3: Liability Fund</b>					<b>320,000</b>			
<b>Source 4: TIF</b>					<b>305,000</b>			
<b>Unsecured/ additional need**</b>								

\*Please describe what is included in "Other":

- b. **Non-Capital Projects** – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
--------------------------------	--------------------------	---------------------------	---------------------	--------------	--------------	--------------

Administration /Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

**SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF**

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

19. What is different from last year's program/claim?

20. Schedule of regular progress reports including an evaluation at the end of the year:

- ☐ SCMD – April each year
- ☐ Specialized Transportation: Quarterly<sup>1</sup> to E/D TAC, RTC \_\_\_\_\_ (Months/Year)
- ☐ HSA/BTW: Bicycle Committee \_\_\_\_\_ (Month, year); RTC \_\_\_\_\_ (Month, year)

**SCMTD, CTSA and Volunteer Center Only**

21. a. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant?

- b. Does the project meet an unmet transit need from the most recently approved RTC **Unmet Paratransit and Transit Needs List**? Describe.

**CTSA and Volunteer Center (Article 8) Only**

22. Where appropriate, are these specialized transportation services coordinated with other transportation services, including METRO service? Describe.

23. Provide performance information, as pertinent, which demonstrate service efficiency and effectiveness, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246d, per Performance Audits)

<sup>1</sup> If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services Agency (CTSA) should include on-time performance of the service. Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service.



- a. *Volunteer Center, only:* ☐ provide a minimum 4,000 rides per year

24. Discuss the needs and types of the passengers being served, the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)

**SCMTD, CTSA, Volunteer Center & RTC Only**

25. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
- Describe any problems encountered in implementing individual recommendations.

**SCMTD Only**

26. TDA Article 4 Eligibility Compliance – *Provide documentation for 50% expenditure limitation (PUC Section 99268.1).*

**— 50 percent expenditure limitation**

*(use if LTF is below 50 percent of operating costs; if LTF is greater than 50% of operating costs, provide farebox recovery ratio)*

- Overall operating cost for fiscal year: \$ \_\_\_\_\_
- TDA-LTF claim: \$ \_\_\_\_\_
- TDA percent of operating cost: \_\_\_\_%
- Source of information: (e.g. audited financial statements, budget, etc.)

27. Did the SCMTD operating budget increase over 15% from the prior fiscal year?

*If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).*

28. Operating statistics/Performance Measures *(attach list of operating statistics that compare current fiscal year to date to last three full fiscal year.; \*TDA required performance indicators)*

- *Annual passengers*
  - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride*
- *Annual service hours*
- *Passengers per vehicle service hour\**
- *Annual service miles*
- *# of fixed-route miles*
- *Service Area – square miles*
- *Service Area Population*
- *Passengers per vehicle service mile\**
- *Average passengers per weekday*
- *Total operating costs*

- *Paratransit operating costs*
- *Fixed route transit operating costs*
- *Operating cost per vehicle service hour\**
- *Total operating cost per ride\**
- *Average Farebox Revenue per passenger (describe what is included)*
- *Farebox Recovery Ratio (%): Total Fare Revenue + Local support revenues ÷ total operating costs*
- *# of FTE employees (all employees, not just drivers)*
- *Vehicle Service hours/Employee\**
- *# of routes*
- *Average route length*
- *Average travel times/rider*
- *# of bus stops*
- *# of vehicles in operation*
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time:*
- *Hours of service:*
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*
- *Other statistics or performance metrics used*

Definitions:

- a) *"Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243. "Operating cost" excludes all subsidies for commuter rail services operated on railroad lines under the jurisdiction of the Federal Railroad Administration, all direct costs for providing charter services, all vehicles lease costs, and principal and interest payments on capital projects funded with certificates of participation.*
- b) *"Operating cost per passenger," means the operating cost divided by the total passengers.*
- c) *"Operating cost per vehicle service hour," means the operating cost divided by the vehicle service hours.*
- d) *"Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.*
- e) *"Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.*
- f) *"Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.*
- g) *"Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.*
- h) *"Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.*
- i) *"Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.*
- j) *"Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the assumption that 2,000 person-hours of work in one year constitute one employee. The count of employees shall also include those individuals employed by the operator, which provide services to the agency of the operator responsible for the operation of the public transportation system even though not employed in that agency.*

**Documentation to Include with Your Claim (all TDA Claims):**

**All Claims**

- ☒ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☒ Statement from the TDA Eligible Claimant indicating its role and responsibilities.

**Article 8 Bicycle/Pedestrian Claims**

- ☒ Evidence of environmental review for capital projects

**Article 8 Bicycle/Pedestrian Claims sponsored by RTC (Bike to Work, HSA)**

- ☐ A budget including the name (for key personnel), classification, actual hourly rate, and billing rate for labor (later changes must be approved in writing by RTC TDA coordinator in advance of billing period and should not result in a reduction in scope identified in this claim).
- ☐ Approved indirect cost ratio in effect, if planning to use TDA for indirect costs. Indirect costs are only eligible if the organization has a current ICAP approved by Caltrans for the period covering when expenditures are incurred.

**All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)**

- ☐ A copy of the operating and capital budgets for the coming fiscal year
- ☐ Description of capital projects, including timeframe over which project will be funded and implemented
- ☐ Operating Plan for current and upcoming activities (can be within project/program description)
- ☐ TDA Standard Assurances Checklist

**Article 4 Transit Claims**

- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

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***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

**PROOF OF EXPENDITURES:** Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

**CERTIFIED FISCAL AUDIT:** Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

X Signature  Title: Public Works Director Date: 7/11/25

S:\GRANTS\TDA\TDA Claim Forms\FinalTDAClaimFormMaster.docx

**TO:** Bicycle Advisory Committee

**FROM:** Sierra Topp, Transportation Planning Technician

**RE:** Community Traffic Safety Coalition 2014-2023 Crash Report

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee (BAC) receive information on the Community Traffic Safety Coalition (CTSC) 2014-2023 Crash Report.

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## **BACKGROUND**

The mission of the Community Traffic Safety Coalition CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC envisions safe, accessible and equitable transportation for all.

Formed in 1992, the CTSC is a collaborative group including community organizations, government agencies, businesses, and individuals representing law enforcement, transportation, public works, education, health and injury prevention, parents, bicycling advocates, retailers, and manufacturers. The CTSC is staffed by employees of the Santa Cruz County Health Services Agency (HSA).

In 1995, the CTSC formed a group in Watsonville, now called the Watsonville Vision Zero Task Force to address the unique strengths and needs in this part of the county. Both the CTSC and the Watsonville Vision Zero Task Force are exceptional examples of the power of collaboration to accomplish a community's goals.

The CTSC of Santa Cruz County developed a county-wide crash report ([Attachment 1](#)) to highlight the ongoing impact of traffic violence in Santa Cruz County. The Coalition hopes that by sharing this crash data, our community will advocate for change and prioritize traffic safety as a major public health issue in our county. This report aims to raise awareness of local traffic safety issues and mobilize a collective call to action.

## DISCUSSION

Traffic fatalities and serious injuries are a major public health issue in Santa Cruz County. From 2014-2023, 224 individuals were killed and 1,456 seriously injured in collisions on our roadways. This means, a motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in the county. Traffic fatalities and severe injuries can be prevented through Vision Zero's Safe System Approach, which addresses street design, speed, vehicle technology, post-crash care, and individual behavior.

The CTSC's Crash Report includes research methods and data used, where Santa Cruz ranks in annual crashes compared to the rest of California, the severity of crashes and primary collision factors, and a closer look at bicycle and pedestrian crashes.

The data shows that individuals who bike or walk in our community are disproportionately impacted by traffic crashes. 77 bicyclists and pedestrians were killed and 430 seriously injured, which is why the safety of bicyclists and pedestrians is the primary focus of CTSC.

The Coalition asks community members to support traffic safety efforts and help stop these preventable tragedies by engaging with local and state leaders, attending meetings and workshops, participate in traffic calming programs, attend the county's annual World Day of Remembrance for Road Traffic Victims in November, and learn about bicycle safety by attending CTSC's Bicycle Traffic School.

An overview of the report can be found in the CTSC presentation ([Attachment 2](#)).

**Staff recommends that the Bicycle Advisory Committee (BAC) receive information on the Community Traffic Safety Coalition (CTST) 2014-2023 Crash Report.**

## SUMMARY

The Community Traffic Safety Coalition (CTSC) works to prevent traffic-related injuries and deaths, especially among people walking and biking, and envisions safe, equitable transportation for all. Formed in 1992, the CTSC is a collaborative effort led by the Santa Cruz County Health Services Agency. A Watsonville-based Vision Zero Task Force was created in 1995 to address local needs. CTSC's countywide crash report reveals that traffic violence is a major public health issue, with 224 deaths and 1,456 serious injuries from 2014–2023. The coalition urges community action to prioritize safety and protect vulnerable road users through advocacy, education, and engagement.

Attachments:

1. Community Traffic Safety Coalition 2014 – 2023 Crash Report
2. Community Traffic Safety Coalition 2014 – 2023 Crash Report Presentation

*[https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/E&D TAC/2025/08-12/Word Docs/SR\\_2014-2023 Crash Report.docx](https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/E&D TAC/2025/08-12/Word Docs/SR_2014-2023 Crash Report.docx)*





# COMMUNITY TRAFFIC SAFETY COALITION 2014–2023 CRASH REPORT



**Community Traffic Safety Coalition**

A program of the Santa Cruz County  
Health Services Agency's Public Health Division



## Community Traffic Safety Coalition 2014–2023 Crash Report

ATTACHMENT 1



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# Summary

Traffic fatalities and serious injuries are a major public health issue in Santa Cruz County. Based on reported data, a motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in the county. This report aims to raise awareness of local traffic safety issues and mobilize a collective call to action. Traffic fatalities and severe injuries can be prevented through Vision Zero's Safe System Approach, which addresses street design, speed, vehicle technology, post-crash care, and individual behavior.

The data presented in this report were collected from the California Office of Traffic Safety (OTS) and the California Transportation Information Mapping System (TIMS). In 2022, the most recent year for which OTS data is available, Santa Cruz County ranked 11th highest (or worst) of all 58 California counties for crash victims killed and injured. Furthermore, our county ranked among the highest for bicyclists and pedestrians killed and injured, alcohol involved fatalities and injuries, as well as speed related and nighttime fatal and injury crashes.<sup>1</sup>

The data collected from TIMS include fatal and serious injury crashes reported to law enforcement from 2014–2023. Crash trends indicate an overall increase in people killed or seriously injured (KSI) during this time frame. A total of 224 individuals were killed and 1,456 seriously injured. This is an average of 22 fatalities and 146 serious injuries each year. Moreover, individuals who bike or walk in our community are disproportionately impacted. Bicyclists and pedestrians experience 30% of reported fatalities and severe injuries despite representing 7% of the overall commuting population.<sup>2,3</sup> There were 12 reported bicyclist fatalities and 242 serious injuries, and 65 reported pedestrian fatalities and 188 serious injuries.<sup>2</sup>

The Community Traffic Safety Coalition (CTSC) is committed to promoting traffic safety policies and strategies. The Coalition urges community members to contribute to traffic safety efforts. Some different ways to contribute include advocating for both roadway improvements, such as separated bikeways, and policy changes, such as reduced speed limits; driving within the speed limit and observing traffic safety laws; participating in county-wide traffic safety campaigns; and becoming a member of CTSC. Together, our community can create safer roadways for all—whether driving, walking, biking, or using public transit.

# Introduction & Purpose

The Community Traffic Safety Coalition (CTSC) of Santa Cruz County developed this county-wide crash report to highlight the ongoing impact of traffic violence in Santa Cruz County. From 2014-2023, 224 individuals were killed and 1,456 seriously injured in collisions on our roadways. The Coalition hopes that by sharing this crash data, our community will advocate for change and prioritize traffic safety as a major public health issue in our county.

Traffic crashes have a broad and significant impact, affecting individuals, families, and the wider community. These impacts are physical, emotional, social, and financial, with long lasting consequences.

Watsonville resident, Victor Kimura, shares what happened to him after he was struck by a vehicle while walking his dog on November 2, 2018:

"Fourteen bones were broken in my body. My jaw was broken in three places, and the brain concussion was severe enough that I lost parts of my memory, most of my sense of smell, much of my ability to taste certain kinds of food, and my sense of direction. I'm at the point now, after over six years, where I can move around by virtue of a cane. All athletic endeavors have ceased, which included running, walking, tennis, racquetball, bowling, basketball, baseball, and weightlifting."

—Victor Kimura

If you or someone you know was seriously injured or lost a loved one in a crash, [Families for Safe Streets](#) offers support resources.



Motor vehicle crashes are a leading cause of deaths and injuries in the United States. In 2022, almost 44,000 people were killed in traffic crashes, which is more than 120 people killed every day. Deaths from crashes in 2022 resulted in over \$470 billion in total costs. There were also over 2.6 million emergency department visits for traffic injuries.<sup>4</sup> Yet, traffic fatalities and injuries do not make headlines like those from gun violence or other violent deaths and injuries. To improve roadway safety, communities need to actively raise awareness regarding traffic violence and mobilize a collective call to action.

CTSC includes representatives from law enforcement, transportation, public works, health and injury prevention, schools, and bicycle and pedestrian advocacy groups. The mission of CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. CTSC envisions safe, accessible, and equitable transportation for all. The mission and vision align with **Vision Zero**, an international strategy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

Traffic fatalities and serious injuries are preventable and not random, unavoidable accidents. Vision Zero acknowledges that people make mistakes, but those mistakes do not have to cost lives. Through Vision Zero's **Safe System Approach**—a holistic framework that addresses street design, speed, vehicle technology, post-crash care, and individual behavior—communities can prevent deaths and serious injuries. Together, we can ensure safer travel for all.

"Traffic violence is not an accident. It is preventable, not inevitable, and not acceptable in our community. It is a public health issue we are all responsible for changing. When we work together to create safer streets for our residents, it demonstrates the value we hold for each precious life, and every life in Santa Cruz County."

—Rebecca Downing  
Board Chair, Santa Cruz Metropolitan Transit District Board Chair

[Learn more about Vision Zero](#)

# Methods

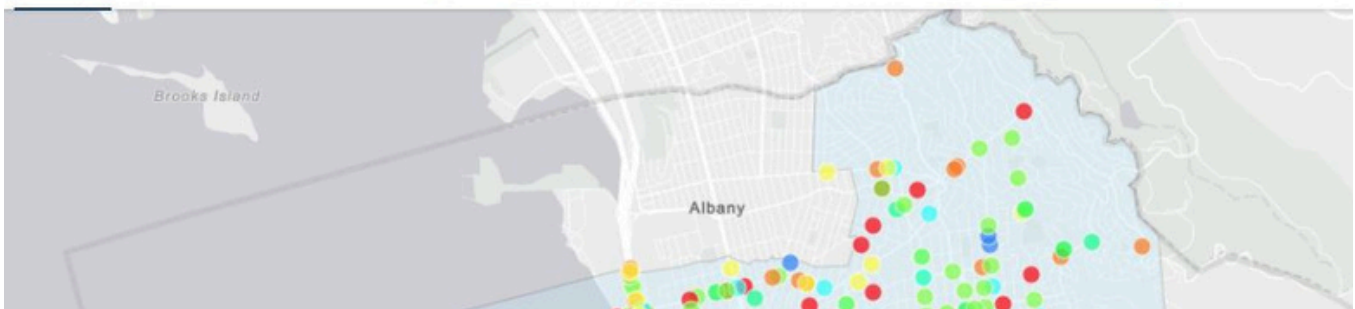
This report presents the results from the 2022 statewide Office of Traffic Safety (OTS) Crash Rankings. The data for these rankings are collected from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS).

The report also presents serious crashes that occurred in Santa Cruz County from 2014–2023 based on data collected from the California Transportation Information Mapping System (TIMS). TIMS obtains its crash data from SWITRS. While the TIMS data from 2014–2022 are final, the data from 2023 are provisional and subject to change. The Coalition will continue to develop county-wide crash reports as more current data becomes available.

The data presented in this report only include crashes that were reported to local law enforcement agencies and collected by CHP in the SWITRS database. The data do not include collisions that may have occurred off-road, nor does it include reports from medical providers or self-reported incidents.

## Transportation Injury Mapping System

[Home](#) [About ▾](#) [Statewide Summary ▾](#) [Tools ▾](#) [Help](#) [Donate](#)



[Learn more about and access TIMS data](#)

# Santa Cruz County Crash Rankings



The California Office of Traffic Safety (OTS) provides annual crash rankings for California counties and cities. The rankings were developed so that counties and cities could compare their traffic safety statistics to those of other counties and cities. Counties are assigned statewide rankings, while cities are assigned population group rankings. The rankings are based on a variety of factors, including observed crash counts, population size, and total vehicle miles traveled. This report compares Santa Cruz County's 2022 crash rankings with rankings from 2017–2021. According to the 2022 rankings, which are the most recent, Santa Cruz County **ranked 11th highest (worst) of all 58 California counties** for total victims killed and injured in traffic collisions.

## 2022 Statewide OTS CRASH RANKINGS

Santa Cruz County **ranked among the 10 highest (worst)** counties for the crash categories in the below three tables involving motor vehicles, bicyclists, and pedestrians.

**Lowest Ranking  
(Best)**

58th

**Middle Ranking  
(Average)**

29th

**Highest Ranking  
(Worst)**

1st

Santa Cruz County consistently ranks high for bicyclists and pedestrians killed and injured in roadway collisions. From 2017–2022, our county ranked in the top 5 for bicyclists killed and injured. Our county ranked in the top 17 for pedestrians killed and injured in all years except 2019, and we ranked 5th in both 2021 and 2022. We ranked in the top 12 for bicyclists under the age of 15 category, and in the top 11 for pedestrians ages 65 and older category in all years except 2019 when we ranked 23<sup>rd</sup> and 52<sup>nd</sup>, respectively.

Crash Type (victims killed and injured)	2022 SCC Crash Ranking
Bicyclists	2nd
Bicyclists (under age 15)	2nd
Pedestrians	5th
Pedestrians (ages 65+)	5th



Santa Cruz County also ranks high for drivers, pedestrians, and bicyclists killed and injured where alcohol was involved. Except for 2019, we ranked in the top 10 counties for fatalities and injuries where an underage driver had been drinking alcohol. We are seeing **alarming new trends** in the other two alcohol-related categories. Our county went from ranking 19th for fatalities and injuries where a driver between the ages of 21-34 had been drinking in 2021 to ranking fifth in 2022. Similarly, our ranking for fatalities and injuries involving either a pedestrian, bicyclist, or driver that had been drinking increased from 14th in 2021 to second in 2022.

Crash Type (victims killed and injured)	2022 SCC Crash Ranking
Alcohol Involved	2nd
Had Been Drinking Driver (under 21)	2nd
Had Been Drinking Driver (ages 21-34)	5th

The county is revealing other **alarming new trends** for speed related and nighttime fatal and injury crashes. Our ranking for the nighttime crash category increased from 17th in 2021 to 9th in 2022. Our ranking for the speed related crash category increased even more significantly from 23rd in 2021 to fifth in 2022.<sup>1</sup> This is especially alarming since **speed is a major factor** in fatal crashes, contributing to 29% of fatalities in the U.S. in 2023.<sup>5</sup>

Crash Type (fatal and injury crashes)	2022 SCC Crash Ranking
Speed related	5th
Nighttime	9th

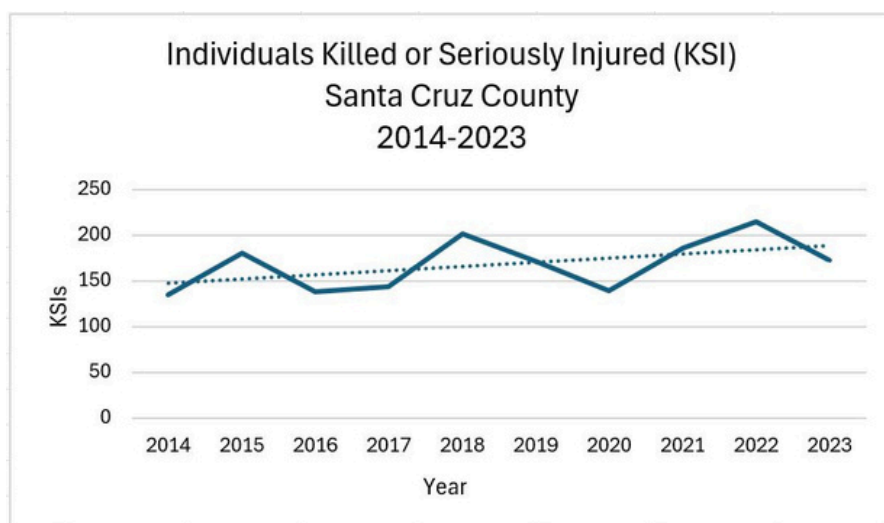
The OTS crash rankings are only indicators of potential problems—there are many factors that may either understate or overstate a county ranking that must be evaluated based on local circumstances. **A factor for consideration** for Santa Cruz County is the large number of people who bike and walk in our community. According to the American Community Survey's most recent data, roughly 1% of commuters bike and 2% walk in California; whereas, about 2% of commuters bike and 5% walk in Santa Cruz County. Since these census data only record work commute mode of travel, the 7% of people who bike and walk is likely an undercount.<sup>2</sup>

[Learn more about and view the OTS Crash Rankings](#)

# Santa Cruz County Crashes



From 2014–2023, there were a total of 11,637 reported crashes involving motor vehicles, bicycles, and pedestrians. Of those, 1,497 were killed or serious injury (KSI) crashes, resulting in **224 fatalities** and **1,456 serious injuries**.\* This is an average of 22 fatalities and 146 serious injuries each year. The **dotted trend line** in the graph below indicates an overall increase in KSIs, with the most occurring in 2018 (201 KSIs) and 2022 (214 KSIs).<sup>2,7</sup>



## Santa Cruz County KSIs 2014–2023

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
KSI count	135	180	138	144	201	171	139	186	214	172

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Killed only count	21	20	21	19	22	19	19	30	29	24

## The top primary collision factor violations<sup>\*\*</sup> for KSI crashes from 2014–2023:

- Driving or bicycling under the influence of alcohol or drugs (21%)
- Unsafe speed (20%)
- Improper Turning (20%)
- Right of Way Violations (9%)

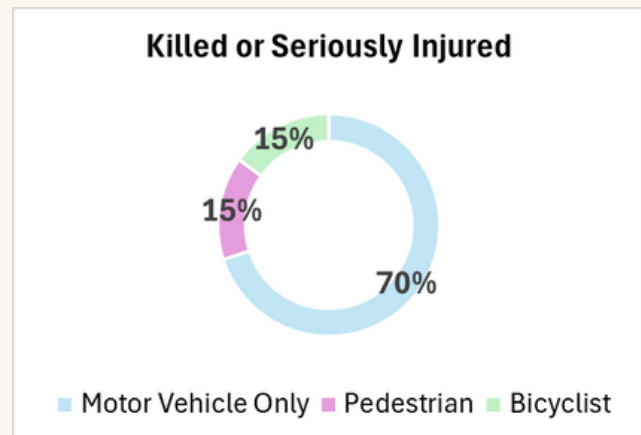
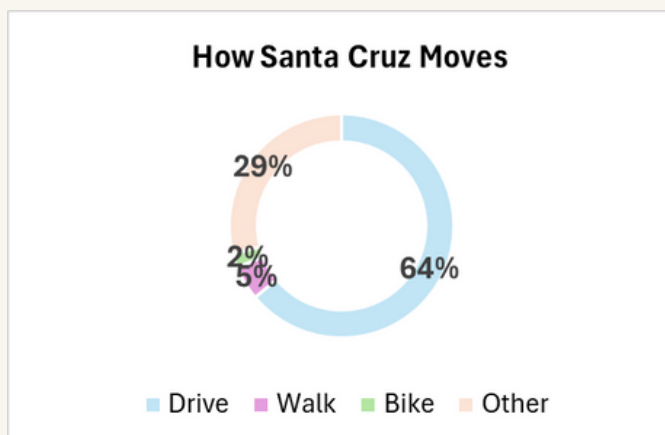
\* CHP defines a “suspected serious injury” as an injury resulting in severe lacerations, broken bones, crush injuries, unconsciousness at the scene, paralysis, and any other injury resulting in possible severe internal injury or significant blood loss.<sup>6</sup>

\*\*The primary collision factor violations refer to the specific action or condition that an officer believes was the primary cause of the crash, although crashes may have multiple causes.<sup>6</sup>

# Bicycle and Pedestrian Crashes in Santa Cruz County

Individuals who bike or walk in our community are **disproportionately impacted** by traffic crashes, which is why the safety of bicyclists and pedestrians is the primary focus of CTSC. Bicyclists and pedestrians experience 30% of the total reported fatalities and severe injuries despite representing 7% of the overall commuting population.<sup>2,3</sup> All road users have the right to be safe using the transportation network we all depend on every day—whether driving, biking, walking, or using public transit.

## Santa Cruz County: Travel Mode vs. Traffic Fatalities and Serious Injuries



"It's critical to build new infrastructure as well as redesign our streets to be inclusive of all modes, including bicycling and walking. Increases in active transportation improve physical and mental health, protect the environment, and promote social engagement and a thriving local economy. It's about having a vibrant, livable community."

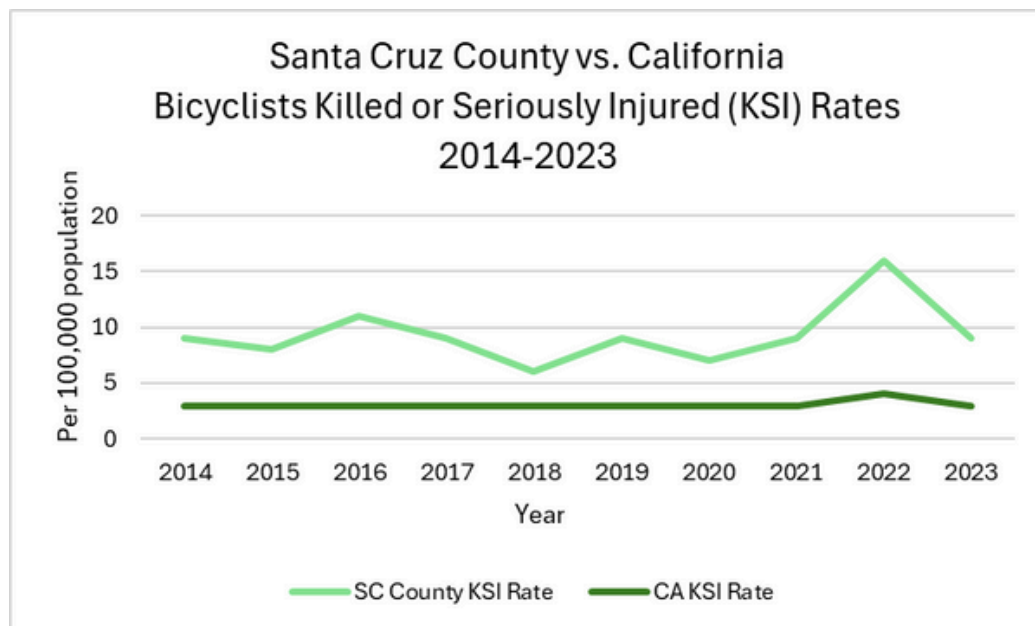
—Tawn Kennedy  
Community Bike Team Program Manager,  
Ecology Action





# Bicycle Crashes

A total of **12 bicyclists were killed** and **242 seriously injured** in reported collisions from 2014-2023. The average Santa Cruz County bicyclist KSI crash rate was 3 times higher than the state rate as shown in the graph below. The greatest difference in rate between Santa Cruz County and California occurred in 2022, when the KSI crash rate was 16 per 100,000 population compared to 4 per 100,000 population, respectively.<sup>2,7</sup>



## Bicyclist KSI Rates per 100,000 Population

SCC vs. CA	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SCC KSI count	23	23	29	26	16	25	18	24	44	26
SCC Rate	9	8	11	9	6	9	7	9	16	9
CA KSI count	1,088	1,147	1,113	1,141	1,241	1,197	1,095	1,176	1,445	1,337
CA KSI Rate	3	3	3	3	3	3	3	3	4	3

## SCC Bicyclists Killed

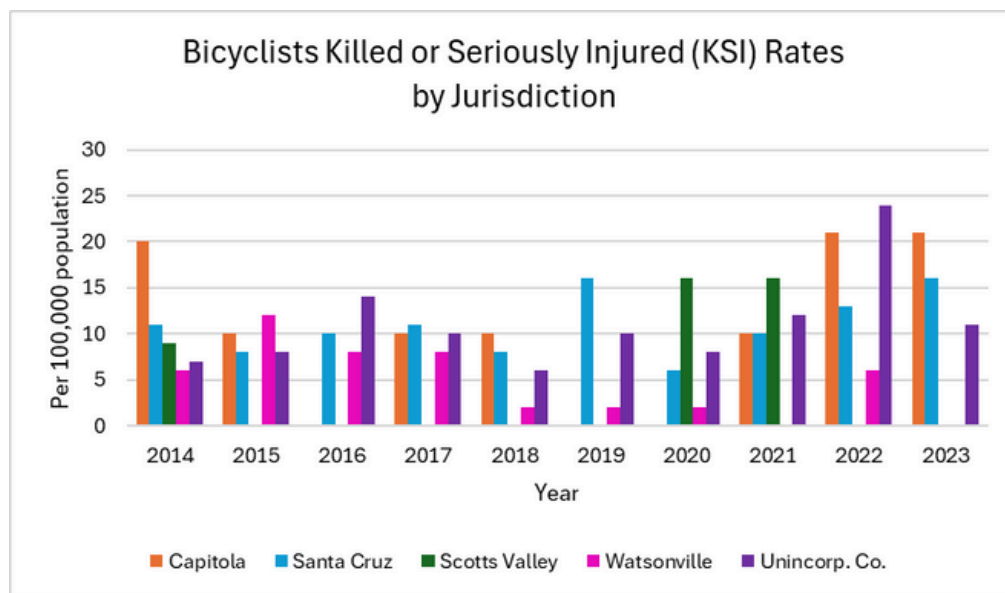
Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
killed only count	2	0	3	1	1	2	1	1	1	0

In examining bicyclist KSI rates by jurisdiction, the City of Santa Cruz, Unincorporated Santa Cruz County, and the City of Capitola experienced overall higher rates per 100,000 population compared to the Cities of Scotts Valley and Watsonville. The Unincorporated County had the highest rate in 2022 with a 24 KSI bicyclist crash rate (31 KSIs). The City of Capitola had very high rates for 2022 and 2023 with 21 KSI bicyclist crash rates (2 KSIs) in both years.<sup>2,7</sup>

The total bicyclist KSI count per jurisdiction from 2014–2023 is as follows: Capitola (10), Santa Cruz (68), Scotts Valley (5), Watsonville (23), and Unincorporated County (146).

No reported bicyclist deaths occurred in Capitola or Scotts Valley. There were 3 reported bicyclist deaths in Santa Cruz, 4 in Watsonville, and 7 in the Unincorporated County.

**Please note:** This is for general information and not for the purpose of drawing comparisons between jurisdictions.



#### Bicyclist KSI Rates per 100,000 Population

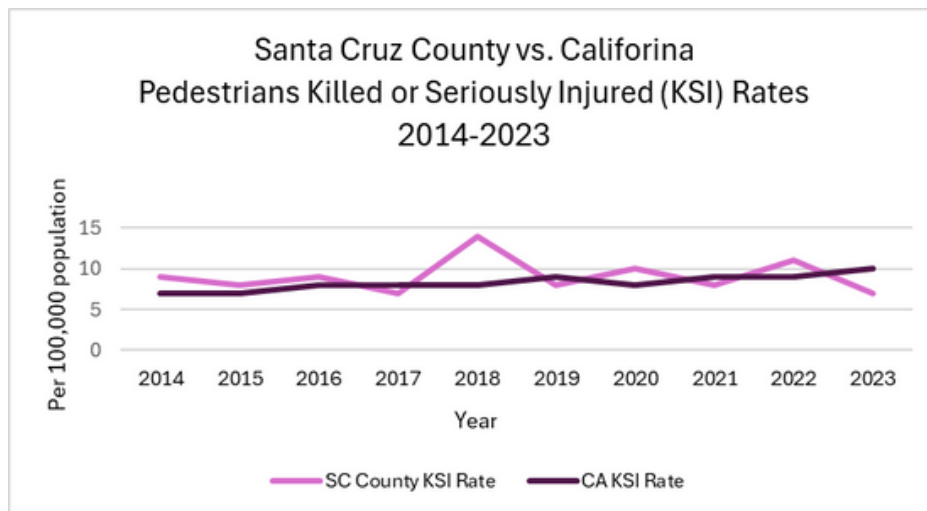
Jurisdiction	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Capitola KSI count	2	1	0	1	1	0	0	1	2	2
Rate	20	10	0	10	10	0	0	10	21	21
Santa Cruz KSI count	7	5	6	7	5	10	4	6	8	10
Rate	11	8	10	11	8	16	6	10	13	16
Scotts Valley KSI count	1	0	0	0	0	0	2	2	0	0
Rate	9	0	0	0	0	0	16	16	0	0
Watsonville KSI count	3	6	4	4	1	1	1	0	3	0
Rate	6	12	8	8	2	2	2	0	6	0
Unincorp. KSI count	10	11	19	14	8	13	11	15	31	14
Rate	7	8	14	10	6	10	8	12	24	11

	Capitola	Santa Cruz	Scotts Valley	Watsonville	Unincorp.
Bicyclists <b>killed only</b> count by jurisdiction <b>2014–2023</b>	0	3	0	4	7



# Pedestrian Crashes

A total of **65 pedestrians were killed** and **188 seriously injured** in reported collisions from 2014–2023. When comparing pedestrian KSI rates between our county and the state as shown in the graph below, we had higher rates for most years. The greatest difference in rate occurred in 2018, when the KSI crash rate was 14 per 100,000 population compared to 8 per 100,000 population, respectively.<sup>2,7</sup>



**Pedestrian KSI Rates per 100,000 Population**

SCC vs. CA	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SCC KSI count	24	21	25	19	39	23	27	23	33	19
SCC Rate	9	8	9	7	14	8	10	8	11	7
CA KSI count	2,526	2,665	3,034	3,159	3,332	3,501	3,096	3,620	3,716	3,728
CA KSI Rate	7	7	8	8	8	9	8	9	9	10

**SCC Pedestrians Killed**

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
killed only count	6	3	7	6	12	5	8	4	9	5

"Santa Cruz, wake up! 65 pedestrians killed and 188 seriously injured over a 10-year period is unacceptable. These numbers rival murder rates, yet we seem to feel less urgency about stopping this violence.

We must get more serious about traffic safety in Santa Cruz County. We have the power to take steps to prevent these deaths and injuries."

—Debbie Bulger  
pedestrian advocate

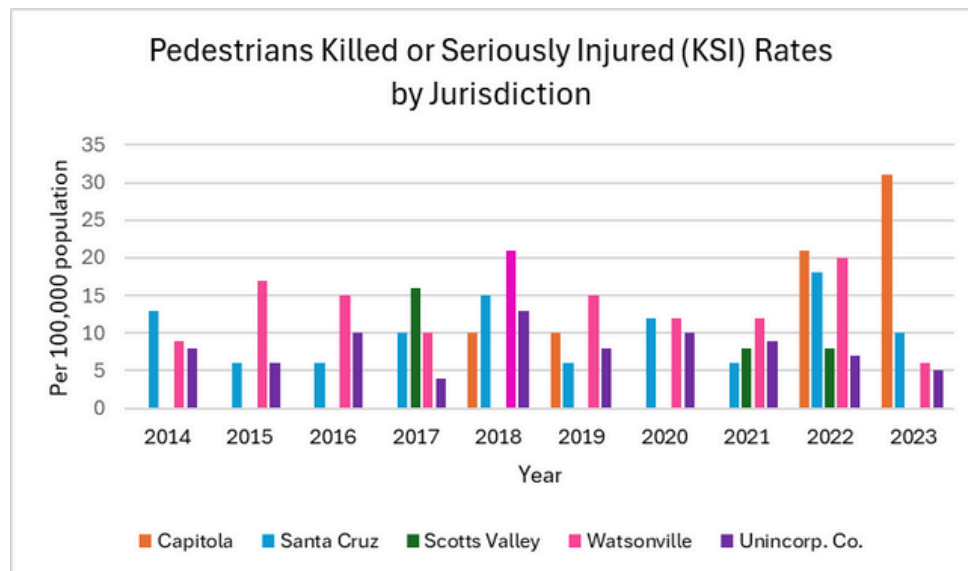


In examining pedestrian KSI rates by jurisdiction, the City of Watsonville experienced the highest overall rates per 100,000 population compared to all other jurisdictions; whereas, the City of Scotts Valley experienced the lowest rates. The City of Capitola had comparatively high rates in 2022 with a 21 KSI pedestrian crash rate (2 KSIs) and in 2023 with a 31 KSI pedestrian crash rate (3 KSIs).<sup>2,7</sup>

The total pedestrian KSI count per jurisdiction is as follows: Capitola (7), Santa Cruz (64), Scotts Valley (4), Watsonville (71), and Unincorporated County (106).

No reported pedestrian deaths occurred in Scotts Valley. There were 3 reported pedestrian deaths in Capitola, 14 in Santa Cruz, 20 in Watsonville, and 28 in the Unincorporated County.

**Please note:** This is for general information and not for the purpose of drawing comparisons between jurisdictions.



#### Pedestrian KSI Rates per 100,000 Population

Jurisdiction	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Capitola KSIs count	0	0	0	0	1	1	0	0	2	3
Rate	0	0	0	0	10	10	0	0	21	31
Santa Cruz KSI count	8	4	4	6	9	4	8	4	11	6
Rate	13	6	6	10	15	6	12	6	18	10
Scotts Valley KSI count	0	0	0	2	0	0	0	1	1	0
Rate	0	0	0	16	0	0	0	8	8	0
Watsonville KSI count	5	9	8	5	11	8	6	6	10	3
Rate	9	17	15	10	21	15	12	12	20	6
Unincorp. KSI count	11	8	13	5	18	10	13	12	9	7
Rate	8	6	10	4	13	8	10	9	7	5

	Capitola	Santa Cruz	Scotts Valley	Watsonville	Unincorp.
<b>Pedestrians killed only count by jurisdiction 2014-2023</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>20</b>	<b>28</b>

# Conclusion

Serious traffic collisions are a significant public health issue in Santa Cruz County. A total of 224 people were killed and 1,456 seriously injured in reported collisions from 2014–2023. Furthermore, vulnerable road users, including bicyclists and pedestrians, are disproportionately impacted. 77 bicyclists and pedestrians were killed and 430 seriously injured. Prioritization of traffic safety and emphasis on the Safe System Approach is needed to ensure safer travel for all and particularly for individuals engaging in active transportation.

CTSC has been focused on Vision Zero efforts since 2016, and made great strides in supporting Watsonville, Scotts Valley, and Unincorporated Santa Cruz County, with adopting Vision Zero and securing federal Safe Streets & Roads for All (SS4A) funding to develop Vision Zero Action Plans. CTSC also formed the Watsonville Vision Zero Task Force (WVZTF) to address the unique strengths and needs in Watsonville.

The Coalition urges community members to support traffic safety efforts and help stop these preventable tragedies.

## **Here are some ways to get involved in traffic safety:**

- Engage with local and state elected officials to voice your concerns and advocate for street design and policy changes.
- Attend CTSC or WVZTF meetings.
- Participate in CTSC traffic calming programs, including drive slowly trash can stickers and pace car stickers.
- Participate in the county's annual World Day of Remembrance for Road Traffic Victims in November.
- Learn about bicycle safety by attending CTSC's Bicycle Traffic School.

[Learn more about how to get involved](#)

# Appendix: The Safe System Approach

Unlike prior traffic safety approaches that prioritize human behavior and place most of the blame on the individuals involved in a crash, the Safe System Approach works by building and reinforcing multiple layers of protection to prevent crashes from happening and minimizing harm to individuals when crashes occur.

## The Objectives of a Safe System Approach:

**Safer People:** Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

**Safer Roads:** Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users.

**Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

**Safer Speeds:** Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

**Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

[Learn more about the Safe System Approach](#)



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Public Health Division

# Community Traffic Safety Coalition 2014–2023 Crash Report

**Kelly Curlett, MPH**

Safe and Active Transportation Health Educator

August 2025



# Community Traffic Safety Coalition



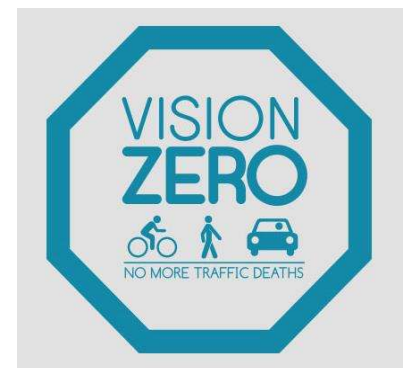
**Vision:** Safe, accessible, and equitable transportation for all.

**Mission:** Prevent traffic-related injuries and fatalities for all road users in Santa Cruz County, with a focus on people bicycling and walking.

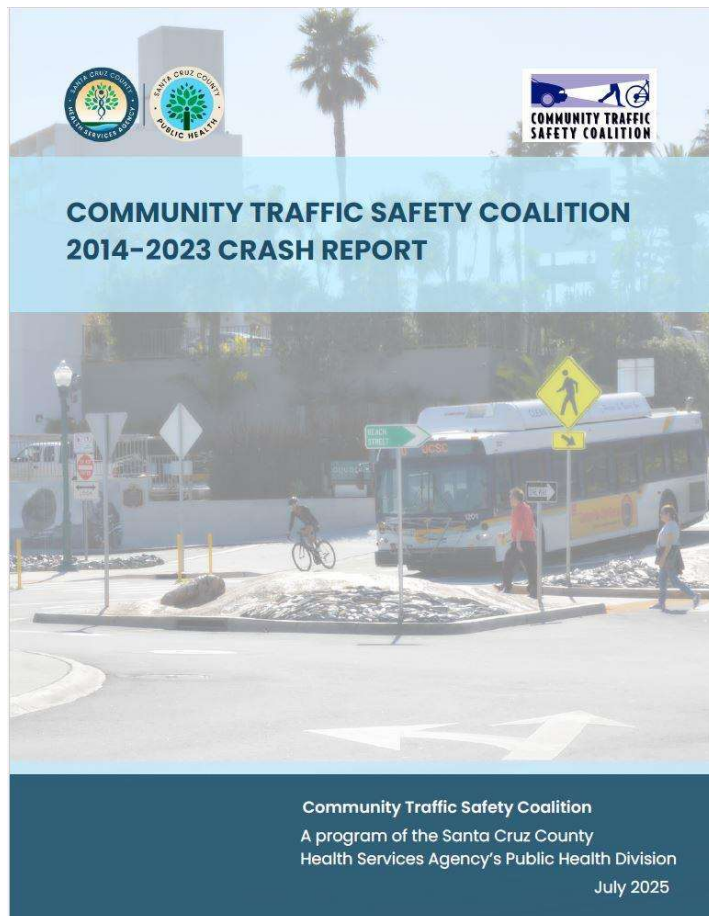
# Vision Zero & The Safe System Approach



- International policy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.
- Utilizes the Safe System Approach which evaluates our roadway safety from a systems-level perspective.



# 2014–2023 Crash Report: Purpose



- **Raise awareness** of fatal and serious injury crashes to prioritize traffic safety and reinforce the need for street design and policy changes
- **Change the cultural perception** that traffic fatalities and serious injuries are random, inevitable “accidents” to preventable, avoidable “crashes”

~~Accident~~

unavoidable



CRASH

preventable

## 2022 Statewide OTS CRASH RANKINGS

Santa Cruz County **ranked 11th highest (or worst)** of all 58 counties in the state for total victims killed and injured in traffic collisions.

Ranked in top 10 for the crash categories below:

Crash Type (victims killed and injured)	2022 SCC Crash Ranking
Bicyclists	2nd
Bicyclists (under age 15)	2nd
Pedestrians	5th
Pedestrians (ages 65+)	5th

**Lowest Ranking**  
(Best)  
58th

**Middle Ranking**  
(Average)  
29th

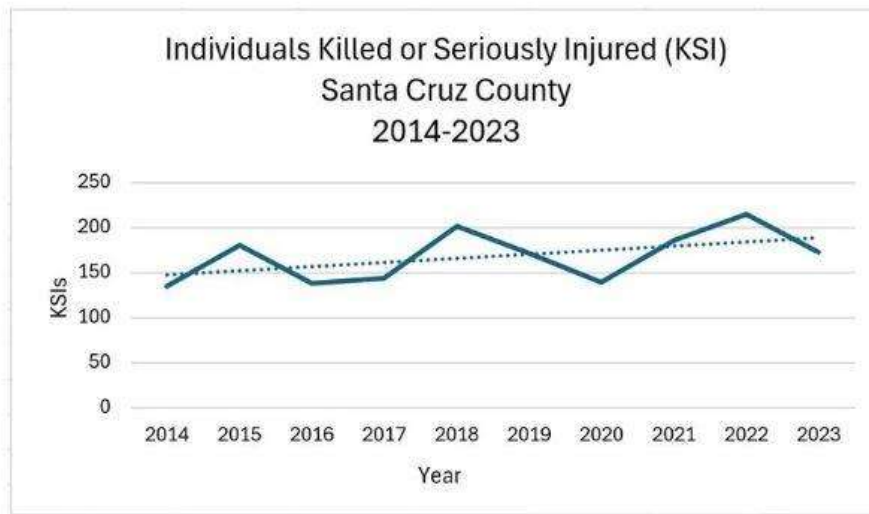
**Highest Ranking**  
(Worst)  
1st

## 2022 Statewide OTS CRASH RANKINGS

Crash Type (victims killed and injured)	2022 SCC Crash Ranking
Alcohol Involved	2nd
Had Been Drinking Driver (under 21)	2nd
Had Been Drinking Driver (ages 21-34)	5th

Crash Type (fatal and injury crashes)	2022 SCC Crash Ranking
Speed related	5th
Nighttime	9th

# Santa Cruz County Crash Overview (2014–2023)



Santa Cruz County KSIs 2014–2023

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
KSI count	135	180	138	144	201	171	139	186	214	172

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Killed only count	21	20	21	19	22	19	19	28	26	23

## Totals

Reported crashes: 11,637

Killed or Serious Injury (KSI)  
Crashes: 1,497

Fatalities: 224

Serious Injuries: 1,456



## Top primary collision factor violations for KSI crashes:



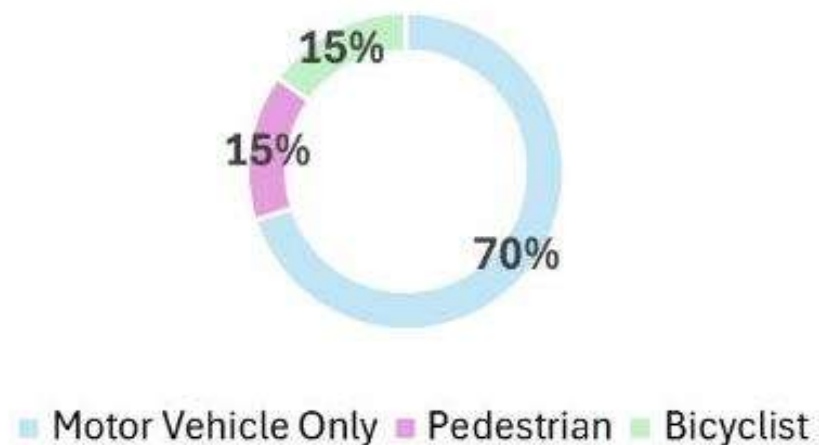
# Bicycle and Pedestrian Crashes

## Santa Cruz County: Travel Mode vs. Traffic Fatalities and Serious Injuries

How Santa Cruz Moves

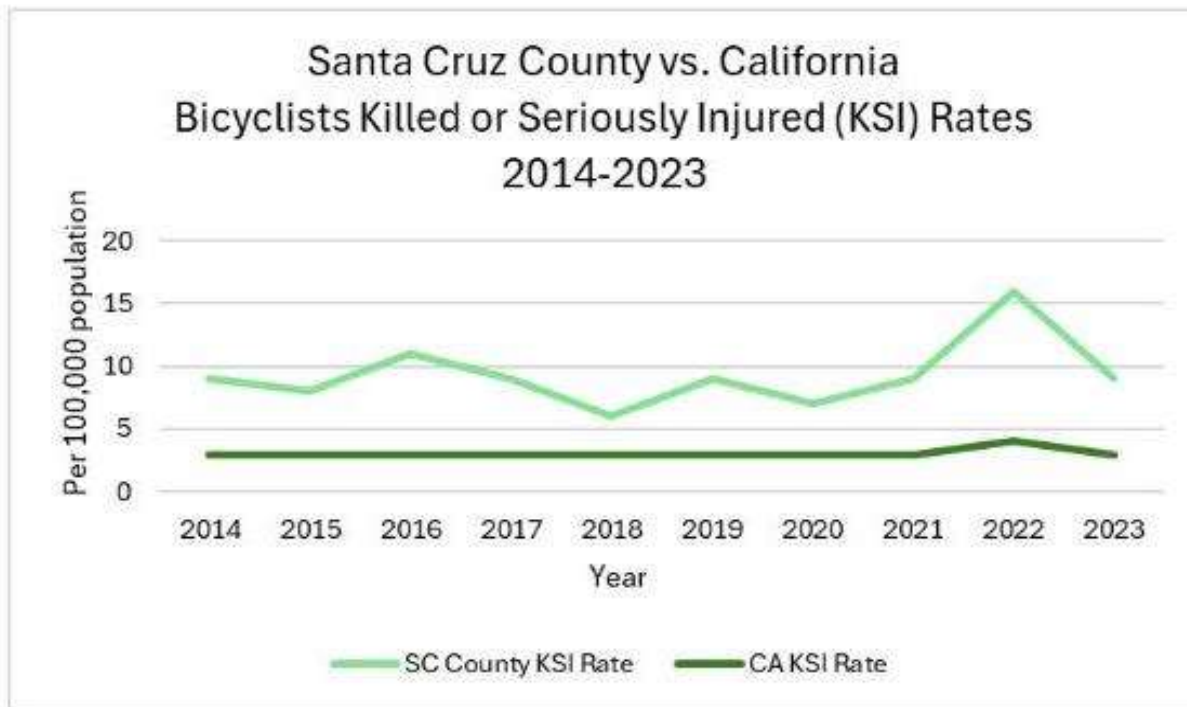


Killed or Seriously Injured





# Bicycle Crashes



## Totals:

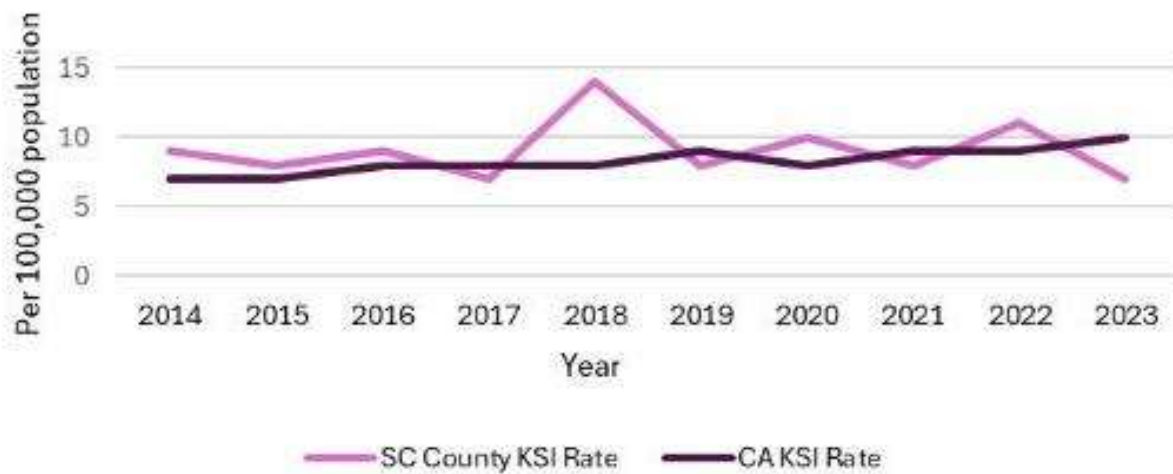
Killed: 12

Seriously Injured: 242

Average Santa Cruz County bicyclist KSI crash rate was **3X higher** than the state bicyclist KSI crash rate

# Pedestrian Crashes

Santa Cruz County vs. California  
Pedestrians Killed or Seriously Injured (KSI) Rates  
2014-2023

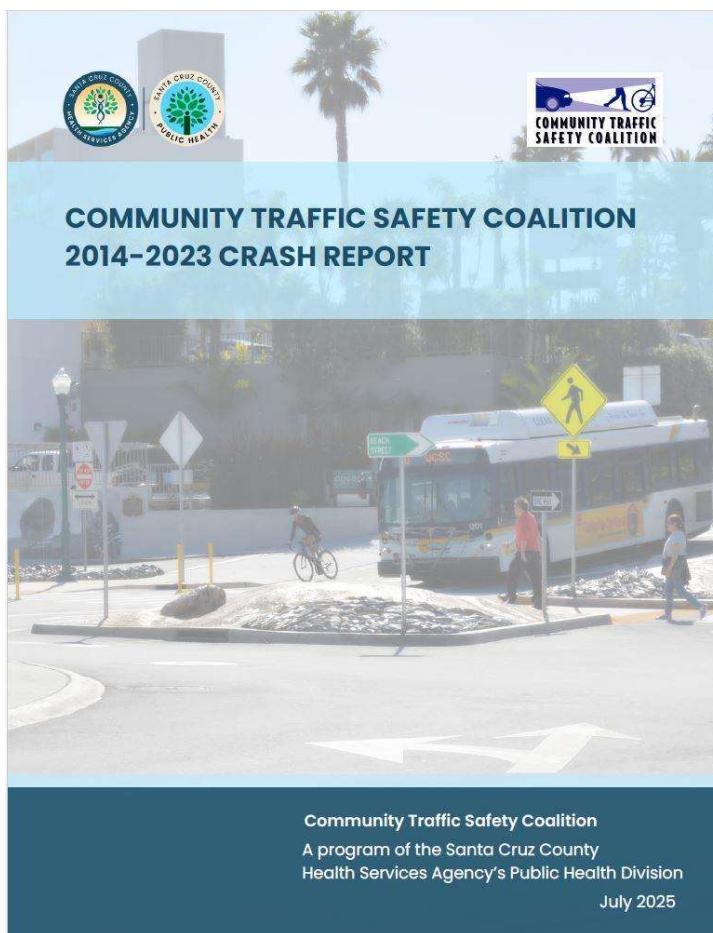


## Totals:

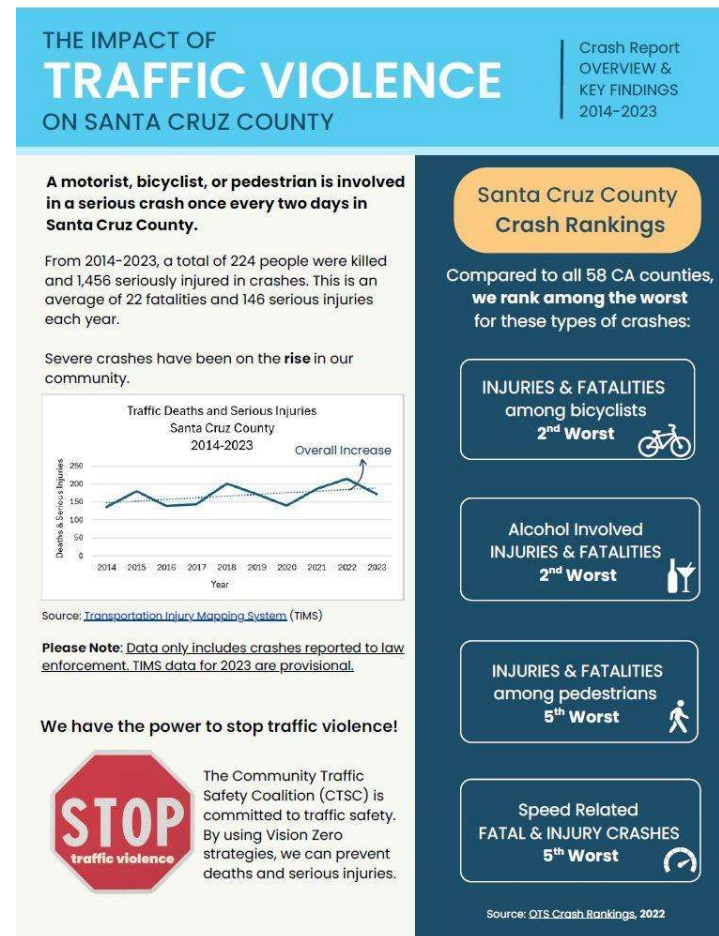
Killed: 65

Seriously Injured: 188

Higher rates compared to the state for most years, with greatest difference in 2018



[2014-2023 Crash Report](#)



The Impact of Traffic Violence on Santa Cruz County  
([English](#), [Spanish](#))

## References:

California Office of Traffic Safety

<https://www.ots.ca.gov/media-and-research/crash-rankings/>

Transportation Information Mapping System

<https://tims.berkeley.edu/tools/query/summary.php>

United States Census Bureau, American Community Survey Reports (2018–2021)

<https://www.census.gov/programs-surveys/acs>

United States Census Bureau

[census.gov](https://www.census.gov)

## Community Resources:

- OTS “Go Safely, California” educational program: [gosafelyca.org](https://gosafelyca.org)
- Commuter traffic education and workshops: [gosantacruzcounty.org](https://gosantacruzcounty.org)
- Active transportation programs and safety resources: [letsmodo.org](https://letsmodo.org)
- Santa Cruz County’s Bicycle Traffic School program: [sctrafficsafety.org](https://sctrafficsafety.org)
- Grief and trauma resources: [familiesforsafestreets.org/national-resource-guide](https://familiesforsafestreets.org/national-resource-guide)
- E-bike Safety Handouts: [santacruz.bcycle.com/nav/safe-biking-practices](https://santacruz.bcycle.com/nav/safe-biking-practices)

# Questions?

Thank You

**Email:** [ctsc@santacruzcounty.us](mailto:ctsc@santacruzcounty.us)

**Phone:** 831-454-7551

**Website:** [sctrafficsafety.org](http://sctrafficsafety.org)

**Facebook and Instagram:** [sctrafficsafety](https://www.facebook.com/sctrafficsafety)



**AGENDA:** August 11, 2025

**TO:** Bicycle Advisory Committee (BAC)

**FROM:** Riley Gerbrandt, P.E., Associate Transportation Engineer

**RE:** Zero Emission Passenger Rail and Trail Project Update

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee (BAC) receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project's Milestone 4, including the draft Project Concept Report and Financial Analysis.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) is has reached Milestone 4, Draft Project Concept in the development of the Zero Emission Passenger Rail and Trail (ZEPRT) project concept development for passenger rail transit between Pajaro and Santa Cruz and the multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Santa Cruz Branch Line, including between Rio del Mar and Pajaro (Segments 13 through 20) and the Capitola Trestle (Segment 11, Phase 2). Work over the past year has included development of the purpose and need statement; loading guidelines for railroad bridge repairs and replacements; typical design cross sections; horizontal setback guidelines; initial and revised conceptual alignments; analysis of rail transit vehicle types and station locations; consideration of funding opportunities and integration with state and interregional rail plans; and regulatory requirements. The project team continues to solicit input from the community, RTC commissioners, stakeholders and partner agencies on project milestones. Information on the project is online at: <http://www.sccrtc.org/zeprt>.

## **DISCUSSION**

The Draft Project Concept Report outlines several key benefits and design elements that support bicycle users and active transportation overall. The Coastal Rail Trail Segments 12-20 as well as the Capitola Trestle portion (Segments 11, Phase 2) is an integral component of the ZEPRT project and continues to be planned as a Class I or Class IV multi-use trail designed to accommodate bicyclists, pedestrians, and other non-motorized users. The

Trail cross sections include a minimum 12-foot wide paved surface with 2-foot decomposed granite shoulders and a buffer to separate trail users from rail operations, supporting safety and comfort for a wide range of cyclists.

There are multiple pedestrian and bicycle trail crossing along the Santa Cruz Branch Rail Line. These crossings are designed to improve safe and efficient north-south connectivity across the corridor, including enhanced at-grade and grade-separated crossings, it will include a pedestrian gate arm at both ends of the crossing with emergency swing gates, which are important for closing gaps in the active transportation network.

Station areas will include bicycle parking facilities and improved first/last mile access infrastructure, with potential for integrating wayfinding signage and connections to existing bike routes. Trail segments near station areas will also support direct bicycle access to transit.

Safety benefits for bicyclists include the potential to reduce conflicts with vehicles on local roadways by providing a dedicated, separated facility within the rail corridor. The Coastal Rail Trail will offer an alternative to high-speed, high-traffic roadways for many cyclists commuting or traveling for recreation.

Finally, the project emphasizes integration with the broader active transportation network in Santa Cruz County and includes coordination with local jurisdictions to ensure connectivity and compatibility with existing and planned bikeways.

## **FISCAL IMPACT**

There are no new fiscal impacts associated with receiving an update presentation and reviewing next steps for project development on the Santa Cruz Branch Line related to the Zero Emission Passenger Rail and Trail Project.

## **NEXT STEPS**

As shown in Figure 1, the Project has reached Milestone 4, Draft Project Concept Report, which was released in late July 2025 and includes the preliminary opinion of probable conceptual capital, operations, and maintenance cost estimates. Staff anticipate returning to the Commission in the fall to present the final Project Concept Report after incorporating comments received during Milestone 4.

## **SUMMARY**



Staff provided an update to the BAC regarding the Zero Emission Passenger Rail and Trail Project's concept development. Input and feedback was solicited from the BAC, and additional input can be provided at the virtual open house at [www.zeprt.com](http://www.zeprt.com) or via email to [zeprt@scrtc.org](mailto:zeprt@scrtc.org).