



Santa Cruz County Regional Transportation Commission's
Interagency Technical Advisory Committee (ITAC)

AGENDA
Thursday, August 21, 2025
1:30 p.m.

SCCRTC Conference Room
1101 Pacific Ave, Suite 250A
Santa Cruz, CA

The conference room is located in the middle of the 2nd floor.

Alternative In-Person Location

Caltrans District 5 Office: 50 Higuera St, Room 136, San Luis Obispo, CA

Attendees arriving at this location need to check in at the main building's front desk and ask to meet with Paul Guirguis in Planning Room 136.

Remote Participation

Remote participation for a) members of the public, b) nonvoting committee members/alternates, or c) voting Committee members unable to attend in person due to a disability that prevents them from attending in person; or due to an emergency or for cause per AB2449 (see end of agenda for more information and inform RTC ITAC staff of justification prior to the meeting).

Zoom:

<https://us02web.zoom.us/j/87482198801?pwd=TDNjZDF3aloyenFRRU5OQmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

Alternately participants may dial-in to: 1-669-900-9128

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- *See the end of this agenda for details about access for people with disabilities, translation services and other information.*
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1. Call to Order
2. Roll Call/Introductions
3. Consider any AB 2302/AB 2449 requests by voting members to participate remotely due to "emergency circumstances."
4. Additions, deletions, or other changes to consent and regular agendas

5. Oral Communications on Matters Not on the Agenda

Members of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the discretion of the chair, the amount of time for oral communications may be limited. 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.

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.

6. Approve Minutes of the May 15, 2025 ITAC meeting

7. State and Federal Legislative Updates

REGULAR AGENDA

8. County of Santa Cruz Crash Report

- a. Staff Report
- b. Presentation from Kelly Curlett, Santa Cruz County Public Health and Community Traffic Safety Coalition (CTSC)
- c. [2014-2023 Crash Report](#)
- d. Summary: [English](#) and [Spanish](#)

9. Draft 2025 Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)

- a. Memorandum from Regina Valentine, AMBAG
- b. Presentation

10. North Coast/Highway 1 Transportation Demand Management Plan: Vision and Objectives and Existing Conditions

- a. Staff report, Max Friedman

11. Status of transportation projects, programs, studies and planning documents

- a. Verbal updates from ITAC members

12. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm **September 18, 2025**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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REMOTE PARTICIPATION –Committee Members

This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 (2022) and AB2302 (2024) and as interpreted by Attorney General Opinion 23-1002. Under any circumstance that a member is participating remotely: The members must be 1) connected in real time through both audio and visual means, and 2) they must publicly disclose before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member and the general nature of the member's relationship with that individual.

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 under regular Brown Act rules. OR
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 that requires them to participate remotely;
 - 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.

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 Commission 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. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

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Santa Cruz County Regional Transportation Commission Interagency Technical Advisory Committee (ITAC)

MINUTES

Thursday, May 15, 2025, 1:30 p.m.

In Person: RTC Conference Room, 1101 Pacific Ave, Ste 250A, Santa Cruz

Remote Location: Caltrans District 5, 50 Higuera St, Rm 136, San Luis Obispo

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis (online)
County Public Works	Steve Wiesner
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works	Andrew Lee
Scotts Valley Planning Proxy	Cody Wentworth
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek (AB2449)
University of California Santa Cruz (UCSC)	Georgina Arias

Non-Voting Members/Alternates online *(not AB2449 or Brown Act):*

Kailash Mozumder, Capitola
Casey Carlson, County of Santa Cruz
Derek Touns, METRO

RTC Staff Present: Johnny Esteban (online), Max Friedman, Riley Gerbrandt (online), Rachel Moriconi, Amy Naranjo (online)

Others Present – In Person:

Forrest Baker and Matt Capuzzi, Capuzzi Consulting
Chloe Ortiz, Ecology Action
Ben Finke, METRO Driver/SMART

Others Online:

Tai Bell-Liu (B-Cycle), Steve Davis (Fehr & Peers), Jim Helmer (Ben Lomond resident), Brian Peoples (TrailNow), Michael Pisano (E&DTAC)

- 1. Call to Order:** Chair Starkey called the meeting to order at 1:33 p.m.
- 2. Introductions** were made.
- 3. AB 2449 Remote Participation Request:** Justin Meek participated remotely under AB 2449 "just cause" to care for a family member. Paul Guirguis participated remotely from a location noticed as open to the

public under traditional Brown Act rules. Other members and alternates online attended as non-voting members.

- 4. Additions, deletions, or other changes to consent and regular agendas:** Item 7 was moved to after Item 12. Item 11 was moved ahead of Item 9.
- 5. Oral Communications on Matters Not on the Agenda:** Jim Helmer expressed concerns about Caltrans' speed survey and opposed increasing the speed limit on southbound Highway 17 between Pasatiempo and the Fishhook/Ocean Street exit due to operational conditions, including grade, weaving, merging, and exiting. He supported the Caltrans proposal to reduce the speed limit through the Ben Lomond town center on Highway 9 and advocated for a similar reduction through Brookdale. He requested that speed surveys on Highway 17 reflect new AB 43 implementation guidance. He urged the County and the City of Santa Cruz to hold public hearings. Steve Wiesner and Paul Guirguis discussed the timing for the County to submit comments.

CONSENT AGENDA

ITAC members unanimously approved a motion (Guirguis/Gallogly) approving the consent agenda and amended minutes with members Guirguis, Valentine, Arias, Urgo, Wiesner, Gallogly, Starkey, Fontes, Lee, Wentworth, and Meek voting "aye".

6. Approved amended Minutes of the April 17, 2025 ITAC meeting

The minutes were updated per Paul Guirguis's request that Item 10 include: "Caltrans will consider any comments received from the County and City prior to finalizing the draft speed limit recommendations."

REGULAR AGENDA

- 7. Status of transportation projects, programs, studies and planning documents** – *Moved to after Item 12*
- 8. Zero Emission Passenger Rail and Trail Project Updates**

RTC Engineer Riley Gerbrandt provided an update on the Zero Emission Passenger Rail and Trail Project (ZEPRT) concept report, including input received, alignment options through Watsonville (e.g., West Beach trail, connections to other trails, and potential Walker Street station locations). RTC will release a Request for Proposals (RFP) for further evaluation of trail Segment 18 and possibly Segments 17 and 19, including connections to Pajaro. He also described Santa Cruz area rail and trail design options,

including Beach Street/Boardwalk at-grade and elevated track option reviewed for emergency access, maintenance, and operations.

9. Rural Highway Safety Plan Existing Conditions – Moved after Item 11

RTC Planner Max Friedman and Steve Davis (Fehr and Peers) presented the Rural Highway Safety Plan existing conditions report. The plan aims to eliminate traffic fatalities and serious injuries on state highways in unincorporated areas. Crash data analysis included information on crash exposure and the identification of eight primary crash profiles. The project team is identifying priority areas for potential safety projects, considering both risk factors and community input. The team is gathering input on transportation safety measures and crash locations through workshops and online surveys, with the goal of developing a list of priority projects by summer 2025. A committee member noted the lack of facilities for pedestrians and cyclists on Highways 152 and 129. Jim Helmer suggested that the plan include removing a tree that blocks a crosswalk and flashing beacon on Highway 9 in Ben Lomond.

10. Framework for Equity-Oriented Project Evaluation – Moved to after Item 9

Johnny Esteban presented equity-focused evaluation criteria that could be used to provide an equity score for transportation projects and actions. Proximity to and level to which a project serves an equity priority community, identified in maps previously reviewed by the committee and RTC board, would be a primary consideration integrated into all criteria, with other project benefits weighted: access (25%), safety (25%), inclusive engagement (15%), health (10%), system preservation and resilience (10%), climate impacts (10%), and affordability/economics (5%). Specific rubrics are also being developed. Committee feedback included concerns about the complexity of scoring projects, if location is the only criteria that will be considered, questions about specific types of projects, such as crosswalks and lighting, and using Highway Safety Improvement Program (HSIP) methods to evaluate safety benefits of countermeasures. Johnny will refine the framework based on input.

11. 2025 Consolidated Call for Projects – Moved before Item 9

Amy Naranjo outlined the draft evaluation criteria, anticipated funding amounts, timeline, eligibility categories, and application and review process for the RTC's biennial call for projects. Proposed evaluation criteria include project benefits (access, safety, health, equity, system performance, preservation, climate change, and resiliency) and project characteristics (complete streets, consistency with plans, scale of benefits, funding plan, project readiness, and public engagement). Available funds

include State Transportation Improvement Program (STIP), SB1-Local Partnership Program formula (LPP-f), and Regional Surface Transportation Program Exchange (RSTPX). The draft estimate for STIP funding will be available in June and the amount of RSTPX funding available for programming (\$3-8 million) is contingent on FEMA reimbursement decisions for rail line storm damage repairs. She invited committee members to provide feedback on the criteria, scoring, and schedule.

Staff noted that the RTC may submit applications for several regional projects, including projects also funded by Measure D-regional funds. Steve Wiesner stated that the county would not be able to meet an August 27 application deadline and recommended that the schedule be extended by one month. ITAC members and staff discussed the timing of California Transportation Commission (CTC) actions and that new STIP funds may not be available until FY29/30-30/31; Measure D 5-year plans, financing, and grants for regional projects. Staff recommended that project sponsors identify and submit applications for priority projects that advance Regional Transportation Plan (RTP) goals, meet evaluation criteria and can be delivered within the next two to five years.

Committee members suggested downstream benefits and gap closures be considered as part of "System Performance" evaluation criteria and enhancing the cost-effectiveness of the transportation system and assets (such as giving credit for projects that lower long-term maintenance costs) being considered under "System Preservation and Infrastructure." Several attendees appreciated Amy for her presentation.

ITAC Members Guirguis, Valentine, Arias, Uργο, Weisner, Gallogly, Starkey, Fontes, Lee, Wentworth, and Meek approved the motion (Wiesner/Gallogly) recommending that the schedule be modified to give agencies an additional month to submit applications, pushing out review by RTC advisory committees to October and November, and the RTC public hearing in early December, with Paul Guirguis providing a friendly amendment to allow some timeline flexibility.

12. Transportation Funding Updates

Rachel Moriconi highlighted some current funding opportunities and deadlines, including Safe Streets for All (SS4A), Affordable Housing and Sustainable Communities (AHSC), AB2766 Emission Reduction Grants, Environmental Enhancements and Mitigations (EEM), and other programs listed in the agenda packet. She emphasized California Transportation Commission (CTC) deadlines for SB1 Local Street and Road (SB1-LSR)

project lists, noting that some agencies adopt their SB 1-LSR lists at the same time as their annual budgets, Capital Improvement Programs or Measure D 5-year plans.

7. Updates on Projects

ITAC members provided brief updates on their current transportation projects.

- **Watsonville:** Murray Fontes reported on the Highway 1/Harkins Slough pedestrian overcrossing, street resurfacing, and signal coordination projects. Justin Meek noted its partnership with Metro on an AHSC grant application, including approximately \$3 million for the Main Street road diet elements. He appreciated Riley for outreach in South County.
- **Santa Cruz:** Matt Starkey and Claire Gallogly reported the Downtown Expansion Plan was approved and the Rail Trail Segment 7 ribbon cutting set for May 21 at 8:30 AM.
- **Caltrans:** Paul Guirguis noted that requests letters of support for SS4A grants are due to Caltrans by end of May.
- **SCCRTC:** Rachel Moriconi noted there is a North Coast TDM Workshop on May 29, the Go Santa Cruz County Bike Incentive Program is launching in June, and provided invoice and documentation reminders for expenditures, including taking before/after photos, signage, articles, and other notices informing the public of projects funded by Measure D.
- **Capitola:** Kailash Mozumder shared via RTC staff that its 2025 Pavement Management Program is starting later this summer; 41st Avenue Corridor Planning with Caltrans is underway; and the Park Avenue traffic calming project is on hold.

13. Next Meeting and Future Items:

The next ITAC meeting was moved to **2:30pm on June 12, 2025**, at the RTC conference room, one week earlier and one hour later than usual. Meetings may be canceled if there are no action items.

The meeting adjourned at 3:58 p.m.

Minutes respectfully submitted by Rachel Moriconi, Senior Transportation Planner

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TO: Interagency Technical Advisory Committee (ITAC)

FROM: Max Friedman, Transportation Planner

RE: State and Federal Legislative Updates

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive updates on the current state and federal legislative and budgetary landscape and potential impacts on transportation planning, projects, programs and operations.

BACKGROUND

The Regional Transportation Commission (RTC) monitors state and federal legislative and administrative actions that could impact transportation funding or project implementation in Santa Cruz County. Legislative priorities are identified in the RTC's annual [Legislative Platform](#).

DISCUSSION

The following is an update on the evolving state and federal legislative and budgetary landscape and potential impacts on transportation planning, projects, programs and operations.

State Budget

Following negotiations between the Legislature and Governor Newsom, the FY25/26 state budget was enacted on June 30, 2025.

Despite a \$12 billion dollar shortfall and many budget cuts, the transportation budget remains largely unchanged. A summary of some of the transportation elements of the budget that could support local transportation projects is included in [Attachment 1](#).

A few highlights of the adopted budget and budget trailer bills include:

- Additional \$100 million for the Active Transportation Program (ATP), bringing the total to \$650 million.
- Allocation of previously approved funding to support transit capital projects and operations, including local shares of Transit and Intercity Rail Capital

Program (TIRCP) and zero-emission transit funds that RTC programmed to local projects in December 2023.

- Modifications to the California Environmental Quality Act (CEQA) to exempt certain infrastructure, housing, and community-serving projects from environmental review.
- A shift of \$1 billion from the General Fund to the Greenhouse Gas Reduction Fund to support CAL FIRE activities in 2025-26. The Budget also shifts \$1.25 billion in 2026-27, \$500 million in 2027-28, and \$500 million in 2028-29 for this purpose if the General Fund is projected to be in a deficit.
- While extension of the Cap-and-Trade program for greenhouse gas emission (also referred to as Cap-and-Invest or the Greenhouse Gas Reduction Fund (GGRF)) was not included in the approved budget, the Governor's administration has committed to continuing to work over the summer with the legislature to extend and modify the program, which currently expires in 2030. Transportation coalitions statewide have been advocating to increase the amount of the revenues allocated to transportation programs. The Governor has proposed significant increases in cap-and-trade funding for fire programs and maintains that at least \$1 billion annually should be provided for the High-Speed Rail Project.
- The enacted budget defers to the summer allocation of funds from the \$10 billion climate bond passed by voters under Proposition 4.

State Legislation

The 2025 California legislative session will end on September 12. The Governor has until October 12 to sign or veto bills. The State Assembly and State Senate had until June 6, 2025, to pass bills out of their "house of origin" and pass them onto their counterparts, respectively or otherwise turn them into a "two-year" bill. When a bill is made into a two-year bill, it means that the bill will not expire at the end of the legislative session. Instead, it will remain under consideration under both years of this two-year legislative session. Due to the complexity and controversial nature of a bill, the legislature may want to give it more time to be evaluated.

A few bills of interest that staff has been tracking this year that could impact local transportation projects or programs and/or special districts, like the RTC, are listed below, with a summary of some of the additional bills RTC staff has been monitoring included in Attachment 2.

- Brown Act/Open meetings bills:
 - AB 259: Rubio, Blanca: Open meetings: local agencies: teleconferences. This bill would extend to 2030 current law that allows local legislative bodies to use alternative teleconferencing under specific conditions, including having a quorum attend in person at a public location within the agency's jurisdiction. These

provisions are currently set to expire on January 1, 2026. This bill is sponsored by the California Special Districts Association.

- SB 707: This bill significantly expands the Brown Act by requiring all eligible local legislative bodies (including special districts and advisory committees) to offer two-way phone or audiovisual public access, captioning, public comment on every agenda item, and agenda translations for any language spoken by at least 20% of residents. This bill is opposed by the California Special Districts Association because it imposes a myriad of new requirements on all special districts. While many of the requirements are consistent with goals listed in the RTC's Nondiscrimination Plan (including Language Access Program), it would set more strict requirements.
- SB 239: Open meetings: teleconferencing: subsidiary body. This bill would allow advisory groups to hold meetings virtually when the agenda is properly posted and group members have their cameras on during the meeting. The bill is currently in the Senate inactive file.
- AB 810: This bill would add special districts, joint powers authorities (JPAs), and other political subdivisions to the list of local agencies required to use “.gov” or “.ca.gov” domain names for internet websites and email addresses accessible to the public.
- AB 1014: This bill would authorize Caltrans to reduce speed limits by five miles per hour in specific situations. These include safety corridors, areas with high pedestrian and bicycle activity, and business activity districts on non-freeway highways. It also allows Caltrans to retain or reinstate a previously established speed limit on a non-freeway highway if no new general-purpose lanes have been added since the last engineering and traffic survey.

Federal Activities

On the Federal level, agencies nationwide are continuing to monitor the high volume of executive orders, lawsuits, policy changes, and actions included in the federal budget and proposed appropriations bills.

Federal Grants: Earlier this year the U.S. Department of Transportation divisions were directed to reevaluate projects approved for competitive grants since 2021.

Grants for local projects previously approved that are now moving forward include:

- \$35 Million MEGA to Caltrans for construction of the Highway 1 Freedom-State Park Auxiliary Lanes and Bus-on-Shoulder project. Caltrans is working with RTC and FHWA to finalize the agreement.

- \$20,381,950 to Santa Cruz Metropolitan Transit District (METRO) from the [Bus and Low and No Emission Grant Program](#) for fuel cell electric buses to replace 12 diesel and CNG-fueled buses, build a hydrogen fueling station and make facility upgrades to accommodate new buses and develop a workforce training program. METRO was able to obligate these funds and does not anticipate them to be at risk.
- \$19.5 Million BUILD (formerly RAISE) for Trail Segments 8-12. In early June the RTC received notice that the grant can move forward and staff is working with FHWA and Caltrans staff to develop the grant agreement. In order to maximize efficiencies, the overall funding plans for each segment are being updated and the federal funds will be focused on just one or two of the projects in this area. The City of Santa Cruz, with support from the RTC, has also submitted an application for the Safe Streets for All program for Segments 8-9 in late June 2025; awards are anticipated to be announced later this year.

Unfortunately, based on a [massive recission](#) included in the federal budget reconciliation bill approved in July (see below), Watsonville's \$2,355,319 Reconnecting Communities grant awarded for its *Strengthening Watsonville Neighborhoods: Feasibility Study for Equitable, Just, Safe and Prosperous Future for All* is at risk.

Budget Reconciliation Bill (07/04/2025)

On July 4, President Trump signed the budget reconciliation package into law, also referred to as the "One Big Beautiful Bill" act or "OBBB," which includes sweeping changes to tax policy and mandatory spending. The bill cut funding for several transportation programs, including rescinding funds for several competitive grants previously promised to awarded grantees. Impacted programs include:

- Up to \$2.4 billion to be rescinded from the Neighborhood Access & Equity Program, which provided additional funding for the Reconnecting Communities program aimed at helping communities repair the damage of divisive infrastructure.
- \$1.9 billion from the Low-Carbon Transportation Materials Program to support non-state agencies (cities, counties) in building infrastructure using a less emissions-intensive concrete and asphalt mix.
- \$454 million for projects funded by the Clean Heavy Duty Vehicles Program.
- Over \$20 billion in funding for the Greenhouse Gas Reduction Fund, a program administered by the Environmental Protection Agency (EPA) to support climate infrastructure and emissions-reduction projects, many of which included local clean transportation investments.

- Several electric vehicle (EV) tax credits established by the 2022 Inflation Reduction Act (IRA); elimination of the \$7,500 tax credit for new EVs and the \$4,000 credit for used EVs and commercial vehicles; and elimination of tax credits for EV charging infrastructure under the Alternative Fuel Vehicle Refueling Property Credit program.

Tax Exempt Status of Municipal Bonds: In a legislative win for special districts and other local governments, the final package maintained the tax-exempt status of municipal bonds. By preserving this exemption, the bill ensures that agencies can continue to issue municipal bonds to finance public infrastructure projects at a lower cost to taxpayers. This includes investments in transportation infrastructure, water systems, public safety facilities, schools, hospitals, and other essential services.

The bill did not address annual appropriations, leaving Congress with limited time to avoid a government shutdown before the Federal Fiscal Year 2025-2026 begins on October 1, 2025.

Transportation Reauthorization

The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), is set to expire in September 2026.

Reauthorization is the process by which Congress renews and updates federal transportation programs. This determines how funding is distributed and what policies govern its use, including the flow of federal dollars to state and local agencies.

Congress has begun laying the groundwork for the next transportation bill. In the spring, stakeholders submitted their reauthorization priorities to the House Transportation & Infrastructure (T&I) Committee. Congressional offices followed with their own recommendations to both the Senate Environment and Public Works (EPW) Committee and House T&I in May. Through June and July, committee staff have reviewed these submissions and conducted "America Builds" stakeholder meetings. Legislative drafting is underway and floor consideration could begin in early 2026, though this timeline remains ambitious and subject to delay. Key congressional leaders have expressed a desire to pass the bill on time and in bipartisan fashion. The approaching November 2026 midterm elections add further urgency to signing the bill.

USDOT Launches 'SAFE ROADS' Campaign

On July 1, 2025 Secretary Duffy launched the Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS) initiative aimed at reducing fatalities on non-freeway arterials, where over half of all US roadway deaths occur. Secretary Duffy requested that each state, in coordination with regions, submit a list of arterial segments and intersections

with significant safety, operational, or compliance concerns within 60 days. States and Metropolitan Planning Organizations are expected to use available crash data, safety assessments, and operational analysis to identify these segments, with the goal of completing targeted improvements by the end of Fiscal Year 2026. The initiative outlines three core goals:

- Get “back to basics” with data-driven investments targeting real-world safety risks
- Empower States and Local Governments to simplify roadway environments to support safe and predictable operations
- Make roads safer and easier to navigate for all users, including pedestrians, drivers, and automated vehicles

SUMMARY

The RTC monitors and engages in discussions surrounding legislative and state budget proposals which may impact or benefit regional transportation projects and planning.

This report provides a summary of recent state and federal legislative activities that could impact local transportation projects and programs.

Attachment

1. State Budget Summary
2. State and Federal Bills

<https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/Legislation/2025/StaffReports/LegisUpdate-Aug2025-SR.docx>

Fiscal Year 2025/2026 California Budget: Transportation Highlights

On June 30, 2025, Governor Newsom signed the package of bills that make up the Fiscal Year 2025-2026 State Budget, which took effect immediately upon signature. A number of details remain to be worked out through subsequent legislative action throughout the summer or fall.

While the 2025-26 fiscal year began July 1st, ongoing uncertainty over federal funding has raised the possibility of a special session to revisit the budget later in the year when the picture is clearer.

Transportation (*Trailer Bill SB 128*)

- Retains approximately \$1.5 billion for transit service providers that the Governor proposed to cut in the May Revision budget proposal.
- Adds \$100 million for the Active Transportation Program, which encourages projects that increase the use of active modes of transportation, such as walking and biking.
- Establishes a voluntary VMT mitigation bank that allows counties to direct their required transportation VMT mitigation funding to a program that funds infill affordable housing projects and related infrastructure projects in their region. Staff will monitor state guideline development to ensure the variety of VMT mitigation quantification and cost estimation methodologies that will be adopted are relevant and useful for local agencies.
- Cap & Trade: Defers reauthorization of the state's Cap-and-Trade / Greenhouse Gas Reduction Fund (GGRF) program (first established in 2012), along with most future allocations of funds derived from the program. The capital augmentations that were promised to begin in 2025-26 for transit capital programs funded with Greenhouse Gas Reduction Funds (GGRF) were not included in the FY25/26 budget, though were restored by the Legislature using General Fund commitments to the transit capital program. The final outcome of the amount of GGRF commitments that will be available is subject to the ongoing negotiations between the Legislature and Administration on the program extension. In recent years, the cap-and-trade program has generated approximately \$3 billion annually. This includes funds that have been allocated to High Speed Rail, *Affordable Housing and Sustainable Communities* (AHSC), Transit and Intercity Rail Capital

Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), Safe Drinking Water and various discretionary programs administered by CARB.

- New this year, the budget directs \$1 billion from the GGRF for CAL FIRE operations. The budget act also designates \$1.25 billion for the 2026-27 budget year, \$500 million for 2027-28 and \$500 million for 2028- 29 if the General Fund is projected to be in a deficit. If the General Fund is not projected to be in a deficit, then it reduces the allocations from the GGRF to CAL FIRE to \$500 million in the 2026-27 budget year and defers future year allocations. The Legislature rejected the Governor's May proposal to allocate \$1.5 billion annually through 2030.

Climate Change (SB 127)

- Amends the Clean Transportation Program at the California Energy Commission (CEC) to eliminate the restriction that block grants or incentive programs be administered by public entities or not-for-profit technology entities and authorizes funding for block grants or incentive programs for zero-emission vehicle infrastructure.
- Appropriates \$132 million for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).
- Proposition 4 Climate Bond Implementation: The final budget agreement rejected the Governor's proposed spending plan for the \$10 billion climate bond passed by voters under Proposition 4 and defers details on future expenditures to future budget deliberations.

California Environmental Quality Act (CEQA)

Numerous changes were made to CEQA in Senate Bill 131. Some of the changes that could apply to transportation projects include:

- Vests responsibility for determining whether a project is exempt from CEQA in the lead agency.
- Exempts from CEQA:
 - Broadband projects along or within 30' of the right of way of any public road or highway.
 - Updates to the state's climate adaptation strategy.

- Actions and approvals related to planning, design, site acquisition, construction, operation or maintenance of a public park or nonmotorized recreational trail funded by Proposition 4.
- Construction or operation of a heavy maintenance facility or passenger rail station that serves high speed rail.

Attachment 2

California Legislation Monitored by RTC (2025)									
See also: https://calcog.org/bill-tracker/									
Bill	Author	Subject	Description	Short Summary	Status	CTC Position	SHCC Position	CalCOG Position	Other Positions (e.g. who else is supporting or opposing)
AB 289	Haney (D)	State highway work zone speed safety program	Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations.	Speed limit reduction. This bill authorizes the Department of Transportation to implement a speed safety system pilot program in state highway construction zones, similar to an existing program in Malibu, with up to 125 systems in place until January 1, 2032.	(Engrossed) 2025-08-13 - In committee: Hearing postponed by committee.		Recommend Support		
AB 259	Rubio, Blanca	Open meetings: local agencies: teleconferences.	Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.	Brown Act Modernization. This bill removes the 2026 expiration date on a Brown Act revision that allows for teleconferencing if twice a year if a quorum is met at the physical location of the meeting.	7/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)		Watch		
AB 891	Zbur	Transportation: Quick Build Project Pilot Program.	Would establish the Quick-Build Project Pilot Program within the Department of Transportation's maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide.	Would require Caltrans to develop a program for quickbuild highway projects and require them to commit funding to a minimum 6 statewide.	(Engrossed) 2025-08-13 - In committee: Hearing postponed by committee.		Watch		CA Bike Coalition supporting
AB 902	Schultz	Transportation planning and programming: barriers to wildlife movement.	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate.	This bill updates requirements for RTP and sustainable communities strategies to include considerations for wildlife and habitat connectivity. Under current law, RTPs must support a coordinated and balanced regional transportation system and include an SCS to help meet state-mandated greenhouse gas reduction targets for 2020 and 2035. This bill proposes RTPs and SCSs must identify and analyze connectivity areas, permeability, and natural landscapes within the region. They must also assess the impacts of transportation infrastructure and development on wildlife and habitat connectivity. MPOs and regional transportation agencies must incorporate appropriate policies, consult with relevant entities, and use the best available science to support these efforts.	(Engrossed) 2025-07-10 - Read second time and amended. Re-referred to Com. on APPR.		oppose unless amended		

AB 939	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Authorizes a bond for \$20 billion towards many categories that could apply to our own projects including active transportation and passenger rail.	(Introduced) 2025-03-10 - Referred to Com. on TRANS.		Watch		
AB 119		CalWORKS	This bill would specify that CalWORKS transportation services may include bus passes, mileage reimbursement, and car ownership programs, among other things, and would also specify that transportation costs include the payment for transporting a participant's children, as specified. The bill would require all payments for transportation to be advanced to participants, as specified.	Transportation-related elements: This bill would specify that CalWORKS transportation services may include bus passes, mileage reimbursement, and car ownership programs, among other things, and would also specify that transportation costs include the payment for transporting a participant's children, as specified. The bill would require all payments for transportation to be advanced to participants, as specified.	(Engrossed) 2025-07-16 - Read second time. Ordered to third reading.				
AB 810	Irwin	Local government: internet websites and email addresses.	This bill adds special districts, joint powers authorities (JPAs), and other political subdivisions to the list of local agencies required to use ".gov" or ".ca.gov" domain names for internet websites and email addresses accessible to the public.	AB 810 would mandate special districts, JPAs, and other political subdivisions of the state to, no later than January 1, 2031, transition their website URLs to end in ".gov" or ".ca.gov," and would similarly require the transition of all agency emails to end in ".gov" or ".ca.gov."	5/24/25-expected to be considered by Approps				CSDA-opposing
AB 1014	Rogers (D)	Traffic safety: speed limits	Authorizes Caltrans to lower speed limits by five mph under the following circumstances: a) In an area designated as a safety corridor, as determined by the CA MUTCD; b) In an area with a high concentration of pedestrians and cyclists; c) In a business activity district on a highway that is not a freeway; and, d) To maintain or go back to a preexisting speed limit set on a highway that is not a freeway by a prior ETS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.	Extends to the Department of Transportation (Caltrans) the authority given to local authorities to lower speed limits by five miles per hour (mph).	(Engrossed) 2025-07-08 - Read second time. Ordered to third reading.				
AB 1058	Gonzalez, Jeff (R)	Motor Vehicle Fuel Tax Law: suspension of tax.	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.	This bill would suspend the imposition of the tax on motor vehicle fuels for one year.	(Introduced) 2025-03-10 - Referred to Com. on TRANS.		recommend oppose		
AB 1243	Addis	Polluters Pay Climate Superfund Act of 2025.	Would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.	The Polluters Pay Climate Superfund Act of 2025 establishes a program requiring fossil fuel polluters to pay for the environmental damage caused by their emissions between 1990 and 2024. Administered by the California Environmental Protection Agency, the program would reduce the financial burden on California taxpayers. The bill requires the agency to publish a list of responsible parties—entities with a majority stake in fossil fuel businesses that emitted over 1 billion metric tons of greenhouse gases during this period.	(Introduced) 2025-04-29 - In committee: Set, first hearing. Hearing canceled at the request of author.		Watch		
SB 79	Wiener	Planning and zoning: housing development: transit-oriented development.	Current law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law defines "agency's use" for these purposes to include land that is being used for agency work or operations, as provided. Current law exempts from this definition of "agency's use" certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, "agency's use" may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of "agency's use," as described above.	Current law requires local agencies to follow specific procedures for disposing of surplus land, defined as land owned by the agency that is no longer needed for its operations. The law excludes certain commercial or industrial uses from the definition of "agency's use," with exceptions for districts focused on transportation systems. This bill expands the definition of "agency's use" to include land leased for public transit operations.	(Engrossed) 2025-07-17 - Read second time and amended. Re-referred to Com. on APPR.		Watch		

SB 239	Arreguin	Open meetings: teleconferencing: subsidiary body.	The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.	Brown act modernization. Current law allows some neighborhood city councils to use alternative teleconferencing provisions, with certain conditions, until January 1, 2026. This bill extends those provisions to subsidiary bodies, requiring them to post agendas at the primary physical location and have members appear on camera during publicly accessible online meetings.	(Introduced) 2025-06-03 - Ordered to inactive file on request of Senator Arreguin.		Watch		
SB 445	Wiener	Sustainable Transportation Project Permits and Cooperative Agreements.	The California Environmental Quality Act (CEQA) requires lead agencies to prepare environmental impact reports for projects that may significantly affect the environment, or adopt a negative declaration if no such impact is found. If a project could cause environmental harm but can be revised to avoid or mitigate that impact, a mitigated negative declaration is required, provided there is no substantial evidence of significant effects. CEQA exempts certain transportation-related projects from its requirements until January 1, 2030, including those that expand public transit using low- or zero-emission vehicles on existing rights-of-way. A new bill mandates that lead agencies notify third-party entities—such as local agencies, utility companies, or telecom providers—if their facilities need to be used or modified for sustainable transportation projects. The bill defines “sustainable transportation project” as one led by a public agency and meeting certain criteria, including those exempt from CEQA.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare an environmental impact report or adopt a negative declaration for projects that may significantly affect the environment. CEQA exempts certain transportation-related projects, such as public transit projects using low-emission or zero-emission vehicles, from its requirements until January 1, 2030. This bill would require a lead agency to notify third-party entities (local agencies, electrical corporations, or telecommunications providers) about the need to use or alter their facilities for sustainable transportation projects. A “sustainable transportation project” is defined as one that meets specified criteria and is exempt from CEQA.	(Engrossed) 2025-07-17 - Read second time and amended. Re-referred to Com. on APPR.		Recommend Support		
SB 496	Hurtado	Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	Establishes an Appeals Advisory Committee by which local agencies may request a review of exemption request denials. This ensures transparency while protecting due process for those seeking further review. Averts acquisition of ZEVs until it is possible to install the infrastructure required to use them.	Modifies zero emissions vehicle (ZEV) mandates on state and local fleets imposed by the 2023 California Air Resources Board (CARB) Advanced Clean Fleets (ACF) regulation that generally requires a phased transition of medium- and heavy-duty fleets from internal combustion engines (ICEs) to zero-emission vehicles (ZEVs) by 2045.	Passed unanimously out of two policy committees, awaits vote in the Senate Appropriations Committee (currently on the “suspense file.”)				CSDA-Support
SB-512	Pérez	District Elections: Initiatives	This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. To the extent the bill would increase the duties of county elections officials, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Clarifies that voter initiatives can be used to raise transaction and use taxes for transportation projects. Sponsored by the SHCC.	(Engrossed) 2025-07-17 - Read second time and amended. Re-referred to Com. on APPR.				
SB-769	Anna Caballero (D-Merced)	Golden State Infrastructure Corporation Act	This legislation establishes the Golden State Infrastructure Corporation within the State Treasurer's Office as a nonprofit entity to finance infrastructure projects, governed by a board made up of state officials and appointees with relevant experience. The Corporation is empowered to make loans, issue bonds, and finance public infrastructure, while shielding the state from liability and exempting the Corporation from most taxes. It must maintain transparency through a public website and reports, although certain financing records are exempt from public disclosure to protect private financial information. The Corporation can finance infrastructure projects involving public or private entities upon board approval and may issue bonds without obligating the state to repay them. A dedicated fund is created to support its operations, with the law emphasizing the urgent need to enhance California's infrastructure to support economic and population growth.	Would establish the Infrastructure Corp within the State Treasurer's Office to offer flexible financing for infrastructure projects.	(Engrossed) 2025-07-08 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 8). Re-referred to Com. on APPR.				

SB741	Blakespear	Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor	This bill expands an existing exemption from coastal development permits to include emergency projects by public agencies to maintain, repair, or restore railroad tracks along the Los Angeles-San Diego-San Luis Obispo Rail Corridor and other coastal projects that are preventative.	(Engrossed) 2025-07-03 - July 7 set for first hearing canceled at the request of author.				
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TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC Staff
RE: Community Traffic Safety Coalition 2014-2023 Crash Report

RECOMMENDATION

Staff recommends that RTC advisory committees receive information on the Community Traffic Safety Coalition (CTSC) 2014-2023 Crash Report.

BACKGROUND

The Community Traffic Safety Coalition (CTSC) is a collaborative group of community organizations, government agencies, and businesses, including representatives of law enforcement, transportation, public works, education, health and injury prevention, parents, advocates, retailers, and manufacturers. The CTSC is staffed by employees of the Santa Cruz County Health Services Agency's (HSA) Public Health Division and works to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking.

DISCUSSION

The Santa Cruz County CTSC has developed a county-wide crash report ([Attachment 1](#)) to highlight the impacts of crashes in Santa Cruz County. **County Public Health staff will present information on the 2014-2023 Crash Report at this meeting.**

The Crash Report includes data on fatal and serious injury crashes involving pedestrians, bicyclists, and motor vehicles reported to law enforcement from 2014-2023. It also features Santa Cruz County's crash rankings from the California Office of Traffic Safety. Overview documents in English and Spanish are included in [Attachment 2](#). The CTSC is seeking support for traffic safety efforts and assistance to prevent crashes.

SUMMARY

The Community Traffic Safety Coalition (CTSC) will present its recently completed 2014–2023 Crash Report at this meeting.

Attachments:

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



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

July 2025

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Community Traffic Safety Coalition 2014–2023 Crash Report



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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.¹

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.^{2,3} There were 12 reported bicyclist fatalities and 242 serious injuries, and 65 reported pedestrian fatalities and 188 serious injuries.²

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.⁴ 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

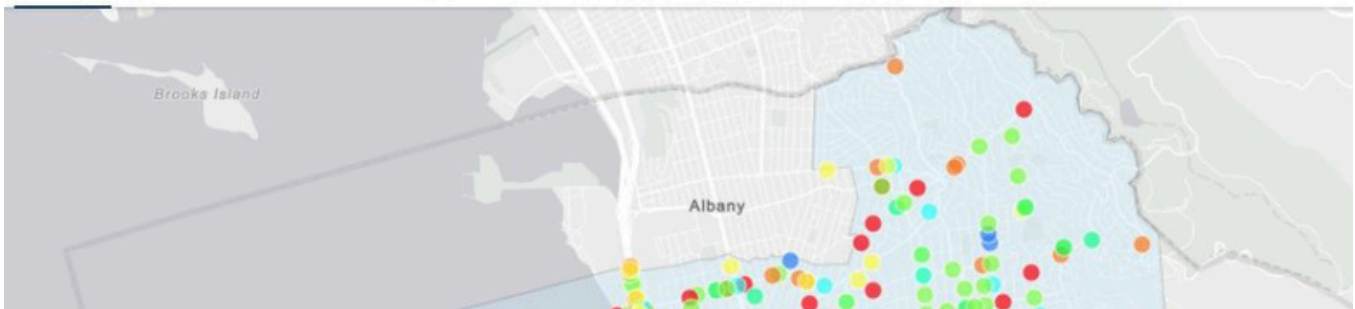
This report presents the results from the 2022 statewide Office of Traffic Safety (OTS) Crash Rankings. The data for these rankings are collected from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS).

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 23rd and 52nd, 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 2022.¹ This is especially alarming since **speed is a major factor** in fatal crashes, contributing to 29% of fatalities in the U.S. in 2023.⁵

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

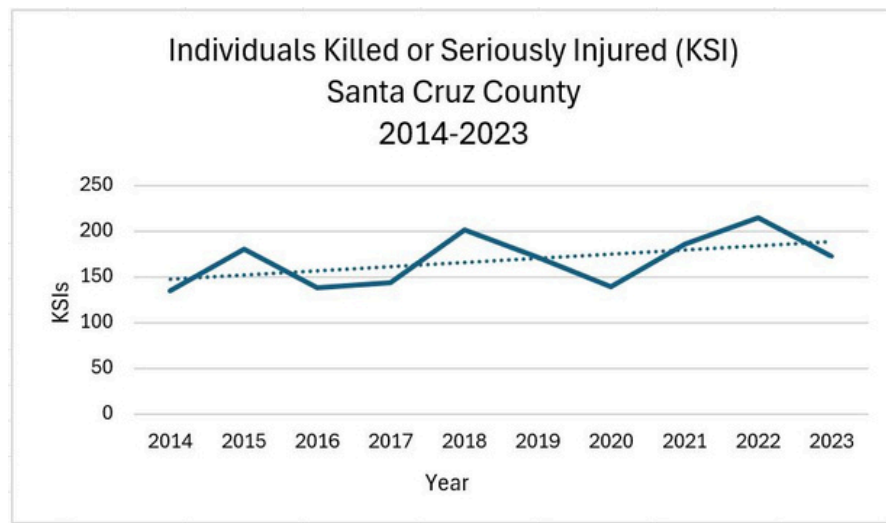
The OTS crash rankings are only indicators of potential problems—there are many factors that may either understate or overstate a county ranking that must be evaluated based on local circumstances. **A factor for consideration** for Santa Cruz County is the large number of people who bike and walk in 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.²

[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).^{2,7}



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** 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%)

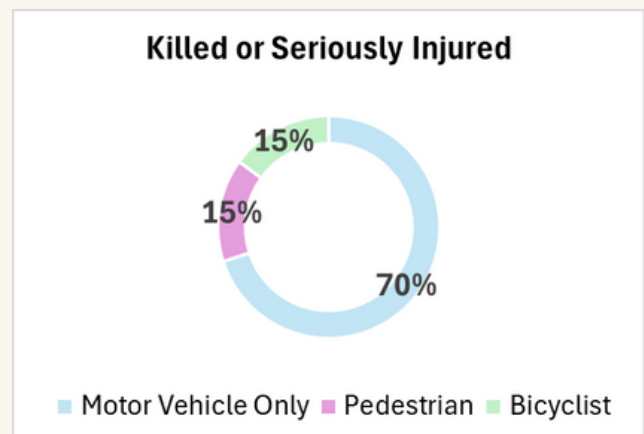
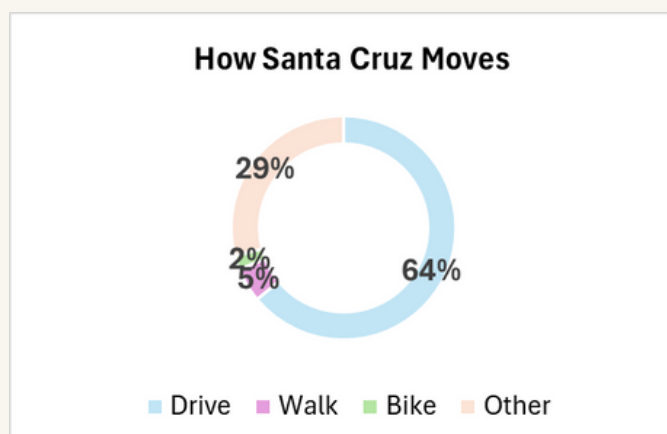
* CHP defines a “suspected serious injury” as an injury resulting in severe lacerations, broken bones, crush injuries, unconsciousness at the scene, paralysis, and any other injury resulting in possible severe internal injury or significant blood loss.⁶

**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.⁶

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.^{2,3} 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



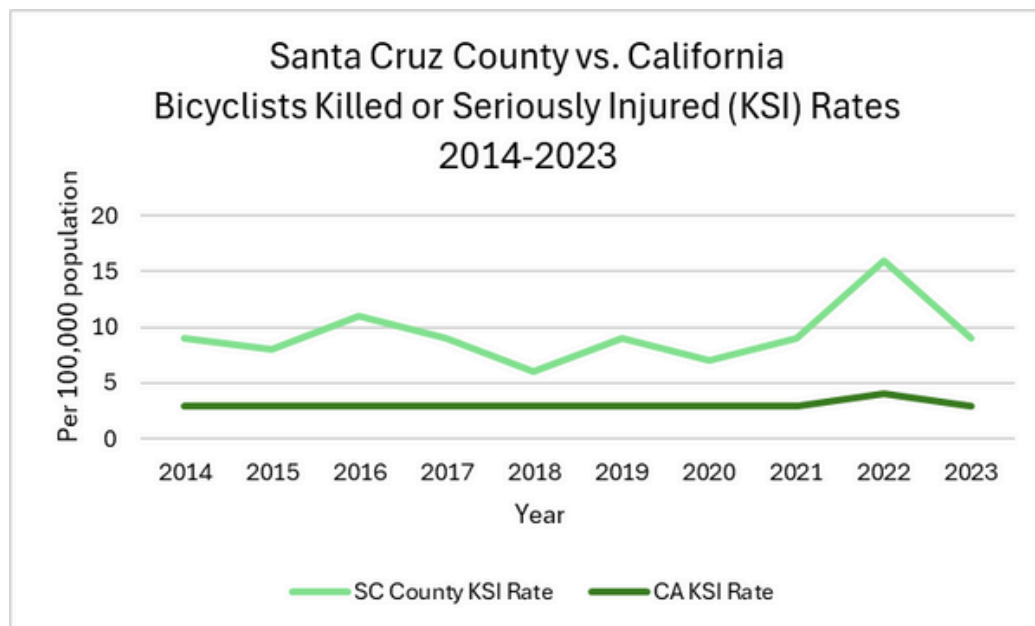
"It's critical to build new infrastructure as well as redesign our streets to be inclusive of all modes, including bicycling and walking. Increases in active transportation improve physical and mental health, protect the environment, and promote social engagement and a thriving local economy. It's about 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.^{2,7}



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

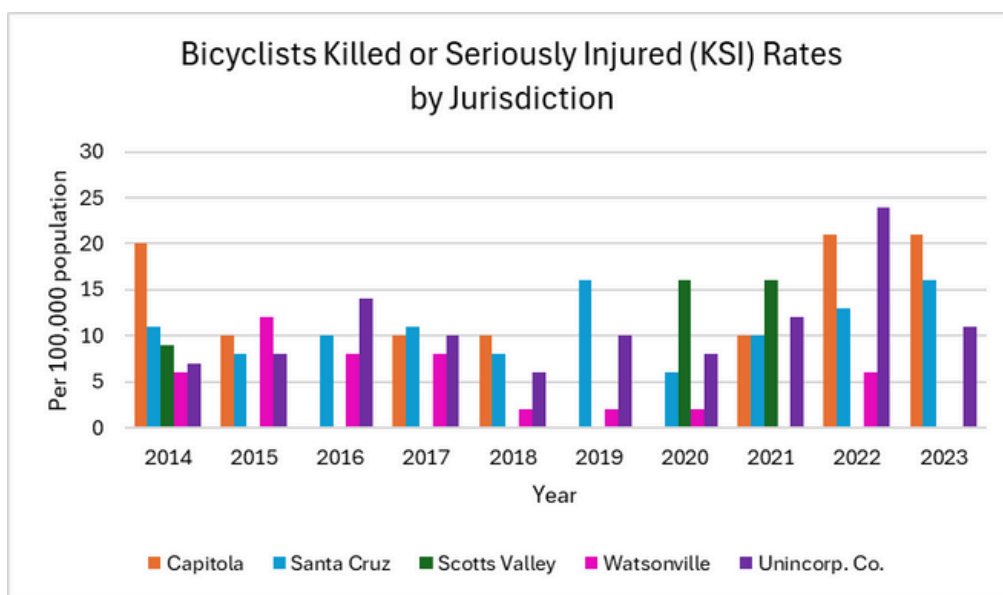
Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
killed only count	2	0	3	1	1	2	1	1	1	0

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.^{2,7}

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

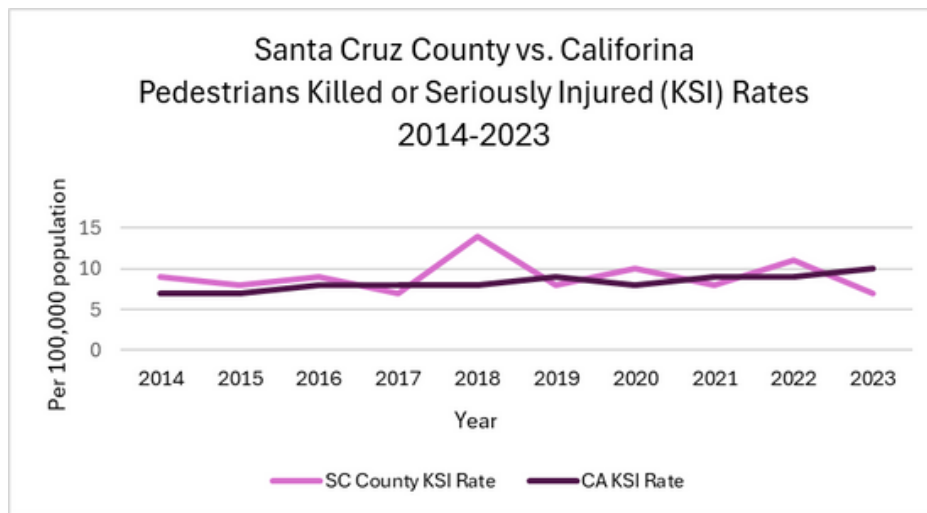
Jurisdiction	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Capitola KSI count	2	1	0	1	1	0	0	1	2	2
Rate	20	10	0	10	10	0	0	10	21	21
Santa Cruz KSI count	7	5	6	7	5	10	4	6	8	10
Rate	11	8	10	11	8	16	6	10	13	16
Scotts Valley KSI count	1	0	0	0	0	0	2	2	0	0
Rate	9	0	0	0	0	0	16	16	0	0
Watsonville KSI count	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 killed only count by jurisdiction 2014–2023	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.^{2,7}



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

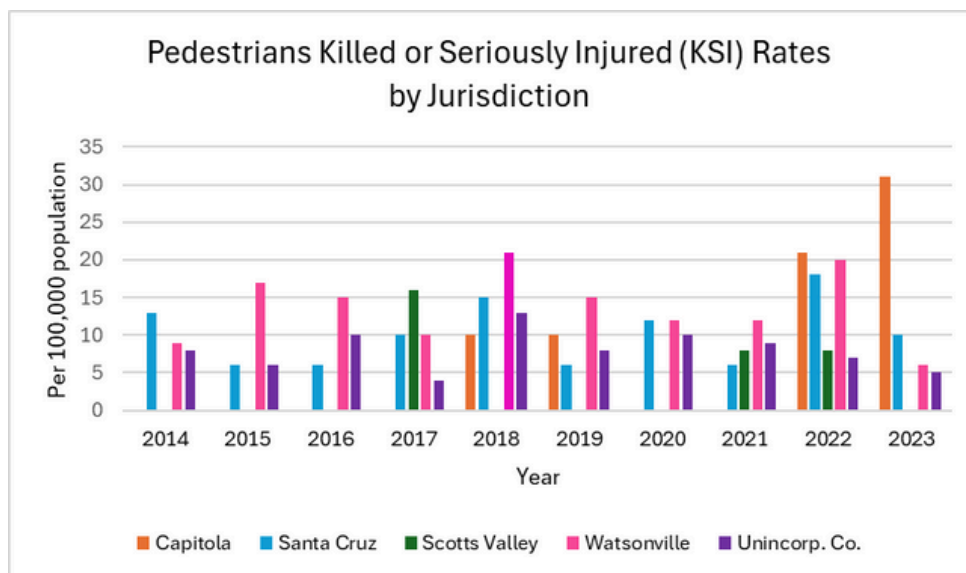


In examining pedestrian KSI rates by jurisdiction, the City of Watsonville experienced the highest overall rates per 100,000 population compared to all other jurisdictions; whereas, the City of Scotts Valley experienced the lowest rates. The City of Capitola had comparatively high rates in 2022 with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

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

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](#)

Funding for this project was provided by the Santa Cruz County Regional Transportation Commission.

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](#)



References

1. California Office of Traffic Safety

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

2. Transportation Information Mapping System

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

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

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

4. CDC Transportation Safety

<https://www.cdc.gov/transportation-safety/about/index.html>

5. National Safety Council–Injury Facts

<https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/>

6. California Highway Patrol, Glossary

<https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/GLOSSARY2016.pdf>

7. United States Census Bureau

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

THE IMPACT OF TRAFFIC VIOLENCE ON SANTA CRUZ COUNTY

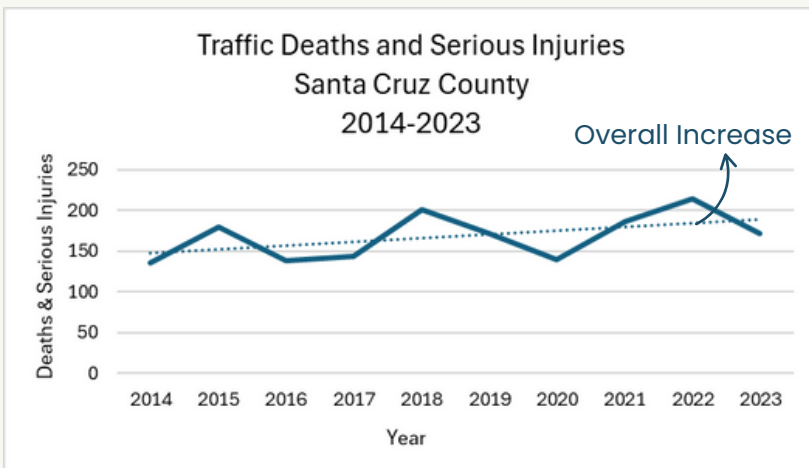
Attachment 2

Crash Report
OVERVIEW &
KEY FINDINGS
2014-2023

A motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in Santa Cruz County.

From 2014-2023, a total of 224 people were killed and 1,456 seriously injured in crashes. This is an average of 22 fatalities and 146 serious injuries each year.

Severe crashes have been on the **rise** in our community.



Source: [Transportation Injury Mapping System](#) (TIMS)

Please Note: Data only includes crashes reported to law enforcement. TIMS data for 2023 are provisional.

We have the power to stop traffic violence!



The Community Traffic Safety Coalition (CTSC) is committed to traffic safety. By using Vision Zero strategies, we can prevent deaths and serious injuries.

Santa Cruz County Crash Rankings

Compared to all 58 CA counties,
we rank among the worst
for these types of crashes:

INJURIES & FATALITIES
among bicyclists
2nd Worst



Alcohol Involved
INJURIES & FATALITIES
2nd Worst



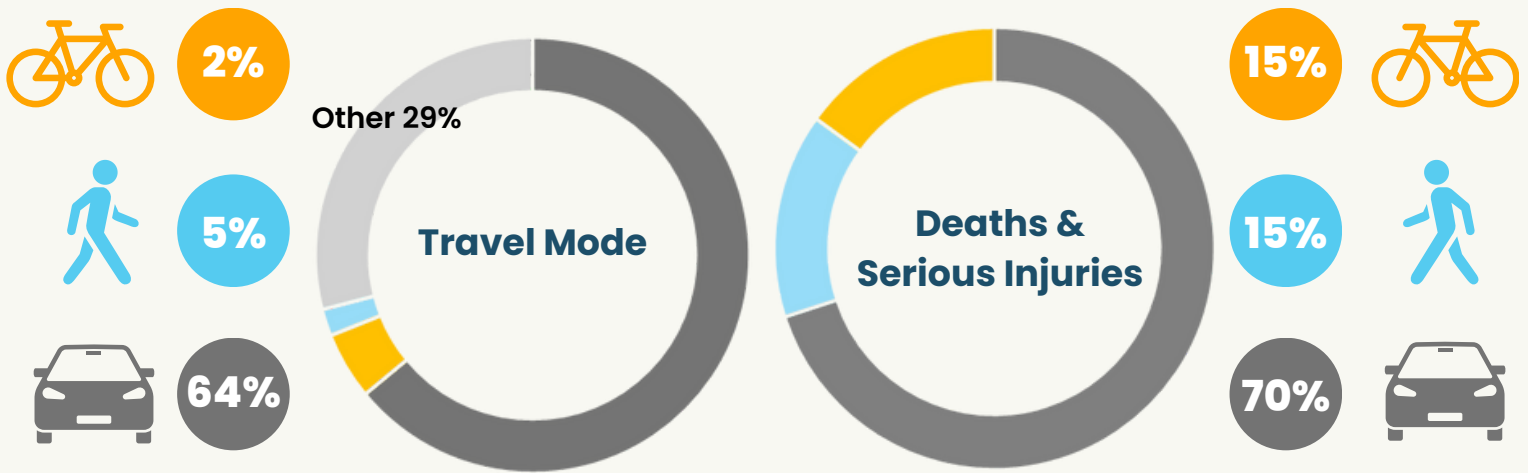
INJURIES & FATALITIES
among pedestrians
5th Worst



Speed Related
FATAL & INJURY CRASHES
5th Worst



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



Sources: TIMS, [American Community Survey US Census](#), 2018–2021

Individuals who bike or walk in our community are disproportionately impacted by traffic crashes. Bicyclists and pedestrians experience 30% of reported deaths and severe injuries despite representing 7% of the commuting population.



Watsonville resident, Victor Kimura, shares his experience after he was hit by a vehicle while walking his dog:

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.

—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 services.



WHAT CAUSES SERIOUS CRASHES IN SANTA CRUZ COUNTY?

21%

DRUGS &
ALCOHOL



20%

UNSAFE
SPEED



29%

IMPROPER TURNING &
RIGHT OF WAY VIOLATIONS



Source: TIMS, Primary Collision Factor Violations, 2014-2023

Get Involved in Traffic Safety!

- Voice your concerns to elected officials.
- Attend CTSC meetings.
- Participate in traffic calming programs.
- Participate in World Day of Remembrance for Road Traffic Victims.
- Attend CTSC's Bicycle Traffic School.

Learn More

[View the full Crash Report](#)



What is Vision Zero?

Vision Zero is a world-wide strategy to end all traffic deaths and serious injuries.

~~Accident~~
unavoidable



CRASH
preventable

Traffic collisions are not random incidents that we have no control over. By using the words "crash" or "collision" rather than "accident," we acknowledge that traffic deaths and severe injuries are preventable.



@sctrfficsafety

[sctrfficsafety.org](https://www.sctrfficsafety.org)



(831) 454-5477

CommunityTraffic.SafetyCoalition@
santacruzcountycalifornia.gov



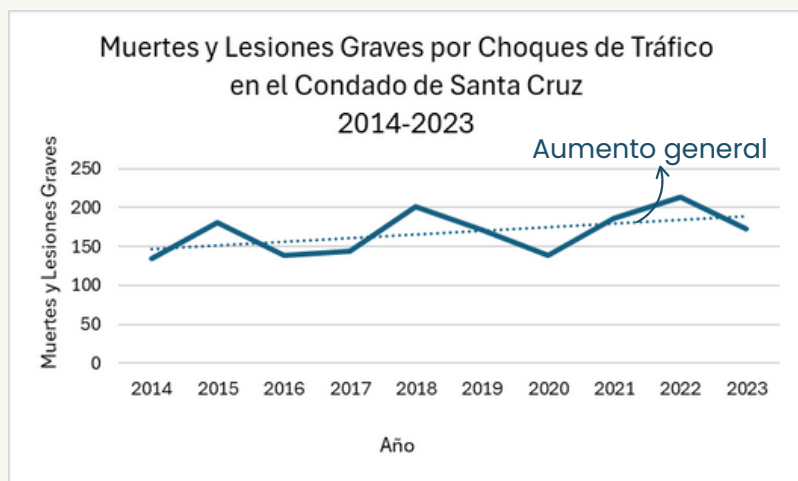
EL IMPACTO DE LA VIOLENCIA VIAL EN EL CONDADO DE SANTA CRUZ

Reporte de Choques
RESUMEN Y
DESCUBRIMIENTO
CLAVE
2014-2023

Un automovilista, ciclista o peatón está involucrado en un choque grave una vez cada dos días en el condado.

Entre 2014 y 2023, hubo un total de 224 muertes por choques de tráfico y 1,456 lesiones graves. Esto es un promedio de 22 muertes y 146 lesiones graves cada año.

Los choques graves han **aumentado** en nuestra comunidad.



Fuente: [Transportation Injury Mapping System](#) (TIMS)

Los datos solo incluyen los choques reportados a la policía.
Los datos de TIMS para 2023 son provisionales.

¡Tenemos el poder de detener la violencia vial!



La Coalición Comunitaria para la Seguridad del Tráfico (CTSC) está comprometida con la seguridad del tráfico. Mediante el uso de estrategias de Visión Cero, podemos prevenir muertes y lesiones graves.

Condado de Santa Cruz Clasificaciones de Choques

En comparación con los 58 condados de CA,
nos encontramos entre los peores
en este tipo de choques:

LESIONES Y MUERTES
entre los ciclistas
2° Peor



Involucrando Alcohol
LESIONES Y MUERTES
2° Peor



LESIONES Y MUERTES
entre los peatones
5° Peor



Velocidad Relacionada
CHOQUES FATALES Y CON
LESIONES
5° Peor



Fuente: [OTS Crash Rankings, 2022](#)
ITAC - August 21, 2025 - Page 44

Condado de Santa Cruz:

Modo de Viaje vs. Muertes y Lesiones Graves por Choques de Tráfico



Fuente: TIMS, [American Community Survey US Census](#), 2018-2021

Las personas que andan en bicicleta o caminan en nuestra comunidad se ven afectadas de manera desproporcionada por choques de tráfico. Ciclistas y peatones experimentan el 30% de las muertes y lesiones graves reportadas a pesar de representar el 7% de la población que viaja diariamente.

Residente de Watsonville, Victor Kimura, comparte su experiencia después de ser atropellada por un vehículo mientras caminaba a su perro:

Catorce huesos fueron rotos en mi cuerpo. Mi mandíbula se rompió en tres lugares, y la conmoción cerebral fue lo suficientemente grave como para perder partes de mi memoria, la mayor parte de mi sentido del olfato, gran parte de mi capacidad para probar ciertos tipos de alimentos y mi sentido de la dirección. Ahora estoy en el punto, después de más de seis años, donde puedo moverme con ayuda de un bastón.

—Victor Kimura



Si usted o alguien que conoce resultó gravemente herido o perdió a un ser querido en un choque, **Familias por Calles Seguras** ofrece servicios de apoyo.



¿QUÉ CAUSA LOS CHOQUES GRAVES EN EL CONDADO DE SANTA CRUZ?

21%

DROGAS Y
ALCOHOL



20%

VELOCIDAD
INSEGURA



29%

GIROS INDEBIDOS Y
VIOLACIONES DEL DERECHO DE
PASO



Fuente: [TIMS, Primary Collision Factor Violations, 2014-2023](#)

¡Involúcrate en la Seguridad Vial!

- Exprese sus preocupaciones a los oficiales electos.
- Asista a las reuniones de CTSC
- Participe en programas para calmar el tráfico.
- Participe en el Día Mundial en Recuerdo de las Víctimas de Accidentes de Tráfico.
- Asista a la Escuela de Tráfico de Bicicletas de CTSC.

Aprenda Más

[Ve el informe completo de choques de CTSC](#)



¿Qué es Visión Cero?

Visión Cero es una estrategia mundial para poner fin a todas las muertes y lesiones graves por accidentes de tráfico.

~~Accidente~~
inevitable



CHOQUES
evitables

Las colisiones de tráfico no son incidentes aleatorios sobre los que no tenemos control. Al usar las palabras “choque” o “colisión” en lugar de “accidente”, reconocemos que las muertes de tránsito y las lesiones graves son prevenibles.



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santacruzcountycalifornia.gov





MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Regina Valentine, Senior Planner

SUBJECT: Draft 2025 Coordinated Public Transit – Human Services
Transportation Plan

MEETING DATE: August 21, 2025

RECOMMENDATION:

AMBAG Staff will provide an overview of the Draft 2025 Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). Members are asked provide input and comments on the Draft 2025 Coordinated Plan.

BACKGROUND:

AMBAG is required to develop a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) for the tri-county region. Under the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) of 2021, this plan must be completed and used in developing applications for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant program. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the FTA Section 5310 program.

The FTA Section 5310 program provides funding to assist private non-profit groups and public transportation providers in meeting the transportation needs of seniors and persons with disabilities when the transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of the population of these demographics and awarded to projects through a statewide competitive process. Funds may be used for capital or operating expenses. The Coordinated Plan, as required by the 2021 BIL/IIJA, must include the following elements:

- An assessment of currently available transportation services (public, private, and non-profit);
- An assessment of transportation needs for seniors and persons with disabilities. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities; and
- Where less than 100 percent of the demand response fleet is accessible, a demonstration of how the requirement for equivalent service will be met.

DISCUSSION:

The purpose of the Coordinated Plan is to improve public transportation for seniors, persons with disabilities, and persons of limited means. This is accomplished through identifying where the public transportation system can better meet these needs and describing projects or changes which would help alleviate the shortcomings. The Plan also includes a list of public transportation services that serves these populations.

The projects and changes identified in this Plan are made eligible for federal funding through the FTA Section 5310 grant program. In the past, this funding source has been used by public transportation agencies to replace or purchase new paratransit vehicles, as well as for operating expenses.

The Draft 2025 Coordinated Plan is composed of six main chapters, each of which is summarized below:

Chapter 1: Executive Summary

The executive summary provides an overview of the main points of the longer document.

Chapter 2: Introduction

The introduction provides background on the purpose of the plan, an overview of the federal requirements, and associated funding sources.

Chapter 3: Monterey County

This chapter covers the federal requirements for Monterey County. It provides the community setting, describes the public outreach that was conducted, assesses the currently available transportation services, assesses the transportation needs for the target populations, lists strategies/activities/projects to address the identified gaps, and priorities their implementation.

Chapter 4: San Benito County

This chapter covers the federal requirements for San Benito County, as described for Chapter 3.

Chapter 5: Santa Cruz County

This chapter covers the federal requirements for Santa Cruz County, as described for Chapter 3.

Chapter 6: Conclusion

The conclusion provides next steps.

NEXT STEPS:

The Draft 2025 Coordinated Plan will be presented at various meetings throughout the region, including the RTPAs' Technical Advisory Committees and other transportation related committees. The Draft 2025 Coordinated Plan is available on the AMBAG website at <https://www.ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan>.

The public comment period will close on September 26, 2025. All comments should be sent to Regina Valentine, AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940 or via email at rvalentine@ambag.org. Staff will incorporate comments received into the Final 2025 Coordinated Plan, which is scheduled to be adopted by the AMBAG Board at the November 12, 2025 meeting.

Association of Monterey Bay Area Governments

Draft 2025 Coordinated Plan

August 2025

Purpose and Need

- ◆ Identify and plan for the transportation needs of seniors, persons with disabilities, and persons of limited means
- ◆ Eligibility for FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) funding
- ◆ Mirrors Transportation Development Act (TDA) Unmet Transit Needs (UTN) process

Plan Elements as Required by the 2021 BIL/IIJA:

1	An assessment of currently available transportation services (public, private, and non-profit)	4	Priorities for implementation based on resources, time, and feasibility
2	An assessment of transportation needs for seniors and persons with disabilities	5	Where less than 100% demand response fleet is accessible, how equivalent service will be provided
3	Strategies, activities, and/or projects to address the identified gaps between current services and needs		

Overview

Draft 2025 Coordinated Plan

[Link to Document](#)

- ◆ Chapter 1: Executive Summary
- ◆ Chapter 2: Introduction
- ◆ Chapter 3: Monterey County
Community Setting, Outreach, Available Services,
Transportation Needs, Strategies, Priorities
- ◆ Chapter 4: San Benito County
- ◆ Chapter 5: Santa Cruz County
- ◆ Chapter 6: Conclusion

Next Steps



Advisory Committee Presentations



Comments Due September 26th

- Mail: 24580 Silver Cloud Court, Monterey, CA 93940
- Email: rvalentine@ambag.org



**Scheduled for AMBAG Board Adoption
November 2025**

Regina Valentine

Senior Planner



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TO: Transportation Advisory Committees

FROM: Max Friedman, Transportation Planner

RE: North Coast Transportation Demand Management Plan Existing Conditions

RECOMMENDATION

Staff recommends that the Committee receive information and provide input on the draft Existing Conditions Report of the North Coast Transportation Demand Management (TDM) Plan.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) is creating a Transportation Demand Management (TDM) Plan for the approximately 17-mile coastal highway corridor along State Route 1 (SR 1) from the northern end of the City of Santa Cruz to the Santa Cruz/San Mateo County line, known as the Santa Cruz County North Coast (North Coast). As part of Milestone 1, the project team summarized existing travel conditions along the corridor and conducted a first round of engagement activities. This summary provides an overview of existing transportation conditions on the North Coast, laying the groundwork for future phases of the North Coast TDM Plan.

DISCUSSION

Existing Travel Conditions

The North Coast is located between the San Francisco, San José, and Santa Cruz population centers and provides access to many attractive beaches, parks, and trails. Key destinations include a number of state and local beaches, two state parks, the Cotoni-Coast Dairies National Monument, the town of Davenport, and several coastal residential areas and farms along SR 1. These destinations have attracted an increasing number of visitors from the Bay Area and Santa Cruz County in recent years, demonstrating a growing need for more effective transportation management within the region. The North Coast TDM Plan will identify expanded options for travel and strategies to manage transportation operations and demand to better manage current and future travel needs.

Transportation Context and Needs

In addition to California State Route 1 (SR 1), the transportation network on the North Coast includes a mix of scenic trails, bike and pedestrian paths, local roadway facilities, and limited transit service, reflecting the region's rural character and emphasis on outdoor recreation. SR 1 is the main vehicle corridor along the North

Coast. SR 1 is primarily a two-lane highway, with passing lanes in some areas. The speed limits are generally around 55 mph but lower to 40 mph through Davenport. SR 1 provides access to many key destinations with formalized parking lots and informal parking areas along the highway.

Trails on the North Coast include a mix of scenic shoreline paths and inland routes that offer access to beaches and natural areas. Trails are fragmented in places, with significant gaps and barriers limiting continuous travel. Recreational and long-distance bicyclists use SR 1 as a major connector, however in some places, the shoulders are narrow with limited space for bicyclists to ride alongside vehicles. Segment 5 of the Coastal Rail Trail is currently under construction and will add an additional 7.5 miles of multi-use path to the North Coast along the Santa Cruz Branch Rail line from Wilder Ranch to Davenport and serve as the California Coastal Trail in this section of the coast.

The North Coast is served by limited bus transit service via Route 40 from the Santa Cruz Metro Center to Davenport. Route 40 service largely serves middle and high school commuters traveling to and from Davenport to the middle and high schools in Santa Cruz. Service during the week includes three buses in the morning and four buses in the evening aligned with school start and end times. Service on the weekends is more limited with only three trips per day.

Parking on the North Coast is limited, with only four official parking lots located at Wilder Ranch, Bonny Doon Beach, Greyhound Rock Beach, and Waddell Creek Beach. There are several informal parking areas along SR 1 including roadside parking and unpaved off-street parking areas. These informal lots may be hard to see and can cause conflicts and unexpected maneuvers between through traffic, vehicles accessing or exiting parking areas, and bicyclists. This is identified as a focus area of the Rural Highway Safety Plan for SR 1, a separate study being conducted by RTC. Parking can be limited on the weekends, with many parking areas becoming fully occupied and resulting in visitors parking in undesignated areas. There are limited pedestrian facilities to connect informal parking areas and their destinations. Construction of Segment 5 of the Coastal Rail Trail includes formalizing and improving two existing informal parking lots. The lots will be paved and will include amenities such as restrooms. Also, a pedestrian crossing of Highway 1 will be added at Davenport.

Travel Patterns

The project team assessed existing travel patterns to evaluate existing travel demand and needs and inform strategies that meet the needs of travelers today and in the future. Travel pattern analysis used data from prior studies and travel surveys as well as anonymized mobile device data to identify key travel characteristics.

Findings were validated based on in-person observations and community feedback. The key visitor travel pattern findings include:

Where do people travel from?

- Most people visiting the Santa Cruz North Coast begin their journey from nearby areas including Santa Cruz County and the Santa Clara County and other places in the San Francisco Bay Area as shown in **Figure 1**.
- Most visitors come from the City of Santa Cruz or Santa Clara County. Smaller shares of visitors arrive from other California counties such as Monterey (4%), San Benito (1%), and San Joaquin (1%), and these travelers are more likely to stay overnight due to longer travel distances. (This data reflects the same-day origin of trips to the North Coast. Therefore, for out of state or international visitors, the origin recorded represents the last location within the United States where travel to the North Coast began, rather than the visitor's true point of origin.)

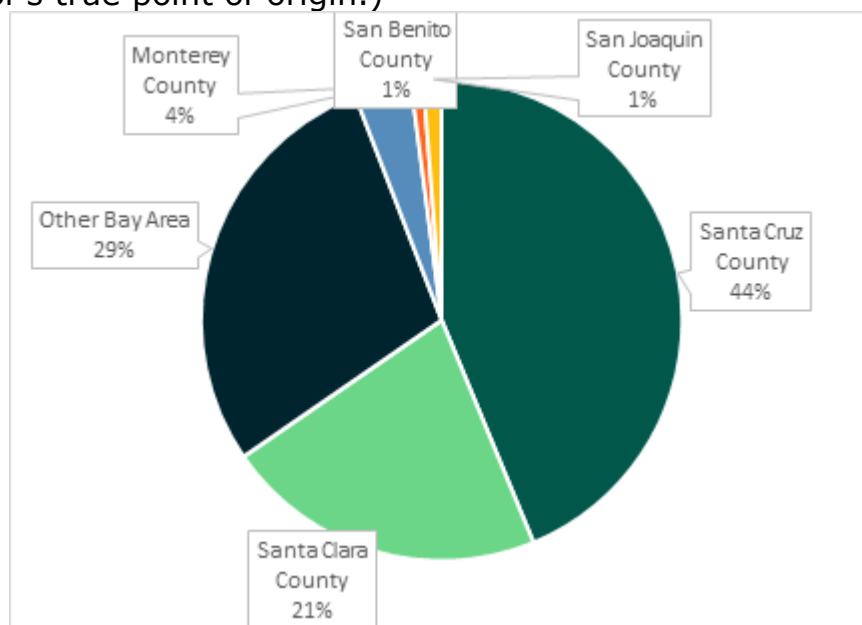


Figure 1: Visitor Trip Origin by County, 2024
Source: Fehr & Peers, 2025.

When is the North Coast Most Popular?

- Peak visitation seasons are Spring and Summer
- Peak visitation days are weekends, and peak visitation hours range from 12 PM – 4 PM in the afternoon
- Peak visitor periods vary depending on the primary uses at different beaches. Beaches associated with hiking, photography, and surfing/water sports tend to have earlier afternoon peaks (12 PM to 4 PM). Beaches more oriented toward family activities and general beach-going tend to have later afternoon peaks (2 PM to 6 PM).

Milestone 1 Engagement

While the existing conditions analysis was based on available data and observations, the TDM Plan is also informed by community input. Milestone 1 engagement was focused on understanding existing transportation challenges and the community's vision for the TDM Plan. Engagement events included the following:

- Hybrid stakeholder meeting in Davenport
- In person Pop-up events
- Rancho Del Osos Pop-Up – Sunday, May 4
- Bike to Work Day – Thursday, May 15
- Segment 7 Phase II Rail Trail Ribbon Cutting – Wednesday, May 21
- Davenport/Greyhound Pop-up – Sunday, May 25
- Downtown Farmer’s Market – Wednesday May 28
- Midtown Friday – Friday May 30
- Virtual Community Workshop – Thursday May 29
- Online TDM Plan survey – open April 28 to July 7
- The project team is currently in the process of processing and summarizing feedback from outreach events. The feedback will be used to inform the project vision and goals and identify project needs.

Next Steps

The existing conditions analysis, supplemented by the community engagement findings will help inform the TDM Plan vision and objectives. Upcoming plan tasks include:

- Project visioning will include place-based project goals and objectives to fit up to four different travel profiles: Summer 2025
- Development of a TDM evaluation framework to evaluate TDM strategies and evaluate expected needs for all travel modes, in terms of access and circulation through the North Coast project area: Fall 2025
- Summary of future needs and preliminary TDM opportunities: Fall 2025
- Milestone outreach on potential TDM strategies: Fall 2025

SUMMARY

Staff recommends that the Committee receive information and provide input to RTC staff on the draft Existing Conditions Report and of the North Coast TDM Plan.

Attachments:

1. Draft Existing Conditions Report

Draft Memo

Date: June 6, 2025

To: Max Friedman, Santa Cruz County Regional Transportation Commission

From: Alexandra Lee-Gardner, Vanessa Le, Matt Haynes, Fehr & Peers

Subject: Draft North Coast TDM Plan Existing Transportation Conditions

Introduction

The Santa Cruz County Regional Transportation Commission (SCCRTC) is creating a Transportation Demand Management (TDM) Plan for the 17-mile coastal highway corridor along State Route 1 (SR 1) from the northern end of the City of Santa Cruz to the Santa Cruz/San Mateo County line, known as the Santa Cruz North Coast. This report presents an overview of existing transportation conditions on the North Coast, laying the groundwork for the North Coast TDM Plan.

Project Location and Setting

The study area includes the SR 1 corridor as well as destinations along the corridor. The North Coast is located between the San Francisco, San José, and Santa Cruz population centers and provides access to many attractive beaches, parks, and trails as shown in **Figure 1**.

Key destinations include beaches, two state parks, the Cotoni-Coast Dairies National Monument, the town of Davenport, and several coastal residential areas and farms along SR 1. These destinations have attracted an increasing number of visitors from the Bay Area and Santa Cruz County, demonstrating a growing need for transportation management within the region.

Visitation on the North Coast has increased over time and is expected to further increase in the future. A TDM Plan is needed to help manage current and future travel needs.

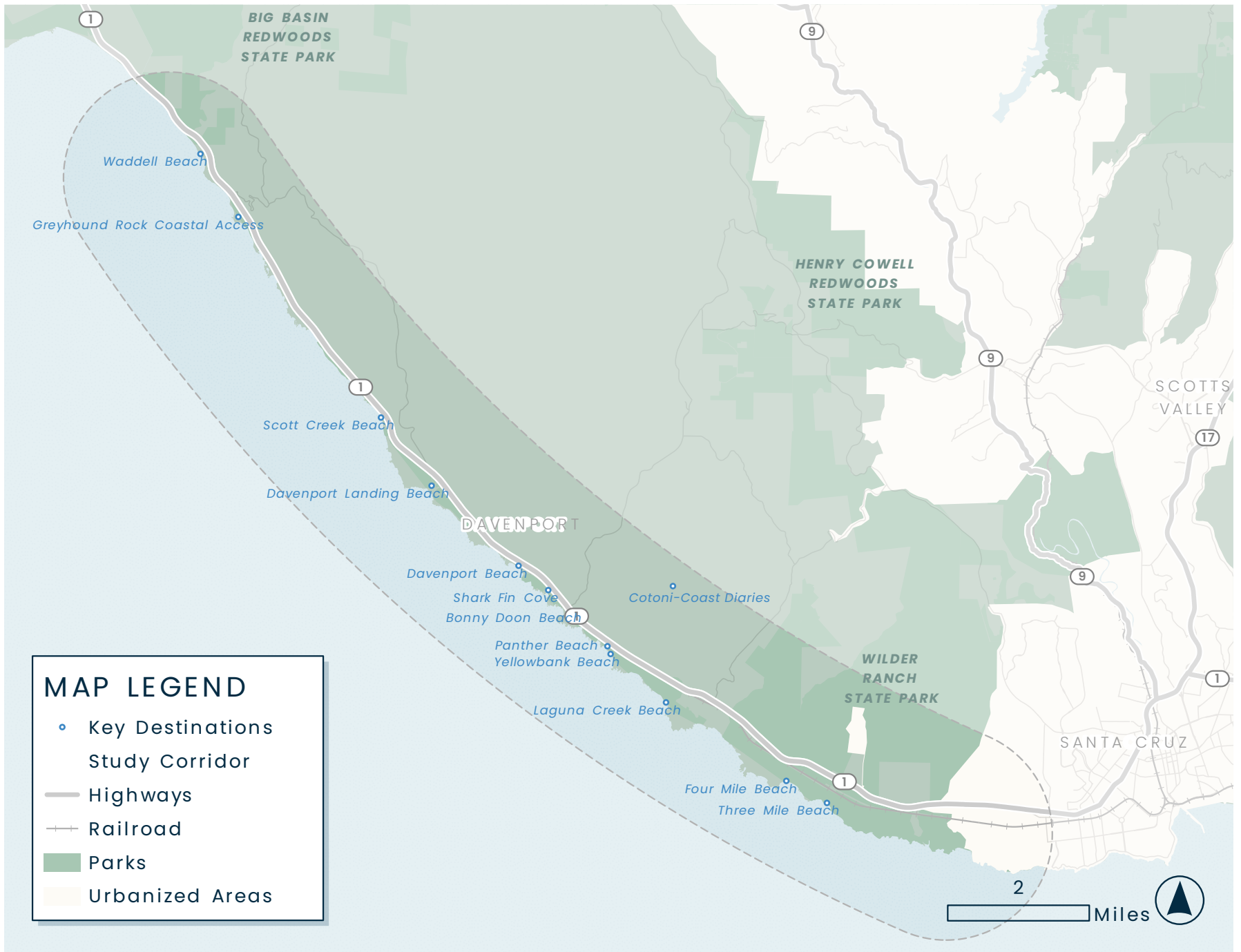


FIGURE 1

Project Location & Key Destinations

Local and Regional Partners

The TDM Plan is a collaborative effort involving numerous government and nonprofit agencies, local stakeholders, and valuable input from both the community and visitors. Key stakeholders include the Santa Cruz County Regional Transportation Commission, County of Santa Cruz, Bureau of Land Management, California Department of Transportation, California State Parks, Land Trust of Santa Cruz County, Trust for Public Land, California State Coastal Conservancy, and the Davenport/North Coast Association.

Why Does the North Coast Need a TDM Plan?

The North Coast's scenic beauty and numerous recreational destinations have attracted a growing number of visitors, leading to increased pressure on local resources. Visitation on the North Coast has increased over time and is expected to further increase in the future.

A TDM Plan will help to manage access and use by expanding options for travel and managing transportation operations and demand.

Existing and Future Visitation on the North Coast

There are many planned and ongoing projects on the North Coast aimed at improving access and upgrading visitor facilities as shown in **Figure 2**. Over 22,000 acres of land for public access have been acquired to the North Coast since 2005. These projects and facility improvements, including but not limited to the North Coast Rail Trail and Cotoni Coast Dairies National Monument are expected to influence visitor patterns by either attracting new visitors or shifting them from other parks and beaches to new features and amenities. A list of ongoing projects is detailed in **Appendix A**. Additionally, enhancements to pedestrian and bicycle infrastructure, such as the North Coast Rail Trail, will not only improve access to various destinations but also serve as attractions themselves, encouraging more visitors and promoting active transportation. These improved connections may lead to increased walking and biking between destinations. As such, the implementation of the TDM Plan will be crucial to managing this anticipated growth in visitors in a way that ensures an efficient, sustainable, and enjoyable experience for visitors, residents, and employees.



FIGURE 2

Plans and Potential Projects on the North Coast

Transportation Context

The transportation network on the North Coast includes a mix of scenic trails, bike and pedestrian paths, SR 1 and roadway facilities, and limited transit service, reflecting the region’s rural character and emphasis on outdoor recreation. **Figure 3** shows the existing transportation facilities on the North Coast.

Vehicle Travel

California State Route 1 (SR 1) is the main road along the North Coast. It is a north-south highway connecting Waddell Beach to the Pajaro River in Santa Cruz County. SR 1 is primarily a two-lane highway, with passing lanes in more some areas. The speed limits are generally around 55 mph but lower to 40 mph through Davenport. There are no on-street pedestrian or bicycle facilities on SR 1, but bicyclists can use the shoulder as a bike lane. SR 1 within the study area is designated as a Surface Transportation Assistance Act (STAA) Terminal access freight route, which means trucks including larger STAA trucks are permitted to use the corridor . Along the North Coast, SR 1 has an average daily traffic (ADT) of 4,000 to 14,000 vehicles. Truck trips comprise around 8% (600–1,300 vehicles) of ADT on SR 1.¹



¹ Caltrans Traffic Census Data, 2022.



FIGURE 3

Existing Transportation Facilities

Trails and Multi-Use Paths

Trails on the North Coast of Santa Cruz are a mix of scenic shoreline paths and inland routes. Many designated trails are unpaved, and numerous informal trails also exist. Trails offer access to beaches and natural areas, but are fragmented in places, with significant gaps and barriers limiting continuous travel. The California Coastal Trail (CCT) runs along most of the North Coast, however, there is a significant gap of approximately six miles between Scotts Creek Beach and Año Nuevo State Park (just north of the Santa Cruz border), with only short, disconnected shoreline segments of about 0.75 miles each at Waddell Beach, Greyhound Rock Beach, and Scotts Creek Beach. In some areas, the coastal terrain, natural landscape, and private property ownership limit available space, making it difficult to accommodate a continuous trail. Additionally, the presence of Las Trancas Airport (CA 17) creates a major barrier to establishing a continuous trail connection between Waddell Beach and Greyhound Rock Beach.

Recreational and long-distance bicyclists use SR 1 as a major connector, however in some places, the shoulders are narrow, providing limited space for bicyclists to ride alongside vehicles. There are several informal parking areas along SR 1 that can cause conflicts between bicyclists and vehicles when vehicles are entering and exiting the informal parking areas.

The future North Coast Rail Trail will add an additional 7.5 miles of multi-use path to the North Coast along the Santa Cruz Branch Rail line from Wilder Ranch to Cotoni-Coast Dairies north of Davenport and serve as the California Coastal Trail in this section of the coast.



Transit

Santa Cruz Metro buses serve approximately 400 miles of roads throughout the county, but many rural areas of the unincorporated county are not served by public transit or have limited services, especially within the North Coast. The North Coast is served by limited commuter service via Route 40 from Santa Cruz Metro Center to Davenport. The route is shown in **Figure 4**.

Route 40 largely serves middle and high school commuters traveling to and from Davenport to the middle and high schools in Santa Cruz. Service during the week includes three buses in the morning and four buses in the evening aligned with school start and end times. Average ridership during the week is 174 daily riders. On weekends, the route makes three trips a day at 7:30 AM, 11:30 AM, and 3:30 PM. Weekends have an average of 39 daily riders. Bus stops are located every 2–5 miles between Davenport and the City of Santa Cruz. They are situated on the shoulders with minimal signage or visibility. For most stops within the North Coast, there is limited pedestrian infrastructure to support accessing the bus stops.



Figure 4: SC Metro Bus Route 40

Source: Santa Cruz Metro, N.D.

Additional Transit Services

Santa Cruz County provides specialized transportation services to support seniors, individuals with disabilities, and transportation-dependent residents. Metro ParaCruz, operated by Santa Cruz Metro,

offers on-demand, shared-ride service within three-quarters of a mile of bus routes, with one-way fares ranging from \$4 to \$16. Community Bridges' Lift Line program offers a variety of specialized transportation options, including medical trips and senior services, for a flat \$5 fee per ride within the county. In addition to these primary providers, several non-profit and for-profit organizations also offer specialized transportation programs catering to specific community needs.

Santa Cruz Branch Rail Line (SCBRL) is a 32-mile rail corridor managed by the SCCRTC spanning the North Coast from Davenport to Santa Cruz. While the line was historically used for freight services, prior studies conducted by the SCCRTC identified the option of excursion rail service within the project. Such service could also provide a new option for visitors to access the north coast by rail. South of the study area the SCCRTC is currently evaluating the feasibility of a zero-emission passenger rail and excursion service along the SCBRL.

Parking Supply and Occupancy

Parking on the North Coast is limited, with only a few official parking lots located at Wilder Ranch, Bonny Doon Beach, Greyhound Rock Beach, and Waddell Creek Beach. There are several informal parking areas along SR 1 including roadside parking and unpaved off-street parking areas. Both formal and informal parking areas are shown in **Figure 5**. These informal lots may be hard to see and can cause conflicts and unexpected maneuvers between through traffic, vehicles accessing or existing parking areas, and bicyclists. This safety concern is identified as a focus area of the Rural Highway Safety Plan for SR 1.



Roadside Parking



Unpaved off-street parking

During peak visitation on the weekends, parking can be limited, causing visitors to park farther from their destinations. This can be a concern as there are limited pedestrian facilities to connect visitors from the informal parking areas to their destinations.

Overnight parking is restricted at most designated parking areas between 10 PM and 6 AM. However, RVs and passenger vehicles were observed parking near Davenport and at Greyhound Rock Beach.



The Fehr & Peers project team conducted a site visit on Sunday March 23, 2025, to observe parking occupancy on a typical day during a peak afternoon period as well as existing conditions, beach uses, and travel behaviors. During a typical weekend afternoon, parking occupancy is generally between 50% – 65% at most parking areas as shown in **Table 1**. There are some parking areas such as Greyhound Beach and Davenport Beach where occupancy was lower, closer to 20%, and some beaches that were nearly occupied (between 80% and 100% occupied). Due to this mismatch in occupancy, some visitors may park further from their destination where parking is available and walk along SR 1 to their destination.

During holidays and peak periods, parking demand increases and North Coast parking areas reach vehicle capacity, resulting in overflow and illegal parking at roadside areas along SR 1.

Table 1: Weekend Parking Utilization

Parking Location	2017 Parking Occupancy ¹	2025 Parking Occupancy ²
Waddell Beach	–	50%
Greyhound Rock Beach	–	20%
Scott Creek Beach	–	100%
Davenport Landing Beach	–	100%
Davenport Beach	45%	20%
Shark Fin Cove	35%	50%
Bonny Doon Beach	35%	55%
Panther / Yellowbank Beach	5%	10% ³
Laguna Creek Beach	15%	80%
Four Mile Beach	5%	65%
Wilder Ranch State Park (paid lot)	–	100%
Wilder Ranch State Park (roadside)	100%	90%

Note:

1. Kimley-Horn, North Coast Rail Trail Final Environmental Report, Appendix K (October 28, 2017).
2. Fehr & Peers field visit, Sunday March 23, 2025 1:00 PM – 4:00 PM.
3. During the field visit majority of the parking area by Panther / Yellowbank Beach was closed for construction.

Source: Fehr & Peers, 2025.



FIGURE 5

Parking Supply Estimates Along the North Coast

Existing TDM Services

TDM services traditionally are aimed at commute travelers and can include incentive programs through employers to encourage carpooling and use of non-driving modes. Infrastructure that supports walking, bicycling, and transit is also included as part of this category.

There is currently a suite of TDM services that are already available to visitors and residents on the North Coast.

- **TRANSIT SUBSIDIES** are provided by Santa Cruz Metro in the form of discounted fares for seniors, people with disabilities, and youth under 18, along with free rides for legally blind riders and K–12 students through the Youth Cruz Free program (excluding Highway 17 Express).
- **GO SANTA CRUZ COUNTY** is an online commuter platform managed by SCCRTC that offers financial incentives, ride-matching services, and rewards for sustainable transportation choices like biking, walking, carpooling, and transit.
- **VANPOOLING** supports shared commuting for 6–15 people with cost-sharing and driving rotation, aided by SCCRTC resources and AMBAG subsidies of up to \$350/month for new vanpools, plus leasing support from private providers like Enterprise and CalVans.
- **EMERGENCY RIDE HOME PROGRAM** is provided by SCCRTC and Ecology Action and sponsors up to two free emergency rides home annually for registered commuters using sustainable modes, ensuring a backup option during personal emergencies.
- **CARSHARE** via Zipcar offers on-demand car rentals by the half-hour at locations like UCSC and Downtown Santa Cruz, providing convenient vehicle access without ownership.
- **RIDE-HAILING SERVICES** such as Uber, Lyft, and private operators like Santa Cruz Experience offer app-based ride-hailing and charter services for individuals and groups touring local attractions
- **BICYCLE AND PEDESTRIAN INCENTIVES AND SERVICES** are offered by the Santa Cruz County Regional Transportation Commission to promote walking and biking through educational programs, events like Bike to Work/School, safe travel workshops, helmet distribution, and a bike registration program, with additional support from local bike shops offering rentals.

Interest in Alternative Travel Options

GO Santa Cruz County

From October 2019 to April 2025, 718 users of the GO Santa Cruz County program tracked approximately 2.2 million commute miles using various alternative transportation modes, including biking, e-biking, electric vehicles, motorcycles, transit, vanpooling, carpooling, and telework.

This program is primarily focused on commuters who are not the target audience for the North Coast. However, the data can inform travel preferences for alternative modes. For example, user data indicates that walking and biking are primarily used for shorter commutes. While biking and e-biking made up 41% of all recorded trips, they accounted for only 16% of total miles, and walking represented 16% of trips but just 4% of total miles. In contrast, longer-distance travel was dominated by

carpooling, vanpooling, electric vehicles, and transit, which together made up a smaller share (37%) of total recorded trips but contributed a significantly higher portion (60%) of the total miles traveled.

While commuter programs like GO Santa Cruz County may not be well suited for the travelers on the North Coast, this data shows that there is an opportunity to shift shorter trips along the North Coast, such as between key destinations, from driving to alternative modes by incentivizing walking and biking and providing comfortable facilities and potentially promote vehicle sharing and transit for longer trips between the communities south of the project area to north coast destinations.

SCCRTC Survey

The SCCRTC conducted a six month-long visitor survey about travel preferences on the North Coast from June to December 2024. A survey QR code was posted at about 20 beach parking lots along the North Coast and was advertised on SCCRTC's social media platforms. **When asked about interest in alternative travel options such as carpooling, shuttles, park-and-ride, or public transit, nearly 65% of survey respondents indicated they were very or somewhat likely to use alternative transportation options if available for accessing the North Coast.**

Interest was highest among Santa Cruz County residents, with 70% expressing willingness to use such options as shown in **Figure 6**. Those from nearby areas like the Bay Area and Monterey County who often travel to the North Coast for the day and may feel more reliant on their car for these trips, showed lower levels of interest, around 49–50%. Respondents traveling from beyond typical day-trip distances and may stay in Santa Cruz area for a few days showed greater interest in convenient, alternative travel modes, with 66% of these long-distance travelers expressing interest in alternative transportation. Overall, 96% of the 196 total respondents reported a high level of satisfaction (ranked 4 or 5 on a scale of 1 to 5) with their visit to the North Coast.

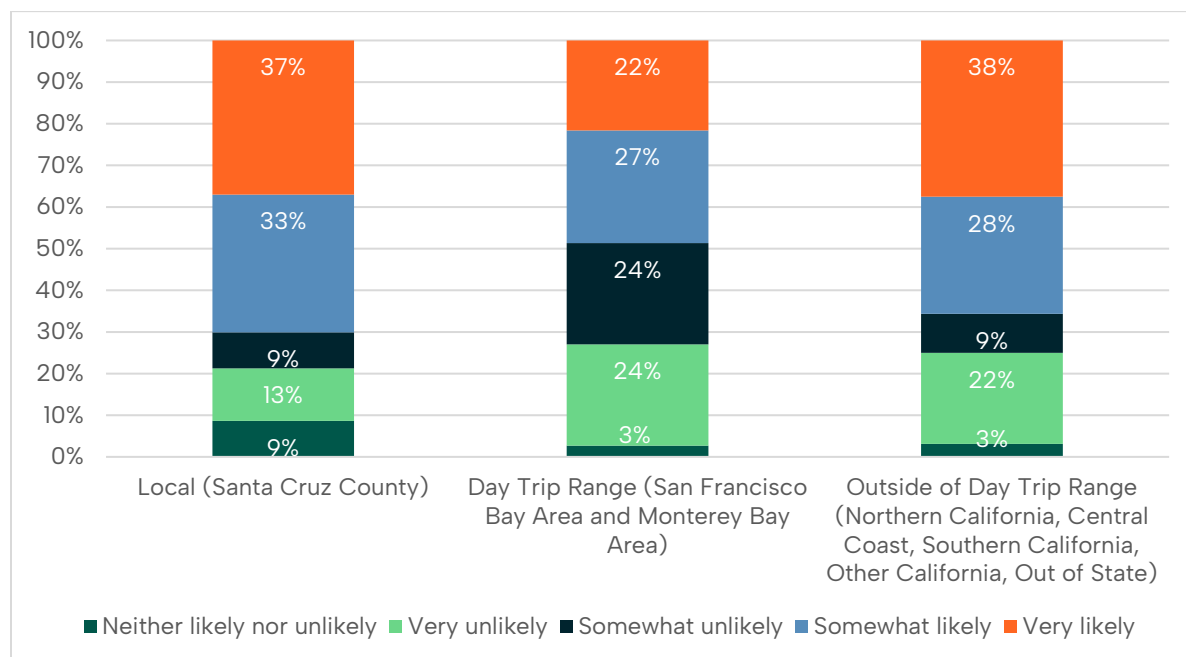


Figure 6: Likelihood to Use Alternative Transportation Options for Future Travel Based on Home Origin

Source: SCCRTC North Coast Visitor Survey, 2024.

Visitor Travel Patterns

The project team assessed existing travel patterns to evaluate existing travel demand and needs and inform strategies that meet the needs of travelers today and in the future. Travel pattern analysis used the following data sources:

- Mobile device (Azira) from January 2024 to December 2024²
- SCCRTC Travel survey from June 2024 to December 2024 (210 responses)
- California State Parks' visitor counts from 2001 to 2022

Findings were validated based on in-person observations and community feedback.

Where Do People Visit From?

Most people visiting the Santa Cruz North Coast begin their journey from nearby areas including Santa Cruz County and the San Francisco Bay Area. About 44% of trips through the North Coast that start in Santa Cruz County are mainly from the North Coast area and the City of Santa Cruz, suggesting many visitors are local residents or staying nearby for the day. This data reports where journeys to the North Coast originated – therefore it only includes the “same-day” origin for out of state or international visitors travelling to the North Coast.

A significant portion of visitors also begin their journey in Santa Clara County (21%) and other parts of the Bay Area (29%). These visitors likely typically travel to the North Coast as a day trip, though some may stay overnight at local campsites or accommodations. Smaller shares of visitors arrive from other California counties such as Monterey (4%), San Benito (1%), and San Joaquin (1%), and these travelers are more likely to stay overnight due to longer travel distances. While we know that visitors also come from out of state, this is not captured in the provided data.

² We analyzed travel behavior data using Azira, a big data provider. Azira relies on cell phone data to extrapolate travel behavior; therefore, some trips are not captured if visitors turn off their cell phones or have limited cell phone service in the vicinity of the North Coast. Azira's sample size for the entire year was 42,000 total visitors across 11 destinations, which does not reflect anticipated visitor demand noted in the *North Coast Facilities Management Plan*, state parks data, and our field observations. Annual, monthly, or daily visitor counts at North Coast destinations would be necessary to extrapolate Azira's visitor sample to annual visitor counts and assess which destination is the most frequently visited; however, Azira data provides a useful baseline for understanding relative seasonal, daily, and time of day travel patterns on the North Coast. Findings from the data were verified with field observations.

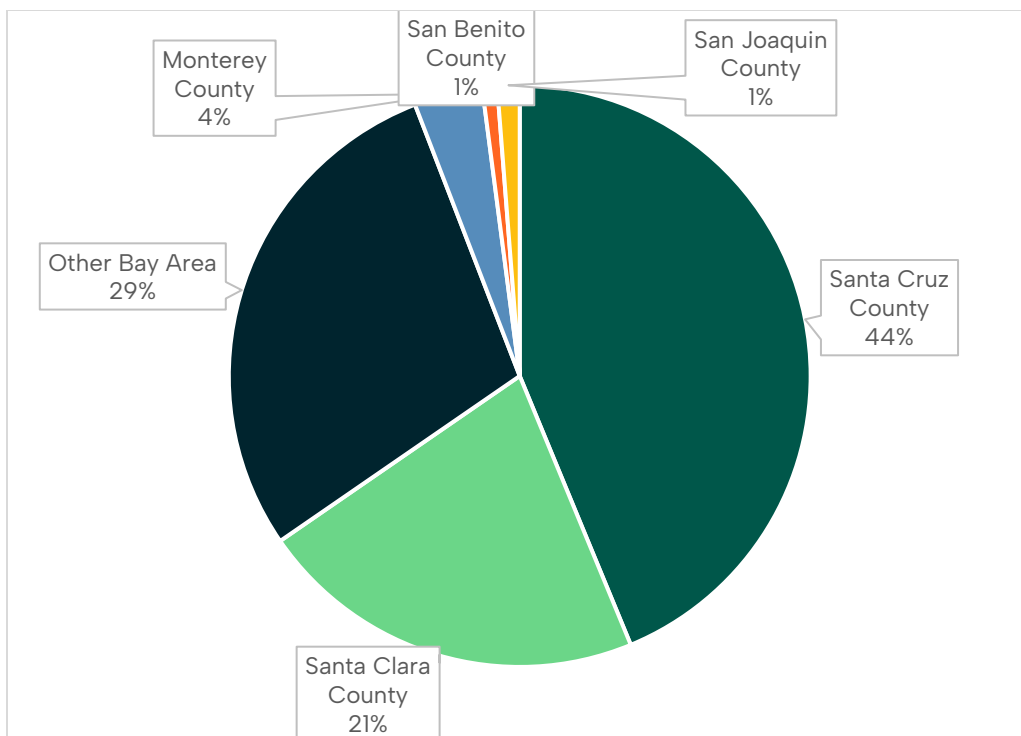
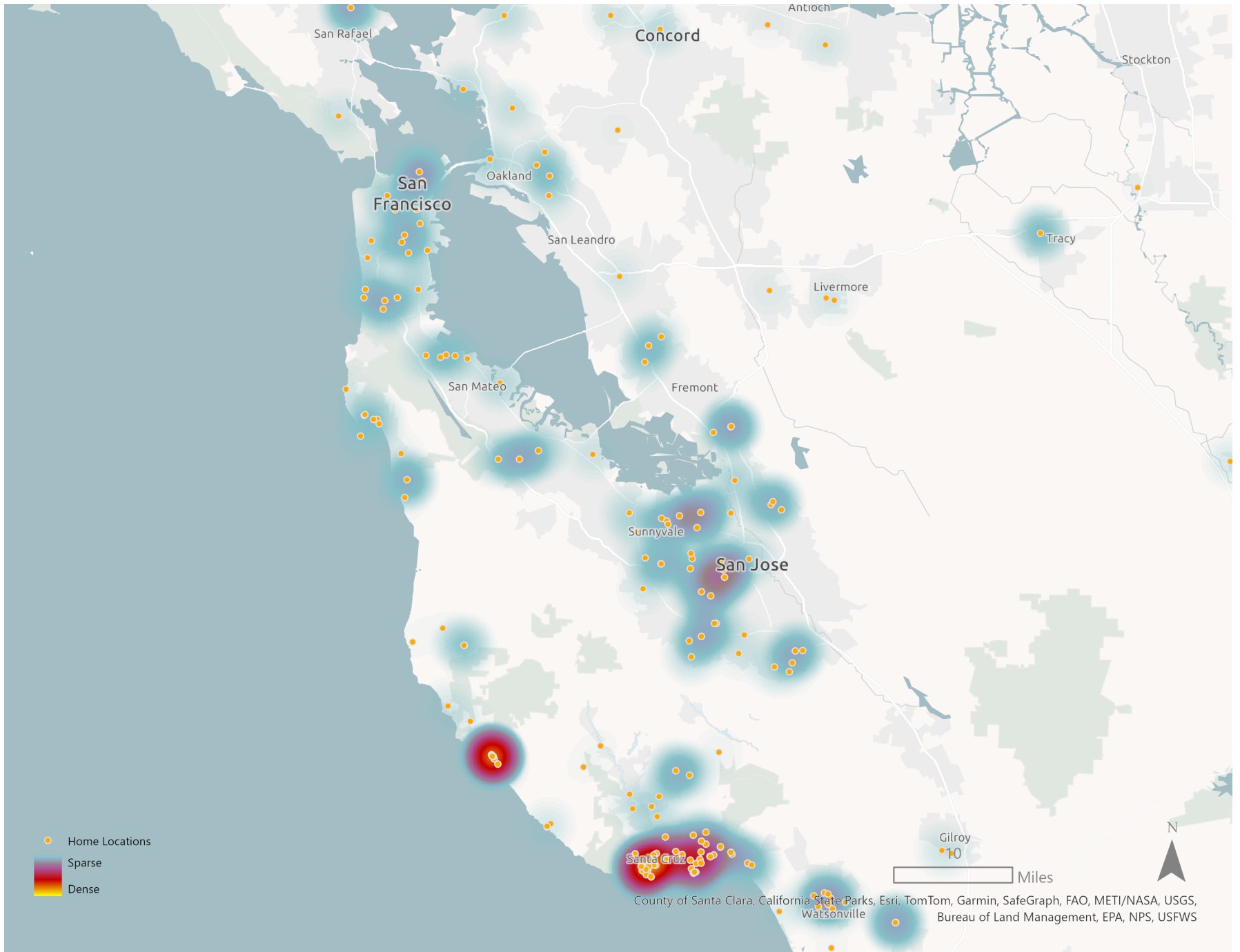


Figure 7: Visitor Home Origin by County

Source: Fehr & Peers, 2025.



Source: Azria, January – December 2024

FIGURE 8

Visitor Trip Origin

When is the North Coast Most Popular?



Season: Spring and Summer



Day of Week: Weekends



Time of Day: Afternoon (12 PM – 4 PM)

What Time of Year Do People Visit?

Variations in travel patterns at specific beaches depend on use, location, access, and facilities, but the overall visitor patterns were relatively consistent across all 11 locations analyzed. Overall visitation to the North Coast is highest in the spring and lowest in the fall as shown in **9**.

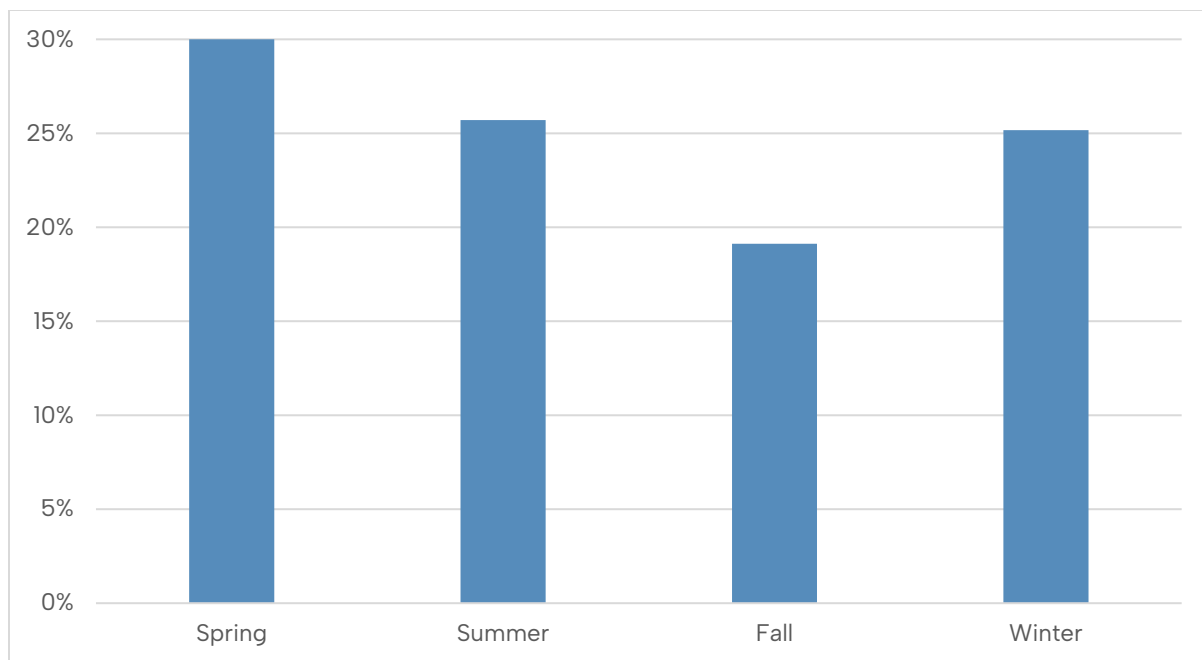


Figure 9: Overall Seasonal Visitation Along the North Coast

Source: Fehr & Peers, 2025.

What Days Do People Visit?

Weekends are the most popular time to visit the North Coast as shown in **Figure 10**. Weekends account for 41% of visitation across the 11 destinations analyzed. Visitation is highest on Saturday at 6 out of 11 key destinations (Davenport Beach, Shark Fin Cove, Panther/Yellowbank Beach, Laguna Creek Beach, Four Mile Beach, and Wilder Ranch State Park) and highest on Sunday at 5 out of 11 destinations (Waddell Beach, Greyhound Rock, Bonny Doon Beach, Davenport, and Davenport Landing Beach). This supports the assumption that most visitors travel to the North Coast for leisure and recreational activities and not typical work commute. Weekends may allow greater flexibility to

attract a larger visitor base, including travelers from outside Santa Cruz County. Holiday weekends in the spring and the summer including Memorial Day weekend and Fourth of July are typically the most busy.

While weekends are more popular, visitor trips are generally well-distributed throughout the week and beaches are still well-visited during the week. Weekday visits make up 59% of all trips.

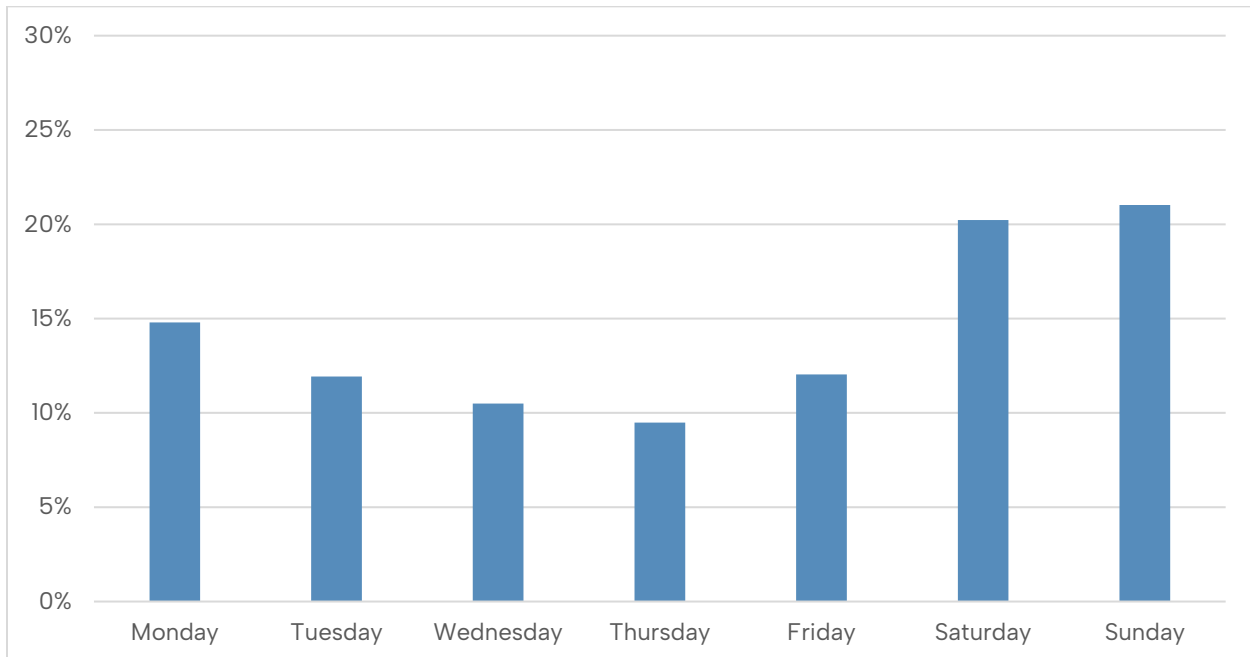


Figure 10: Overall Visitation by Day of Week

Source: Fehr & Peers, 2025.

When Do People Visit?

Although peak times differ among the 11 destinations, most locations experience high visitor activity between 12 PM and 6 PM. Peak periods tend to shift slightly later in the summer compared to other seasons. Visitors may vary their travel times based on temperatures, tide patterns, and the time of sunset.

Peak visitor periods vary depending on the primary uses at different beaches. Beaches associated with hiking, photography, and surfing tend to have earlier afternoon peaks (12 PM to 4 PM). Beaches oriented toward family activities and general beach-going tend to have later afternoon peaks (2 PM to 6 PM).

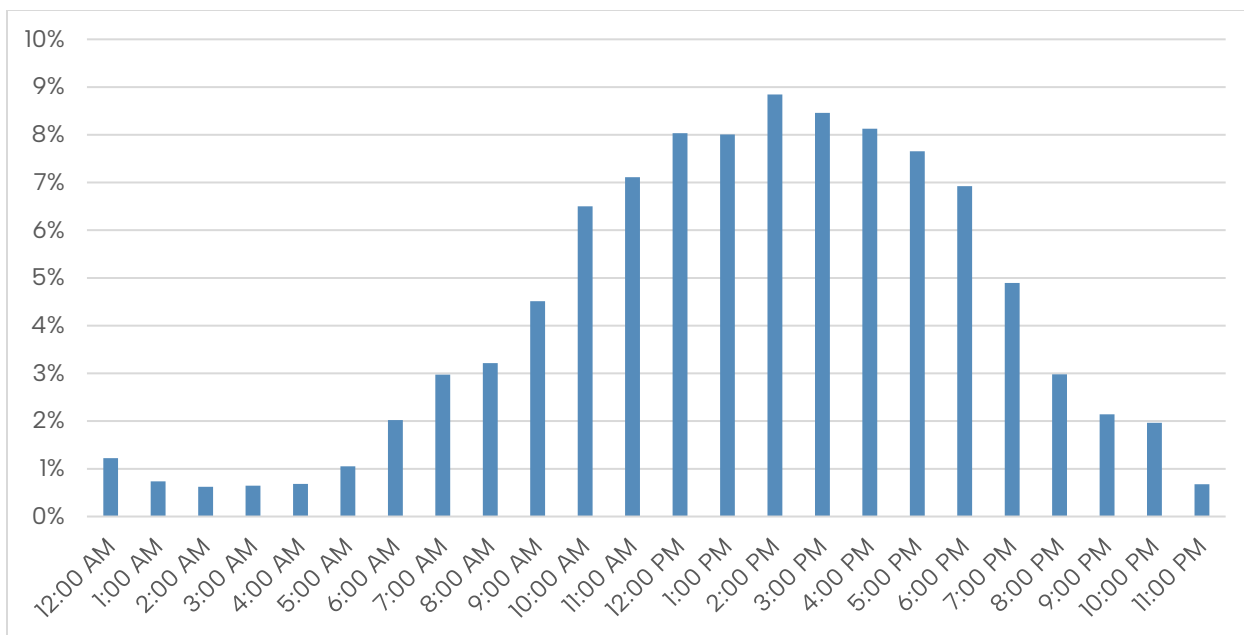


Figure 11: Overall Visitation by Time of Day

Source: Fehr & Peers, 2025.

Existing Transportation Needs

Limited Accessibility

Accessibility on the North Coast is limited, especially for those without a car or who are unable to drive, as travel options are limited. Additionally, unpaved surfaces on trails, parking areas, and accessing beaches can be challenging for individuals with mobility concerns, further restricting access for some visitors.



Operational Challenges and User Conflicts

High visitor activity on the North Coast can lead to high traffic volumes and periodic congestion. Daily traffic volumes range from 4,000 to 14,000 vehicles. Additionally, vehicles entering and exiting parking areas along SR 1 can slow traffic flow and lead to increased travel times.

Lack of Walking or Biking Facilities

The North Coast has limited walking and biking facilities. The trail network along SR 1 has major gaps that limit access and geographic challenges that limit the construction of new trail connections. Additionally, roadside parking creates conflicts with bicyclists riding along SR 1. There is a pedestrian flashing beacon that flashes a warning yellow light at Davenport to signal pedestrians may be crossing, but lack of sidewalks and crosswalks can make crossing and walking near SR 1 at Davenport uncomfortable.



Limited Parking Availability

Parking availability on the North Coast is limited; many areas are informal and unpaved which may cause confusion or difficulty accessing parking areas especially for visitors who are less familiar with the area. This can cause unexpected maneuvers that may result in conflicts with other vehicles and bicyclists. During peak periods, parking occupancy can reach between 50% and 100% making finding parking near your destination more difficult.



Lack of Public Transit Options

Public transit options on the North Coast are limited; there is only one transit route (Route 40) that provides limited service (3 trips per day) from City of Santa Cruz to Davenport. There is no transit service north of Davenport. Additionally, within the North Coast, some transit stops may be difficult or uncomfortable to access.

Next Steps

While the existing conditions analysis was based on available data and observations, the TDM Plan is also informed by community input. The project team is in the process of conducting the first round of engagement to understand travel challenges and opportunities. The existing conditions analysis, supplemented by the community engagement findings will help inform the TDM Plan vision and objectives. Using the vision and objective framework and input from the existing conditions analysis and community engagement findings, the project team will identify TDM needs.

Additionally, the project team is currently in the process of collecting vehicle and parking counts to capture counts during peak visitation season and conducting an online survey, These data will help to round out the existing conditions analysis.

Appendix A

Existing Planning and Policy Background

The North Coast TDM Plan is informed by previously completed planning initiatives and relevant and/or anticipated development projects to ensure consistency with regional and local goals and policies. The following section lists relevant plans and programs as well as ongoing North Coast projects.

Regional and Local Planning Documents

- **North Coast Facilities Management Plan (2024)** – Governs short- and long-term efforts to manage a network of amenities along the North Coast. The plan focuses on the state of facilities to optimize recreational opportunities. The plan identifies the need for a TDM Plan to effectively manage and maintain transportation infrastructure and facilities.
- **Santa Cruz County General Plan and Local Coastal Program (2024)** – Provides a long-range vision for the development and preservation of the County of Santa Cruz plan area and surrounding coast. The plan outlines goals and policies to reduce single-rider vehicular traffic and greenhouse gas emissions through travel demand management.
- **Santa Cruz Regional Transportation Commission Regional Transportation Plan 2045 (2022)** – Provides a long-range framework for transportation needs, priorities, and investments for Santa Cruz County. The plan identifies potential improvements to the county's transportation network and develops a prioritized list of projects that total up to \$5.2 billion. These projects include improvements for the Santa Cruz Branch Rail Line, North Coast Rail Trail, and transportation demand management services along the North Coast.
- **County of Santa Cruz Active Transportation Plan (2022)** – Identifies community needs and provides recommendations for infrastructure projects and programs to support walking and biking in unincorporated areas of the county. The plan determines a network of biking and walking routes that connect key destinations within the county. The North Coast is identified as a future Class I shared-use path meant to support recreational travel along the corridor.
- **Santa Cruz County Climate Action and Adaptation Plan (2022)** – Details the climate related risks and hazards affecting different areas in the county, particularly the effects on transportation facilities. The report includes recommendations for mitigating the effects on transportation infrastructure.
- **Santa Cruz County Local Hazard Mitigation Plan 2021–2026 (2021)** – Provides a framework for hazard mitigation strategies and identifies existing and anticipated risks in Santa Cruz County.
- **Caltrans District 5 Active Transportation Plan (2021)** – Provides a prioritized list of bicycle and pedestrian needs on the state highway system to support incorporation of active transportation and transit improvements into projects for the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz. The plan supports the state's goal of ensuring that people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs by 2040.

- **Unified Corridor Investment Study (2019)** – Identifies transportation conditions and multimodal improvements for Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line to link the communities along the Santa Cruz County coast from Davenport through Watsonville.
- **Monterey Bay Sanctuary Scenic Trail Master Plan** – Proposes a 32-mile pedestrian and bicycle path from Santa Cruz County to Pacific Grove, aimed at improving coastal access and promoting non-motorized transportation. Managed by the Santa Cruz County RTC and the Transportation Agency for Monterey County, the trail will include the North Coast Rail Trail and follow the Santa Cruz Branch Rail Line.

Planned Projects and Project Concepts

Table 1 summarizes relevant and ongoing North Coast projects, as well as related project concepts and studies in development. These projects are highlighted for their potential impact on the overall mobility and transportation demand along the North Coast.

Table 1: Relevant Ongoing Projects and Studies on the North Coast

Projects & Locations	Responsible Agency	Description	Project Status
1. Waddell Creek Bridge Replacement	Caltrans	Replace and elevate the Waddell Creek bridge to enhance resilience against sea-level rise. A Class 1 multiuse path will be added on the oceanside of the new bridge structure.	Design
2. Waddell Creek Coastal Resilience Plan	SCCRTC	Address potential improvements for SR 1, ecosystem restoration, and public access at Waddell Creek.	Planning (RFP released March 2025)
3. Reimagining Big Basin Facilities Management Plan	State Parks	Provides a vision for reestablishing recreational facilities in the park in response to the 2020 CZU Lightning fire and Big Basin Vision Summary.	Planning
4. Greyhound Rock Overnight Accommodations	Santa Cruz County	Proposes visitor facilities including trail connections to the California Coastal Trail, 8-15 overnight cabins (48-90 beds), a discovery center, and a dining hall with a kitchen. The added visitor facilities and educational programming will accommodate daytime visitors and overnight guests.	Construction (expected to be completed in 2029)
5. Scott Creek Bridge Replacement & Lagoon Restoration	Caltrans	Replace the SR 1 vehicle bridge at the Scott Creek main channel. Proposes two formal parking lots on the oceanside of the proposed bridge.	Environmental review

Projects & Locations	Responsible Agency	Description	Project Status
6. Cotoni-Coast Dairies National Monument Parking and Public Access	Bureau of Land Management (BLM)	Establishes a new national monument and recreational area with hiking trails. Includes two parking areas and trails. The northern parking lot and trailhead (completed) includes 64 spaces and access to trails. The southern parking lot and remaining trailhead will be completed by the end of 2025. The new monument is anticipated to receive around 250,000–300,000 visitors annually.	Construction (expected to be completed by 2025)
7. Cotoni-Coast Dairies National Monument Multipath Feasibility Study	BLM	Consider exploring a multiuse path connecting the community of Davenport to the Cotoni-Coast Dairies National Monument's northern parking lot (at Warenella Road off Cement Plant Road).	Planning
8. Davenport Cement Plant Coastal Restoration and Reuse Plan	Santa Cruz County	Convert decommissioned plant to visitor-serving, residential, and light industrial uses.	Planning
9. San Vicente Coastal Resilience Plan	SCCRTC	Address potential improvements for SR 1, ecosystem restoration, and public access at San Vicente Creek.	Planning (RFP released March 2025)
10. Shark Fin Cove Parking Formalization Study	Santa Cruz County	Study the feasibility of creating formalized parking spaces near Shark Fin Cove.	Planning
11. Highway 1 Overcrossing at Yellowbank	SCCRTC	Provide a pedestrian overpass on SR 1 next to Yellowbank Beach	Design
12. Four Mile Beach Parking Lot	State Parks	Consider expanding parking supply at Four Mile Beach. Existing parking is limited to an off shoulder unpaved parking lot and average peak demand is 54 spaces.	Planning
13. Laguna Creek Beach Access and Preservation	State Parks	Proposes potential paved shoulder, pedestrian safety improvements, visitor amenities, and widening access trails	Planning

Projects & Locations	Responsible Agency	Description	Project Status
14. North Coast Rail Trail Project	SCCRTC	Construct a 7.5-mile Class 1 shared-use paved path for bicyclists and pedestrians, running along the railroad corridor from Davenport Beach to Wilder Ranch State Park in the south as part of Segment 5 of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network. As part of the trail construction, the project is proposed to provide two new parking lots at Ocean Street and Davenport and Panther/Yellowbank Beach. The project will develop a pedestrian crossing in Davenport, and a pedestrian overpass connection over SR 1 at Panther/Yellowbank Beach parking lot on the coastal side of SR 1 to the Cotoni-Coast Dairies National Monument.	Construction (Phase 1 & 2 began construction in 2024. Phase 3 is expected to begin construction in 2027)
15. Santa Cruz County Rural Highway Safety Plan	SCCRTC	Identifies crash patterns and prioritizes countermeasures to eliminate traffic deaths and serious injuries by 2050 on five study highways in Santa Cruz County including the SR 1 on the North Coast.	Planning (expected to be completed by 2026)

Source: Fehr & Peers, 2025.

These future projects will likely affect visitor population by attracting new visitors, as the new Cotoni Coast National Monument will likely do, or by shifting visitors from other parks/beaches along the North Coast and Santa Cruz County region to new features and facilities.

Improvements to pedestrian and bicycle facilities including new trail connections such as the Rail Trail may have two effects: these new connections will help improve access to other North Coast destinations and serve as recreational destinations in their own right, attracting new visitors; and improved pedestrian and bicycle facilities may shift visitors to travel using more active modes. By improving connections to destinations, visitors may be more likely to walk or bicycle between destinations along the North Coast.

Many new projects and facility improvements are planned in the coming years, which will likely increase visitor volumes in the area. This highlights the importance of the TDM Plan to help manage travel demand to a level that is efficient and provides a pleasant experience for visitors, residents, and employees in the area.

Cotoni-Coast Dairies National Monument Parking and Public Access

The Cotoni-Coast Dairies National Monument is located ten miles north of the City of Santa Cruz along SR 1. The purpose of the monument is to protect geological formations, natural habitats, scenic vistas, and cultural values, while offering a range of recreational opportunities for a diverse group of users. Currently,

the monument is undergoing work to provide public access including adding 27 miles of trails for hiking, mountain biking, and horseback riding.

BLM projects annual visitor use of approximately 190,000 – 325,00 visitors annually with full build out of the project. The buildout of trails is phased; and total buildout is not expected to be reached for many years. On a given weekend day there is estimated to be around 1,400 visitors equating to about 370 weekend vehicle trips.

The northern parking lot is under construction and will provide 64 day-use parking spaces near Warrenella Road, as seen in **Figure A-1** along with one public restroom and trash collection facilities. A future southern parking lot will be planned as part of future phases. Total parking is expected to be around 220 spaces.



Figure A-1: Northern Parking Area and Trailhead Site Map

Source: BLM, 2024.

North Coast Rail Trail

The North Coast Rail Trail project is a 7.5-mile multi-use path proposed as part of the Monterey Bay Sanctuary Scenic Trail Network, a 50-mile bicycle and pedestrian pathway connecting through Santa Cruz and Monterey counties. The trail will run along the Santa Cruz Branch Rail line from Wilder Ranch to Cotoni-Coast Dairies north of Davenport as shown in **Figure 2**. Its purpose is to provide an accessible pathway that separates pedestrians and bicyclists from vehicular traffic, enhancing active transportation,

recreation, and environmental and cultural education uses. The North Coast Rail Trail is anticipated to attract approximately 1,000 trail users on a summer peak weekend day by 2040, nearly 80% of whom would arrive by driving. The project is expected to generate 300 new vehicle trips per peak day.

Construction of the North Coast Rail Trail is divided into three phases and includes enhancements to existing parking areas by Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach. Phase 1 covers 5.4 miles from Wilder Ranch State Park to Panther/Yellowbank Beach along the Santa Cruz Rail Line, Phase 2 spans 2.1 miles from Panther/Yellowbank Beach to Davenport, and Phase 3 includes construction of the overpass Panther/Yellowbank Beach.



Figure A-2: North Coast Rail Trail Alignment

Source: SCCRTC Project Website. Accessed May 2025, <https://www.sccrtc.org/projects/trail/north-coast-rail-trail/>.

The parking areas at Davenport Beach, Bonny Doon, and Panther/Yellowbank will be reconfigured to include formalized spaces and improve access, egress, and internal circulation. As shown in **Figure A-3**, the existing parking area in the northern section at Davenport Beach will be reconfigured to provide 43 marked parking spaces. The Bonny Doon parking lot will include 48 marked spaces and expand the paved area to include bike racks and trash containers as shown in **Figure A-4**. The southern section of the Panther/Yellowbank Beach parking area will be restructured to accommodate 48 marked parking spaces

and bike racks as shown in **Figure A-5**. Phase 1 & 2 began construction in 2024. Phase 3 is expected to begin construction in 2027.

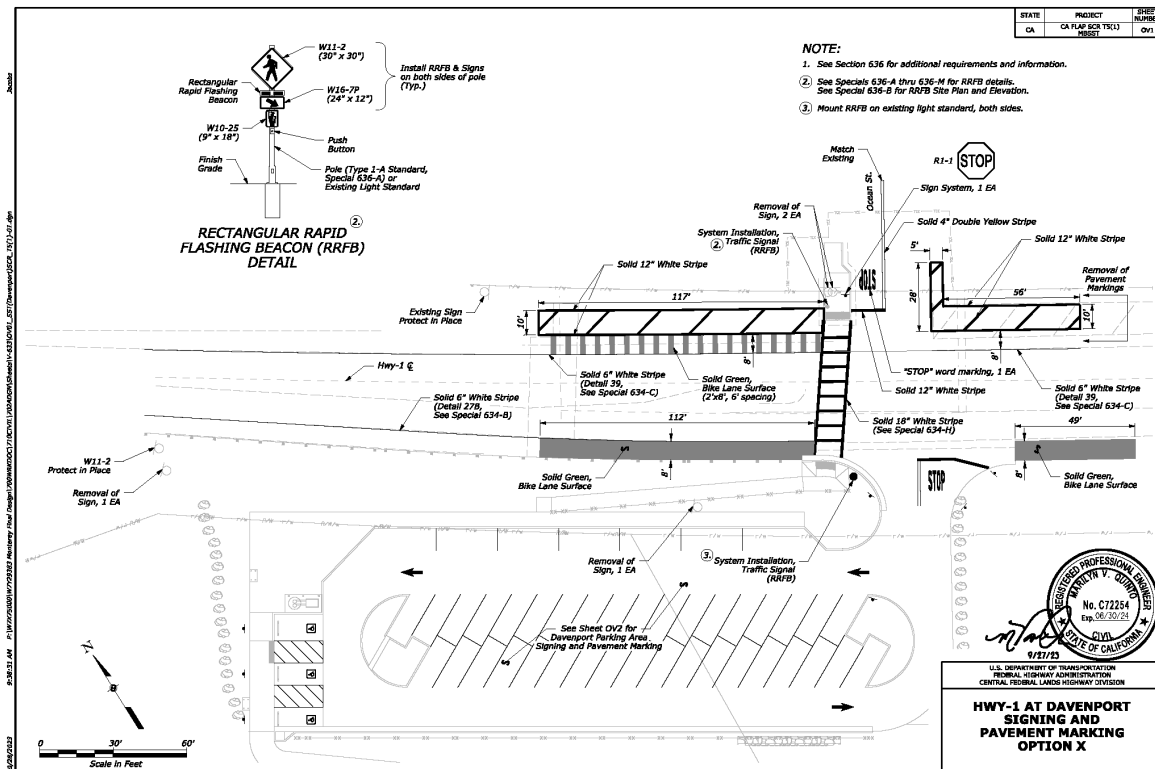


Figure A-3: Davenport Beach Parking Area Reconfiguration Plan

Source: North Coast Rail Trail EIR, Traffic Impact Analysis, 2018.

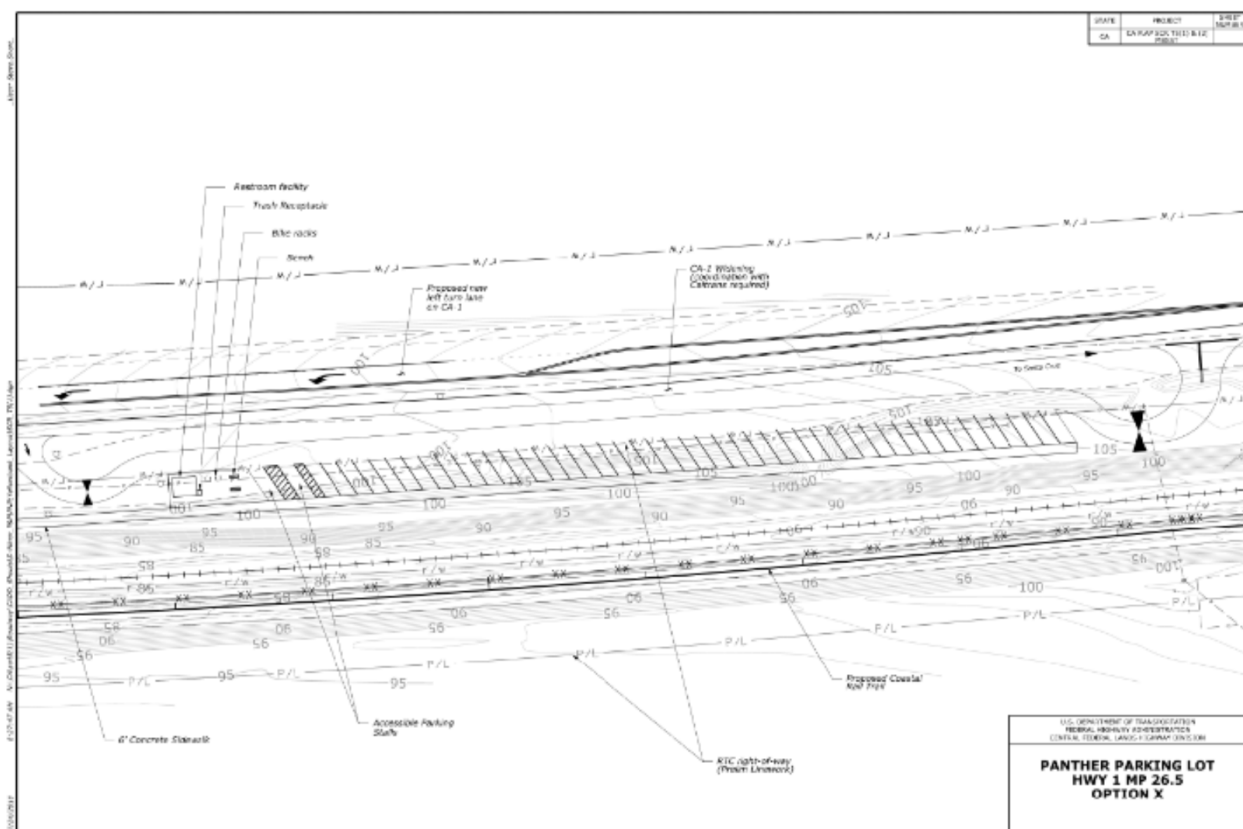


Figure A-5: Panther/Yellowbeach Beach Parking Area Reconfiguration Plan

Source: North Coast Rail Trail EIR, Traffic Impact Analysis, 2018.