



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

AGENDA
Thursday, October 16, 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.

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

NOTICE/NOTICIA:

- **Servicios De Traducción/ Translation Services:** Si gusta estar presente o participar y necesita información o servicios de traducción al español, por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email info@sccrtc.org y diríjase a página 3.
- See the end of this agenda for details about access for people with disabilities, translation services and other information.
- **Agendas Online:** To receive email notification when the meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>

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

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.

5. Approve Minutes of the August 21, 2025 ITAC meeting
6. Receive Notices about State Grants
7. Receive Caltrans Local Assistance Important Dates reminders
8. Receive notice about Rural Highways Safety Plan - Draft Safety Enhancement Concepts Available for Community Feedback

REGULAR AGENDA

9. Coastal Rail Trail Updates
 - a. Staff Report, Grace Blakeslee
10. Consolidated Grants Preliminary Recommendations
 - a. Staff report, Rachel Moriconi
11. Measure D: Five-Year Programs of Projects for Regional Projects
 - a. Staff report, Tommy Travers
12. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
13. 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.

14. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm **November 20, 2025**. ITAC meetings will be canceled if there are no action items to be brought before the committee. Future agenda items:

- Preparing for Storm Damage Season
- Construction Coordination
- Rural Highway Safety Plan
- Transportation Equity Action Plan
- Zero Emission Passenger Rail and Trail Project (ZEPRT)

15. Adjourn

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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Ste 250; Santa Cruz, CA 95060; phone: (831) 460-3200
 email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE: Agendas are posted online (<https://sccrtc.org/meetings/inter-agency/agendas/>) at least 72 hours prior to the meeting. Full agenda packets, including handouts and other documents relating to items on the agenda, are also posted online. To receive email notification when the Committee meeting agenda packets are posted on the RTC website, please fill out the e-subscription form on the website: <https://sccrtc.org/about/esubscriptions/> or call (831) 460-3200.

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.

Zoom Meeting Tips: Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>

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

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



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

MINUTES

Thursday, August 21, 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)
Capitola Public Works and Planning Proxy	Kailash Mozumder
County Public Works	Casey Carlson
Santa Cruz Metropolitan Transit District (METRO)	Pete Rasmussen
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works	Andrew Lee
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek

RTC Staff Present: Max Friedman (online) and Rachel Moriconi

Others Present – In Person:

Kelly Curlett, Santa Cruz County Public Health
Johnny Esteban, RTC Planner
Ben Finke, METRO Driver/SMART

Others - Online:

Mike Pisano (E&DTAC), Justin (Aptos resident), Marty Demare (north coast resident), Tai Bell-Liu (B-Cycle)

- 1. Call to Order:** Chair Starkey called the meeting to order at 1:32 p.m.
- 2. Introductions** were made.
- 3. AB 2449 Remote Participation Requests:** None.
- 4. Additions, deletions, or other changes to consent and regular agendas:** None. Slides from presentations were posted on the committee webpage after the meeting.
- 5. Oral Communications on Matters Not on the Agenda:** Rachel Moriconi shared a comment from Mike Pisano suggesting that METRO add a hydrogen fueling station in Watsonville. The comment was forwarded to METRO staff for response.

CONSENT AGENDA

ITAC members unanimously approved a motion (Meek/Gallogly) approving the consent agenda with members Guirguis, Valentine, Rasmussen, Gallogly, Starkey, Fontes, Lee, Mozumder, and Meek voting "aye". (Member Carlson was not present during the vote.)

- 6. Approved amended Minutes of the May 15, 2025 ITAC meeting**
- 7. Received State and Federal Legislative Updates**

REGULAR AGENDA

8. County of Santa Cruz Crash Report

Kelly Curlett from County Public Health presented the Santa Cruz County Community Traffic Safety Coalition's county-wide Crash Report for 2014-2023. The Crash Report includes data on fatal and serious injury crashes involving pedestrians, bicyclists, and motor vehicles. It also features Santa Cruz County's crash rankings from the California Office of Traffic Safety. She requested support from the ITAC members to share information in the report and continue traffic safety efforts to prevent crashes. She also provided an update on the Safe Street for All plan that is under development for unincorporated areas of Santa Cruz County, Scotts Valley, and Watsonville, including public outreach and analysis.

Committee members discussed trends over time, coordinating with law enforcement to address the high number of incidents involving alcohol, mapping crash locations by type and identifying hotspot corridors, speed limits and potential mitigations, countermeasures and other recommendations. An attendee suggested if more people rode transit there would be fewer crashes. Rachel will share information about a [state report](#) on the impact that increased vehicle weights have had on the severity of crashes. The [California Strategic Highway Safety Plan](#) and RTC's forthcoming [Rural Highway Safety Plan](#) were also identified as resources.

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

Regina Valentine from the Association of Monterey Bay Area Governments (AMBAG) presented an overview of the Draft 2025 Coordinated Public Transit –Human Services Transportation Plan (Coordinated Plan) for the tri-county Monterey Bay region. The plan builds upon the RTC's Unmet Transit Needs process and identifies priorities to improve public

transportation for seniors, persons with disabilities, and persons of limited means. Projects identified in the Plan are made eligible for federal funding through the FTA Section 5310 grant program. She requested that ITAC members and the public review the plan and submit any comments by September 26, 2025. The plan is online at: <https://www.ambag.org/plans/monterey-bay-area-coordinated-public-transit-humanservices-transportation-plan>. ITAC members did not have any comments on the plan at the meeting.

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

RTC Planner Max Friedman presented information on the North Coast-Highway 1 Transportation Demand Management Plan that is under development. The plan will identify strategies to improve safety and reduce automobile trips to Davenport and other locations along the north coast. ITAC members and other attendees provided input related to potential transit or shuttle services and use; traffic volumes; safety for people biking, walking, or taking the bus, especially crossing Highway 1; carshare and vanpool opportunities; truck traffic; and reducing speeds.

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

ITAC members provided updates on transportation projects they are implementing.

- **Caltrans:** Paul Guirguis shared information about the Caltrans District 5 Local Development Review process and a one-day closure of the Highway 17/La Madrona Drive SB off-ramp. He noted AB 1014 in the legislative update (on consent agenda) proposes to allow Caltrans to lower speed limits where state highways also serve as main streets by 5 mph under certain circumstances.
- **Scotts Valley:** Andrew Lee shared that the city's street resurfacing project is underway, with completion anticipated in mid-October. Complete Streets projects on Scotts Valley Drive and Mount Hermon Road are in design; with outreach to businesses next month. The Mt. Hermon Road signal coordination project went live, with adjustments ongoing. The draft Town Center Specific Plan is scheduled to be released later this year.
- **Santa Cruz Metro:** Pete Rasmussen reported that METRO received a Caltrans planning grant to prepare a Bus Stop Improvement Master Plan. A fare modernization "tap to ride" system will launch in 2026. Several service changes will go into effect in September, including restoration of

Route 16 to UCSC, new Route 35X express service from San Lorenzo Valley to Santa Cruz, and a new Route 34 in Scotts Valley serving Scotts Valley Drive.

- **Watsonville:** Murray Fontes reported that Green Valley Road reconstruction is nearly complete. The Vision Zero Corridors planning continues, including significant outreach on Freedom Boulevard. Justin Meek reported that the city has received requests for additional information from the state regarding the Affordable Housing Sustainable Communities (AHSC) grant application for numerous transportation elements downtown, as well as transit-oriented redevelopment of the transit center; grant awards are expected to be announced by the end of the year. The city's General Plan Mobility Chapter and Environmental Impact Report (EIR) are expected to be released for review in early 2026. The city's Neighborhood Access & Equity Grant, which would have funded truck traffic analysis, was rescinded in the federal budget bill.
- **County of Santa Cruz:** Storm damage repairs continue, with new bridge rehabilitations facing deadlines. New complete streets flashing beacons, striping, stop signs, and streetlight upgrades were installed in several locations.
- **Capitola:** Kailash Mozumder reported on 13 streets resurfaced (with Measure D & SB1 funds). City Council will consider outreach plans for the 41st Ave Corridor, Bay Ave Corridor, and Local Road Safety Plan which are under development. The city is also recruiting a new senior planner.
- **Santa Cruz:** Claire Gallogly reported on the city's Active Transportation Plan, with Council review scheduled for February 2026. Bay Corridor paving and bollards are under construction north of Escalona, with the lower Bay Corridor Complete Streets project in 30% design review. The city's Go Santa Cruz e-bike rebates are highly popular and e-bike safety/education programs expanding. Matt Starkey provided updates on the Murray St. Bridge project and Front St. Transit project forthcoming signal updates.
- **County of Santa Cruz:** Casey Carlson reported that the county continues to complete storm damage repair projects, with several bridge replacements pending. The Green Valley Multi-Use Path ribbon cutting is scheduled for August 28. The 2025 Measure D paving projects are underway, as well as work on Murphy's Crossing, Rogge Lane and North Coast resurfacing projects. The County is working to add green bike lanes where feasible.
- **AMBAG:** Regina reported the administrative draft of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and

EIR is under development; with public release expected later this year. At the Planning Directors Forum the group will receive presentations on RuralREN (energy efficiency/funding) and state Housing and Community Development (HCD) disaster recovery programs.

- **RTC:** Rachel Moriconi provided updates on the RTC's countywide Bike Incentive Program; Zero Emission Passenger Rail & Trail Project; and Guide to Specialized Transportation.

12. Next Meeting and Future Items:

The next ITAC meeting was scheduled for 1:30 p.m. on September 18, 2025, but subsequently cancelled. Chair Starkey requested that the ITAC discuss construction coordination opportunities at a future meeting. Some construction information for Caltrans and County projects is available on the Cruz511.org websites.

The meeting adjourned at 3:27 p.m.

Minutes respectfully submitted by Rachel Moriconi, Senior Transportation Planner

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California Strategic Growth Council



The [Transformative Climate Communities \(TCC\) Program](#) Round 6 and [Community Resilience Centers \(CRC\) Program](#) Round 2 Draft Guidelines are now open for public comment. Read our [web announcement](#) ([anuncio en español](#)) for more details. All materials are now available on the [TCC webpage](#) and [CRC webpage](#).

Strategic Growth Council (SGC) staff update program Guidelines before each round of funding based on community input. These updates help the programs adapt to changes in legislation and current events, improve the programs' accessibility and inclusivity, and advance the programs' objectives. Staff have drafted the TCC Round 6 and CRC Round 2 Draft Guidelines based on feedback from past applicants and grantees, prior public engagement processes led by SGC grant programs, lessons learned from previous rounds of program implementation, policy research, and recent legislation.

The public comment period is open from **Sept. 29, 2025, to 5 p.m. Jan. 2, 2026.**

To stay informed on our Guidelines update process and TCC and CRC programs overall, please register for the [TCC Newsletter](#) and [CRC Newsletter](#). If you have any questions about the TCC or CRC programs, you may email the respective program's inbox at TCC@sgc.ca.gov and/or CRC@sgc.ca.gov.



The California Department of Transportation (Caltrans) has released the Fiscal Year 2026-27 Sustainable Transportation Planning Grant Application Guide and Call for Applications.

Program website: Visit the grants website for workshop dates and times, the Grant Application Guide, application forms and templates, and Caltrans district staff contacts. <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

Due Date: Applications are due by 5:00 PM on Friday, **November 21, 2025**. The grant awards will be announced in spring/summer 2026.

Save the Date: District 5 **Virtual Grant Application Workshop** is Wednesday, October 1st from 11am-12pm will provide a grant program overview and review the resources that we have to assist with competitive application development.

Contact: If you need help determining the best grant category for your proposed planning project and to coordinate draft application review and feedback contact the following staff at Caltrans District 5:

- Chris Bjornstad: Christopher.Bjornstad@dot.ca.gov
- Veronica Lezama: Veronica.Lezama@dot.ca.gov

[Click here to Subscribe to Sus. Transportation Planning Grants Mailing List](#)



California Transportation Commission

Active Transportation Program Workshops and Site Visits

The California Transportation Commission will be offering Workshops and Site Visits for the eighth cycle of the Active Transportation Program.

The next Central workshop is on October 16, 2025 from 9:00am - 11:00am. To attend virtually, please register using the ***[new Teams registration link](#)***! The agenda will be posted shortly.

Branch Workshops are for agencies interested in learning more about the program basics. These informal workshops will focus on addressing stakeholder questions while providing guidance on submitting more successful applications. ***[Register for a Branch Workshop here!](#)***

Site Visits are available for all interested agencies across the state to discuss their upcoming projects with Commission Staff. ***[Register for a Site Visit here!](#)***

Visit <https://catc.ca.gov/programs/active-transportation-program> for additional information about the ATP grant program, registration information for workshops and site visits and recordings from past workshops.

Please direct any questions to CTC staff Jaeden Gales via email at ***Jaeden.Gales@catc.ca.gov***.



District 5 Local Assistance Important Dates

GENERAL UPDATES

- New LAPM and LAPG Updates were released January 2025. Please check the Local Assistance website for the latest guidance and forms.
- Local Assistance has created a Microsoft Teams with individual local agencies to share project information and status. Reach out to your area engineer if you are interested.

CRITICAL DATES

- **Inactivity**
 - Invoice for projects every 6 months (minimum) to avoid becoming inactive. For Federally funded projects, inactive projects need to be justified to FHWA and could be risk of having funded de-obligated.
 - <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>
- **Project End Date (PED)**
 - Federally funding projects have PED established. Costs incurred after PED are not eligible for reimbursement.
 - <https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates>
- **Reversion and Cooperative Work Agreement (CWA)**
 - These dates are the invoicing “window”. These dates occur on June 30 (end of State fiscal year). Unexpended funds are de-obligated starting in late May, so invoices need to be submitted by April 1.
 - Reversion date is shown on the finance letter.
 - Local Assistance sends out reminders for these projects.
- **Timely Use of Funds (TUF)**
 - Deadlines established by California Transportation Commission for allocation, award, and invoicing.
 - Project allocations must occur in the fiscal year that the funds are programmed.
 - TUF deadline for invoicing governs over the reversion date.
 - 2024 CTC due dates: https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/2025_external_preparation_schedule.pdf
 - TUF Calculator: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/tuf/2023/tuf_time_ext_cal_rev155pw.xlsx



**DIVISION OF
LOCAL ASSISTANCE**
FEDERAL • STATE • LOCAL

District 5 Local Assistance

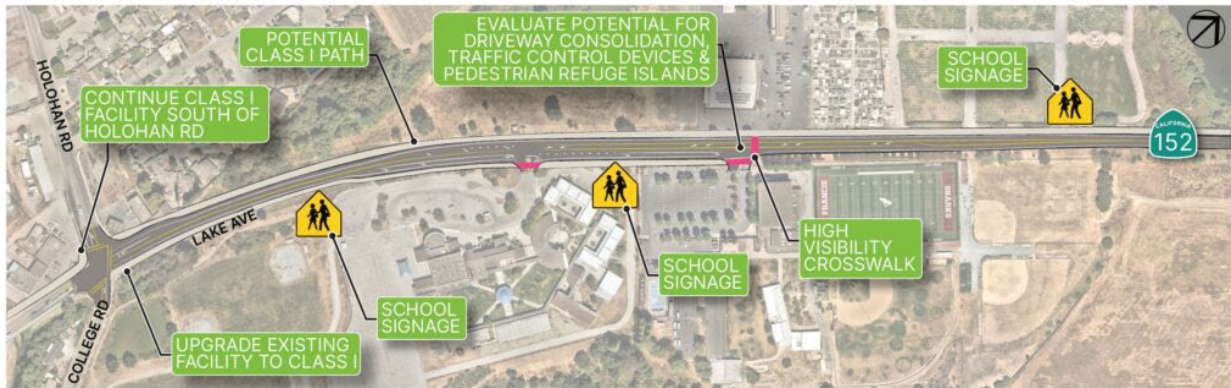
Important Dates

<u>January</u> None	<u>July</u> - Solicitation for ER Time Extensions - Last week – Complete FHWA Form 1391 for Federal projects in active Construction - Late Jun to Mid-Oct – No RFA's w/ de-obligations processed
<u>February</u> - Feb 1 – RFA due to HBP projects with FFY 25/26 funds - Early Feb – Maintained Mileage request sent (County)	<u>August</u> - Mid-month – Deadline for RFA's to HQ (last opportunity to request Fed FY 25/26 funds) - Mid-Aug to Early-Oct: No RFA's processed - Mid-Aug – ER Time Extensions Due - Late-Aug – HBP Annual Status Due
<u>March</u> None	<u>September</u> - Mid-Aug to Early-Oct: No RFA's - Sept 30 – End of FFY - Sept 30 – ER RFA's Due for CON
<u>April</u> Apr 1 – Submit invoices if project funds revert on 6/30/26 - Possible HBP post-programming and EPSP available June allocation or extension requests for CTC due AB1012 Obligation Reports due	<u>October</u> - Mid-Aug to Early-Oct: No RFA's - Late-month – HBP Fall List released
<u>May</u> Maintained Mileage report due	<u>November</u> None
<u>June</u> June 16 – August allocation requests for CTC due to the District - Late June – Deadline to submit RFA's that include de-obligations - Late June to Mid-Oct – No RFA's w/ de-obligations processed - June 30 – Allocation deadline for SB1 funds programmed this FY - June 30 – LAPM Ex 9-B and 9-C due	<u>December</u> Mid-Dec – CWA's sent to local agencies

Rural Highways Safety Plan (RHSP)

Draft Safety Enhancement Concepts Available for Community Feedback

Published October 7, 2025



The Santa Cruz County [Rural Highway Safety Action Plan \(RHSP\)](#) seeks to enhance safety for all users of the County’s six conventional highways: specifically, Highway 1 north of the City of Santa Cruz city limits, Highway 9, Highway 236, Highway 35, and Highways 129 and 152 outside the City of Watsonville city limits, which collectively function as main streets, intercommunity connectors, and rural highways.

The objective is to identify locations of patterns of crashes to generate and prioritize a suite of implementable countermeasures, to create a roadmap to Vision Zero. The intent is to achieve zero traffic deaths and serious injuries by 2050 with projects and strategies implemented through close partnerships with Caltrans.

As part of Milestone 3: Rural Highways Safety Plan Final Report, the project will propose Safety Enhancement Concepts for ten Priority Project Locations identified through crash pattern analysis and public input as part of Milestone 2: Transportation Strategy Development.

Visit sccrtc.org/rhsp or click on the links below to review the draft Safety Enhancement Concepts. **Please provide your feedback via email to info@sccrtc.org, and include “RHSP” in the subject line.**

Click on the links below to review the draft Safety Enhancement Concepts. **Please provide your feedback via email to info@sccrtc.org, and include “RHSP” in the subject line.**

1. [Highway 1: Scott Creek](#)

2. [Highway 1: Davenport](#)
3. [Highway 1: Dimeo Ln/Transfer Station](#)
4. [Highway 9: Waterman Gap hairpin curve](#)
5. [Highway 9: Boulder Creek](#)
6. [Highway 9: Ben Lomond](#)
7. [Highway 129: Blackburn St/Bridge St](#)
8. [Highway 129: Murphy Rd](#)
9. [Highway 152: Lakeview Middle School/St. Francis High](#)
10. [Highway 152: Fairgrounds access](#)

Staff will present information to RTC committees and the RTC at their November and December 2025 meetings. The Rural Highways Safety Plan Final Report (Milestone 3) is scheduled to be brought before the Commission in March 2026.

AGENDA: October 16, 2025

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Grace Blakeslee, Sr. Transportation Planner

RE: Coastal Rail Trail Updates

RECOMMENDATION

This item is for information only.

BACKGROUND

The Regional Transportation Commission (RTC) has been working with partner agencies to implement the [Monterey Bay Sanctuary Scenic Trail Network](#) (MBSST). The “spine” of the MBSST network is the Coastal Rail Trail, a bicycle and pedestrian trail to be built within or adjacent to the RTC-owned 32-mile Santa Cruz Branch Rail right-of-way. The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. The rail and trail corridor connects to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Approximately 18 miles of the Coastal Rail Trail are currently under development or constructed.

In November 2016, Santa Cruz County voters approved Measure D – which commits 17% of revenue from the sales tax to partially fund trail development, construction, maintenance and management (*see separate staff report*). Measure D funds are insufficient to fully fund construction and maintenance of the trail and have been used to leverage significant state and federal grants and other funds.

Sections of the trail currently under development include North Coast [Segment 5](#) (Wilder Ranch State Park to Davenport), [Segments 8/9](#) (Pacific Ave/Wharf Santa Cruz to 17th Ave in Live Oak), [Segments 10/11](#) (17th Ave, Live Oak to State Park Drive, Seacliff), [Segment 12](#) (State Park Drive to Rio Del Mar Blvd as part of the Highway 1 State Park Drive to Freedom Boulevard Auxiliary Lanes and Bus-on-Shoulder project), with the remaining 12 miles of trail undergoing analysis as part of the [Zero Emission Passenger Rail and Trail Project \(ZEPRT\)](#).

DISCUSSION

As with other capital projects, project cost estimates are updated several times during project development and implementation and it is not uncommon for cost estimates to increase as projects near final design. At its September 4 and October 2, 2025 meetings, the RTC discussed some of the most recent cost estimates for trail development and construction, potential cost reduction and project delivery strategies, ongoing corridor maintenance needs, as well as Measure D program capacity and financing opportunities. Staff will provide a summary of information shared at those RTC board meetings at this ITAC meeting. The staff reports from those RTC meetings are attached.

SUMMARY

Staff will provide updates on Coastal Rail Trail projects at this meeting.

Attachments:

1. September 4, 2025 Staff Report to RTC
2. October 2, 2025 Staff Report to RTC

\\RTCSEV2\Shared\ITAC\2025\Oct\Rail Trail Updates-SR.docx

AGENDA: September 4, 2025

TO: Regional Transportation Commission

FROM: RTC Staff

RE: Measure D Active Transportation Expenditures and Financing Options

RECOMMENDATION

Staff recommends that the Regional Transportation Commission:

1. Accept information on project cost estimates of Coastal Rail Trail Projects under development;
 2. Direct staff to work with Coastal Rail Trail project sponsors and funding partners on strategies to reduce costs and deliver Coastal Rail Trail Segments 8-11 projects, which could include modifications to the scope of the project; and
 3. Authorize the Executive Director to initiate the process for financing needed to secure additional resources for the Measure D Active Transportation category to cover approved project costs and programming, which includes securing and entering into an agreement for bond counsel services, and return to the Commission with a financing plan for consideration.
-

BACKGROUND

Measure D Expenditure Plan

In November 2016, over two-thirds of Santa Cruz County voters approved a ½-cent transaction and use tax (sales tax) for transportation projects and programs (Measure D-2016). The Santa Cruz County Regional Transportation Commission (RTC) is the designated administrator of Measure D. The voter-approved [Expenditure Plan](#) allocates revenues generated by formula for five categories of projects over 30 years: neighborhood project, transportation for seniors and people with disabilities, highway corridors, active transportation, and rail corridor. Seventeen percent of Measure D revenues are dedicated to the Measure D Active Transportation category and

applied towards development of the Monterey Bay Sanctuary Scenic Trail, also referred to as the Coastal Rail Trail. The RTC allocates, administers, and oversees the expenditure of Measure D revenue consistent with the Measure D Strategic Implementation Plan (SIP).

Measure D Cash Flow & Programming

Each year the RTC updates a 5-year plan showing which projects will be funded by Measure D funds in the near term, considering revenue forecasts and cash flow. RTC has been monitoring Measure D cash flow since voter approval of the measure and expanded the Cash Flow Model (CFM) with adoption of the longer-term Measure D-SIP in 2023. Although Measure D provides significant funding to deliver investments identified in the Expenditure Plan, it is insufficient to fully fund most projects.

Measure D Active Transportation

RTC, in coordination with local jurisdictions, are advancing or have completed approximately 18 miles of Coastal Rail Trail as part of the Measure D Active Transportation program. The Commission has programmed Measure D funding to advance preconstruction activities and to serve as a match to secure state and federal funds for development of the Coastal Rail Trail. The Commission will consider updates to the approved Measure D 5-Year Plan in November 2025 to program new funds through Fiscal Year (FY) 2029/30 and make other programming changes based on funds expended in FY 2024/25 and projected project and corridor maintenance needs.

Measure D Financing

In March 2025, the Commission received a presentation about strategies to accelerate the delivery of priority regional projects under the Measure D Expenditure Plan for the highway and active transportation investment categories. The commitment of a local match has been made for Coastal Rail Trails segments under development to secure state and federal funds. This funding commitment requires advancing future Measure D revenues.

DISCUSSION

RTC and partner agencies are advancing the delivery of Coastal Rail Trail projects at a faster pace than Measure D pay-as-you-go revenue allows. Several of these projects are scheduled to be constructed and opened to the public prior to the expiration of the 30-year measure. This will allow the

public to utilize these new transportation facilities and experience the benefits sooner. This progress necessitates that RTC finance against future Measure D revenues to pay for current project expenditures and deliver projects on their current schedules.

Anticipated Coastal Rail Trail expenditures that fall within the next Measure D 5-Year Plan update (FY 2025/26 through FY2029/30) and that could be considered by the RTC in November 2025 include final design and right-of-way costs in FY 2025/26, and environmental mitigations costs and construction costs in FY 2027/28. RTC, in coordination with project sponsors, continue to identify project delivery needs and update project cost estimates.

Coastal Rail Trail Cost Estimates - Updates

There are several Coastal Rail Trail projects under development, with an overview of the projects and current status included as [Figure 1](#).



Segment 5 – Wilder Ranch State Park to Davenport

Segment 5 Phase 1 and Phase 2 are under construction with a scheduled completion date of Summer 2026. To date, the cost estimate for the construction project is within planned expenses with a few exceptions and minor additional requests by staff that have been incorporated into the project and paid for by the project's contingency fund.

The cost of environmental mitigation for this project is significantly higher than estimated (see RTC April 2025 Agenda Item #27). Up to \$3 million in additional funds for environmental mitigation costs for Segment 5 may be needed. Staff is working with the implementing agency, Federal Highway Administration (FHWA), to reduce mitigation costs by clarifying required mitigation with the regulatory agencies and obtaining input from professionals specializing in the ecology of Santa Cruz County's north coast and local partnerships.

Segments 8-11 – Pacific Avenue to State Park Drive

At the April 2024 meeting, the Commission received a report on updated construction cost estimates for Coastal Rail Trail Segments 8-11, with a total cost of \$111.7 million for the County of Santa Cruz's Coastal Rail Trail Segments 10 & 11 (17th Avenue to State Park Drive) and \$59 million for the City of Santa Cruz's Coastal Rail Trail Segments 8 & 9 (Pacific Avenue to 17th Avenue). The report identified a funding gap of \$43 million between the two projects. At the direction of the Commission, staff, in coordination with the County and City of Santa Cruz, analyzed cost reduction strategies including a value engineering analysis in 2024, and entered into a Memorandum of Understanding with Roaring Camp Railroads for relocation of track to accommodate the Ultimate Trail Configuration (RTC October 2024 Agenda Item #23). In addition, staff pursued additional funding and was awarded \$19.5 million in federal funds through the RAISE (now BUILD) grant program.

Project costs were again updated in August 2025. The updated total costs for City's Segments 8 & 9 is \$77.4 million (\$35 million above available funding) and for County's Segments 10 & 11 is \$137.6 million (\$37 million above available funding). This translates into a total funding gap of \$72 million for the two projects after taking into account the recent federal RAISE grant and cost reductions resulting from the value engineering analysis.

Updated cost estimates assume a construction start date of 2027 with a three year duration. Escalation is a significant driver in the construction cost increases. Construction cost estimates include the value engineering cost reduction strategies previously presented to the Commission, but those savings were offset by recent bid price increases and escalation. The potential cost savings associated with Roaring Camp conducting the track relocation are not reflected in the cost estimates due to continuing uncertainty about the sequencing and viability of this process. Should the track relocation by Roaring Camp prove feasible, that would save an estimated \$9 million in construction cost between the two projects.

Of the \$72 million in total project deficit, \$65 million is for construction and environmental mitigation costs that would be needed starting in FY 2027/28. In addition to the funding gap for construction, the City and County are requesting a combined amount of \$7 million in FY 2025/26 for additional preconstruction activities to complete final design and advance right-of-way work for these projects.

Segment 12 – State Park Drive to Rio del Mar Blvd

Segment 12 of the Coastal Rail Trail is combined with the third phase of Highway 1 Auxiliary Lanes and Bus on Shoulder project between State Park Drive and Freedom Boulevard. Current cost estimates for the Highway 1/Segment 12 Project are based on 95% design. The current cost estimates are within available funding. Actual construction bids on the project may be below, at, or above cost estimates. The Commission may consider future (FY 2027/28 through FY2029/30) Measure D programming should bids for the Highway 1 State Park to Freedom Auxiliary Lanes and Bus on Shoulder and Coastal Rail Trail Segment 12 Project exceed the latest cost estimate. This project is scheduled to be advertised for construction bids in 2027.

Segments 17-18 – Buena Vista Road to Walker Street

The Commission programmed \$4.8 million in funding for preconstruction and environmental review for Segments 17-18. Staff will release a Request for Proposals to solicit professional services for environmental and design for Segments 17/18 in Fall 2025 based on the alignment developed as part of the Zero Emission Passenger Rail (ZEPRT) Project Concept Report. The Commission has not programmed funding for construction of this project.

Segments 13-16 (Rio del Mar to Buena Vista Road) and 19-20 (Walker Street to Salinas Road)

RTC advanced the design for Segments 13-16 and 19-20 as part of the Zero Emission Passenger Rail and Trail Project Concept Report. Staff is currently working with the RTC consultant, HDR, to develop cost estimates for these trail segments. Additional funding will be needed to advance these segments through preconstruction, final design and construction. No Measure D Active Transportation funding has been programmed to these segments.

Measure D Expenditures and Financing

Current Measure D 5-Year Programming (FY 2024/25-2028/29)

The Measure D Active Transportation category will require additional revenues in FY 2025/26 to meet current programmed obligations. The Measure D 5-Year Plan was most recently amended in August 2025 ([Attachment 1](#)). Advancing future projected Measure D revenues through financing could provide the revenues to address the anticipated Measure D Active Transportation category expenditure needs in FY 2025/26.

RTC's financial advisor, KNN Public Finance, LLC (KNN) estimates that an additional \$12.5 million in resources by way of a sales tax revenue bond or line of credit financing will be required in the current fiscal year to meet previously programmed funds in the Measure D Active Transportation category ("Current Measure D Programming").

Anticipated Near-Term Needs Measure D 5-Year Programming (FY 2025/26-2029/30)

The financing or borrowing need in FY 2025/26 would need to be increased should the Commission program additional Measure D Active Transportation funding for anticipated near term funding needs for Coastal Rail Trail projects including Segment 5 environmental mitigation costs (\$3 million) and Segment 8-11 final design and right of way (\$7 million) ("Anticipated Near Term Funding Needs"). This would increase total near-term borrowing from \$12.5 million to \$23 million. The Commission could also consider programming other discretionary funds, including funds from the Consolidated Grant Program, instead of or in addition to programming additional Measure D Active Transportation funds.

Anticipated Longer-Term Measure D 5-Year Programming (FY 2025/26-2029/30)

In the longer-term, there would be an additional need to finance in FY 2027/28 when construction of Coastal Rail Segments 8-11 is underway, based on current trail cost estimates and project delivery schedules. It is estimated that RTC would need to finance, in total, \$92 million between FY 2025/26 and FY 2028/29 to deliver these projects unless other local, state or federal funding sources are secured to reduce the funding gap for these projects. However, this is not feasible because **the Measure D Active Transportation program does not have sufficient capacity over the remaining life of the 30-year measure to cover the project costs**, considering debt service and ongoing corridor maintenance needs.

To continue to advance project delivery in the near term and commit funding to Segment 8-11 in the longer term, the Commission could consider partial funding of Segment 8-11 construction where Measure D Active

Transportation could still support debt financing needs and future corridor maintenance. The Measure D Active Transportation Category capacity over the remaining life of the measure considering debt service and ongoing corridor maintenance is capped at \$55 million, which is far less than the \$92 million required to fully fund the projects. The Commission could also consider programming other discretionary funds, including funds from the Consolidated Grant Program, instead of or in addition to programming additional Measure D Active Transportation funds. Table 1 provides a summary of feasible financing options described above.

Table 1: Feasible Financing Options for Active Transportation (in \$Thousands)

	Current Programming - Measure D*	Anticipated Near-Term Programming **	Anticipated Longer-Term Programming - Constrained ***
FY 24/25 - FY 29/30 Assumed Allocated Measure D Revenues	\$29,098	\$29,098	\$29,098
FY 24/25 - FY 29/30 Assumed Capital Expenditures	\$39,574	\$49,574	\$80,124
FY 25/26 Borrowing Need	\$12,500	\$23,000	\$35,000
FY 28/29 Borrowing Need	\$0	\$0	\$20,000
Total Borrowing Need	\$12,500	\$23,000	55,000
Minimum Program Cash Balance Over Measure	\$2,292	\$1,919	\$835
Minimum DSCR Over Measure	5.10 x	2.77 x	1.21 x

*Current Measure D Programming: Programmed funds in the approved Measure D 5-Year Plan (August 2025)

**Anticipated Near-Term Programming- Measure D: Additional programming needs in FY25/26 for Segment 5 environmental mitigation and Segments 8-11 project design

***Anticipated Longer Term Programming: Additional programming needs in FY27/28 for Segments 8-11 construction based on current construction cost estimates and constrained by the capacity of estimated Measure D Active Transportation revenues

Financing Tools: Interim and Longer Term Borrowing

Staff and municipal advisor KNN Public Finance have discussed various financing strategies to address current and future cash flow needs that may be required depending on final project costs and final project scope. Given

there may be more immediate needs to borrow in the near-term while the longer-term project scope and funding requirements are being refined, it may be advantageous to secure a “line of credit” with a lending bank that can be drawn on as needed to address near-term cash flow needs. When there is greater certainty around project cost and project scope, RTC could refinance balances under the “line of credit” with proceeds from a long-term bond issuance. At the April 2025 Commission meeting, KNN provided an overview of borrowing concepts, which included a discussion of the two primary borrowing tools:

- 1) Interim Borrowing: When there is less certainty about larger scale borrowing needs, but some initial project investment coverage is needed
- 2) Long-Term Borrowing: When the timing and amount of larger scale projects is known and the complete funding package for the project is known

Considering the need for additional resources to cover project costs already approved and programmed, **staff recommends that the Commission authorize the Executive Director to initiate the process for the financing needed to secure such additional resources** to cover near-term borrowing needs. At this point, it is anticipated that the financing will be a line of credit, which would require working with RTC’s municipal advisor, KNN Public Finance, to secure bond counsel services and trustee services, solicit rates and terms from lending banks, and establish a financing plan for the Commission’s consideration at a future meeting. The process is anticipated to take about 4 to 6 months. Bond counsel would prepare the documents necessary to ensure RTC is legally authorized to pledge the Measure D sales tax revenues to secure a borrowing, can borrow on a tax exempt basis, has in place the necessary agreements with the California Department of Tax and Fee Administration (CDTFA) that facilitate the mechanics of pledging Measure D sales tax revenues, and proposed agreements with a potential lending bank have legal review.

The financing plan recommended for approval by the Commission at a future meeting would include a proposed bank with which to establish the line of credit, the rate and structure of the borrowing and required transaction documentation (including a financing resolution, legal borrowing and security indenture, and agreements with the bank and CDTFA). The ultimate size of the borrowing vehicle would be determined in combination with other Measure D program categories that may also require financing, such as Highway.

Coastal Rail Trail Cost Reduction and Project Delivery Strategies

As described above, August 2025 cost estimates include cost reduction strategies from the value engineering analysis, but not the track relocation completed by Roaring Camp due to uncertainties with sequencing and project delivery, which could reduce project cost by approximately \$9 million. Escalation costs are a significant contributor to cost increases.

Project cost estimates will continue to be updated throughout the project development and will reflect potential design changes and updated unit costs for bid items. However, Measure D Active Transportation Program does not have sufficient capacity in the remaining life of the measure to fill the projected funding gap for Coastal Rail Trail Segments 8-11 based on current cost estimates. Therefore, **staff recommends working with Coastal Rail Trail project sponsors and funding partners on strategies to deliver Coastal Rail Trail Segments 8-11 within available resources**, which likely involves modifications (reduction) to the scope of the projects.

Scope changes could include reducing the scope of trail delivered, phasing the project, or alignment changes while maintaining project benefits as practicable thus preserving the maximum amount of state and federal competitive funding awarded to the projects. There is a risk that a scope change could ultimately result in a proportional reduction in funding or loss of funding for the projects. Based on existing grant agreements, additional funding for Coastal Rail Trail projects through previously awarded grant programs is not feasible due to provisions in the existing funding agreements that cost increases are the responsibility of the project sponsor, not the funding agency.

To fill the projected funding gap for construction of Coastal Rail Trail projects Segments 8-11, staff and project sponsors will continue to seek additional funding for the projects, although there are few remaining opportunities available from now until the start of construction to secure additional competitive grant funds. The City of Santa Cruz recently submitted a Safe Streets and Roads for All federal grant application for Coastal Rail Trail Segments 8 & 9 request in the amount of \$20.5 million dollars for construction. Announcement of Safe Streets for Roads for All grant awards are announced in December of 2025.

Next Steps

Staff will continue to work with project sponsors to update cost estimates as project needs are identified through the development of the final design of

the projects. Staff will also continue to work with project sponsors to reduce costs and seek additional grant funding.

Pending Commission direction, staff will initiate discussions with project sponsors regarding potential modifications to the scope of the project to reduce project costs while preserving the maximum amount of state and federal funds committed to Coastal Rail Trail projects.

Also, pending Commission direction, staff will work with municipal advisor, KNN Public Finance, to initiate the process for financing and return to the Commission with a financing plan for consideration to address previously programmed expenditures and anticipated future expenditures.

The Commission will have the opportunity to provide further direction through the upcoming Measure D 5-year Program of Projects programming process scheduled for November, and the adoption of the Consolidated Grant Program in November/December of this year.

FISCAL IMPACT

There is no fiscal impact associated with receiving information on updated project cost estimates. However, the Commission may consider updates to the Measure D 5-Year Plan as part of the upcoming programming cycle, program additional discretionary funds or seek additional grant funds in the future.

Estimated fees to establish a line of credit are expected to range from \$100,000 to \$150,000 inclusive of bond counsel, trustee services, and professional services for municipal advising by KNN Public Finance. Actual costs will be determined once the solicitation of various financing parties is complete. The RTC staff anticipate the potential need for financing in this fiscal year; therefore, the RTC budget includes the funds necessary to initiate the process for a potential line of credit. Should funds in addition to the \$125,629 for professional and consultant services approved in the RTC FY 2025/26 budget be needed, staff will return to the Commission with the appropriate budget amendment for consideration.

SUMMARY

Additional funding is needed to advance Coastal Rail Trail projects is based on current cost estimates. Project costs for Coastal Rail Trail Segments 8-11 were recently updated, identifying a funding shortfall of \$72 million including, design, right-of-way, environmental mitigation and construction components. The Measure D Active Transportation category will not generate

sufficient funds over the life of the measure to cover these cost estimates. Staff recommends working with project sponsors and funding partners to reduce costs and discuss options for delivering Coastal Rail Trail Segments 8-11, which could include changes to the scope of the projects. Based on previously approved programming in the Measure D 5-year plan, financing is required in the current fiscal year to meet programming commitments. Staff recommended that the Commission authorize the Executive Director to initiate the process for the financing that is needed in the short term (likely a line of credit) and return to the Commission with a financing plan for consideration.

Attachments:

Attachment 1- Measure D 5-year Plan (August 2025)

sharept/RTC Staff Reports/RTC2025/09/Regular/MeasD-Financing/MeasureD_Financing0925.docx

Measure D: 5-Year Program of Projects (FY24/25-28/29)

Active Transportation/MBSST-Coastal Rail Trail (17% of Measure D Revenues)APPROVED: August 7, 2025

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21, 5/5/22, 11/3/22, 1/12/23, 2/2/23, 3/3/22, 5/4/23, 11/2/23, 11/7/24, 4/3/25

	Rail Trail Project/Program	Description	Schedule	FY23/24 Actuals	Prior Years Spent*	Planned ¹					Total Measure D through FY28/29	Future	Proposed Updates
						FY24/25	FY25/26	FY26/27	FY27/28	FY28/29			
1	North Coast Segment 5	Trail development and construction, including EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance; \$125k for Davenport Crosswalk and \$1.4 million for Yellowbank Crossing	Under construction	\$3,636,866	\$7,002,258	\$2,414,745	\$731,000	\$40,000	\$0	\$0	\$10,188,003	\$0	
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY26/27.	\$0	\$0	\$0	\$55,000	\$224,294	\$232,144	\$301,000	\$812,438	est \$270k/yr+ escalation	Add \$18k in FY26 for maintenance
3	Segment 7: Natural Bridges to Bay/California (Phase 1), Bay/California to Wharf (Ph2), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: 2022-2024	\$1,630,747	\$2,730,747	\$519,253	\$0	\$0	\$0	\$0	\$3,250,000	\$0	
4	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	
5	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants; \$370k for additional analysis of interim trail. Joint project with County.	Est. 2026 start construction	\$219,354	\$219,354	\$1,200,000	\$950,646	\$0	\$0	\$0	\$2,370,000	\$0	
6	RTC Oversight and technical assistance: Segments 7-9	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Through project completion	\$81,938	\$533,923	\$99,484	\$40,000	\$40,000	\$40,000	\$0	\$753,407	\$0	
7	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$11,871	\$37,140	\$25,000	\$49,000	\$51,000	\$53,000	\$54,000	\$269,140	TBD	
9	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way and construction. County led project.	PA/ED started 2020	\$1,240,486	\$3,366,878	\$1,424,716	\$2,229,000	\$10,137,908	\$0	\$0	\$17,158,502	\$0	
10	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$162,467	\$308,909	\$116,773	\$40,000	\$40,000	\$40,000	\$40,000	\$585,682	\$0	
11	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Completed FY21/22		\$29,256						\$29,256	\$0	
12	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction FY 24/25	\$356	\$2,761	\$1,000	\$0	\$0	\$0	\$0	\$3,761	\$0	

	Rail Trail Project/Program	Description	Schedule	FY23/24 Actuals	Prior Years Spent*	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	Total Measure D through FY28/29	Future	Proposed Updates
13	Segment 12: State Park Drive to Rio Del Mar Boulevard	Design, right-of-way, and matching funds for construction grants. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure D-Highway.	Start construction FY25/26; dependent on grant funding	\$1,995,270	\$3,195,002	\$1,032,800	\$2,964,000	\$1,410,100	\$1,466,000	\$1,466,000	\$11,533,902	\$1,249,500	
14	Segment 18 Phase 1: Ohlone to slough trail, City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Completed 2021	\$0	\$150,000						\$150,000	\$0	
15	Segment 18 Phase 2: Lee Road to Ohlone, slough trail to Walker St	RTC pursuing as part of Zero Emission Passenger Rail & Trail Project. Delivery may advance prior to rest of project.	Environmental and preliminary design underway			\$1,000,000	\$1,000,000	\$0	\$2,800,000	\$0	\$4,800,000	TBD	
16	Watsonville Trail segments oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$980	\$113,686	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$273,686	TBD	
17	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$1,586	\$1,586	\$3,500	\$3,600	\$3,700	\$3,800	\$11,000	\$27,186	TBD	
18	Zero Emission Rail Transit & Trail	Project concept report, preliminary engineering and environmental analysis of remaining sections of trail as part of the Electric Rail & Trail project. Includes consultant services, project management and public outreach; match for grants.	Concept report due Spring 2025	\$0	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	TBD	
19	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	2019-2022	\$0	\$17,622	\$0	\$0	\$0	\$0	\$0	\$17,622	\$0	
20	Ongoing oversight, coordination, and assistance, including on development of future trail sections	RTC staff and consultants work related to overall trail planning, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects and grant applications.	ongoing	\$127,543	\$1,369,310	\$208,629	\$140,115	\$147,120	\$154,476	\$0	\$2,019,649	Varies	
21	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree work, trash, graffiti, drainage, encroachments, boundary surveys, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,002,513	\$4,124,410	\$2,349,158	\$2,115,218	\$1,278,071	\$1,294,589	\$1,335,549	\$12,496,995	Estimated \$1.4M/yr + escalation	
Estimated 5-Year Measure D Expenditures				\$10,111,979	\$23,702,841	\$10,785,058	\$10,357,578	\$13,412,193	\$6,124,009	\$3,207,549	\$67,589,228		

1- Programmed funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*FY23/24 and future amounts will be adjusted based on audited financials

Assumes financing will be required to cover expenditures starting in FY25/26.

AGENDA: October 2, 2025

TO: Regional Transportation Commission

FROM: Grace Blakeslee, Supervising Transportation Planner

RE: Coastal Rail Trail Segments 8 & 9 and 10 & 11 Project
Delivery

RECOMMENDATION

Staff recommends that the Regional Transportation Commission accept information about Coastal Rail Trail Segments 8 & 9 and 10 & 11 cost reduction and project delivery strategies, including options for potential scope modifications.

BACKGROUND

Coastal Rail Trail Segments 8 & 9 and 10 & 11 ("Projects") are ready to begin final design. The City of Santa Cruz is the project sponsor for Segments 8 & 9 and the County of Santa Cruz is the project sponsor for Segments 10 & 11. These Projects completed environmental review in 2023 and 2024, respectively. Following certification of the environmental documents, the project sponsors approved the Ultimate Trail Configuration as the preferred project. Since that time, project sponsors have been advancing these Projects.

At the September 4, 2025 meeting, RTC received information regarding updated construction cost estimates for Coastal Rail Trail Segments 8 & 9 and Segments 10 & 11 and directed staff to work with project sponsors to reduce costs and deliver Coastal Rail Trail Segments 8-11 projects, which could include modifications to the project scope. This is in addition to direction from the RTC received in April 2024 to identify cost reduction strategies that resulted in a value engineering analysis. A significant portion of the project cost is associated with construction of retaining walls and new bicycle and pedestrian bridges. The construction cost estimates shown in Attachment 1 were developed in August 2025 and reflect the value engineering cost reduction strategies previously presented to the Commission, but those savings were offset by recent bid price increases and escalation.

As described in the report to the RTC at the September 4, 2025 meeting, programming additional funding for Coastal Rail Trail Segments 8 & 9 and 10 & 11 for final design and preconstruction right-of-way activities will require near term financing of Measure D Active Transportation category revenues. RTC would also require longer term financing of Measure D to deliver Coastal Rail Trail Segments 8-11 based on current construction cost estimates. Also as discussed at the September 4, 2025 meeting, the projected Measure D Active Transportation category revenues combined with financing are insufficient to cover 100% of future construction costs based on current cost estimates. The program does not have sufficient capacity over the remaining life of the 30-year measure to cover these costs when considering debt service and ongoing corridor maintenance needs.

DISCUSSION

Options to facilitate delivery of Coastal Rail Trail Segments 8 & 9 and 10 & 11 based on current construction cost estimates and funding gaps include: seeking additional funding, reducing the project scope, and/or modifying the project design.

Additional Funding

RTC and project sponsors have been very successful in obtaining state and federal funding for Coastal Rail Trail Project Segments 8-11. These funding sources do not provide funding for cost increases, so additional funding would be needed to fill the funding gap. State and federal funding is very competitive and opportunities are very limited within the short term (prior to the projects being construction-ready) in accordance with funding deadlines. Waiting multiple program funding cycles to obtain additional state or federal funding to fill the construction funding gap puts the secured funding at risk. The Projects need to submit completed designs and right-of-way certifications to Caltrans in March 2027 to meet the current state funding grant deadlines. There is still significant work to do to meet this deadline. The projects are already at risk of missing this funding deadline and losing the awarded funds if design and right-of-way funding is not secured this Fall.

Project Scope Modification Options

Potential scope changes to Coastal Rail Trail Segments 8 & 9 and 10 & 11 were reviewed by project sponsors in coordination with RTC staff to facilitate project delivery and minimize the risk to previously awarded grant funding.

Constructing a project in phases whereby only part of the project is built now, and the rest of the project is built later, is one type of scope change to facilitate project delivery. The grantors have discretion to approve or not approve scope changes, through amendments to funding agreements. This approach could result in a reduction of secured grant funds because less of the Projects would be built now, and the grant funds are tied to the project benefits. Funding partners could also require project sponsors to commit to programming additional funding for future phases of the Projects prior to approving separating the Projects into phases. Funding partners could also decide to deprogram previously awarded funding altogether in lieu of a scope change. **At best, this phasing results in a proportional reduction of grant funds.**

When considering phasing of the Coastal Rail Trail Segments 8 & 9 and 10 & 11, project sponsors and RTC staff evaluated:

- logical termini for the Projects,
- project benefits,
- providing a continuous facility,
- risk to previously awarded grant funds; and,
- viability of funding future phases.

Under a phased approach to project delivery, previously awarded funding that is not reduced by the granting agency, would be focused on delivering the first phase. Subsequent phases would require additional grant funding that could come from state and federal sources, but the timing is uncertain. Obtaining additional state and federal grant funds for subsequent phases of Coastal Rail Trail Segments 8-11 would likely require a minimum 20% local match ranging from \$20-\$40 million in the future. Additional funding for a subsequent phase of Segments 8-11 could also come from RTC's discretionary funds if they are accumulated for this purpose over time.

Options for phasing Segments 8 & 9 and 10 & 11 are described below. Each of the Options require approval of a scope change from funding agencies. Note that these options are based on assumptions about project costs and funding availability, which are all subject to change. Table 1 provides a summary of each option and estimated grant funding at risk assuming a proportional reduction in funding of trail miles and grant funding previously awarded.

If Measure D Active Transportation Program funding is exhausted, it creates challenges for delivery of the subsequent phases of the Projects, as well as other Coastal Rail Trail segments throughout the region.

Option A: Phase 1 would construct 3.7 miles of the 7.0 miles planned between

Pacific Avenue/Beach Street in the City of Santa Cruz through Live Oak in the County of Santa Cruz to 47th Avenue in the City of Capitola. **Option A Phase 1 maximizes construction of the Projects within existing grant funds and projected Measure D revenues (est. \$43 Million additional funding need), but this amount could not be fully supported by Measure D revenues allocated to active transportation and the use of debt financing.** Should the City of Santa Cruz be awarded the Safe Streets for All Grant Program (\$21 Million federal funding) by the end of the year, the funding gap could be reduced to \$22 million. Phase 2 would include construction of 47th Avenue to State Park Drive (Segment 11) and would require an additional \$94 million in future grants to complete, with a minimum 20% local match of \$19M.

Option B: Phase 1 would construct 2.2 miles of the 7.0 miles approved in the grant application between Pacific Avenue/Beach Street to 17th Avenue. **Option B Phase 1 traverses the most densely populated area in Santa Cruz County, but like Option A, the funding gap (est. \$34 million) could not be fully supported by Measure D Active Transportation revenues and the use of debt financing. However, the additional funding need is close to what could be available through Measure D Active Transportation category funding revenues and available financing.** Should the City of Santa Cruz receive funding through the Safe Streets for All Grant Program, the funding gap could be reduced to \$13 Million. This funding gap could be further reduced should RTC award funding to Segments 8-11 preconstruction through the Consolidated Grant Program at their November 2025 RTC meeting. Future phases of construction would require an additional \$138 million to complete, with a 20% local match of \$28M.

Option C: Phase 1 would construct approximately 1.5 miles of the 7.0 miles approve in the grant application between Pacific Avenue/Beach Street to 7th Avenue. **Option C constructs the least amount of the Projects of these options but minimizes the need for additional funding (est. \$20 million). Under this scenario, there would be capacity within the program after financing for Segments 8-~~11~~ & a portion of Segment 9 project delivery.** Of the options discussed in this report, this option would preserve the greatest amount of future Measure D Active Transportation category revenues to develop other Coastal Rail Trail segments. New revenues for subsequent phases and/or other Coastal Rail Trail segments would begin to be available in FY30/31 and grow to approximately \$20M by the term of Measure D. It is unclear how funding from the Safe Streets For All Grant Program would be jeopardized in this scenario as it's intended to provide funds that extend beyond 7th Avenue and the portion of trail between 7th and 17th are not included in this option.

Table 1:

Option	Strategy	Trail Miles Constructed in First Phase	Location of First Phase	Additional Local Investment Needed	Proportional Loss of Grant Funds	Measure D Active Trans. Capacity
A	Maximize Trail Constructed in First Phase	3.7	Pacific Ave/Beach Street in Santa Cruz to 47 th Avenue in Capitola	\$43 million	\$40 million	Not feasible to fund within anticipated Measure D AT revenues
B	Construct Trail in most densely populated section	2.2	Pacific Ave/Beach Street in Santa Cruz to 17 th Avenue in Live Oak	\$34 million	\$68 million	Close to feasible using anticipated revenues Measure D AT revenues
C	Minimize Additional Local Investment	1.5	Pacific Ave/Beach Street in Santa Cruz to 7 th Avenue in Santa Cruz	\$20 million	\$80 million	Feasible with anticipated revenues

Project Schedule & Funding Risks

Coastal Rail Trail Segments 8 & 9 and 10 & 11 are scheduled to complete final design and right of way in 2026 and begin construction in 2027. This is a tight schedule and is subject to additional funding becoming available or scope changes that allow the Projects to be completed within existing funding sources. **Not initiating the Projects final design and other remaining preconstruction activities in 2025 and meeting the 2027 construction schedule puts at risk \$96.6 million in secured state funding due to state grant funding deadlines and further delays could also risk \$19.5 million in federal funding.**

To prevent this delay, RTC staff is seeking additional funding to continue preconstruction activities. RTC staff prepared a grant application for the RTC Consolidated Grant Program requesting \$8.26 in funding for final design to advance these Projects. RTC staff also prepared a request for Measure D

funding in this amount should the Consolidated Grant Program funding not be awarded. These grant awards and new Measure D programming requests will be considered by the RTC in November 2025. **Without additional funding for design, project sponsors will need to pause project development, which further risks secured funding.** Requests for time extensions by the project sponsor are allowed, but are not endless, require justification, and are subject to approval by funding agencies.

Separating the Projects into phases also creates risk to previously secured funding because they are subject to approval from funding agencies. As noted above, the previously approved funding amount may be reduced or deprogrammed.

FISCAL IMPACT

There is no fiscal impact associated with receiving information on Coastal Rail Trail 8 & 9 and 10 & 11 cost reduction and project delivery strategies. However, the RTC may consider additional funding as part of the Consolidated Grant Program programming and Measure D 5-year plan updated scheduled for November 2025.

SUMMARY

The Coastal Rail Trail Segment 8 & 9 and Segments 10 & 11 project sponsors identified a need for additional funding to complete preconstruction activities and for construction based on current cost estimates. RTC would require financing of Measure D to deliver Coastal Rail Trail Segments 8-11 based on the additional funding needed for and project delivery schedules. However, there may not be sufficient Measure D revenues to meet funding and financing needs depending on the project delivery strategy. Options to facilitate project delivery based on current cost estimates include seeking additional funding, reducing the project scope, and/or modifying the project design. Potential scope changes to Coastal Rail Trail Segments 8-11 were reviewed by project sponsors in coordination with RTC staff. Scope changes are expected to result in a reduction of state and federal funding sources. Under a phased approach to project delivery, previously awarded funding that is not reduced by the granting agency, would be focused on delivering the first phase. Subsequent phases would require additional grant funding and remaining Measure D-Active Transportation funds would be exhausted or very limited. Table 1 summarizes options for reducing the Projects scope, funding gaps, and anticipated funding impacts.

Attachments:

1. Updated Cost Estimates for Segments 8-11

Attachment 1: Updated Cost Estimates for Segments 8-11

Segments 8 & 9 Cost Estimates (\$1000s)					
Phase	Description	Estimated Cost 2022	Estimated Cost 2024	Estimated Cost 2025	Estimated Funding Need 2025
PAED	Project Approval and Environmental Documentation	<i>combined with below</i>	<i>combined with below</i>	\$7.64	\$0
PSE	Plans, Specifications, and Estimate	\$4.87	\$4.87	\$2.46	\$2.77
ROW	Right-of-Way - Preconstruction & Acquisitions	\$0.5	\$0.5	\$2.5	\$1.96
ROW	Right-of-Way - Mitigation	<i>combined with above</i>	\$5.0	\$8.56	\$8.56
CON	Construction	\$39.27	\$50.23	\$68.80	\$26.72
TOTAL		\$44.64	\$60.6	\$89.96	\$40.01
Segments 10 & 11 Cost Estimates (\$1000s)					
Phase	Description	Estimated Cost 2022	Estimated Cost 2024	Estimated Cost 2025	Estimated Funding Need 2025
PAED	Project Approval and Environmental Documentation	\$4.5	\$4.5	\$4.8	\$0.2
PSE	Plans, Specifications, and Estimate	\$2.9	\$3.0	\$5.7	\$2.7
ROW	Right-of-Way - Preconstruction & Acquisitions	\$1.7	\$8.2	\$2.5	\$0.7
ROW	Right-of-Way - Mitigation	<i>combined with above</i>	<i>combined with above</i>	\$10.8	\$10.8
CON	Construction	\$74.7	\$96.2	\$114.2	\$22.8
TOTAL		\$83.8	\$111.9	\$138	\$37.2

Documents\MeasureD\5YearPlan_RTC\LatestApproved\Trail-5yearProjList.xlsx

AGENDA: October 2025

TO: RTC Advisory Committees and Equity Workgroup

FROM: Amy Naranjo and Rachel Moriconi, Transportation Planners

RE: Consolidated Grants Preliminary Recommendations

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Interagency Technical Advisory Committee (ITAC) and Transportation Equity Workgroup review and provide input on projects seeking funding from various state and federal funding programs ([Attachment 1](#)) and make Committee recommendations to the Regional Transportation Commission (RTC) on which projects should be prioritized for funding.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds.

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of the following funds:

- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$8.4 Million
- State Transportation Improvement Program (STIP): \$3,817,000 target. An additional \$2.8 million may be available if the CTC approves an advance of the region's Fiscal Year (FY) 2031/32 share target for trail or rail projects.
- SB1 Local Partnership Program (LPP): \$1,251,000
- Transit Funds (\$1.65 Million)
 - Low Carbon Transit Operations Program (LCTOP): \$650,000
 - State Transit Assistance (STA): \$900,000

Since release of the call for projects, the California Transportation Commission (CTC) provided updated estimates for STIP and LPP revenues and RSTPX interest earnings were added to the totals shown above. **In total, approximately \$15 million is available for programming this cycle, with**

the potential of an additional \$2.8 million if the CTC approves an advance of future STIP shares.

Collectively these funds can be used on a wide range of highway, local road, bridge, transit, rail, bicycle, and pedestrian transportation projects and programs that advance regional, state, and federal priorities and performance metrics. While some STBG/RSTPX, LPP, STA, and LCTOP funds may be available for use beginning this fiscal year (FY2025/26); STIP funds are programmed over five years and might not be available until FY29/30 and FY30/31 since most of the new statewide capacity is in the last two years of the 2026 STIP. In addition to the RTC's 2026 STIP target of \$3.8 million, regions can request (but are not guaranteed) an advance of FY31/32 projected revenues (\$2.8 million for Santa Cruz County), though this is subject to concurrence from the CTC and is only an option if some regions in the state do not program all of their targets through FY30/31 and would reduce the amount of STIP funds available for programming in our region in two years. \$191,000 of the region's STIP target is programmed off the top for required planning, programming, and monitoring (PPM) activities performed by the RTC.

DISCUSSION

Project sponsors submitted 26 applications requesting over \$66 million. Attachment 1 summarizes the projects and preliminary staff recommendations for anticipated funds. Project applications are posted on the RTC website <https://www.sccrtc.org/funding-planning/grant-programs/25-26-rtip/>.

Project Evaluation

Applications were evaluated and ranked based on how well they advance the [evaluation criteria](#) approved by the RTC in June 2025.

The California Transportation Commission (CTC) and Federal Highway Administration emphasize that regions should follow a performance-based planning and programming process, with projects evaluated based on how well they advance performance metrics. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency. Regions are prohibited from distributing these funds on a formula basis to cities and counties.

The evaluation criteria used by the RTC integrates measures, goals or targets identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), federal guidance, State Transportation Improvement Program (STIP) Guidelines, and other state and local plans. These include metrics related to safety, infrastructure condition, system performance, and reliability,

sustainability, access for all, health, equity and deliverability. All the projects proposed for funding address at least one or more of the evaluation criteria and are not required to address all of them.

Transit Funds

For this cycle, the Consolidate Grants call for projects included some funding that can only be used for transit projects. For this programming cycle, \$900,000 in State Transit Assistance (STA) funds are available for programming. This includes 15% of the RTC's FY25/26 and 20% of the RTC FY26/27 population-based formula shares of STA (PUC 99313) funds. The balance of the region's formula shares are directly apportioned to Santa Cruz Metropolitan Transit District (METRO) each spring as part of the annual Transportation Development Act (TDA) claims process. The RTC's anticipated share of cap-and-invest (formerly cap-and-trade) Low Carbon Transit Operations Program (LCTOP) funds are also being programmed. LCTOP funds can only be used on transit projects with measurable immediate greenhouse gas reductions and at least 50% of the funds must be used in areas serving equity priority communities.

Recommendations

After evaluating all of the proposed projects based on criteria that the RTC approved in June 2025, staff has developed scenarios for consideration.

- Scenario 1: Includes \$6 million for the Coastal Rail Trail Segments 8-11, programming a maximum of \$18 million, with \$2.8 million of the recommended programming contingent upon the CTC allowing the RTC to advance projected FY31/32 revenues. This scenario does not include any funding for environmental analysis of the Zero Emission Passenger Rail & Trail (ZEPRT) project.
- Scenario 2: Includes \$2.25 million for Coastal Rail Trail Segments 8-11 and \$5 million for the ZEPRT project environmental analysis, programming a maximum of \$18 million, with \$2.8 million contingent on the CTC advance.

While most projects for which the RTC received applications would advance several regional transportation goals, given that available funding is insufficient to fully fund all the proposed projects, both scenarios focus funding on projects with the greatest benefits. This preliminary staff recommendation focuses funds on projects that are critical to maintain existing facilities, services, and access; fill gaps in the existing bicycle and pedestrian network; or serve the greatest number of people.

In some instances, staff recommends partial funding for a project. Most agencies indicated in their applications that they would accept partial funding. If a project is partially funded, agencies may decide to reduce the project

scope and implement a portion of the original project, commit additional local funds to the project or secure other grants to fund the project.

Staff recommends that RTC advisory committees provide input on these scenarios and make recommendations to the RTC on which projects to prioritize for funding (Attachment 1).

Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their October 2025 meetings (BAC, EDTAC, ITAC, and Equity Workgroup). Staff will consider input from committees when developing final staff recommendations. The RTC board is scheduled to consider final staff recommendations, committee recommendations, and public input at its November 2025 meeting.

Staff is also reviewing updates provided by project sponsors on projects that were previously approved for funds by the RTC. Some of the updates include scope, schedule, and/or cost and funding changes that will require Regional Transportation Improvement Program (RTIP) amendments. If previously programmed RTC-discretionary funds are no longer needed for one or more projects, those funds might be available for reprogramming to projects proposed this grants cycle and the project updates will be integrated into the staff recommendations to the RTC in November.

Approved projects are programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or RTC budget. Projects that add travel lanes, may affect air quality conformity, or are scheduled to receive federal funding are also included in the Federal/Metropolitan Transportation Improvement Program (MTIP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). Projects approved by the RTC for State Transportation Improvement Program (STIP) or Local Partnership Program funds are subject to concurrence from the California Transportation Commission (CTC).

The RTC's recommendations for STIP funds are due to the CTC on December 15, 2025, with CTC action on the STIP scheduled for March 2026. Staff will work with project sponsors to determine the best funding source for each project, considering the project schedule, possible risks to delivery, and the agency's ability and capacity to meet the requirements for each funding source. Staff will focus STIP funding on larger projects or projects that are also funded by other California Transportation Commission (CTC)-administered funds, such as SB1- Solutions for Congested Corridors Program and Active Transportation Program.

SUMMARY

The RTC is responsible for selecting projects to receive certain state, federal, regional and local funds. Approximately \$15 million is currently available for programming to projects in Santa Cruz County, with up to \$2.8 million in additional STIP funds available if the California Transportation Commission (CTC) approves advancing funds from FY 31/32. RTC staff are asking advisory committees for input on projects and recommendations on which projects should be prioritized to receive the limited amount of funding available this cycle. The RTC will select projects following a public hearing in November 2025.

Attachment:

1. Summary of Applications Received and Preliminary Staff Recommendations

Programming/2026 rtip/staff reports/25-10 rtip preliminary recommendations/25-10 sr rtip prelim recs.docx

2025 Consolidated Grants - Preliminary Recommendations

Approximately \$15 million available (plus \$2.8 million subject to CTC approval of future STIP shares)

Project applications online at: <https://www.sccrtc.org/funding-planning/grant-programs/25-26-rtp/>

	Applicant	Project Title (link to application)	Project Description	Primary Benefits and Comments	Recommendation - Scenario 1	Recommendation - Scenario 2	Requested (\$)	Total Cost	Ranking based on benefits	Anticipated Daily Users
1	City of Capitola	Bay Avenue Corridor - Final Design	Complete environmental clearance and final design for construction. Includes ADA-compliant curb ramps, pedestrian refuge islands, buffered bicycle facilities, high-visibility crosswalks, lighting, drainage, landscaping, signage, striping, and utility coordination, roadway resurfacing.	Complete Streets and system preservation. Improves pedestrian and bicycle safety through ADA-compliant curb ramps, buffered bike lanes, and high-visibility crossings; enhances corridor connectivity on a major roadway.	\$ 700,000	\$ 700,000	\$ 700,000	\$ 14,368,000	8	12,000
2	City of Capitola	Capitola Complete Streets Sidewalk Infill	Construct 12 sections of sidewalk throughout the city (1.18 miles) that currently lack pedestrian facilities or have significant accessibility barriers.	Fills gaps in the complete streets network; improves pedestrian safety and accessibility; supports high pedestrian activity areas.	\$ 800,000	\$ 500,000	\$ 1,276,000	\$ 1,442,000	9	3,000
3	County of Santa Cruz	Brommer Yard Electric Vehicle Supply Equipment (EVSE)	Install (6) Level 2 dual port Electric Vehicle (EV) chargers and (1) Direct Current Fast Charger (DCFC) at Brommer Yard	Reduce greenhouse gas emissions. Low anticipated use; minimal information provided in application.			\$ 1,220,070	\$ 1,378,144	23	N/A
4	County of Santa Cruz	Emergency Routes Resurfacing Phase 2	Pavement maintenance on 4.3 miles of Empire Grade and 7.0 miles of Bear Creek Rd.	System preservation; critical routes for emergency access and evacuation. Does not include Complete Streets elements identified in the County ATP. Limited justification provided regarding project need and benefits.			\$ 3,400,000	\$ 8,008,268	22	2,724
5	County of Santa Cruz	Felton Yard Electric Vehicle Supply Equipment (EVSE)	Install (2) Level 2 dual port Electric Vehicle (EV) chargers and (1) Direct Current Fast Charger (DCFC) at Felton Yard	Reduce greenhouse gas emissions. Low anticipated use; minimal information provided in application.			\$ 896,575	\$ 1,012,736	23	N/A
6	County of Santa Cruz	Interlaken Routes Resurfacing Phase 1	Pavement maintenance on 1.7 miles of Casserly Rd.	System preservation. Does not include Complete Streets elements identified in the County ATP. Limited justification provided regarding project need and benefits.			\$ 800,000	\$ 970,700	21	2,800
7	County of Santa Cruz	Lode Street Yard Electric Vehicle Supply Equipment (EVSE)	Install (2) Level 2 dual port Electric Vehicle (EV) chargers and (1) Direct Current Fast Charger (DCFC) at Lode Street Yard	Reduce greenhouse gas emissions. Low anticipated use; minimal information provided in application.			\$ 806,306	\$ 910,772	23	N/A
8	County of Santa Cruz	Roy Wilson Yard Electric Vehicle Supply Equipment (EVSE)	Install (3) Level 2 dual port Electric Vehicle (EV) chargers and one Direct Current Fast Charger (DCFC) at Roy Wilson Yard	Reduce greenhouse gas emissions. Low anticipated use; minimal information provided in application.			\$ 838,973	\$ 947,671	23	N/A
9	County of Santa Cruz	Soquel Drive Multimodal Project	Pavement maintenance on 2.4 miles of Soquel Dr (State Park Dr to Freedom Bl), buffered/separated bike lanes, green bike boxes, sidewalk gap closures, 16 ADA ramps, crosswalk upgrades, adaptive signal control and transit signal priority at 23 locations.	System preservation and multimodal improvements on a heavily used regional corridor; includes buffered bike lanes, sidewalk gap closures, and signal upgrades; recommend funding for design and right-of-way.	\$ 3,800,000	\$ 3,250,000	\$ 5,800,000	\$ 31,300,000	4	16,959
10	Ecology Action	Bike Safe/ Walk Safe	Provide hands-on safety education at local schools, offering pedestrian training for 2nd graders and bicycle training for 5th graders.	Promotes safety and active transportation among elementary students; provides pedestrian and bicycle education; benefits low-income students and supports public health.	\$ 150,000	\$ 100,000	\$ 295,940	\$ 373,112	16	5,000
11	Santa Cruz METRO	90X Operations/ BOS Service	Reestablish Route 90X with 30-minute service on Highway 1 during weekday commute peak periods	Expands regional transit service between Watsonville and Santa Cruz; utilizes new bus-on-shoulder facilities on Highway 1; improves peak-period commute options.	\$ 650,000	\$ 650,000	\$ 650,000	\$ 734,250	13	N/A

	Applicant	Project Title (link to application)	Project Description	Primary Benefits and Comments	Recommendation - Scenario 1	Recommendation - Scenario 2	Requested (\$)	Total Cost	Ranking based on benefits	Anticipated Daily Users
12	Santa Cruz METRO	Beach St Parking Lot	Install new overhead lighting, perimeter security fencing, and light paving/stripping improvements at the METRO's West Beach Street lot.	Enhances safety and efficiency at the West Beach Street lot; reduces deadhead VMT and vehicle wear; supports transit operations but provides limited direct benefit to residents.	\$ 150,000	\$ 150,000	\$ 150,000	\$ 457,833	18	10,000
13	Santa Cruz METRO	HASTUS 2026 Upgrade	Purchase and implement HASTUS by CSched software for bus operator scheduling.	Improves scheduling efficiency and service reliability; enhances rider experience and system performance; provides limited direct benefit to residents.	\$ 200,000	\$ 200,000	\$ 900,000	\$ 1,023,460	19	N/A
14	Santa Cruz METRO	ParaCruz Vans	Replace 6 paratransit vehicles that are operating an average of 9.7 years past useful life and add 2 new vehicles.	Improves accessible transit service by replacing outdated vehicles and adding capacity; aligns with the unmet needs list by addressing mobility needs for paratransit users.	\$ 288,000	\$ 288,000	\$ 288,000	\$ 1,440,000	14	250
15	SCCRTC	Felton/SLV Schools Complete Streets Enhancement	Construct ADA-compliant sidewalks, curb extensions, and intersection improvements for pedestrians and cyclists along 1.75 miles of Highway 9 (North Big Trees to San Lorenzo Middle School) .	Complete Streets project; improves pedestrian and bicycle safety along Highway 9 near schools; leverages SHOPP funds to enhance multimodal access.	\$ 550,000	\$ 500,000	\$ 679,000	\$ 30,409,500	3	19,500
16	SCCRTC	Coastal Rail Trail Segments 8-9 and 10-11	Construct 7 miles of Class I multi-use path for active transportation, closing key network gaps.	Regionally significant active transportation projects; advance pre-construction and right-of-way phases for 7 miles of Class I trail to close network gaps; serve a large portion of the county's population; retain other grants.	\$ 2,000,000	\$ 1,000,000	\$ 8,260,000	\$ 157,916,000	7	550
17	SCCRTC	Zero Emission Passenger Rail and Trail (ZEPRT)	Project development of a new high-capacity zero emission passenger rail service and stations on 22 miles of the Santa Cruz Branch Rail Line and Segments 13-21 of the Coastal Rail Trail.	Regionally significant rail transit project. Recommended funds would be used toward filling the \$15 million gap to complete the environmental analysis.	\$ -	\$ 5,000,000	\$ 15,006,611	\$ 26,237,000	5	5,400
18	SCCRTC	STIP Planning, Programming, & Monitoring (PPM)	5% of regional shares of STIP for planning, programming, and monitoring project implementation	Ensure funds are not lost to the region, program funds, meet state and federal mandates.	\$ 191,000	\$ 191,000	\$ 191,000	\$ 1,500,000	off top	
19	City of Santa Cruz	Coastal Rail Trail Segments 8 and 9 Construction	Construction of Segments 8 and 9 of the Coastal Rail Trail. This project closes a 2.8 mile gap between Segments 7 and 10/11 by constructing a new multiuse path.	Regionally significant Complete Streets project; constructs 2.8 miles of Class I multi-use path connecting Live Oak and Santa Cruz; closes key network gap between Segments 7 and 10/11; if partially funded, prioritize Segment 9.	\$ 4,000,000	\$ 1,250,000	\$ 10,000,000	\$ 60,000,000	10	2,000
20	City of Santa Cruz	Prospect Heights Paving	Repave 1.3 miles Prospect Heights, Morrissey Boulevard, and Pacheco Avenue in Santa Cruz, enhance ADA accessibility, and installing complete streets elements to slow speeds and increase Safe Routes to School (SRTS) access.	System preservation and safety project; repaves key segments of Prospect Heights, Morrissey Boulevard, and Pacheco Avenue; adds buffered bike lanes and traffic-calming elements to support Safe Routes to School; Morrissey serves as an important regional corridor.			\$ 4,003,482	\$ 4,522,175	15	3,320
21	City of Santa Cruz	Bay Street Paving	Repave 0.6 miles of Bay St. between Mission St and Escalona Dr.	System preservation project; improves roadway condition along an important bus corridor.			\$ 2,191,806	\$ 2,475,778	17	4,800
22	City of Scotts Valley	Granite Creek Overcrossing	Repave 0.25 miles of Granite Creek Rd (Scotts Valley Dr to Santas Village Rd), widen bike lanes, and add bike/ped safety features like green pavement and ADA-compliant sidewalks.	Improves bicycle and pedestrian safety on the only connection over SR 17 in Scotts Valley; includes pavement rehabilitation, widened bike lanes, and ADA-compliant sidewalks; application lacked some data and public participation details.	\$ 600,000	\$ 500,000	\$ 1,000,000	\$ 3,100,000	11	25,000
23	UCSC	Lower Campus High-Speed Public EV Chargers	Install 6 DC fast chargers in Parking Lot 118 at UCSC.	Supports greenhouse gas reduction goals but has low anticipated usership.			\$ 1,243,800	\$ 1,404,948	20	N/A

	Applicant	Project Title (link to application)	Project Description	Primary Benefits and Comments	Recommendation - Scenario 1	Recommendation - Scenario 2	Requested (\$)	Total Cost	Ranking based on benefits	Anticipated Daily Users
24	UCSC	Electric Bus #3 Purchase for Campus Transit ZEV Transition	Purchase a new battery-electric transit bus for UCSC's fleet.	Expands UCSC’s electric transit fleet; improves campus transit access and supports greenhouse gas reduction goals.	\$ 262,000	\$ 262,000	\$ 1,328,000	\$ 1,500,000	12	7,000
25	City of Watsonville	Clifford Ave Road Rehabilitation and Traffic Calming	Rehabilitate 2,200 foot segment of Clifford Ave (Main St to Pennsylvania Dr), replace non-compliant curb ramps, install continuous Class II bike lanes, add 6 speed tables for traffic calming, upgrade traffic signage to meet reflectivity standards, and apply new striping and pavement markings.	Complete Streets project; rehabilitates roadway and upgrades ADA curb ramps; adds bike lanes, traffic calming, and safety improvements; benefits disadvantaged communities.	\$ 950,000	\$ 850,000	\$ 1,675,000	\$ 2,425,000	2	11,600
26	City of Watsonville	Freedom Blvd Road Rehabilitation and Traffic Calming	Reconstruct 1,100 foot of Freedom Blvd (Green Valley Rd to Airport Blvd), install new traffic striping and reflective signage, replace non-compliant curb ramps, and construct a new sidewalk on the north side.	Complete Streets project on a major corridor; reconstructs roadway and upgrades ADA curb ramps; adds sidewalk, striping, and signage improvements; benefits disadvantaged communities.	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 4,700,000	1	31,262
27	City of Watsonville	Pennsylvania Dr Trail Rehabilitation Project	Reconstruct 1,800 feet of Pennsylvania Dr Trail (Clifford Ave to Winding Way) surface and stabilize slopes to improve safety and provide a reliable connection between residential, school, and commercial areas.	System preservation project; rehabilitates trail surface and stabilizes slopes to improve safety; serves high bicycle and pedestrian use and benefits disadvantaged communities.	\$ 850,000	\$ 750,000	\$ 1,000,000	\$ 1,200,000	6	738
					\$ 17,941,000	\$ 17,941,000	\$ 66,400,563	\$ 361,757,347		

AGENDA: October 2025

TO: RTC Advisory Committees - Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC)

FROM: Tommy Travers and Rachel Moriconi, Transportation Planners

RE: Measure D: Five-Year Programs of Projects for Regional Projects

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing and San Lorenzo Valley-Highway 9 Corridor Improvements, as well as the 5-year plan for Community Bridges Lift Line.

BACKGROUND

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transactions and use tax (similar to sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
 - \$5 million for the Highway 17 Wildlife Crossing
 - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
 - Balance (approx. 28%) to cities and County by formula
- Transportation for Seniors and People with Disabilities: 20% total
 - 16% to Santa Cruz METRO and 4% to Lift Line
- Highway Corridors: 25%
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Measure D provides critical funding to advance and implement priority transportation projects throughout Santa Cruz County. It has been used to prevent transit service cuts, expand lifeline transportation services to seniors

and people with disabilities, advance over 18 miles of the Coastal Rail Trail, build a wildlife crossing on Highway 17, design new bicycle and pedestrian facilities in San Lorenzo Valley, construct new auxiliary lanes, bus-on-shoulder facilities, and a new pedestrian bridge over Highway 1, and fill potholes and repair roadways countywide.

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, Measure D was never expected to fully fund these projects and since 2016, Measure D has been used to successfully leverage over \$450 million in grants and other funds.

Each agency receiving Measure D revenues is required to annually update, hold a public hearing on, and adopt a five-year program of projects (5-Year Plan) that identifies how each agency plans to use Measure D revenues in the upcoming 5 years. The Regional Transportation Commission (RTC) is responsible for developing the 5-Year Plans for Regional Expenditure Plan categories and projects and holds a public hearing for the Community Bridges/Lift Line 5-Year plan since Community Bridges is not a public agency.

Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz METRO and Community Bridges/Lift Line) typically develop and update their 5-Year Plans as part of their annual budgets and/or capital improvement programs. Community members are encouraged to provide input on those plans directly to each recipient agency. Approved plans are posted on the Measure D website: <https://www.sccrtc.org/funding-planning/measured/>.

DISCUSSION

The RTC is scheduled to consider committee and staff recommendations and public input on the 5-year program of projects (5-year plans) for regional programs and projects at its November 2025 meeting. The 5-year plans consider past Measure D expenses as well as expenses programmed between Fiscal year (FY) 2025/26 and FY2029/30. **Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed updates for the Measure D 5-year programs of projects for regional and RTC-oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway17 Wildlife Crossing and the 5-year Plan for Lift Line.** The draft 5-year plans

(Attachment 1) include a description of the proposed updates in the last column. The proposed uses of funds are consistent with the approved Measure D Expenditure Plan. The Lift Line 5-year Plan will be distributed as a handout.

The 5-Year plans have been updated to reflect proposed investments of Measure D funds for Fiscal Years 2025/26-2029/30. The 5-Year Plans are adjusted annually to reflect updated revenue forecasts, updated project costs, expenditure rates and schedules, carry forward unspent balances, and add one additional year of funding and expenditures. **The draft 5-year plans do not add any new projects.**

Addressing Project Cost Increases

While the 5-year plans do not add any new projects, the draft plans propose additional funding for several projects. The construction industry in the United States has been experiencing a significant surge in costs. At the same time, delays in project delivery led to increased costs due to escalation. This has been an issue for delivering projects of all sizes but especially stands out for larger projects.

The RTC and partner agencies have successfully secured grants using Measure D as a match to leverage state and federal grants to deliver several regional projects, but state and federal grant funding combined with previously approved Measure D funding is insufficient to deliver all of the projects. The RTC and local agencies have been applying for additional grants and continually evaluating options to reduce costs and deliver projects. This includes applications to RTC's Consolidated Grants program (*see separate staff report*).

The staff recommended Measure D 5-year Plans include additional funding for:

1. Set-aside for environmental mitigation costs for Coastal Rail Trail Segment 5 based on previously approved grant agreement for cost increases and the increased cost estimate for environmental mitigation;
2. Maintenance costs for FY 2029-30; and
3. Carryover of unspent funds from prior fiscal year.

Implementation, Financing, and Capacity

As described in the Measure D Strategic Implementation Plan, forecasted revenues are insufficient to fund all the projects on a “pay-as-you-go” cash basis. Rather than delay implementation of projects, which would delay

safety, access, congestion relief and mobility benefits to public and could result in the loss of millions of dollars of grant funds, financing strategies, such as municipal bonding, can be an effective strategy.

The RTC will need to borrow against future regional program revenues to deliver regional projects based on current project schedules and grant agreements. Not delivering projects based on adopted grant schedules risks state and federal grant funds that have been secured for trail and highway projects.

With the Commission's approval to initiate the borrowing process already in place, staff will update the cash flow model using the most current revenue projections, grant awards, and project timelines. This updated analysis will determine the appropriate borrowing amount and confirm the capacity to repay any debt incurred.

Next Steps

The RTC will consider committee input and hold a public hearing on the updated 5-year plans for regional projects and programs at its November meeting.

As regional projects are implemented, staff will provide updates and solicit input from the Bicycle Committee, E&DTAC, ITAC and the public.

After the close of each fiscal year, Measure D expenditures are audited to ensure that funds are expended in accordance with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. Fiscal audits are reviewed by the Measure D Taxpayer Oversight Committee (TOC). The TOC's annual reports and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

SUMMARY

Consistent with the voter-approved Measure D Ordinance (2016), agencies that receive Measure D revenues are required to annually prepare a program of projects, informing the public how agencies plan to invest Measure D funds over the next 5 years. Staff recommends that the RTC's advisory committees provide input on proposed updates to the five-year programs of projects for the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing. The RTC is also seeking input on the 5-year plan for Lift Line-Community

Bridges. The 5-year Plans for FY25/26-29/30 focus on continued implementation of previously approved and/or prioritized projects.

Attachments:

1. Draft 5-Year Plans
2. Fact Sheets for regional projects (*available online*)

[https://rtcsc.sharepoint.com/sites/programming/shared documents/measured/5yearplan_rtc/futureupdates/measured-5year-sr-committees.docx](https://rtcsc.sharepoint.com/sites/programming/shared%20documents/measured/5yearplan_rtc/futureupdates/measured-5year-sr-committees.docx)

Measure D: 5-Year Program of Projects (FY25/26-FY29/30)
Highway Corridors (25% of Measure D Revenues)

ATTACHMENT 1

Proposed: Fall 2025

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21, 10/7/21, 5/5/22, 9/1/22, 11/3/22, 5/4/23, 11/2/23, 6/6/24, 9/5/24, 11/7/24, 4/3/25, 5/1/25, 9/4/25

						Planned ²									
	Project	Description	Schedule	FY24/25 Est Actuals	Prior Years Spent	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Total through FY29/30 Measure D	Future Years	Total (including Future capital)	Proposed Updates Fall 2025	
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Construction completed 2025.	\$ 3,348,701.68	\$6,242,387	<u>\$7,737,488</u>	\$309,663	\$25,000	\$25,000	\$0	\$14,339,538	\$0	\$14,339,538	Add \$921k for additional construction capital cost increases. Updated to reflect FY24 audited actuals and shift unspent funds forward one year. Through September 2025 \$13.4M previously programmed.	
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	Construction started 2023. Estimated 2.5 years of construction	\$6,273,581	\$14,414,772	<u>\$17,327,009</u>	\$1,289,853	\$25,000	\$25,000	\$25,000	\$33,106,634	\$0	\$33,106,634	Updated to reflect FY24 audited actuals; reflects funds already programmed in September 2025; adds \$3.949m for project management and construction capital cost increases	
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park and Segment 12 Coastal Rail Trail	Freeway operational improvement, bus on shoulder, soundwalls and retaining walls, widen bridge over Aptos Creek/Spreckles Drive, and all replaced bridges over Hwy 1 including that portion of Segment 12 of the Coastal Rail Trail. The remainder of the Trail charges to Active Transportation.	Start construction 2026	\$5,036,852	\$15,781,882	<u>\$11,756,706</u>	\$8,455,167	\$32,440,667	\$32,435,667	\$24,355,500	\$125,225,589	\$230,000	\$125,455,589	Updated to reflect FY24 audited actuals; add \$1.461m for design cost increases and right-of-way cost increases	
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, GoSantaCruzCounty.org, carpool and other TDM programs	Ongoing	\$256,646	\$1,142,873	\$231,000	\$243,000	\$255,150	\$267,908	<u>\$281,303</u>	\$2,421,233	Ongoing	\$2,421,233	Add funds in FY29/30, updated prior to reflect est. actuals. Prev. \$2.1M	
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$50,000	\$222,450	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	\$472,450	Ongoing	\$472,450	Add funds in FY29/30	
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$220,000	\$1,001,114	\$231,000	\$220,000	\$231,000	\$242,550	<u>\$254,678</u>	\$2,180,342	Ongoing	\$2,180,342	Add funds in FY29/30	
Completed															
4	SCC Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Completed FY22/23		\$25,766						\$25,766	\$0	\$25,766	No change	
8	Unified Corridor Investment Study - Completed	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	Completed Jan 2019		\$199,808	\$0	\$0				\$199,808		\$199,808	No change	
Estimated Annual Measure D Highway Corridors Expenditures				\$15,185,781	\$39,031,052	\$37,333,203	\$10,567,683	\$33,026,817	\$33,046,125	\$24,966,480	\$177,971,360	\$230,000	\$178,201,360		
9	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding and loan repayments	Interprogram Loan FY22/23	\$0	\$1,673,878	\$1,183,657	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$2,190,868	-\$166k/year		Final interprogram loan moved from FY24/25 to FY25/26 per Caltrans closeout schedule. Est. \$957k interest through 2047.	
Total Expenditures (does not include bond financing costs)				\$15,185,781	\$40,704,930	\$38,516,860	\$10,401,016	\$32,860,150	\$32,879,458	\$24,799,814	\$180,162,227				

Notes:

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*FY24/25 amounts will be adjusted based on audited financials

Assumes financing will be required to cover expenditures starting in FY25/26.

Measure D: 5-Year Program of Projects (FY25/26-29/30)
Active Transportation/MBSST-Coastal Rail Trail (17% of Measure D Revenues)

PROPOSED: Fall 2025

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21, 5/5/22, 11/3/22, 1/12/23, 2/2/23, 3/3/22, 5/4/23, 11/2/23, 11/7/24, 4/3/25, 8/7/25.

						Planned ¹					Total Measure D through FY29/30	Proposed Updates
	Rail Trail Project/Program	Description	Schedule	FY24/25 Estimated Actuals	Prior Years Spent*	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30		
1	North Coast Segment 5	Trail development and construction, including EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance; \$125k for Davenport Crosswalk and \$1.4 million for Yellowbank Crossing	Under construction	\$2,377,378	\$9,379,636	<u>\$3,898,367</u>	\$40,000	\$0	\$0	\$0	\$13,318,003	Add \$3M for RTC contribution to phase 2 env. mitigation and \$130k for restroom. Updated to reflect lower actuals in FY24/25. Previously \$10,188,003.
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY26/27.	\$0	\$0	\$55,000	<u>\$274,000</u>	<u>\$282,000</u>	<u>\$300,000</u>	<u>\$320,000</u>	\$1,231,000	Add FY29/30 estimated costs and add \$50k/year for restroom maintenance starting FY26/27. Previously \$812k programmed.
3	Segment 7: Natural Bridges to Bay/California (Phase 1), Bay/California to Wharf (Ph2), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: Completed spring 2025	\$0	\$2,730,747	<u>\$519,253</u>	\$0	\$0	\$0	\$0	\$3,250,000	No change to total. Carry over unspent funds from FY25. Project to be closed out and final invoiced soon.
4	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	No change. Project complete.
5	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC to serve as match for construction grants. Joint project with County.	Final design underway	\$0	\$219,354	<u>\$150,646</u>	<u>\$0</u>	<u>\$2,000,000</u>	\$0	\$0	\$2,370,000	Carry over unspent funds and shift funds to later year.
6	RTC Oversight and technical assistance: Segments 7-9	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Through project completion	\$74,620	\$608,543	<u>\$41,000</u>	\$40,000	\$40,000	\$0	\$0	\$729,543	Updated to reflect that estimated FY24/25 actuals were lower than originally estimated. Previously \$740k approved.
7	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$12,930	\$50,070	\$49,000	\$51,000	\$53,000	\$54,000	\$60,000	\$317,070	Add \$60k for FY29/30. Reduce FY24/25 to reflect lower actual cost. Prev. \$269k
9	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, right of way, and construction. County led project also serving Capitola.	Final design underway	\$550,949	\$3,917,827	<u>\$624,173</u>	<u>\$0</u>	<u>\$12,616,501</u>	\$0	\$0	\$17,158,501	Carry over unspent funds and shift funds to later year.
10	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$91,090	\$399,999	<u>\$65,683</u>	\$40,000	\$40,000	\$40,000	\$0	\$585,682	Shift carryover balances to FY25/26. No change to total.
11	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Completed FY21/22		\$29,256						\$29,256	No change
12	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction FY 24/25	\$702	\$3,463	\$0	\$0	\$0	\$0	\$0	\$3,463	Project completed 2025. No new funds needed.

	Rail Trail Project/Program	Description	Schedule	FY24/25 Estimated Actuals	Prior Years Spent*	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Total Measure D through FY29/30	Proposed Updates
13	Segment 12: State Park Drive to Rio Del Mar Boulevard	Design, right-of-way, and matching funds for construction grants. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure D-Highway.	Start construction FY26/27	\$1,037,798	\$4,232,800	\$2,964,000	\$1,410,100	\$1,466,000	\$1,466,000	\$1,249,500	\$12,788,400	No change to total. Funds respread based on updated schedule.
14	Segment 18 Phase 1: Ohlone to slough trail, City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Completed 2021		\$150,000					\$0	\$150,000	No change. Project complete.
15	Segment 18 Phase 2: Lee Road to Ohlone, slough trail to Walker St	RTC pursuing as part of Zero Emission Passenger Rail & Trail Project. Delivery may advance prior to rest of project.	Environmental and preliminary design underway	\$0	\$0	\$1,000,000	\$1,000,000	\$2,800,000	\$0	\$0	\$4,800,000	No change to total. Shift funds to later years to reflect updated schedule.
16	Watsonville Trail segments oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$919	\$114,605	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$274,605	Reduce FY24/25 to reflect estimated actuals and add funds in FY28/29. Previously \$273k.
17	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$1,586	\$7,000	\$3,700	\$3,800	\$3,800	\$11,000	\$30,886	Add funds in FY29/30. Reduce prior to reflect actuals and invoices to be processed in FY25/26. Previously \$27,186
18	Zero Emission Rail Transit & Trail	Project concept report, preliminary engineering and environmental analysis of remaining sections of trail as part of the Passenger Rail & Trail project. Includes consultant services, project management and public outreach; match for grants.	Concept report due Fall 2025	\$0	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	Carry over unspent funds to later year. No change to total.
19	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	2019-2022	\$0	\$17,622	\$0	\$0	\$0	\$0	\$0	\$17,622	Completed. No change.
20	Ongoing oversight, coordination, and assistance, including on development of future trail sections.	RTC staff and consultants work related to overall trail planning, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects and grant applications.	ongoing	\$185,664	\$1,554,973	\$116,095	\$121,900	\$127,995	\$129,865	\$136,358	\$2,187,185	Add funds in FY28/29-29/30 and update other years based on updated lower estimates. Previously \$2.02M.
21	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree work, trash, graffiti, drainage, encroachments, boundary surveys, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,258,485	\$5,382,895	\$1,897,079	\$2,392,493	\$1,407,250	\$1,417,339	\$1,482,416	\$13,979,472	Add \$50k for additional boundary survey work, carry over \$50k of maintenance and encroachment work forward, add \$1.432m for FY30 for ongoing work.
Estimated 5-Year Measure D Expenditures				\$5,590,535	\$29,293,375	\$11,777,296	\$5,413,193	\$20,876,546	\$3,451,004	\$3,259,274	\$74,070,687	

1- Programmed funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

*FY24/25 and future amounts will be adjusted based on audited financials

Assumes financing will be required to cover expenditures starting in FY25/26.

Measure D: 5-Year Program of Projects (FY25/26-FY29/30)

Rail Corridor (8% of Measure D Revenues)

PROPOSED - FALL 2025

Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21, 10/7/21, 6/16/22, 11/3/22, 12/1/22, 8/3/23, 11/2/23, 11/7/24.

	Project	Description	Est. Schedule	FY24/25 Est Actuals	Prior Years	Planned ¹					Total Measure D	Proposed Updates
						FY25/26	FY26/27	FY27/28	FY28/29	FY29/30		
1	Rail Infrastructure Preservation	Railroad bridge inspections and analysis, railroad bridge rehabilitation (including Pajaro River Bridge grant match), and ongoing maintenance and repair of railroad track infrastructure and signage.	Ongoing	\$339,654	\$5,278,236	\$1,765,500	\$2,083,450	\$1,615,350	\$3,097,650	\$1,370,950	\$15,211,136	Updated to reflect lower FY24 audited actuals, carry over unspent FY25 funds, add additional \$1.1m, and add \$1.371m for fifth year FY30. Prev. \$12.9M
2	Rail Transit -Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Preparation of operating concept, preliminary engineering, and environmental document for electric rail transit and trail project on the branch line	Environmental to continue to FY28	\$1,971	\$395,279	\$3,235,312	\$900,000	\$899,798	\$0	\$0	\$5,430,389	Carryover balances. Prev. \$5.43M
3	Santa Cruz County Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-Fall 2022		\$8,249						\$8,249	No change.
Completed Projects												
4	Completed: Unified Corridor Investment Study (UCS), past lawsuits, and Transit Corridor Alternatives Analysis (TCAA)	Completed UCS, TCAA and lawsuit	2018-2019		\$1,888,225						\$1,888,225	No change.
5	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees. Portion of costs anticipated to be reimbursed by FEMA	Spring 2020-2022		\$1,678,868						\$1,678,868	Additional Measure D funds may be needed for 2017 storms and 2023 storms if not reimbursed by FEMA. Based on final reconciliation, some costs may be billed to Measure D-Trail (general corridor maintenance not specific to tracks).
Total Measure D Expenditures				\$341,625	\$9,248,858	\$5,000,812	\$2,983,450	\$2,515,148	\$3,097,650	\$1,370,950	\$24,216,868	
5a	FEMA reimbursement for storm damage repairs	This is an estimate. Final reconciliation of storm damage costs paid by Measure D and FEMA reimbursements still pending.			(\$1,185,590)						-\$1,185,590	This is an estimate. Additional \$6M has been requested (to repay RSTPX short-term loan), and will need to come from RSTPX or Measure D if not reimbursed.

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- Actuals and carryover to be adjusted based on audited actuals. Shown here are preliminary estimates.

Measure D: 5-Year Program of Projects (FY25/26-FY29/30)
Highway 17 Wildlife Corridor (\$5 million over 30 years)
Proposed FALL 2025
Previously updated 6/6/19, 9/3/20, 10/7/21, 11/3/22, 11/2/23, 11/7/24.

						Planned						Total Measure D	Proposed Updates
	Project	Description	Schedule	FY24/25 Estimated Actuals	Prior Years	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Future Debt Service*		
1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023; final closeout following monitoring e.2026	\$59,309	\$2,701,675.94	<u>\$1,349,324</u>						\$4,051,000	No change to total. Balance moved to FY25/26. Caltrans continues plant establishment and fencing modifications, with final invoice for balance anticipated in 2026. Updated to reflect prior actuals.
2	Highway 17 Wildlife Crossing: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY25/26	\$0	\$9,978	\$1,000						\$10,978	Updated to reflect prior actuals and current project closeout schedule. Total reduced \$1000.
Estimated Annual Measure D Expenditures				\$59,309	\$2,711,654	\$1,350,324	\$0	\$0	\$0	\$0	\$0	\$4,061,978	Does not include debt service
3	Highway 17 Wildlife Crossing: Loan Repayments	Repayments to Measure D-Highway Corridors for interprogram loans used to advance construction.	2025 to 2047	\$ -	\$0	\$0	Debt Service payments \$166,667/year					\$971,611	Anticipated debt service/interest to Hwy Corridors through 2047.
Total Expenditures including debt service through 2047				\$59,309	\$2,711,654	\$1,350,324	\$166,667	\$166,667	\$166,667	\$166,667	\$3,166,667	\$5,033,589	Includes Interest & future debt service.
4	Interprogram loans from Measure D - Highway Corridors		2023-2026	\$0	\$1,674,634	\$1,183,657						\$2,858,292	Prior reflects interprogram loans through FY24/25. FY25/26 reflects anticipated loan amount to close out project (c/o from FY25)

*Since the full \$5M committed in the Measure D Expenditure Plan for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, the RTC authorized loans from the Highway Corridors investment category to accelerate delivery. Land Trust contributed \$3M for construction costs.

**Pre-construction and support costs funded through Caltrans SHOPP. Final expenditures and interprogram loan amounts will depend on final construction closeout amount and timing.

Measure D: 5-Year Program of Projects (FY25/26-FY29/30)

Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)

Proposed: FALL 2025

Previously updated 6/6/19, 11/7/19, 9/3/20, 10/7/21, 3/17/22, 11/3/22, 11/2/23, 11/7/24.

	Name/Road/Limits	Description	Schedule	FY24/25 Estimated Actuals	Prior Years	Planned ¹					Total Measure D	Proposed Updates
						FY25/26	FY26/27	FY27/28	FY27/28	FY29/30		
1	Felton and SLV Schools Complete Streets Improvements	Funding designated for complete streets improvements through Felton.	Schools Access Study Completed. Preconstruction started 2025.	\$0	\$99,191	\$200,000	\$700,809	\$0	\$0	\$0	\$1,000,000	No change to total; shift balances to later years. Includes previously approved \$99k for SLV Schools Circulation Study and \$200k for pre-con costs for complete streets projects that were not SHOPP eligible that are being implemented in combination with Caltrans SHOPP project. Balance available for future programming to Felton-area projects.
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, initial screening and implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP and local projects. Includes \$180k to Caltrans for complete streets Project Initiation Document (PID) for the corridor.	Ongoing. Complete Streets PID completed 2022.	\$0	\$180,000	\$60,000	\$0	\$0	\$0	\$0	\$240,000	\$60k shifted to FY25/26. No change to total.
3	SLV/SR9 Corridor technical assistance, oversight, and community outreach	Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other planning activities.	Ongoing	\$8,082	\$142,234	\$93,712	\$0	\$0	\$0	\$0	\$235,946	Add \$90k for coordination and outreach in FY26.
4	Boulder Creek Complete Streets	Grant match for complete streets improvements in Boulder Creek, including sidewalks, enhanced crosswalks with curb extensions, pedestrian refuge islands, and other safety and traffic calming features.	Began pre-construction Summer 2023	\$0	\$0	\$229,000	\$458,000	\$278,945	\$263,503	\$1,170,552	\$2,400,000	All shifted one year later based on updated schedule. Total unchanged.
COMPLETED PROJECTS												
5	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RFBs, ladder striping, etc to several existing crosswalks	Completed Spring 2021	\$0	\$25,385						\$25,385	No change
6	Hwy 9/SLV Complete Streets Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed 6/19	\$0	\$35,000						\$35,000	No change
7	Farmer St. Road Repair (alternate ped/bike route to Hwy 9)	Resurfacing Farmer Street, a pedestrian bypass to access SLV Schools Campus	Completed Fall 2019	\$0	\$15,000						\$15,000	No change
Estimated 5-Year Measure D Expenditures				\$8,082	\$496,811	\$582,712	\$1,158,809	\$278,945	\$263,503	\$1,170,552	\$3,951,331	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- Prior Year actuals and carryover to current fiscal year to be adjusted based on audited actuals. Shown here are preliminary estimates.

Measure D: 5-Year Program of Projects (FY 25/26-29/30)
Agency: Community Bridges - Lift Line
Category: Transportation for E&D

Estimated Annual Measure D Allocations

Prior and 24/25 estimate	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Total
\$ 7,895,725	\$1,076,000	\$1,108,000	\$1,148,000	\$1,190,000	\$1,227,000	\$ 13,644,725

Amount of Measure D Funds Programmed (includes carryover)												
Project Name/location	Description (include project purpose and complete streets components if applicable)	Total Measure D	Prior and 24/25 estimate	FY25/26	FY26/27	FY27/28	FY28/29	FY28/29	5-year total	Other fund sources	Est. Construction start date	Major project? * (yes/no)
Driver 1 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$1,668,516	\$1,253,620	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing	No
Driver 2 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$1,668,516	\$1,253,620	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing	No
Driver 3 (1 FTE)	Additional driver to provide expanded hours of paratransit service	\$710,683	\$295,787	\$ 77,370	\$ 80,078	\$ 82,881	\$ 85,782	\$ 88,784	\$ 414,896		ongoing	No
Driver Trainer (1 FTE)	To support safety and service training for expanded paratransit operations	\$805,547	\$440,098	\$ 68,150	\$ 70,535	\$ 73,004	\$ 75,559	\$ 78,203	\$ 365,450		ongoing	No
Executive Assistant/Dispatcher (1 FTE)	To support expanded paratransit services	\$877,580	\$512,780	\$ 68,028	\$ 70,409	\$ 72,874	\$ 75,424	\$ 78,064	\$ 364,800		ongoing	No
Vehicle Operating (see note below*)	Costs associated wth operating the vehicles	\$1,239,564	\$189,242	\$ 195,865	\$ 202,721	\$ 209,816	\$ 217,160	\$ 224,760	\$ 1,050,322		ongoing	No
Outreach/Publicity	Materials and videos to promote paratransit ride availability	\$372,014	\$114,727	\$ 46,996	\$ 49,346	\$ 51,813	\$ 53,627	\$ 55,504	\$ 257,286		ongoing	No
Consultants / Project Managers	Facility project management-architects, environ review, design	\$303,325	\$231,708	\$ 14,026	\$ 14,026	\$ 14,026	\$ 14,516	\$ 15,024	\$ 71,617		ongoing	No
Indirect Overhead**	Indirect Costs on non Capital Expenditures	\$673,938	\$101,785	\$ 106,643	\$ 110,412	\$ 114,319	\$ 118,320	\$ 122,461	\$ 572,153		ongoing	No
Operations Facility	Reserve for projected Acquisition, contruction and/or renovation expenses	\$4,929,728	\$3,248,307	\$ 383,050	\$ 305,317	\$ 318,506	\$ 331,473	\$ 343,075	\$ 1,681,421	2.5M Bank and Owner Financing	Started 2019	Yes
Vehicle Equipment Reserve	Vehicle/ Equipreplacement, matching funds, project procurement and implimentation	\$435,860	\$210,730	\$ 45,000	\$ 45,000	\$ 45,000	\$ 46,575	\$ 43,555	\$ 225,130	575K LCTOP, 454K CARB, 200K SGR	Ongoing	No
Estimated Annual Measure D Expenditures		\$13,685,272	\$7,852,404	\$1,159,869	\$1,108,000	\$1,148,000	\$1,190,000	\$1,227,000	\$5,832,868			
Annual Interest Earnings on Measure D Revenues			\$ 40,465.04	\$ 83.78	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00				
Carry over to next fiscal year			\$83,785	\$0	\$0	\$0	\$0	\$0				

*Operating costs include driver support and dvehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as taxes and licenses related to paratransit services. It also includes a prorated allocation of costs such as general liability insurance, staff training and other indirect costs. Per a request from the Measure D Oversight Committee starting in FY 2022-2023 operating expenses will be categorized in the audit.

**Indirect costs based on a Federally approve Indirect Cost Rate (ICR). Includes costs such as Grant Management, Payroll, Audits, AP/AR, Contracts, HR

Measure D: 5-Year Plan (FY25/26-FY29/30)

Project name:

Location:

Description:

Purpose/Need/Benefits:

Community Bridges - Lift Line Vehicle and Equipment Acquisition	
N/A	
Lift Line Paratransit Vehicles & Equipment	
Fund reserves that can be used for vehicle procurement projects, including fleet vehicles that cannot be funded through 5310, replace aging and or worn shop equipment, improvements and or upgrades to maintenance/operations facility. Provide project matching funds to leverage state funding. 1) 25/26 State of Good Repair (SGR) Equipment Vehicle Match 2) 25/26 Low Carbon Transit Operation Program (LCTOP) Vehicle Match 3) 25/26-29/30 Additional project matching funds for potential vehicle purchases to continue building out electric vehicle fleet and required vehicle related equipment and infrastructure.	

Schedule (estimated)
Total Cost by PhaseMeasure D Funds
Matching Funds

Vehicle	Equipment	Equipment*	Total
FY 25/26	FY25/26	FY25/26-29/30	
\$ 275,000	\$ -	\$ 595,130	\$ 870,130
\$ 25,000		\$ 200,130	\$ 225,130
\$ 250,000	\$ -	\$ 395,000	\$ 645,000
Emergency Response	\$ -	Other Vehicle Projects	

*Future Equipment in FY 25/26-29/30 is estimated based on past projects

Measure D: 5-Year Plan (FY25/26-FY29/30)

Project name:
Location:
Description:
Purpose/Need/Benefits:

Community Bridges - Lift Line Operations Facility
545 Ohlone Pkwy, Watsonville, CA 95076
Lift Line Administrative offices, maintenance facility, fleet parking
Purchase of property and renovation of a operations facility housing the entire CTSA Lift Line operations in one location. In June of 2019 Lift Line purchased a suitable \$3M property at 545 Ohlone Pkwy, Watsonville CA, with an estimated additional \$1.8M of renovations and improvements. Measure D facility reserve funds were used for a \$500K down payment and closing costs, financing \$2.5M. Measure D funds were used to make \$200K principal payments on a 5-year \$1M owner carry note since June 2020, and are being utilized in the renovation costs and other associated expenses. In Feb. 2023 a \$400K payment paid off the owner carry note in full, leaving the remainder on the \$1.5M bank financed note. In June of 2024, an additional \$200K payment was made on the remaining note. A major renovation project is planned for FY 24/25 to FY 27/28, consisting of grading, paving, propane tank relocation, van port, solar & EV infrastructure project totaling 1.726M, of which Measure D funding will be utilized for these renovations.
New Facility to include the following but not limited to; 1) Operational offices 2) Dispatch & Intake station 3) Driver holding area (extra board) and lockers. 4) Breakroom 5) Maintenance shop 6) Proper Vehicle Hoists (Large Bus & Mini Vans) 7) Electric Charging / Fuel Station (time and money) 8) Wash Station 9) Shop Ventilation System 10) Hazardous Waste storage 11) Solar Bus Ports 12) EV electrical infrastructure 13) EV Battery Backup Storage System

Schedule

Total Cost by Phase

Measure D Funds
Fund - Capital Campaign/ Donations
Fund - Commercial Loan/Owner Financing

Envir. Review	Design	Acquisition	Renovation / Principal	Solar/Paving Project	Total
2019-2021	2019-2021	2019-2020	2019-2027	2025-2028	
\$ 124,297	\$ 202,903	\$ 3,099,532	\$ 2,964,006	\$ 1,998,572	\$ 8,389,310
\$ 124,297	\$ 202,903	\$ 599,532	\$ 2,821,575	\$ 1,181,421	\$ 4,929,728
			\$ 142,431	\$ 317,151	\$ 459,582
		\$ 2,500,000		\$ 500,000	\$ 3,000,000

Other Info:

Personnel/Consultants:		\$ -
Personnel	76,810	
Legal	7,500	
Bidding Expense	6,500	
Pre-Development:		
Architecture Design	202,903	
Survey / Engineering	43,200	
Permits, Inspections and Fees	16,524	
Acquisition:		
Purchase of Property	3,099,532	
Construction/Renovation:		
Construction / Renovation	2,964,006	
Permits, Inspections and Fees	64,573	
Equipment / Furnishings	75,000	
Contingency / Utility Fees	106,440	
Total Preliminary Cost	6,662,988	

ATTACHMET 2

Santa Cruz County Regional Transportation Commission

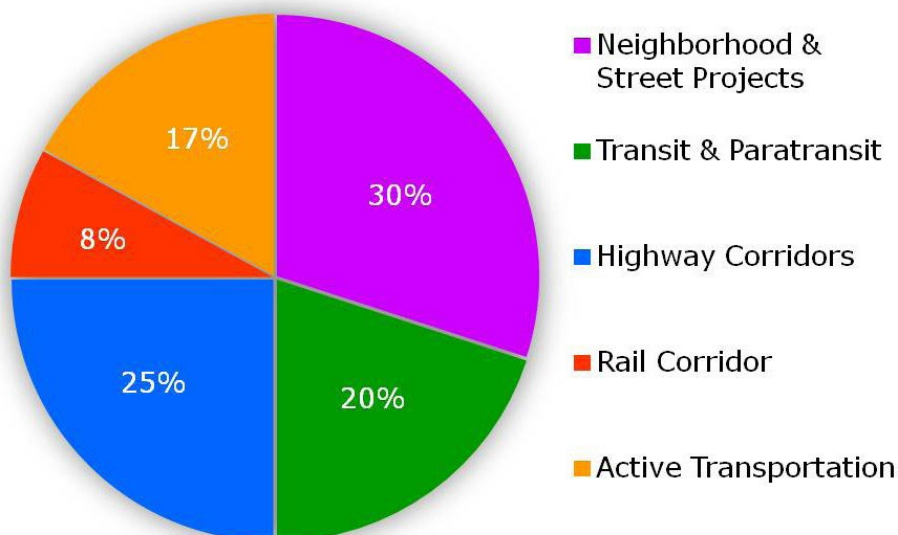
Measure D

Fact Sheet



On November 8, 2016 67.78% of Santa Cruz County voters approved Measure D, a 1/2 cent sales tax measure to improve, operate and maintain Santa Cruz County's transportation network.

Projects will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.



Measure D

Optimizes funding:

- By leveraging local dollars, our cities, the County, the RTC, METRO and Liftline will be able to compete for federal and state grants that require matching funds.

Committed to voters:

- Members of the public are encouraged to review and comment on annual reports, including 5-year plans identifying specific projects prepared by each agency.
- Annual audits of the expenditure of all funds generated by the measure are conducted by an independent auditor and publicly available.
- A Measure D Independent Oversight Committee reviews the independent annual audits and issues a report regarding compliance with the Expenditure Plan.
- Local jurisdictions are required to use the new funds to supplement, not replace, existing revenues used for transportation. Annual audits will include analysis of this Maintenance of Effort.

Summary of Transportation Projects

Estimated 30-year funding allocations

Neighborhood Projects - 30%

Local Funds for Cities and County: Direct percentage for local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects

San Lorenzo Valley Hwy 9 Corridor Improvements: \$10 million to improve safety for SLV pedestrians, bicyclists, and motorists

Highway 17 Wildlife Crossing: \$5 million to help build a wildlife crossing under Highway 17 at Laurel Curve

Highway Corridors - 25%

Highway 1 Corridor: Extend merge lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety at the 41st Ave-Soquel Dr, Bay/Porter Park, State Park-Park, and State Park-Rio del Mar-Freedom Boulevard exits

Bicycle and pedestrian over-crossings; Car-free highway overcrossings at Chanticleer Ave, Mar Vista Dr, and railroad bridges over Highway 1 in Aptos

Traveler Information and Transportation Demand Management: Cruz511 traveler information, Carpool/Vanpool Programs

Highway Safety and Congestion Reduction Programs: Freeway Service Patrol and Safe on 17 Enforcement

Transit for Seniors and People with Disabilities Direct Allocation to Service Providers - 20%

Santa Cruz METRO (16%): \$80 million to help stabilize fixed-route bus and ParaCruz service levels

Community Bridges Lift Line Paratransit Service (4%): \$20 million to increase LiftLine's ability to provide service by 30%

Active Transportation - 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail): Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services

Rail Corridor - 8%

Infrastructure Preservation and Analysis of Options: Analysis (including environmental and economic analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs



For more information on the implementation of Measure D, visit: sccrtc.org/move
831-460-3200



PROJECT FACT SHEET

Updated October 2025

Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

Project Description

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

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

Unified Corridor Investment Study

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



Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction began in 2023 and was completed in 2025.

Project Delivery Strategy

The RTC led the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction, and as a match for SB1 construction grants. This project received funds from Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.



PROJECT FACT SHEET

Updated October 2025

Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

Project Funding

Project Cost	\$	43.9M
Funding Sources		
Measure D (Highway)	\$	7.5M
Other Secured*	\$	36.4M

*Includes STIP, SB1 (SCCP and LPP programs) and HIP funds.



Project Status/Schedule

Construction was completed in July 2025.





PROJECT FACT SHEET

Updated October 2025

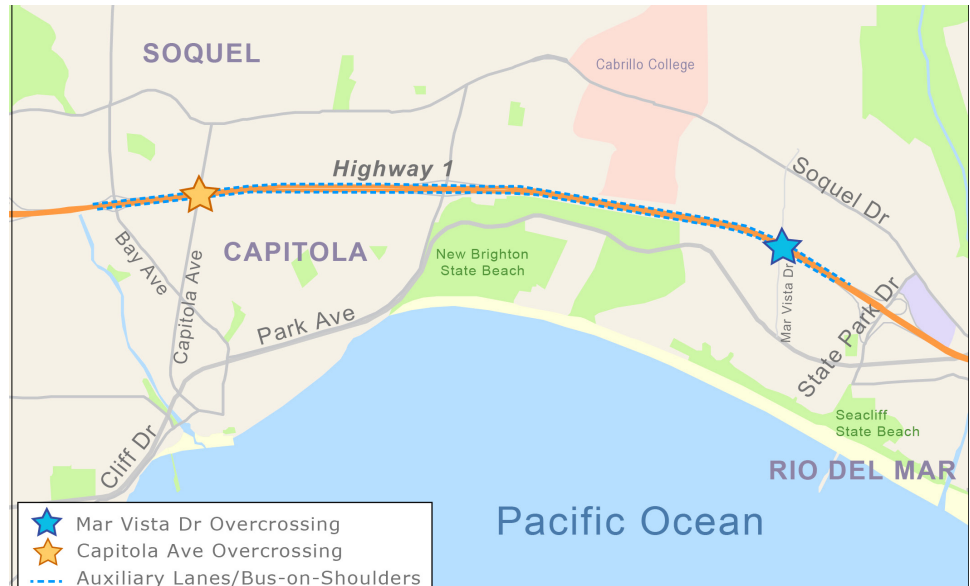
Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

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

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



Project Highlights

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

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction. The RTC was successful in securing Cycle 2 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funded construction of this project.



PROJECT FACT SHEET

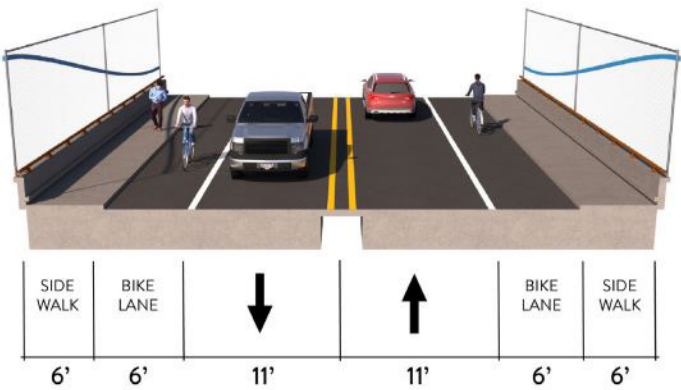
Updated October 2025

Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Funding

Estimated Total Cost	\$	98.7M
Funding Sources		
Measure D (Highway)	\$	22.4M
Other Secured*	\$	76.3M

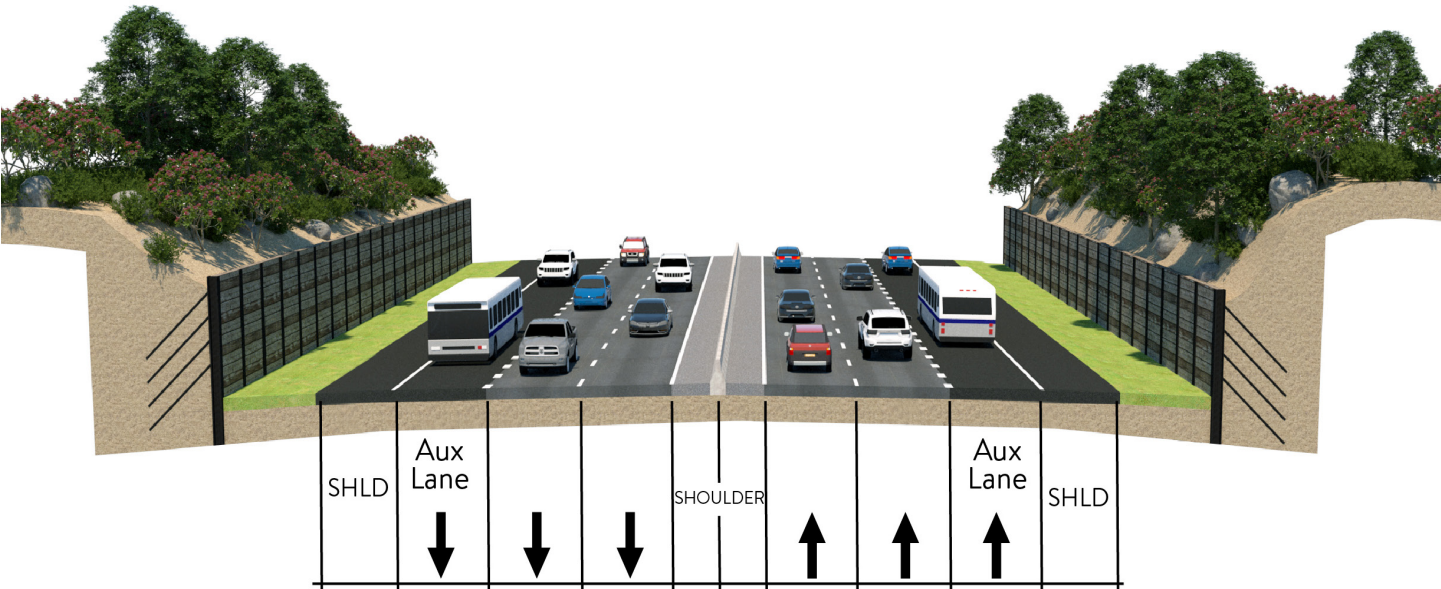
*Includes STIP and SB1 (SCCP and LPP programs) funds.



Preliminary rendering of Capitola Avenue Overcrossing

Project Status/Schedule

The project is under construction and is expected to be completed in 2026.



Preliminary rendering of auxiliary lanes



PROJECT FACT SHEET

Updated October 2025

Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

Project Description

The project will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians. The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replaces the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widens the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

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

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



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Improves active transportation connectivity by constructing 4 dedicated bicycle/pedestrian overcrossings

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor and Active Transportation funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. The RTC was successful in securing 2024 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds, which fully funds construction of this project.



PROJECT FACT SHEET

Updated October 2025

Highway Corridors:
Highway 1 Aux Lanes and BOS (State Park
Drive to Freedom Boulevard), and Coastal
Rail Trail Segment 12

Project Funding

Estimated Total Cost	\$	244.1M
Funding Sources		
Measure D	\$	106.8M
Other Secured	\$	137.3M*

*Federal MEGA grant, SB1 (SCCP and LPP programs), SHOPP, STIP

Project Status/Schedule

The environmental phase of this project was completed in 2024. The project is expected to go to construction as soon as 2026.





Highway Corridors: Cruz511

Program Description

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

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

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

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



Program Highlights

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

Total Programming

Total Funding	\$ 300,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 2.1M
Other Sources**	\$ 995,000

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest funds



Highway Corridors: Cruz511



Rethink Your Commute and Earn Rewards!





Highway Corridors: Safe on 17

Program Description

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

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



Program Highlights

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

Meeting Schedule

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

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave., San Jose, CA
3rd Wednesday in September	RTC office	1523 Pacific Ave., Santa Cruz, CA



Highway Corridors: Safe on 17

Total Programming

Total Funding	\$ 150,000/year
Funding Sources	
Measure D (Highway)*	\$ 50,000/year
Other Secured**	\$ 100,000/year

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

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





Highway Corridors: Freeway Service Patrol

Program Description

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

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

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents.



Program Highlights

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

Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
Hwy 1	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service*	
Hwy 17	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

*Special weekend service is provided during Spring Break and Summer.



PROJECT FACT SHEET

Updated October 2025

Highway Corridors: Freeway Service Patrol

Total Programming*

Total Funding Secured	\$ 350,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 1.9M (FY17/18-FY28/29)
Other Secured**	\$ 1M

*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

**Includes SB1, FSP, and STIP funds.



FSP Partners





Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network

Project Description

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

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Approximately 18 miles of projects are currently under development or constructed, and 16.5 miles are fully funded. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$135M to date has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$175M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation. The RTC and its partner agencies continue to develop and construct the Coastal Rail Trail.



Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Approximately 18 miles of trail are either under development or constructed. Construction of the first project began in 2019.
- ▶ To date, approximately \$135M has been secured from state/federal grants and private donations, and \$52M in Measure D Regional-Active Transportation and Measure D- Neighborhood funds.
- ▶ Measure D will allocate approximately \$175M for the trail over 30 years.
- ▶ 13 miles of projects are advancing from the planning to project development phase as part of the Zero Emission Passenger Rail & Trail project



PROJECT FACT SHEET

Updated October 2025

Coastal Rail Trail Monterey Bay Sanctuary Scenic Trail Network



Status of Funded Rail Trail Projects

North Coast: Davenport to Wilder Ranch (Segment 5)

- Project Description:** 7.5 miles along the north coast of Santa Cruz County adjacent to Wilder Ranch and Cotoni Dairies State Parks Trail. Phase I-Wilder Ranch to Panther/Yellowbank Beach. Phase II-Panther/Yellowbank Beach to Davenport including new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to parking lot at Bonny Doon Beach, and a pedestrian crossing in Davenport; Phase III-construction of a pedestrian overpass over Hwy 1 connecting the Coastal Rail Trail on the coastal side to Cotoni Coast Dairies National Monument on the inland side of Hwy 1.
- Project Status:** Preconstruction activities for Phases I & II were completed in 2023. Construction began in 2024. Phase III completed environmental review in 2024. Design is estimated to be completed in 2025, and it is expected to begin construction in 2027.

City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf (Segment 7)

- Project Description:** 2.1 miles of the Coastal Rail Trail through neighborhoods on the Westside of the City of Santa Cruz and providing access to businesses and activity centers.
- Project Status:** Phase I (Natural Bridges Drive to California Avenue) was completed in December 2020. Phase II (California Avenue to Pacific Avenue at the Wharf) was completed in May 2025.

City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue (Segments 8 & 9)

- Project Description:** 2.2 miles of Coastal Rail Trail.
- Project Status:** Phase I (widening of the San Lorenzo River Walkway at the Boardwalk) was completed in May 2019. Phase II preliminary design and engineering were completed in 2023. Final design is scheduled for completion in 2025 and the project is scheduled to go to construction in 2026.

County of Santa Cruz/City of Capitola: 17th Avenue to State Park Drive (Segments 10 & 11)

- Project Description:** 4.7 miles of Coastal Rail Trail.
- Project Status:** Environmental was completed in spring 2025. Final design is scheduled to be completed in 2026 and the project is scheduled to go to construction in 2027.

County of Santa Cruz: State Park Drive to Rio Del Mar Boulevard (Segment 12)

- Project Description:** 1.25 miles of Coastal Rail Trail. This section is being advanced as part of the Highway 1 Auxiliary Lanes and Bus-on-Shoulder project from State Park Drive to Freedom Boulevard.
- Project Status:** Environmental was completed in 2024. The RTC was successful in securing 2024 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds, which fully funds construction of this project. The project is expected to go to construction as soon as 2026.

City of Watsonville: Lee Road to Walker Street (Segment 18)

- Project Description:** 1.2 miles of Coastal Rail Trail.
- Project Status:** Phase I (Ohlone Parkway to the Watsonville Slough Trail Network trailhead) was completed in summer 2021. Phase II & III of Segment 18 are combined with development of the RTC's Electric Passenger Rail Transit Project.



Santa Cruz Branch Rail Line

Project Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike.

In October 2012, the RTC completed acquisition of this 135-year-old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines.

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

The Corridor is being used for:

- ◇ Bicycle & pedestrian path (Monterey Bay Sanctuary Scenic Trail Network (MBSST)/ Coastal Rail Trail)
- ◇ Freight rail service
- ◇ Seasonal and recreational passenger rail service

The RTC is also evaluating potential uses:

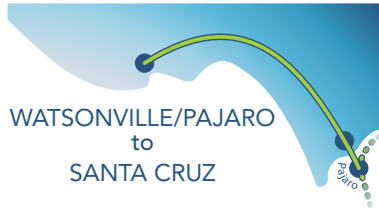
- ◇ Public transit



Rail Projects

- ▶ **Rail Structure Upgrades & Repairs** – Using a combination of Measure D sales tax and state funds, the RTC has reconstructed and made repairs to several bridges and other structures. The RTC also repaired damages caused by the storms of 2017 and 2022/2023, and is continually maintaining sections of the corridor.
- ▶ **Preventative Maintenance Program** – The RTC is responsible for maintaining the portion of the ROW outside of the St. Paul and Pacific Railroad easement. The RTC has a Preventative Maintenance Program that includes ongoing inspections and repairs to the corridor, vegetation and trash removal, and drainage maintenance. Items resulting from regularly recurring inspections and community inquiries are being tracked using ArcGIS, a mapping and analytics platform.
- ▶ **Freight Rail Service** – Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Freight rail helps to reduce traffic and greenhouse gases as one rail carload generally removes four truck trips from roadways.
- ▶ **Transit Options** – In December 2022, the RTC authorized and programmed funds for preliminary engineering and environmental documentation for Zero Emission Passenger Rail & Trail between Pajaro Junction and Santa Cruz. CalSTA awarded the project a \$3.45M Transit and Intercity Rail Capital Program grant in April 2023 to fully fund the Concept Report to build from the Transit Corridor Alternatives Analysis and clearly define the project for further evaluation. Future project phases will include preliminary engineering, environmental analyses, and environmental documentation.
- ▶ **Recreational Service** – Big Trees Railroad currently operates seasonal and special event recreational rail service on the Santa Cruz Branch Rail Line.

ZERO EMISSION PASSENGER RAIL AND TRAIL



FACT SHEET
JUNE 2025



ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

The Zero Emission Passenger Rail and Trail Project (ZEPRT) proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle portion (Segment 11, Phase 2).

The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa Cruz County to each other and to the greater region

as well as to provide integrated intercity travel options for riders on the Central Coast. Passengers will be able to bypass Highway 1 and local arterials that are highly congested, providing high-quality connections to key destinations within the county.

The project builds on studies previously completed by the Santa Cruz County Regional Transportation Commission (RTC), including the Rail Transit Feasibility Study in 2015 and the Transit Corridor Alternatives Analysis & Rail Network Integration Study in 2021, which identified a locally preferred alternative for Electric Passenger Rail.



In addition to the 22 miles of rail transit service, the new trail would nearly complete the 32-mile Coastal Rail Trail providing a dedicated multi-use bicycle/pedestrian travel facility serving the proposed passenger rail stations by developing 12 more miles of the trail that are not constructed or currently under development.

PROJECT SCHEDULE

In October 2023, RTC began work on the Project Concept Report. This report is anticipated to be completed in fall 2025 and will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. Key milestones for this phase of work are listed to the right.

Throughout these activities, meaningful, proactive, and focused public and stakeholder outreach continues to occur, including several virtual and in-person meetings.

Following completion of the Project Concept Report, with the RTC Commission's approval and subject to funding availability, the project has the opportunity to advance into preliminary engineering and environmental review.

WINTER
2024

- PRELIMINARY PURPOSE AND NEED STATEMENT
- PROJECT LOOK AHEAD

SUMMER
2024

- CONCEPTUAL ALIGNMENTS
- ZERO EMISSION VEHICLE TYPES

FALL
2024

- ONGOING CONCEPTUAL ALIGNMENT UPDATES
- STATION LOCATIONS AND FEATURES
- RIDERSHIP APPROACH

SUMMER
2025

- DRAFT PROJECT CONCEPT REPORT
- PRELIMINARY COST ESTIMATES
- NEXT STEPS FOR PROJECT DEVELOPMENT

WE ARE HERE ★

STAY CONNECTED

The RTC and its project partners are committed to meaningful public engagement throughout the project's lifecycle. Community participation is vital to aid in minimizing impacts while meeting the needs of riders, bicyclists, and pedestrians. There are many voices in our community, and we want to hear yours.



Visit sccrtc.org/zeprt for updates and to sign up for the project's email list.



Email us at zeprt@sccrtc.org with comments or questions.



Attend future public meetings and provide comments throughout project concept development.



SCAN HERE





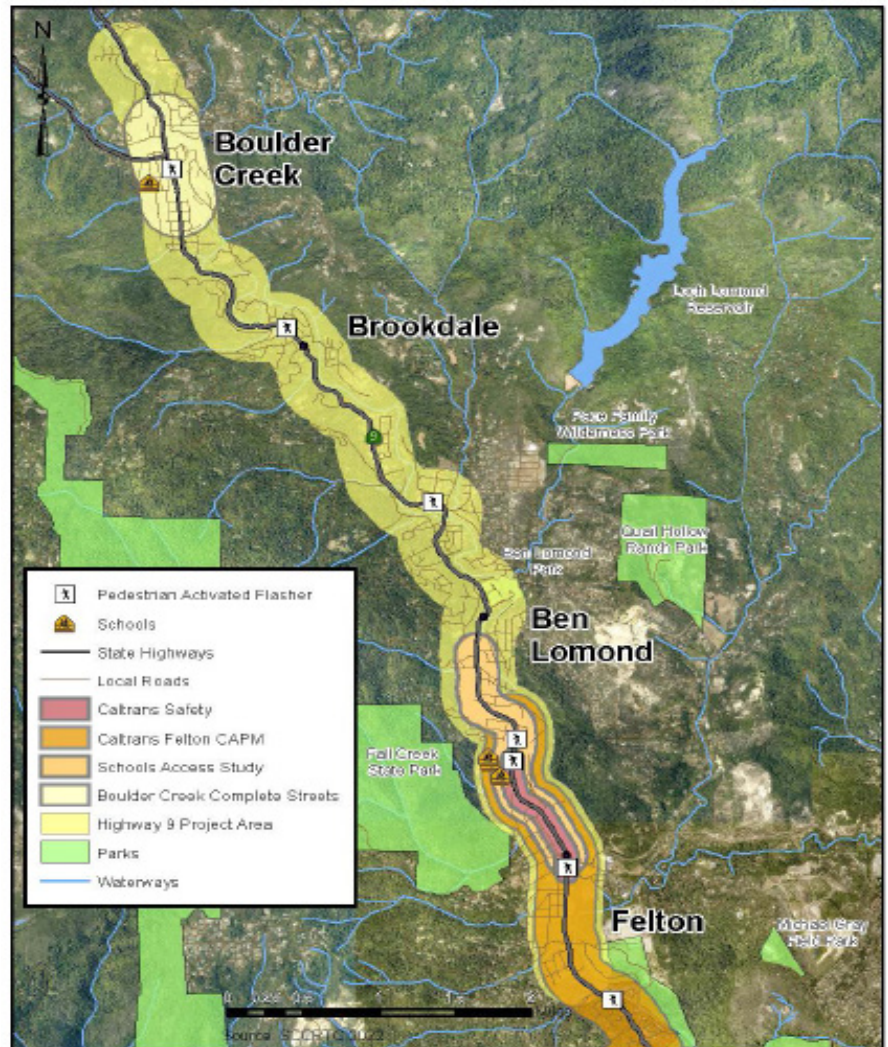
Highway 9 San Lorenzo Valley Complete Streets Program

Project Description

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

There are significant transportation concerns throughout the SLV. This mountainous area has high crash rates, narrow, steep, and curving roadways, significant gaps in bicycle and pedestrian facilities, a lack of accessible transit stop access, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D allocates \$10 million for projects in the Highway 9 corridor that will enhance safety for residents of the SLV. In 2019, the comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) was approved after two years of collaboration with the community. The SLV Plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The SLV plan focuses on safety for all road users, particularly pedestrians, bicyclists, and those accessing transit; multi-modal access to schools, businesses, parks, and other key destinations.



Total Programming

Total Funding Secured	\$	62.35M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	52.35M

*Includes HSIP Grant, RTC Consolidated Grants, Caltrans SHOPP and Planning Grants, and RTC match funds (TDA, RTC Reserve Fund, RPA)



Highway 9 San Lorenzo Valley Complete Streets Program

Priority Projects

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

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

The SLV plan is being used to secure grants, leverage state funds including SHOPP, and facilitate subsequent design, environmental review, and construction of these and other priority projects.

Project Delivery Strategy

The RTC, Caltrans, County of Santa Cruz, SLVUSD, and METRO are working together to deliver the complete streets projects defined by the community in the SLV Plan. Caltrans constructed the crosswalk improvements that were funded by the Measure D-leveraged Highway Safety Improvement Program (HSIP) funds in 2020.

The State Route 9 Complete Streets Project Initiation Document (PID) was funded by Measure D and covers Caltrans required scoping, estimating, and phasing assessments for the remaining projects in the SLV Plan. Completed in 2022, the RTC is now using Measure D funds to leverage state and federal grants to fund construction of additional improvements.

The RTC secured \$1.5 million in federal funding for Boulder Creek Complete Streets Improvements, in 2023 and is beginning preliminary design and environmental review. The RTC also worked with Caltrans and the SLV School District to complete the SLV Schools Access Study in 2023, a preliminary engineering study to improve circulation to and past the elementary, middle, and high schools for all modes of transportation on Highway 9 north of Felton. This study was funded by a combination of Measure D-leveraged grants and funding from the SLV Unified School District.

The RTC is collaborating on Caltrans funded Safety and CAPM repaving projects. Both of these projects are currently in the Project Approval & Environmental Documentation (PA&ED) phase, with construction expected to be complete in 2025 and 2027, respectively. With funding from competitive grants and Measure D, these projects incorporate many more complete streets and other safety improvements for Felton and the SLV Schools area to the north as defined in both the SLV Plan and the SLV Schools Access Study. These improvements include sidewalks, bike lanes, crosswalk safety improvements, center turn lanes, extended turn pockets, and pedestrian refuge islands, as well as other safety elements running from El Solyo Heights Drive in the north (SLV Middle School) to Redwood Drive in the south (Henry Cowell State Park).





Boulder Creek Complete Streets Improvements



Project Description

Highway 9 serves as the “Main Street” for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns. There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

The Highway 9 Boulder Creek Complete Streets project proposes to construct pedestrian, bicycle, and transit improvements on Highway 9 and Highway 236 in the unincorporated County of Santa Cruz area known as Boulder Creek, California. Includes improving existing sidewalks, extending the sidewalk network through the commercial area, curb extensions/bulb-outs at crosswalks, bike lanes, transit stop improvements, center median islands, and other traffic calming measures.



Project Highlights

- ▶ Filling gaps in the sidewalk network, and extending the sidewalk network through the commercial area
- ▶ New curb extensions/bulb-outs at crosswalks, center median islands, and other traffic calming measures
- ▶ Bike lanes/shoulders
- ▶ Transit stop improvements
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in 2028

Project Delivery Strategy

The RTC is the sponsor and Caltrans is leading the delivery of this project. Measure D-Highway 9/SLV Complete Streets funds and other RTC discretionary funds are proposed as a local match for competitive state and federal grant applications. This project completed the Project Initiation Document (PID) phase in 2022 and the environmental phase began in June of 2025 with anticipated completion of December 2026.



Boulder Creek Complete Streets Improvements

Project Funding

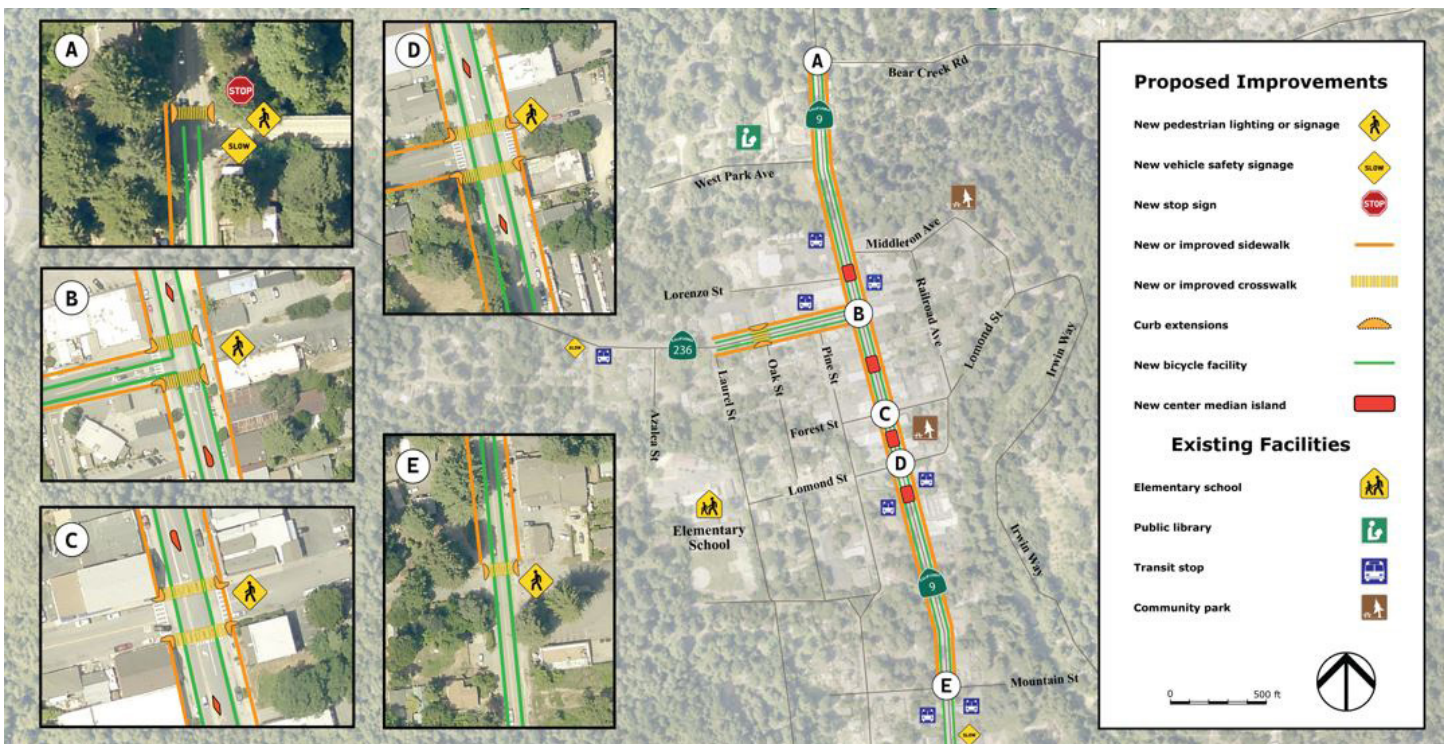
Estimated Project Cost	\$10.8M
Funding Sources	
Federal Earmark	\$1.5M
Measure D Match (20%)	\$2.4M
Needed*	\$6.9M

*Other Funds: Federal funds will be used to leverage Measure D sales tax, State Highway Operation and Protection Program (SHOPP), Boulder Creek Business Association, County, safety and active transportation grants.



Project Status/Schedule

The Project Initiation Document (PID) was completed in 2022. The environmental phase began in June of 2025 with anticipated completion of December 2026. Construction is scheduled for 2028 pending availability of funds.





Highway 17 Wildlife Crossing

Project Description

Construction of a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County to link core wildlife habitat areas on either side of the highway and to allow animals to travel beneath the highway. Mountain lions, bobcats, deer and other wildlife are using the crossing, reducing car crashes with wildlife. The main crossing was constructed in 2022 and 2023. Caltrans has since installed additional fencing to guide wildlife to the crossing and is completing re-vegetation of the area.

55,000-66,000 vehicles travel over Highway 17 between Santa Cruz and Santa Clara Counties each day (over 20 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges made Highway 17 a barrier for wildlife moving through the Santa Cruz Mountains. Wildlife had most frequently been trying to cross Highway 17 near Laurel Road.

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies partnered to construct this project.



Project Highlights

- Provides safe passage for wildlife to cross under Highway 17 near Laurel Road in the Santa Cruz Mountains
- Bridges two core wildlife habitat areas on each side of Highway 17
- Traffic volumes of over 60,000 vehicles per day, combined with a concrete median barrier and a lack of adequate culvert or bridge undercrossings contribute to animal-vehicle collisions.
- Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans
- Primary construction completed in 2023, final vegetation work underway

Project Delivery Strategy

Caltrans led the project delivery. The pre-construction phases were funded with Caltrans State Highway Operation and Protection Program (SHOP) funds and the Land Trust of Santa Cruz County. The RTC used Measure D funds to leverage additional SHOPP and Land Trust funds for construction. <https://sccrtc.org/projects/streets-highways/highway-17/>



PROJECT FACT SHEET

Updated April 2025

Highway 17 Wildlife Crossing

Total Programming

Estimated Total Cost	\$12.5M
Funding Sources	
Measure D (Neighborhood)*	\$5M
Other Secured**	\$7.5M

Project Status/Schedule

Construction of crossing was completed in 2023. Final fencing and vegetation work continues through 2025.

*Includes loan payments (principal and interest)

**Includes Land Trust and SHOPP funds.



Funding Partners

