



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, November 6, 2025
9:00 a.m.**

In-Person Meeting

Watsonville City Council Chambers
275 Main Street, Fourth Floor
Watsonville, CA 95076

Alternative Remote Location

231 Oakes Road, Santa Cruz, CA 95064

Remote Participation (see page 5 for more information)

RTC Zoom

<https://us02web.zoom.us/j/89597173447>

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

Accessibility: See last page for details.

En Español: Para servicios de traducción al español, diríjase a la última página.

Agendas Online: <https://sccrtc.org/meetings/commission/agendas/>

COMMISSION MEMBERSHIP

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Felipe Hernandez
County of Santa Cruz	Justin Cummings
County of Santa Cruz	Kimberly DeSarpa
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Monica Martinez
Santa Cruz Metropolitan Transit District	Rebecca Downing
Santa Cruz Metropolitan Transit District	Vanessa Quiroz-Carter
Santa Cruz Metropolitan Transit District	Fabian Leonor
Caltrans (ex-officio)	Scott Eades

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

1. Roll call
2. Consider AB2449 Just Cause and Emergency Circumstances requests
3. Additions or deletions to consent or regular agendas
4. Oral communications

Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, it may not take action on items that are not on the agenda.

Speakers are requested to state their name clearly so that it can be accurately recorded in the minutes of the meeting.

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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

MINUTES

5. Approve draft minutes of the October 2 and October 16, 2025 Regional Transportation Commission meeting and special meeting
6. Accept draft committee meeting minutes
 - a. October 9, 2025 Budget & Administration/Personnel Committee
 - b. October 13, 2025 Bicycle Advisory Committee
 - c. October 14, 2025 Elderly & Disabled Transportation Advisory Committee
 - d. October 16, 2025 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

7. Accept updated Guide for Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County

8. Accept Rural Highways Safety Plan Milestone 2: Transportation Strategy Development
9. Accept bids and authorize the Executive Director to enter into a construction contract for the Capitola Bluff Fencing Project (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

No consent items

ADMINISTRATION ITEMS

None

INFORMATION / OTHER ITEMS

10. Accept monthly meeting schedule
11. Accept correspondence log
12. Accept letters from RTC committees and staff to other agencies - *none*
13. Accept information items - *none*

REGULAR AGENDA

14. Commissioner Reports – oral reports
 - a. Letter regarding a Meeting with the California Transportation Commission (CTC): Options for Active Transportation Program Cycle 6-Funded Coastal Rail Trail Segments 8 through 11 Projects
(*Commissioners Fred Keeley, Eduardo Montesino, and Manu Koenig*)
15. Nomination of Committee to Recommend a 2026 Chair and Vice-Chair
(*Eduardo Montesino, RTC Chair*)
16. Director's Report – oral report
(*Sarah Christensen, Executive Director*)
17. Caltrans Report
 - a. Santa Cruz County project updates

18. **PUBLIC HEARING (no earlier than 9:30 a.m.):** Adoption of the Consolidated Grants Program and Regional Transportation Improvement Program
(Rachel Moriconi, Sr. Transportation Planner)
 - a. Staff Report
 - b. Resolution
 - a. Exhibit A: Summary of Applications Received and Staff Recommendations
 - c. Committees' Recommendations and Scenarios
 - d. Comments Received *(any additional comments received by 9:00am on November 5th will be [posted online](#) prior to the meeting)*
19. **PUBLIC HEARING (no earlier than 10:00 a.m.):** Measure D: Five-Year Programs of Projects for Regional Projects and Lift Line
(Grace Blakeslee, Supervising Transportation Planner)
 - a. Staff Report
 - b. Resolution and Exhibits
 - c. Coastal Rail Trail Segments 8-11 Cost Estimates
 - d. Public Comments (any additional comments received by 9:00 am on November 5, will be posted as a handout on the [RTC website meeting page](#))
20. Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes and Bus on Shoulder, and Coastal Rail Trail Segment 12 Project – Construction Administration Strategy Options
(Amin AbuAmara, Director of Capital Projects and Brian Zamora, Assistant Transportation Engineer)
 - a. Staff Report
21. Santa Cruz Branch Rail Line Right of Entry Agreement with the City of Santa Cruz for the Murray Street Bridge Project and Temporary Bicycle and Pedestrian Trail
(Sarah Christensen, Executive Director)
 - a. Staff Report
 - b. Resolution and Exhibits
 - c. August 18, 2025 Letter from Andrea Dobbelmann, CEO for Progressive Rail, Inc.
 - d. October 20, 2025 Letter from SCCRTC to Progressive Rail, Inc. Request to Review Plans for Temporary use of the Woods Lagoon Railroad Bridge at Milepost 18.84 and Approval of Right of Entry Agreement requested by the City of Santa Cruz
 - e. October 24, 2025 Letter from Andrea Dobbelmann, CEO for Progressive Rail, Inc.

22. Review of items to be discussed in closed session

CLOSED SESSION

23. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(4))
Initiation of Litigation: Two Cases
24. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(2))
Significant Exposure to Litigation – Two cases

OPEN SESSION

25. Report on items discussed in closed session
26. Next Meetings

The next RTC meeting is scheduled for Thursday, December 4, 2025 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Fourth Floor, Watsonville, CA 95076.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250 Santa Cruz, CA 95060
phone: (831) 460-3200 / email: info@sccrtc.org

LIVE BROADCASTS

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AGENDA PACKETS

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COMMENTS FROM THE PUBLIC

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PARTICIPACIÓN REMOTAMENTE

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

ACCESSIBILITY

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.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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 by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer

RE: Consider AB 2449 Just Cause and Emergency Circumstances Requests

RECOMMENDATIONS

Staff recommends that the RTC receive information regarding Just Cause and approve Brown Act and Emergency Circumstances requests.

BACKGROUND

Prior to the Governor's Emergency Order related to COVID 19, the Brown Act allowed the use of teleconferencing with strict requirements. These requirements included the following:

- All votes must be taken by roll call vote.
- Each teleconference location must be listed on the agenda, have an agenda posted, be accessible to the public and offer an opportunity for public comment and;
- A quorum of the members must participate from locations within the public entity's boundaries.

On September 13, 2022, California Governor Gavin Newsom signed into law Assembly Bill (AB) 2449 (Rubio), which went into effect on January 1, 2023. The statute incorporates the aforementioned traditional teleconferencing under the Brown Act as well as some new and limited provisions for teleconferencing.

DISCUSSION

Under AB 2449, Commissioners who wish to participate in Commission meetings and vote on items remotely may do so for no more than three consecutive months or 20% of the agency's regular meetings within a calendar year. If the legislative body regularly meets less than 10 times a year, a member may not participate remotely for more than two meetings.

1. Just Cause, defined as:

- Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner.
- A contagious illness that prevents a member from attending in person.
- A need related to a physical or mental disability as defined by statute.
- Travel while on official business of the RTC or another state or local agency.
- The board does not need to vote on a “just cause” exception.

2. Emergency Circumstances

- A physical or family medical emergency that prevents a member from attending in person.
- A member must provide a general description of the circumstances relating to the need to appear remotely at the given meeting (not exceeding 20 words). The medical condition does not need to be disclosed.
- The RTC must take action to approve a request to participate remotely due to an emergency circumstance at the start of the meeting.

AB 2449 also adds the following requirements.

1. Both “just cause” and “emergency circumstances” require a quorum of members to be in a physical location that is within the jurisdiction and is accessible to the public.
2. Teleconference procedures may not be used by a member of the legislative body to teleconference for a period of more than three consecutive months or 20% of the regular meetings within a calendar year.
3. Votes must be taken by Roll Call.
4. Members participating remotely may not turn their camera off.
5. Members must publicly disclose whether any individual over the age of 18 is present with the member and disclose the general nature of the member's relationship with any such individual.

Staff recommends that the Regional Transportation Commission (RTC) receive information on Just Cause and approve Emergency Circumstances and remote participation requests under the Brown Act and AB 2449.

SUMMARY

Commissioners may participate and vote on items via teleconference technology under the Brown Act and AB 2449 only if certain requirements are met.

\\RTCSERV2\Shared\RTC\TC2024\10\AB 2449\AB 2449-SR.docx

TO: Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Regional Transportation Commission Meeting Minutes

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the meeting minutes from the October 2, 2025, regular meeting (Attachment 1) and the October 16, 2025, special meeting (Attachment 2)

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) for the area within its boundaries is the Regional Transportation Planning Agency as established pursuant to Government Code Section 67940 and 67941.

Consistent with Government Code Section 67940 (b), membership of the Commission is composed of all five members of the Santa Cruz County Board of Supervisors, one member appointed by each of the cities of the county and three members appointed by the Santa Cruz Metropolitan Transit District.

The Santa Cruz County Regional Transportation Commission (RTC) meets on the first Thursday of each month at 9:00 am. RTC meetings are held on a rotational schedule at the City of Watsonville, Capitola, Scotts Valley and the County of Santa Cruz. Currently there are no meetings held in the City of Santa Cruz because the City does not allow hybrid meetings from its council chambers.

Agendas and meeting materials are posted on the RTC meetings webpage, <https://sccrtc.org/meetings/regional-transportation-commission/agendas/>, at least seventy- two hours (72) prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting committee members/alternates, or voting Committee members unable to attend in person due to an emergency or for just cause pursuant to Assembly Bill 2449, Brown Act update.

DISCUSSION

The Commission is requested to review and approve the meeting minutes from October 2 and October 16, 2025 (Attachments 1 and 2). These minutes serve to record the actions and decisions made during each meeting.

Attachments:

1. October 2, 2025 meeting minutes
2. October 16, 2025 special meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, October 2, 2025
9:00 a.m.**

In-Person Meeting

Watsonville City Council Chambers
275 Main Street, Watsonville, CA 95076

Remote Participation (see page 5 for more information)

RTC Zoom

<https://us02web.zoom.us/j/89597173447>

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

1. Roll call. The meeting was called to order at 9:02 a.m.

Members present:

City of Capitola

City of Santa Cruz

City of Scotts Valley

City of Watsonville

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Caltrans (ex-officio)

Gerry Jensen

Fred Keeley

Steve Clark

Eduardo Montesino

Manu Koenig

Kimberly DeSerpa

Andy Schiffrin (Alt.)

Monica Martinez

Vanessa Quiroz-Carter (Remote)

Fabian Leonor

Rebecca Downing

Scott Eades (Remote)

Staff present:

Sarah Christensen

Amin AbuAmara

Bella Kressman

Grace Blakeslee

Krista Corwin

Riley Gerbrandt (Remote)

Luis Mendez

Nisha Singh

Shannon Munz

Yesenia Parra

Steven Mattas (RTC Counsel)

2. Considered AB 2449 Just Cause and Emergency Circumstances Requests

Administrative Services officer Yesenia Parra noted that Commissioner Quiroz-Carter and Commissioner Scott Eades would be remote under the regular Brown Act and the remote location addresses are noted on the agenda.

There were no other requests.

3. Additions or deletions to consent and regular agenda

Administrative Services officer Yesenia Parra noted that staff reports for items 7 and 21, Handouts for item 15 and 21, and a replacement page for item 21 were posted to the website.

4. Oral Communications

Received public comment from:

Brian Peoples, Trail Now

Barry Scott

Lowell Hurst

Ilia Bulaich

Jim Helmer

David Dean

Brett Garrett

Michael Saint

Lani Faulkner

CONSENT AGENDA

Commissioner Keeley made a motion and Commissioner Martinez seconded the motion to approve the consent agenda. The motion passed unanimously with Commissioners Jensen, Keeley, Clark, Montesino, DeSarpa, Koenig, Martinez, Downing, Quiroz-Carter, Leonor, and Commissioner Alternate Schiffrin voting “aye.”

Received public comment from:

Brian Peoples, Trail Now

MINUTES

5. Approved minutes of the September 4, 2025 Regional Transportation Commission meeting

6. Accepted draft committee meeting minutes

a. August 11, 2025 Bicycle Advisory Committee

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

7. Accepted bid and approved authorizing the Executive Director to award a contract for the New Brighton railroad bridge handrail/walkway storm damage repair (**Resolution 17-26**)

BUDGET AND EXPENDITURES ITEMS

8. Accepted status report on Transportation Development Act (TDA) revenues
9. Accepted status report on Measure D revenues

ADMINISTRATION ITEMS

10. Approved 2026 RTC Meeting Schedule
11. Approved resolutions to continue providing CalPERS Health Benefits to RTC Employees (**Resolution 18-26 and Resolution 19-26**)
12. Approved new classification, job description, and salary schedule of Project Manager (**Resolution 20-26**)

INFORMATION/OTHER ITEMS

13. Accepted monthly meeting schedule
14. Accepted correspondence log
15. Accepted letters from committees and staff to other agencies
 - d. September 1, 2025 Letter to Joe Clarke, City of Capitola Mayor, RE: RTC Response to City of Capitola Questions Regarding Coastal Rail Trail Segments 10-11 (17th Avenue to State Park Drive) and the Santa Cruz Branch Rail Line
16. Accepted information items - *none*

REGULAR AGENDA

17. Commissioner Reports

Commissioner Downing expressed appreciation for Commissioners' participation in a Week Without Driving and the Commission's support for bicyclists, pedestrians, and transit riders.

Commissioner Clark reported that Greg Wimp has been selected to fill the vacancy on the Scotts Valley City Council and the vice-mayor role has been filled by Donna Lind.

18. Coast Rail Coordinating Council Appointment

Eduardo Montesino recommended the appointment of Commissioner DeSerpa to serve as the SCCRTC's representative on the Coast Rail Coordinating Council and Commissioner Jensen to serve as the alternate.

Commissioner Alternate Schiffrin made a motion and Commissioner Koenig seconded the motion to approve the appointments. The motion passed unanimously with Commissioners Jensen, Keeley, Clark, Montesino, DeSerpa, Koenig, Martinez, Downing, Quiroz-Carter, Leonor, and Commissioner Alternate Schiffrin voting "aye."

Commissioner DeSerpa delivered remarks on her learnings from attending meetings of the Coast Rail Coordinating Council and appreciation for the opportunity to serve.

19. Director's Report

Executive Director Sarah Christensen delivered updates on Week Without Driving and upcoming Biketober community engagement activities; staffing updates including the recruitments of Italo Jimenez, Budget and Finance Officer, Daniel Suarez, Transportation Planning Intern, and the promotion of Max Friedman, Transportation Planner II; she also noted the location of the November and December RTC meetings to be held in Watsonville.

Responding to Commissioner questions, Amin AbuAmara provided an update on the design issue identified for the Highway 1 ramps at the Bay Avenue/Porter Street underpass.

Commissioner Martinez thanked Caltrans for joining her for a State of the Roads Town Hall on November 13th.

Commissioner Keeley requested a briefing at a future RTC meeting on Personal Rapid Transit (PRT) and would like to coordinate a meeting with the Chair of the California Transportation Commission.

Received public comment from:
Michael Saint

20. Caltrans Report

Scott Eades, Caltrans District 5 Director, provided an update on the Sustainable Planning Grant funds with applications due on November 21; updates about solutions to timing issues with temporary signals installed on Highway 9 between Prospect and Lorenzo for the emergency drainage repair and retaining wall replacement project; update on a drainage and erosion control project on Highway 9 between Nen Le Mans and the 935 intersection; upcoming town hall in mid-November regarding projects on Highway 9; Highway 1 project to address drainage, lighting, and crash severity; appreciation for RTC staff for posting information on the Cruz511 website.

Commissioner Rebecca Downing departed the meeting.

21. Coastal Rail Trail Segments 8 & 9 and 10 & 11 Project Delivery

Supervising Transportation Planner Grace Blakeslee delivered a presentation and responded to Commissioners' questions regarding: RTC's consolidated grant program and the City of Santa Cruz's Safe Streets for All grant application; options for holding the most amount of funds for South County projects; seeking additional funding sources; grant loss proportional to project scope reduction; environmental documents required for phasing; approval process, construction timeline, and grant deadlines; options for closing the funding gap; interim trail construction & grant risk outlook; regulatory steps for building interim trail; operating costs for trail maintenance; locations of easements; funds needed for design work for an interim trail; available local funding.

Executive Director Sarah Christensen responded to Commissioners' questions regarding: Measure D Active Transportation funding category; communications with the California Transportation Commission staff; right-of-way needs for interim trail; environmental impact and encroachments.

Matt Starkey, Transportation Manager for the City of Santa Cruz responded to a Commissioner's questions about the impact of scope reduction on the Safe Streets for All grant and cost estimates for the interim trail

Commissioners discussed: likelihood that the California Transportation Commission would allow the SCCRTC to keep the full grant while delivering less of the project; negotiating directly with the California Transportation Commission members; challenges & consequences of railbanking; feasibility of passenger rail service for Santa Cruz County; trail a good first step; expediting funding for segments 17, 18, and 19; poor conditions of surface roads; the need to compete for local funds to maintain road system; building

a quality trail system for South County as was built for North County; Commission's support for South County and anticipation of the design forthcoming in the Zero Emission Passenger Rail and Trail (ZEPRT) concept report; upcoming hard decisions; need to see cost estimates.

Commissioner Alternate Schiffrin made a motion and Commissioner Clark seconded the motion to:

- 1) Establish a subcommittee to meet with CTC member or members to discuss funding options for the grants. The subcommittee to include Chair Montesino, Commissioners Keeley, and Koenig
- 2) Direct staff to return in November with cost estimates for preparing the final design for both the Interim Trail and Ultimate Trail
- 3) Direct staff to return in November with details on the process for constructing segments 13-20.

The motion passed unanimously with Commissioners Jensen, Keeley, Clark, Montesino, DeSerpa, Koenig, Martinez, Quiroz-Carter, Leonor, and Commissioner Alternate Schiffrin voting "aye."

Received public comment from:

Brian Peoples, Trail Now
Lani Faulkner
Rosemary Sarka
Matt Farrell
Paula Bradley
Sally Arnold
Ilia Bulaich
Lowell Hurst
Johanna Lighthill
David Dean
Michael Saint
Bernard Gomez
Jean Brocklebank
Barry Scott
Cami Corvin

22. Review of items to be discussed in closed session

RTC Counsel Steve Mattas provided a brief overview of the item to be discussed in closed session and stated that no reportable action is anticipated from closed session.

The Commission adjourned the regular meeting and entered closed session at 11:40 a.m.

CLOSED SESSION

23. Conference with Labor Negotiators

(Pursuant to Government Code Section 54957.6)

Agency Designated Representative: Sarah Christensen

Employee Organization: CORE

24. Report on items discussed in closed session – *No reportable action*

25. Next meetings

The next Transportation Policy Workshop is scheduled for October 16, 2025 at 9:00a.m. at a location to be determined.

The next RTC meeting is scheduled for Thursday, November 6, 2025 at 9:00a.m. at the Watsonville City Council Chambers, 275 Main Street, Fourth Floor, Watsonville, CA 95076.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Heather Adamson, AMBAG

Zooming@3031

David Date

PK

Paul Guirguis, Caltrans

Micheal Saint

Max Friedman

Joni Steele

Bella Kressman

Larry Pageler

Max Chun

BobFi

Jim Helmer

David Dean

Scott Eades

Brett Garrett

Nadene Thorne

Johanna Lighthill

jguire@aol.com

Rick H

Christina Watson, TAMC

Kelly McClendon, Caltrans

Gina Gallino Cole

Sierra Topp

Jesus Bojorquez

Rachel Moriconi

Jean Brocklebank & Michael Lewis

Humberto Zamora

Lola Quiroga

Sakura Cannestra

James's iPad (4)

Melissa Shick

Brian

David Van Brink

Melissa Shick

Justin Davilla

Rae Hughes

Jillian Ritter - District 1

Ramon Gomez

Gine Johnson

Lana Martinez Davis

Frank Rimicci Jr.

Matt Machado, County of Santa Cruz
Rebecca Hurley
Kelly Eagan, Caltrans
Cami Corvin
Peter Haworth
Janine Ramirez
Chris Schneiter
Joanna Edmonds, City of Santa Cruz
Michael Pisano
PRC001
Peter Haworth
Ricardo Valdes
Christine's iPad
Sakura Cannestra
James Weller
David ❤️ Public Transit
Jim Helmer
Barry Scott
Bernard's iPhone
Antonio Rivas
AP
marie wegrich
Ilia Bulaich
Lowell Hurst
Matt Farrell
Sally Arnold
Lani Faulkner
Brian Peoples
Paula Bradley
Rosemary Sarka



**Santa Cruz County
Regional Transportation Commission
Commissioner Retreat
(Special Meeting)**

Draft MINUTES

**Thursday, October 16, 2025
9:00 a.m.**

In-Person Meeting

Community Foundation of Santa Cruz County
7807 Soquel Dr., Aptos, CA 95003

Due to the absence of the Chair and Vice Chair, Executive Director Sarah Christensen called the meeting to order at 9:18 a.m.

Commissioner Koenig made a motion and Commissioner Jensen seconded the motion to appoint Commissioner Downing to chair the meeting. The motion passed unanimously with Commissioners Jensen, Clark, Koenig, DeSerpa, Martinez, Downing and Commissioner Alternate Schiffrin voting aye.

1. Roll call

Members present:

City of Capitola
City of Santa Cruz
City of Scotts Valley
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
County of Santa Cruz
Santa Cruz Metropolitan Transit District

Gerry Jensen
Fred Keeley
Steve Clark
Manu Koenig
Kimberly DeSerpa
Andy Schiffrin (Alt.)
Monica Martinez
Felipe Hernandez
Rebecca Downing

Staff present:

Sarah Christensen
Amin AbuAmara
Luis Mendez

Krista Corwin
Nisha Singh

2. Consider AB2449 requests – *none*
3. Oral communications - *none*
4. Additions or deletions to consent and regular agendas - *none*

CONSENT AGENDA

No consent items.

REGULAR AGENDA

5. Board Development Retreat

Bryn Harari, PhD., Director of Eide Bailly Consulting, delivered a presentation and facilitated dialogue and interactive activities regarding values and decision-making processes.

Commissioner Keeley arrived to the meeting at 10:08 a.m. Commissioner Hernandez arrived to the meeting at 10:41 a.m.

The meeting adjourned at 1:32 p.m.

6. Next meetings

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The public may participate in the meetings of the Regional Transportation Commission (RTC) 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 REMOTAMENTE

El público puede participar en las justas 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.

ACCESSIBILITY

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.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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 by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

TO: Regional Transportation Commission
FROM: RTC Staff
RE: Committee Meeting Minutes

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive the draft meeting minutes for the Budget & Administration/Personnel Committee (BAP), the Bicycle Advisory Committee (BAC), the Elderly & Disabled Transportation Advisory Committee (E&DTAC), the Safe on 17 Taskforce, and the Interagency Technical Advisory Committee (ITAC).

BACKGROUND

The Regional Transportation Commission (RTC) has three advisory committees: Bicycle Advisory Committee (BAC), Elderly and Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC). The RTC also hosts the Safe on 17 Taskforce and has a Budget and Administration/Personnel committee made up of RTC Commissioners. These groups review and provide technical advice and input on projects and programs to the Regional Transportation Commission (RTC), local public works and planning departments, and other partner agencies; coordinate and provide recommendations to the RTC on the use of funds; and serve as a forum to discuss and improve transportation projects.

Agendas and meeting materials for the committees are posted on the webpage at least seventy-two hours prior to the meeting.

BAP: <https://www.sccrtc.org/meetings/budget-administration-personnel-committee/>

BAC: <https://www.sccrtc.org/meetings/bicycle-advisory-committee/agendas/>

E&DTAC: <https://www.sccrtc.org/meetings/elderly-disabled/agendas/>

ITAC: <https://www.sccrtc.org/meetings/inter-agency/>

Safe on 17: <https://www.sccrtc.org/meetings/traffic-operations-system-safe-on-17/>

Remote participation via Zoom is available for members of the public, non-voting committee members, alternates, and voting committee members

unable to attend in person due to an emergency or for cause per AB 2449. If there are no major items to be brought before a committee, the meetings are cancelled.

DISCUSSION

Draft minutes from the most recent committee and task force meetings are attached for the Commission's review. The RTC's committees review and approve final minutes at their next meetings. The purpose of the minutes is to summarize the discussions that took place during the meeting and clearly document any actions taken.

Attachments:

1. October 9, 2025 Budget & Administration/Personnel Committee
2. October 13, 2025 Bicycle Advisory Committee
3. October 14, 2025 Elderly & Disabled Transportation Advisory Committee
4. October 16, 2025 Interagency Technical Advisory Committee



**Santa Cruz County Regional
Transportation Commission
Budget and Administration / Personnel
Committee**

**MEETING
DRAFT MINUTES**

**Thursday, October 9, 2025
1:30 p.m.**

In-Person Meeting

RTC Office
1101 Pacific Ave., Suite 250
Santa Cruz, CA 95060

1. Introductions: Self-introductions were made. The meeting was called to order at 1:40 pm

Members present:

Larry Pageler (Alt.)	Andy Schiffrin(Alt.)
Felipe Hernandez (Remote)	Jillian Ritter (Alt.)
Eduardo Montesino (Remote-not voting)	

Staff present:

Sarah Christensen	Luis Mendez
Yesenia Parra	Italo Jimenez
Nisha Singh	Amin AbuAmar
Bouapha Toommaly	

2. Consider AB2449 request(s) -Commissioner Hernandez requested remote participation due to a personal illness.
3. Additions or changes to consent and regular agenda -Yesenia Parra, Administrative Services Officer noted that the staff report for items 5 and 6 were posted to the RTC website and add-on pages for item 5 were distributed to Commissioners at the meeting and would be posted to the website after the meeting.
4. Oral communications-

Brian Shields, Carpenters Local 646 thanked the RTC for all the work that the RTC is giving to their local community and said that Local 646 is looking forward to partnering with the RTC on any upcoming projects.

CONSENT AGENDA

None

REGULAR AGENDA

5. Fiscal Amendments to the Fiscal Year (FY) 2025-26 Regional Transportation Commission (RTC) Budget and Work Program and Measure D Budget

Finance and Budget Officer, Italo Jimenez, presented the staff report noting that the proposed amendments incorporate year-end carryover balances, newly programmed funds, updated revenue and expense estimates. He said that the RTC and Measure D budgets are balanced.

Responding to Commissioner questions, Executive Director, Sarah Christensen noted that the RTC is not a recipient of formula based Federal Funding and that the grants already awarded to the RTC are secure.

Commissioners discussed Federal Funding concerns; reserve balances and ensuring that fund balances were presented to the Commission.

Commissioner Alternate Pageler made a motion and Commissioner Alternate Ritter seconded the motion to approve the staff recommendations that the Budget and Administration/Personnel Committee recommend that the Regional Transportation Commission approve the proposed amendments for the RTC FY 2025-26 budget and work program and Measure D FY 2025-26 budgets.

The motion passed unanimously with Commissioner Hernandez and Commissioner Alternates Schiffirin, Pageler and Ritter voting "aye"

6. Organizational Development Update

Executive Director, Sarah Christensen, presented the staff report summarizing several tasks related to the Organizational Assessment that have been completed by various consultants.

Commissioners thanked staff and consultants for their work and recommended that this work be focused on polices and improving management and staff relationships.

7. Adjournment-Meeting adjourned at 2:30 pm

Budget and Administration/Personnel

October 9, 2025

The next Budget and Administration/Personnel Committee meeting is scheduled for Thursday, February 13, 2025, at 1:30 p.m. SCCRTC Office, 1101 Pacific Ave., Suite 250

Respectfully submitted,

Yesenia Parra, Administrative Services Officer



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, October 13, 2025
5:30 pm to 8:00 pm**

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

1. Call to Order: Vice Chair Gina Cole called the meeting to order at 5:36 pm.

2. Introductions

Members Present, in Person:

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

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

Theresia Rogerson, Dist. 5 (Alt.)

Staff:

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

Members Remote, Not Voting:

Corrina McFarlane, District 1 (Alt.)
Rick Hyman, District 5

Unexcused Absences:

Excused Absences:

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

Vacancies:

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

Guests:

Claire Gallogly, City of Santa Cruz
Casey Carlson, County of Santa Cruz
Egor Murochkin, Jean Brocklebank, Cindy
Pearce, Kevin Maguire, Justin Blair, Jim
Helmer, David Dean, Richard James, and
Brian Peoples, members of the public

3. Considered any AB 2449 requests by voting members to participate remotely:
Theresia Rogerson (District 5) participated and voted remotely under just
cause.
4. Staff announcements

Staff gave an announcement reminding participants of the general rules of order to ensure an orderly and respectful discussion.

5. Oral communications

Gina Cole announced that Open Streets (Calles Libres) will take place in downtown Watsonville on Sunday, November 2, from 12:00 p.m. to 4:00 p.m. Committee members and their respective agencies are invited to participate and host informational tables at the event. Theresia Rogerson gave kudos to the agencies responsible for organizing A Week Without Driving.

6. Additions or deletions to consent and regular agendas:

Item 9 was pulled from the consent agenda by the Chair and will be added to the agenda for the next Committee meeting. Staff announced that handouts were made available for Items 10 and 11.

CONSENT AGENDA

A motion was made (Arnold/Farrell) to approve items 7 and 8 of the consent agenda. The motion passed unanimously with Roseman, Brown, Arnold, Jonsson, Rogerson, Bradley, Farrell, Cole, Miller, and Jed voting in favor.

7. Approve draft minutes of the August 11, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

A committee member requested that the job number be included in future hazard report summaries.

9. Recommend to the Regional Transportation Commission (RTC) the nomination of new committee appointment

This item was pulled by the Chair from the consent agenda to be added to the consent agenda of the next Committee meeting, since the nominee was not in attendance.

REGULAR AGENDA

10. Review and recommend approval of Soquel San Jose Rd/Porter St Road Resurfacing & Multimodal Improvements STIP funding request – Casey Carlson, County of Santa Cruz

Casey Carlson, County of Santa Cruz, presented draft designs for the Soquel San Jose Rd/Porter St Resurfacing & Multimodal Improvements project, which is planned to go out to bid in Spring 2026. Committee members discussed intersection design considerations at Paper Mill Road, potential right-turn lane configurations at Soquel Drive, and adding additional bicycle safety treatments such as a bike box at O'Neill Road, sharrows, and extended green conflict striping, and there were suggestions to add sharrows and "3 Feet Minimum" signs on the rest of Soquel San Jose Rd where there are no bike lanes.. Claire Gallogly suggested considering a two-stage left-turn treatment. Cindy Pearce noted that the place where the pavement meets the gutter pan typically leaves a gap and suggested that new projects include paving all the way to the curb. Kevin Maguire commented that while traveling uphill along the project area he has experienced near misses with students on e-bikes who turn into the lane without looking before making left turns. An ad hoc subcommittee was formed to meet with County staff to review the corridor intersection by intersection and identify potential safety hazards. The ad hoc subcommittee includes Leo Jed, Matt Miller, and Jack Brown.

11. Receive information and provide recommendations on Consolidated Grants Preliminary Recommendations – Rachel Moriconi, Sr. Transportation Planner

Rachel Moriconi, RTC staff, presented the preliminary recommendations for the 2025 Consolidated Grant Program, which combines multiple state and federal funding sources to support local transportation projects.

Committee discussion included clarification on funding needs for trail design to retain state and federal grants and the overall impacts of funding distributions across jurisdictions. Several members emphasized the need to support south county projects that improve access for bicycles and pedestrians, particularly Clifford Drive and Pennsylvania Avenue projects in Watsonville, and expressed support for Scenario 1, noting its balance across the region and larger grant awards to most projects if the Zero Emission Passenger Rail & Trail (ZEPRT) project were not funded. Some members expressed support for advancing environmental review for the ZEPRT segments and ensuring that outside grant funds at risk for the Coastal Rail Trail are protected. Another committee member also expressed support for the RTC ranking system, and strong support for the Felton complete streets project.

Public Comments:

- Egor Murochkin urged the committee to consider choosing Scenario 1 and supporting the SLV Schools and Bike Safe/Walk Safe projects.

- Kevin McGuire supported Scenario 1, noting it emphasizes bicycle infrastructure that can be used sooner, provides benefits to the most people, and ends further studies.
- Justin Blair advocated for maintaining funding for the rail study and continuing progress on rail planning.
- Jim Helmer expressed concern that the two-block walkway on Glen Arbor Road was not recommended for funding this cycle and encouraged stronger advocacy for District 5.
- David Dean stated that south county is receiving limited funding and urged the committee to prioritize south county projects especially Pennsylvania Drive, continue supporting the Rail Trail, and support service for METRO Route 90X.
- Jean Brocklebank urged the committee to select Scenario 1 as well as to support the San Lorenzo Valley, Soquel Drive, Granite Creek Road, south county, and Bike Safe/Walk Safe projects.
- Richard James stated that the Rail Trail should remain the top priority and highlighted the importance of the Soquel Drive, Highway 9, Pennsylvania Drive, and Granite Creek Road projects.
- Brian Peoples supported Scenario 1 and encouraged focusing funding on bicycle infrastructure.

A motion was made (Farrell/Arnold) to recommend an altered Scenario 2, increasing funding for Coastal Rail Trail Segments 8-11 preconstruction from \$1,000,000 to \$2,000,000, reducing funding for ZEPRT from \$5,000,000 to \$1,250,000, and increasing funding for Coastal Rail Trail Segment 8-9 construction from \$2,750,000 to \$4,000,000, excluding the temporary bridge along Murray Street. The motion failed (4-6) with Roseman, Brown, Jonsson, Rogerson, Miller, Jed voting in opposition and Arnold, Bradley, Farrell, and Cole voting in favor.

A motion was made (Roseman/Brown) to recommend Scenario 1. The motion passed (6-4) with Roseman, Brown, Jonsson, Rogerson, Miller, Jed voting in favor and Arnold, Bradley, Farrell, and Cole voting in opposition.

12. Receive information and provide input on Measure D: Five-Year Programs of Projects for Regional Projects – Rachel Moriconi, RTC

Rachel Moriconi, RTC staff, provided a presentation 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.

A committee member questioned how Measure D funding plans would be affected if the RTC decided not to provide funding for ZEPRT. Grace Blakeslee, RTC staff, provided clarification that the proposed 5-year plans would require financing either way. Some committee members raised concerns with taking on debt in regard to programming certain projects.

A motion was made (Brown/Bradley) to accept the Measure D five-year program as presented. The motion passed unanimously with Roseman, Brown, Arnold, Jonsson, Rogerson, Bradley, Farrell, Cole, Miller, and Jed voting in favor.

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

None.

14. Adjourn

The meeting adjourned at 8:29 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for November 3, 2025, from 5:30pm to 8:00pm **at the Aptos Branch Library**. Members of the public and non-voting committee alternates may join remotely. The meeting will be canceled if there are not action items to be considered by the Committee.

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



Santa Cruz County Regional Transportation Commission's **Elderly & Disabled Transportation Advisory Committee** (Also serves as the Social Service Transportation Advisory Council)

DRAFT MEETING MINUTES

1:30 – 3:30pm

Tuesday, October 14, 2025

In-Person Meeting

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060

REMOTE Participation: Remote Participation is offered to members of the public, nonvoting alternates, and committee members unable to attend in person due to an emergency or for cause per AB2449. E&D TAC Members who need to participate remotely under AB2449 should provide justification prior to the meeting to amarino@sccrtc.org (see end of the agenda for more information)

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/83402772255>

Meeting ID: 834 0277 2255

Dial by your location: +1 669 900 9128

1. Vice Chair Michael Pisano called the meeting to order at 1:34pm

Members Present

Michael Pisano, Vice Chair – Potential Transit User (60+)
Stephanie Auld, Social Services Provider – Disabled (County)
Jesus Bojorquez, CTSA Lift Line
Caroline Lamb, Potential Transit User (Disabled)
Portia Ramer, 5th District
Nadia Noriega, CTSA (Lift Line)
Ares Wakamo, Social Services Provider – Persons of Limited Means

Members Remote, voting under Just Cause or Emergency

No remote members voting under just cause or emergency

Members Remote, not voting

Katie Nunez, 4th District

Clay Kempf, Social Services Provider – Seniors
Marc B. Yellin, Potential Transit User (Disabled)

Unexcused Absences

Michael Bois, SCMTD (METRO)
Elizabeth Byrd, Social Services Provider – Seniors (County)

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Rachel Moriconi, Transportation Planner
Marshall Ballard, Supervising Transportation Planner
Tommy Travers, Transportation Planner
Grace Blakeslee, Supervising Transportation Planner

Guests Present:

Scott Thomas, Habitat for Humanity Monterey
John Uργο, Santa Cruz METRO
Derek Toups, Santa Cruz METRO
Jack Brown, District 2 Community Member, Bike Committee Chair
Jean Brocklebank, District 1 Community Member
Matt Farrell, Friends of the Rail Trail
Johanna Lighthill, District 2 Community Member
Nancy, District 1 Community Member
Jim Helmer, District 5 Community Member
Claire Gallogly, City of Santa Cruz
Keith Bontrager, Community Member
Buzz Anderson, Community Member
Carey (Last Name Unknown), Community Member
Ben Vernazza, Community Member
Cook Construction Representative
Kevin Maguire, Community Member
Unknown community member – Online
Antio Rivas, City of Watsonville Community Member

1. Introductions

2. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)

No AB2449 requests

3. Oral communications

Scott Thomas, Habitat for Humanity Monterey, announced new affordable homes are being built that are ADA compliant and allow residents to live independently and age in place. Application period to apply for housing is open Oct 20 – Nov 24.

Community member, Jim Helmer, gave an update on his efforts to advocate for a cross walk with rapid flashing beacon on Glen Arbor Road at Madrone Ave and Newell Creek Rd. He is asking for this item to be added to an RTC meeting.

4. Additions or deletions to the consent or regular agenda

- Handout for item 10, Community Bridges Lift-Line Measure-D 5-year plan
- Letter from Watsonville Senior Council provided by Committee Member Katie Nunez

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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.

5. Receive RTC Meeting Highlights

6. Approve Minutes from April 8, 2025

7. Approve Minutes from August 12, 2025

A motion (Bojorquez, Auld) was made to approve the Consent Agenda. The motion passed unanimously with committee members Michael Pisano, Stephanie Auld, Jesus Bojorquez, Ares Wakamo, Nadia Noriega, Portia Ramer, and Caroline Lamb voting "aye".

REGULAR AGENDA

8. Consolidated Grants Preliminary Recommendations

Rachel Moriconi, RTC Transportation Planner, presented the Consolidated Grant preliminary staff recommendations and gave an overview of funding sources. RTC staff asked E&D TAC to review and provide input on projects seeking funding and

make recommendations to the Regional Transportation Commission (RTC) on which projects should be prioritized for funding.

Key points were raised around safety and accessibility concerns, project prioritization, and funding scenarios.

Many comments focused on preferences between scenario 1 and 2 and whether funding should be provided for the Zero Emission Passenger Rail and Trail project.

Motion (Ramer/Auld) to recommend that the Regional Transportation Commission (RTC) focus on projects that score the highest for system preservation, safety, and access for all and prioritize funding for bike and pedestrian projects, fixed route and paratransit services, and projects at risk of losing other funding sources. The motion passed with committee members Michael Pisano, Stephanie Auld, Jesus Bojorquez, Portia Ramer, Ares Wakamo, Nadia Noriega voting "aye" and Caroline Lamb voting to "abstain".

9. Measure D: Five-Year Programs of Projects for Regional Projects

Tommy Travers, RTC Transportation Planner, presented the 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.

No action taken

10. Receive Program Updates

- a. Volunteer Center
 - i. Transportation program is going well – 16 new participants and volunteers.
 - ii. Rides per week are going up.
 - iii. Filming commercial 10/15 for outreach and driver recruitment.
- b. Community Bridges
 - i. TNC Access for All program has doubled ridership.
 - ii. Expanded program to now offer rides to Monterey County.
- c. Santa Cruz Metro
 - i. Hydrogen fuel buses – now have 10 in regular service – leading agencies in the nation
 - ii. Almost back to pre-pandemic ridership – around 5 million rides per year.
- d. SCCRTC

- i. Some vacancies filled, will recruit for others
 - ii. Attended Housing Authority's Senior Fair to share resources
- e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report

3:30 pm — Adjourn

Next meeting: 1:30 pm, December 9, 2025, hosted in person at the SCCRTC office located at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060.

Visit www.sccrtc.org for updates.

HOW TO REACH US *Santa Cruz County Regional Transportation
Commission*
1101 Pacific Avenue, Suite 250,
Santa Cruz, CA 95060
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org

Minutes respectfully submitted, Sierra Topp, Transportation Planning Technician



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

MINUTES

Thursday, October 16, 2025, 1:30 p.m.

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

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis
County Public Works	Casey Carlson
County Planning	Fernanda Dias-Pini
Ecology Action – Transportation Programs	Matt Miller
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Metropolitan Transit District (METRO)	Derek Toups
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works and Planning Proxy	Andrew Lee
Watsonville Public Works and Planning Proxy	Murray Fontes
University of California Santa Cruz (UCSC)	Georgina Arias

RTC Staff Present: Marshall Ballard, Grace Blakeslee, Sarah Christensen, and Rachel Moriconi

Online:

Teresa Buika (UCSC), Jessica Kahn (Capitola), Matt Machado (County of Santa Cruz), Justin Meek (Watsonville), Mike Pisano (E&DTAC)

1. **Call to Order:** Chair Starkey called the meeting to order at 1:34 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.

CONSENT AGENDA

ITAC members unanimously approved a motion (Gallogly/Valentine) approving the consent agenda with members Arias, Carlson, Dias-Pini, Fontes, Gallogly, Guirguis, Lee, Miller, Starkey, Toups, Valentine, and Urgo voting “aye”.

5. **Approved amended Minutes of the August 21, 2025 ITAC meeting**

- 6. Received Notices about State Grants**
- 7. Received Caltrans Local Assistance Important Dates reminder**
- 8. Received notice about the Rural Highways Safety Plan – Draft Safety Enhancement Concepts**

REGULAR AGENDA

9. Coastal Rail Trail Update

Grace Blakeslee provided an update on the Coastal Rail Trail Project, summarizing progress on ongoing and upcoming trail segments. Staff described recent timing adjustments to project schedules and noted that certain phases had been extended due to coordination requirements. She emphasized the need to align environmental documentation, construction phasing, and funding commitments across multiple trail segments.

Committee members and staff discussed the impact of schedule changes on community expectations; construction cost fluctuations and the implications for Measure D and state funding sources; construction phasing, cost updates, and community engagement status; and coordination with the Zero Emission Passenger Rail and Trail (ZEPRT) project to ensure consistent design and public messaging.

RTC and implementing agency staff will continue coordination and provide schedule updates at a future ITAC meeting.

10. Consolidated Grants Preliminary Recommendations

Rachel Moriconi, RTC staff, presented preliminary recommendations for the 2025 Consolidated Grant Program, which combines multiple state and federal funding sources to support local transportation projects.

ITAC members discussed several potential funding scenarios. Casey Carlson/Fernanda Dias-Pini made a motion to move \$2.8 million that was included in Preliminary Scenario 1 for Capitola, Santa Cruz, and Watsonville projects to County projects on a population formula basis. Several members expressed concerns about the County's proposal, noting that the County proposal was inconsistent with approved project evaluation criteria and that most project sponsors submitted applications for projects that advanced those goals. Staff emphasized that federal guidance prohibits regions from distributing funds on a formula basis. ITAC members with proposed projects shared information on their project schedules and status of other funds. Claire Gallogly suggested that funds

be focused on "high impact" regional projects and maintain the largest state Active Transportation Program (ATP) grants ever awarded in the state. Claire Gallogly/Matt Starkey made a substitute motion to shift \$1.4 million from projects in several cities and the Felton/SLV Schools project to County and METRO projects. Murray Fontes/John Uργο made a substitute motion to recommend Preliminary Scenario 1.

Member Dias-Pini left the meeting.

Derek Toups/Claire Gallogly made a substitute motion recommending that the RTC distribute funds as follows:

Applicant	Project Title	ITAC Recommendation
City of Capitola	Bay Avenue Corridor - Final Design	\$500,000
City of Capitola	Capitola Complete Streets Sidewalk Infill	\$500,000
City of Santa Cruz	Bay Street Paving	\$0
City of Santa Cruz	Coastal Rail Trail Segments 8 and 9 - Construction	shift to pre-con
City of Santa Cruz	Prospect Heights Paving	\$0
City of Scotts Valley	Granite Creek Overcrossing	\$500,000
City of Watsonville	Clifford Ave Road Rehabilitation and Traffic Calming	\$850,000
City of Watsonville	Freedom Blvd Road Rehabilitation and Traffic Calming	\$1,800,000
City of Watsonville	Pennsylvania Dr Trail Rehabilitation Project	\$750,000
County of Santa Cruz	Brommer Yard Electric Vehicle Supply Equipment (EVSE)	\$0
County of Santa Cruz	Emergency Routes Resurfacing Phase 2	\$1,200,000
County of Santa Cruz	Felton Yard Electric Vehicle Supply Equipment (EVSE)	\$0
County of Santa Cruz	Interlaken Routes Resurfacing Phase 1	\$500,000
County of Santa Cruz	Lode Street Yard Electric Vehicle Supply Equipment (EVSE)	\$0
County of Santa Cruz	Roy Wilson Yard Electric Vehicle Supply Equipment (EVSE)	\$0
County of Santa Cruz	Soquel Drive Multimodal Project	\$3,800,000
Ecology Action	Bike Safe/ Walk Safe	\$100,000
Santa Cruz METRO	90X Operations/ BOS Service	\$650,000
Santa Cruz METRO	Beach St Parking Lot	\$150,000
Santa Cruz METRO	HASTUS 2026 Upgrade	\$900,000
Santa Cruz METRO	ParaCruz Vans	\$288,000
SCCRTC	Coastal Rail Trail Segments 8-9 and 10-11	\$5,000,000
SCCRTC	Felton/SLV Schools Complete Streets Enhancement	\$0
SCCRTC	Zero Emission Passenger Rail and Trail (ZEPRT)	\$0
UCSC	Electric Bus #3 Purchase for Campus Transit ZEV Transition	\$262,000
UCSC	Lower Campus High-Speed Public EV Chargers	\$0

The motion (Toups/Gallogly) recommending that the RTC approve funding as shown above passed on a vote of 8-5, with members Starkey, Carlson (2 votes), Toups, Uργο, Gallogly, Guirguis, and Valentine voting "yes" and Fontes (2 votes), Lee (2 votes), and Miller voting "no." Arias abstained.

11. Measure D Five Year Programs of Projects for Regional Projects

RTC Planner Tommy Travers presented the Measure D Five-Year Plans for regional investment categories and Lift Line, highlighted updates for the Highway Corridors, Active Transportation, Rail, and Highway 9/San Lorenzo Valley programs. Staff shared information on financing and rising project costs and solicited input from the committee on the draft plans.

In response to questions from committee members, staff clarified that in the balance of future Highway 17 Wildlife Crossing revenues will be used to repay the Highway Corridors inter-program loan used to advance construction of the project. Murray Fontes noted that Watsonville City Council sent a letter to RTC requesting greater Measure D investment for coastal rail trail segments in South County, citing disproportionate funding to North County projects and the need to reserve funding for Watsonville-area trail design and construction projects. Sarah Christensen noted that the RTC will be releasing a Request for Proposals (RFP) for consultant assistance to analyze Monterey Bay Sanctuary Scenic Trail Network (MBSST) alignment options in and around Watsonville and initiate environmental review and preliminary design using \$4.8 million Measure D previously programmed for Watsonville area projects. Future financing decisions will not directly affect this amount. The RTC is working to balance completing projects currently under development (Segments 5-12) and reserving capacity for South County trail development, including future funding to leverage grants for construction. RTC is conducting cash flow modeling and estimates \$30-35 million remaining capacity through 2047 for South County trail segments. Murray noted that Watsonville plans to apply for Active Transportation Program (ATP) funding for trail and road improvements, including downtown enhancements next year; Watsonville and RTC staff will coordinate on project development to avoid redundancy and optimize resources.

Matt Starkey expressed support for borrowing against future Measure D revenues in order to deliver existing trail projects, maintain grant funding, and maintain credibility with state/federal funders and avoid jeopardizing future funding opportunities. He stated that delivery projects as soon as possible will minimize 8–10% annual construction cost escalation. He noted that the City of Santa Cruz has contributed local Measure D allocations for trail development, construction and maintenance; and the County has relied more heavily on RTC-administered Measure D Active Transportation funds for sections of the trail in unincorporated areas. He emphasized that regional collaboration is essential, and projects should not be seen as “North vs. South County.”

No public comments were received. The committee did not provide input as a group on the draft 5-year Program of Projects.

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

ITAC members provided brief updates on transportation projects in development, including grant applications and upcoming public outreach efforts.

- Scotts Valley: Applying for a Caltrans planning grant to update the city's Active Transportation Plan. Continuing outreach to businesses and design work for the Scotts Valley Dr roadway rehabilitation and buffered bike lanes project, with construction scheduled to start summer 2026.
- Watsonville: Working with RTC on planning grant to address truck traffic through the city; the Vision Zero corridor study continues; construction on Lee Rd & West Beach is scheduled for Summer 2026.
- Ecology Action: Biketober campaign and education programs are underway.
- County: Working on final design for Soquel-San Jose Rd, Robertson signal, Measure D-funded paving, and storm recovery projects. Soquel Multimodal phase 2 design will be starting soon.
- UCSC: Purchasing e-buses and starting its JAPA real-time parking information project that will help users find open parking spaces at its westside parking lot. They are seeking a Caltrans planning grant this cycle.
- SCMTD: Starting design for its rapid corridor project and completed design for its permanent hydrogen fuel station construction, expected to be fully operational by June 2026.
- RTC: Marshall will share FHWA work zone data exchange information with agencies to assist with construction coordination; shared plans to see grants to update the travel demand model and Watsonville-Santa Cruz Unified Corridor study.
- Santa Cruz: Applying for a Caltrans planning grant for transportation impact fee analysis.
- Caltrans: Planning grant applications are due 11/21/25. Caltrans staff is available to discuss project ideas. He also noted that DBE requirements are changing.

- AMBAG: Is scheduled to release the draft Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in mid-November for public review.

13. Oral Communications on Matters Not on the Agenda: None.

14. Next Meeting and Future Items:

The next ITAC meeting is scheduled for 1:30 p.m. on November 20, 2025.

The meeting adjourned at 4:03 p.m.

Minutes respectfully submitted by Rachel Moriconi, Senior Transportation Planner

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AGENDA: November 6, 2025

TO: Santa Cruz County Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician

RE: Update to the Guide to Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) receive the updated Guide to Specialized Transportation for seniors and people with disabilities in Santa Cruz County.

BACKGROUND

A Guide to Specialized Transportation Services (Guide) for seniors and people with disabilities in Santa Cruz County is published by the RTC. This guide lists accessible transportation services available in Santa Cruz County including contact information, service area, eligibility requirements, hours/schedule, service charges, securing service, how trips are prioritized, vehicles available, wheelchair accommodations, and Spanish language availability.

DISCUSSION

Periodically RTC staff will undertake a thorough review of the Guide to ensure information is up to date and accurate. The Guide was last revised in 2022, and a variety of information has changed since then requiring an update. In addition to ensuring accurate information, staff researches new services and consults with partner agencies and the Elderly and Disabled Transportation Advisory Committee (E&D TAC) to learn of any new services that should be included.

Staff presented an initial draft to the E&D TAC at the August 14th meeting. Corrections were made based on feedback and the content and formatting was finalized and included as Attachment 1.

Edits to existing information include:

- Updated websites, contact information, and addresses across multiple service providers.

- Corrected typos and improved document formatting for clarity and consistency.
- Revised fare, eligibility, and accessibility details where applicable.
- Added new service information (e.g., FlixBus, Uber WAV, Ready Steady Transportation Services).
- Updated formatting and design to be more cohesive with RTC's branding.

Once the Guide is received by the RTC, staff will translate it to Spanish, print booklets in both English and Spanish, make it available on the RTC website, and distribute booklets to partner agencies and senior resource centers.

Staff recommends the RTC receive the updated Guide to Specialized Transportation.

FISCAL IMPACT

Updates to the Guide to Specialized Transportation do not have any fiscal impacts.

SUMMARY

A Guide to Specialized Transportation Services (Guide) for seniors and people with disabilities in Santa Cruz County is published by the RTC. The Guide was last updated in 2022 and required update. Staff updated content, added new services, and updated the formatting. The updated guide will be available in both English and Spanish.

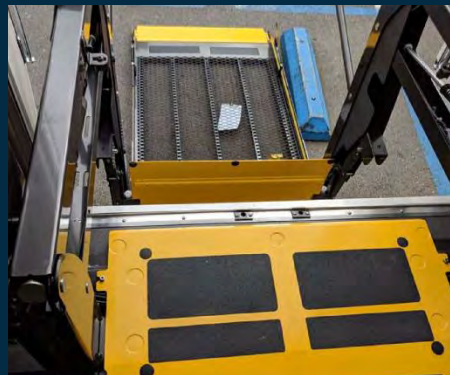
Attachments:

1. 2025 Guide to Specialized Transportation



Guide to Specialized Transportation Services

for Seniors and People with Disabilities
in Santa Cruz County





Prepared by

The Santa Cruz County Regional Transportation Commission

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060, www.sccrtc.org

For more information or additional copies, please call 831-460-3200 or email info@sccrtc.org.

This guide is for informational purposes only; the information herein is provided by agencies outside of the Santa Cruz County Regional Transportation Commission and may be subject to change without notice. Please contact the service provider directly for the most up-to-date information. The Santa Cruz County Regional Transportation Commission does not guarantee the availability or cost of any service included herein. If you require assistance gathering additional information, please contact our staff. For personalized assistance in using or selecting transportation options included in this guide contact:

Central Coast Center for Independent Living (CCCIL) 831-757-2968
Senior Network 831-462-1433

Revised October 2025



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Cabrillo College Accessibility Support Center

Phone: 831-479-6370

Fax: 831-477-3738

Address: 6500 Soquel Dr., Aptos, CA 95003

TTY 831-479-6421

Web: <https://www.cabrillo.edu/accessibility-support-center/>

Service Area: Cabrillo campus

Eligibility: Mobility-impaired Cabrillo students must present medical documentation from their physician requesting campus transportation.

Schedule: Monday - Friday, hours change each semester

Service Fees: No charge for this service; cost included in tuition fees

Qualification: Must meet with an Accessibility Support Center. Counselor first to arrange transportation schedule and establish eligibility.

See more information on the next page.



Trip Priority: Priority given to students regularly scheduled to attend classes on the hour.

Vehicles: 2 carts

Wheelchairs: Yes

Spanish: Yes



Central Coast Ambulance Service

Phone:	831-685-3200
Address:	P.O. Box 1244, Aptos, CA 95001
Service Area:	Non-emergency medical transport to skilled nursing facilities and hospitals in Santa Cruz, San Benito, and Monterey Counties
Eligibility:	Everyone
Schedule:	24 hours/day, 7 days/week
Service Fees:	Varies according to skill level required by staff to accommodate the rider's needs Private insurance accepted
Service:	On demand and by reservation
Trip Priority:	By reservation
Vehicles:	6 ambulances
Wheelchairs:	Only folding wheelchairs are allowable. Passenger must lay on gurney.
Gurneys:	Yes, maximum weight up to 1000 lbs including passenger
Spanish:	Yes



City of Capitola–Seasonal Shuttle

- Phone:** 831-475-7300
- Address:** 420 Capitola Ave., Capitola, CA 95010
- Web:** <https://www.cityofcapitola.org/community/page/shuttle-bus-service-parking-information>
- Service Area:** Between the shuttle parking lot No. 2 (426 Capitola Ave., Capitola) and the beach/Capitola Village
- Schedule:** Saturdays, Sundays and holidays from Memorial Day weekend through mid-September, 10 am - 8 pm
- Service Fees:** No charge for shuttle.
Parking cost is \$1.00 per hour at Lots 1 and 2 for 12 hours
- Service:** Provided on a first come, first serve basis
- Trip Priority:** Not applicable
- Vehicles:** Varies by demand
- Wheelchairs:** Yes
- Spanish:** Yes



Community Bridges-Lift Line

Five transportation programs available.

Phone: 831-688-8840

Fax: 831-688-8302

Address: 519 Main Street, Watsonville, California 95076

Web: www.communitybridges.org

Service Area: Santa Cruz County

Eligibility: Santa Cruz County residents age 60+ or living with a disability who meet the income criteria

Service Fees: No charge, although donations are accepted

Trip Priority: By reservation
Reservation requests are accepted between 8:30 and 5:00 pm

Wheelchairs: Yes

Spanish: Yes

Vehicles: 18

See more information on the next page.



1 - Lift Line: Medical Transportation

Transportation to regional, out of county, and veterans medical appointments only.

Schedule: 7 days per week except holidays, first pick up at 8:30 am and last pick up at 3:30 pm

Service Area: Medical appointments in Santa Cruz, Monterey, San Mateo, San Benito, Santa Clara, and San Francisco counties.

2 - Lift Line: Senior Dining Centers

Transportation to/from meal sites.

Meal Sites:

- Highlands Park Senior Center: (831) 336-8900
- Live Oak Senior Center: (831) 476-3272
- London Nelson: (831) 420-6177
- Watsonville Senior Center: (831) 768-3279

Eligibility: Santa Cruz County residents age 60+ can apply at their local meal site

Schedule: Depending on the scheduled serving times, varies at each center

Service Area: Santa Cruz County

Service: Contact Senior Center to secure a meal and contact Lift Line to schedule transportation



3 - Taxi Scrip. Local taxis contract.

Schedule: 24 hours, 7 days/week

Service Fees: \$16/mo for \$60 worth of scrip for applicants under 200% Federal Poverty Level (FPL) \$32/mo for \$60 in scrip for those above 200% FPL

Service Area: Confirm with contracted cab companies

Service: Same day service: Yellow Cab 831-333-1234 Courtesy Cab 831-761-3122 (Spanish spoken)

Trip Priority: By reservation

Wheelchairs: Taxis – request wheelchair vans at reservation

4 – Lift Line: Veterans Med Transportation*

Medical Transportation to Veterans service facilities. *See [page 15](#) for Santa Cruz County Veterans services

Schedule: Mon-Fri excluding holidays, first pick up at 8:30 am and last pick up at 1:00 pm

See more information on the next page.



5 - Lift Line Access For All Program (door-to-door transportation)

Schedule: 24 hours, 7 days/week

Phone: 831-688-9663, Call to register and access the app

Instructions: Lift Line’s self-service mobile app, akin to platforms like Uber and Lyft, is the primary means to schedule rides. Users can schedule rides up to seven days in advance, with same-day pickups available.

Service Fees: Nominal flat rate \$5 per ride (income-eligible older adults and people with disabilities will continue to enjoy Lift Line’s services at no cost)

Service Area: 24 hours, 7 days/week

Wheelchairs: Yes



Greyhound Bus Lines (Flixbus)

Phone:	831-423-4082 or 1-800-231- 2222 1-800-752-4841 (ADA Assistance)
Email:	ada.support@greyhound.com
TTY/TDD:	1-800-345-3109
Address:	Three closest location to Santa Cruz are Gilroy, San Jose and Salinas
Web:	http://www.greyhound.com
Eligibility:	Everyone
Service Area:	National
Schedule:	Varies
Service Fees:	Seniors (62+) receive a 5% discount Attendants of those needing special assistance pay 50% of regular fare
Service:	Call or go online for route information and/or special assistance. No reserved seats. Recommend arrival one hour before departure time to wait in line for a seat

See more information on the next page.



Trip Priority: Request for special assistance or priority boarding must be made 48 hours in advance Request for special assistance or priority boarding must be made 48 hours in advance.

Vehicles: 1775+

Wheelchairs: Wheelchair accessible buses are available with 48 hours advance request via the ADA toll-free number. Wheelchair weight is limited to 1,000 lbs including the passenger. Wheelchair size is limited to 30" x 48" and mobility scooters are limited to 30" x 30" x 48".

Spanish: Yes, at 1-800-531-5332



Medi-Cal/Alliance Non-Emergency Transportation

Phone: 800-700-3874 ext. 5577

Santa Cruz County Main Office: 831-430-5500

For the Hearing or Speech Assistance Line, call
800-735-2929 (TTY: Dial 711)

Address: Alliance Transportation Coordinator: CCAH
1600 Green Hills Road, Suite 101, Scotts Valley, CA 95066

Web: www.ccah-alliance.org

Service Area: Santa Cruz and Monterey Counties

Eligibility: Residents of Santa Cruz County approved by the Alliance for Medi-Cal unable to use public or private transportation; rides provided by Lift Line and others. If you are medically unable to use a car, bus, train or taxi, the Alliance will arrange transportation for you.

Schedule: Monday-Friday, 8:00 am to 5:00 pm

Service Fees: None

Service: 7 Business days in advance

See more information on the next page.



Trip Priority: Rides provided only to medical appointments and other medically necessary services

Vehicles: Vans

Wheelchairs: Yes, and gurney

Spanish: Yes



Mental Health Client Action Network

Phone: 831-469-0462

Address: 1051 Cayuga St., Santa Cruz, CA 95062

Email: mail@mhcan.org

Web: <https://www.mhcan.org/mhcan-home.html>

Service Area: Santa Cruz City area, excluding San Lorenzo Valley, Scotts Valley, Freedom and Watsonville

Eligibility: Residents of Santa Cruz County diagnosed with a major emotional or psychiatric disorder
Hours/Schedule
Monday - Friday: 8:30 am - 4:30 pm

Service Fees: No charge

Service: Advance reservation and same day service provided.
After-hours leave a message.

Trip Priority: MHCAN provides transportation to bring people to and from the center as well as transport people to county groups and appointments when needed. Priority for medical appointments, trips to Emeline case managers, grocery stores, and classes and support groups at MHCAN.

See more information on the next page.



Vehicles: 12 passenger van

Wheelchairs: No

Spanish: Yes



Santa Cruz County Veterans Service Office*

Phone: Santa Cruz Veteran's Service Office: 831-454-7276
Transport to Palo Alto VA Med Center: 650-493-5000
Watsonville Veteran's Service Office: 831-763-8868

Fax: 831-458-7116

Address: **Santa Cruz Office:**
842 Front St, Santa Cruz CA 95060

Watsonville Office:
500 Westridge Drive, Watsonville, CA 95076

Email: Dean.Kaufman@santacruzcounty.us

Web: www.santacruzvets.com

Service Area: **The Palo Alto VA Shuttle Bus:**
Palo Alto and San Jose Medical Facilities
No transportation services on holidays

DAV Van:
Palo Alto, San Jose and Menlo Park Facilities
No transportation services on holidays

Eligibility: All veterans

See more information on the next page.



Schedule: The Palo Alto VA Shuttle Bus:

Departs: Santa Cruz Veterans Memorial Building, 846

Front St., Monday - Friday 9:20 am

Returns: 846 Front St., Monday – Friday 2:00 pm

DAV Van: Van operations are by reservation:

Departs: 842 Front St., Monday – Friday 8:10 am

Return: 842 Front St., Monday – Friday 11:45 am.

Service Fees: No charge

Service: Reservations not required on the Palo Alto VA Shuttle Bus.
Reservations required on the DAV Van (call office 48 hours
prior to arrange transportation)

Trip Priority: By reservation

Vehicles: 1 bus and 1 van

Wheelchairs: Yes – Big White Bus
No – DAV Van

Spanish: Yes



Santa Cruz Metropolitan Transit District (METRO)

Phone: (831) 425-4664
Speech/Hearing Impaired
CRS 711

Accessible Services Coordinator: 831-423-3868

Address: 110 Vernon Street, Santa Cruz, CA 95060

Email: info@scmtd.com

Web Site: www.scmtd.com

Service Area: Fixed route services within Santa Cruz County and on Highway 17 to San Jose*

Eligibility: Everyone

Schedule: Varies by route

Service Fees: Ride, day pass, monthly fares vary for:
Regular fares, Seniors (62+), Disabled, Hwy 17.
METRO Discount Fare Photo ID card is required

See more information on the next page.



Service Free personalized instructions for seniors and people with disabilities, including seniors and people with disabilities, including assistance with “Stoke Straps” mobility device tie-down, bus ride safely, discount ID card, and tickets.

Coordinator:

Service: First come, first served

Trip Priority: Not applicable

Vehicles: All routes have lift or ramp equipped buses and “kneel” or have a low floor configuration

Wheelchairs: Buses designed to accommodate most mobility devices. Consult with METRO for specifics

Spanish: Yes

***Persons unable to access fixed route service due to a physical, cognitive, or psychiatric disability, contact METRO ParaCruz for an eligibility determination.**



Santa Cruz Metropolitan Transit District (METRO ParaCruz)

In cooperation with the Americans with Disabilities Act of 1990 (ADA), Santa Cruz METRO operates "METRO ParaCruz", a complementary Paratransit service.

Phone: (831) 425-4664

To apply call: (877) 232-7433

CA Relay: 711 or 800-735-2929

Address: 2880 Research Park Dr, #160, Soquel, CA 95073

Email: paracruz@scmtd.com

Web: <https://www.scmtd.com/en/metro-paracruz/general-info>

To apply visit: <http://www.adaride.com>

Eligibility: A person is eligible for Metro's ParaCruz if they meet the ADA's requirements. This includes those who are not able to navigate the transit system without assistance, those who require an accessible vehicle, and those who are unable to reach a transit stop

See more information on the next page.



Service Area:	Door-to-door service to origin and destination locations within 3/4 mile of a METRO bus routes
Schedule:	METRO ParaCruz service operates the same days and hours as METRO's fixed route
Fares:	\$4.00 or \$6.00 fare per one-way trip based on origin and destination. Premium fares for 'will-calls' are \$8.00 per trip. Re-dispatched vehicles are \$16.00
Service:	Eligible persons may reserve service 1 - 3 days in advance (same-day service not available). No limitations on the number of METRO ParaCruz trips
Trip Priority:	By reservation.
Vehicles:	Mid-sized buses, accessible vans, minivans, in addition to private operator contracting
Wheelchairs:	Wheelchair or mobility devices that can physically and safely be accommodated on the vehicles. Must navigate device on ramp or lift, and maneuver into a forward-facing position to be secured.
Spanish:	Yes



Scotts Valley Senior Center

Phone: 831-438-8666

Address: 370 Kings Village Road, Scotts Valley, CA 95066

Email: dcroskrey@scottsvalley.org

Web: <https://www.scottsvalley.gov/569/Senior-Center>

Eligibility: Members and non-members 50+ years old

Schedule: Monday: Groceries/Banking
Tuesday: Medical Appointments/Groceries
Wednesday: Lunch & Bingo at the Center
Thursday: Medical Appointments/Groceries
Friday: Shopping
See website for monthly calender.

Service Fees: Members - within Scotts Valley is \$1.50 one-way, outside Scotts Valley is \$6.00 one-way or \$7.00 round-trip.
Non-Members - within Scotts Valley is \$2 one-way, outside Scotts Valley is \$7 one-way or \$8.00 round-trip.
Additional stops are 50 cents per stop.

Service Area: Pick-up must be in Scotts Valley

Service: Reservations must be made 24 hours in advance

See more information on the next page.



Trip Priority: Priority to medical rides, next to shopping trips

Vehicles: 1 minivan driven by a volunteer driver

Wheelchairs: No

Spanish: No



Taxi - Transportation Services

Eligibility: Everyone

Schedule: 24 hours/day; 7 days/week

Courtesy Cab Company

Phone: 831-761-3122

Address: 149 Walker St, Watsonville, CA 95076

Email: maria@courtesycab.com

Web: www.courtesycab.com

Service Area: Rides originating in City of Watsonville and some parts of Santa Cruz County. No pick-up in City of Santa Cruz

Service Fees: \$4.00 to start
\$7.00 for the first mile
\$3.00 per mile thereafter 10% discount for seniors
MSSP and Lift Line Scrip (see [page 6](#)) accepted

Service: On demand

Vehicles: 6 autos
6 lift-equipped vans

See more information on the next page.



Wheelchair: Yes, in all vans

Spanish: Yes



Santa Cruz Yellow Cab

Phone: 831-333-1234

Address: P.O. Box 3328, Santa Cruz, CA 95063

Email: john@yellowcab1234.com

Web: www.yellowcab1234.com/contact.htm

Service Area: Cities of Santa Cruz, Scotts Valley, Capitola, and unincorporated county areas

Service Fees: \$4.00 to start
\$3.00 per mile
\$36.00 hourly rate
10% discount for seniors and disabled.
Lift Line taxi Scrip (see [page 6](#)) accepted

Service: Advance reservations and ride requests welcome

Trip Priority: Based on pick-up location and available drivers

Vehicles: 20 sedans
5 minivans

Wheelchairs: No

Spanish: Yes

UCSC Transportation and Parking Services (TAPS)

Disability Van Service

Phone: 831-459-2829

Fax: 831-459-4234

Address: 1156 High St., Santa Cruz, CA 95064

Email: dvs@ucsc.edu

Web: <https://transportation.ucsc.edu/buses-shuttles/>

Service Area: Shared-ride, curb-to-curb to specified DVS stops servicing the UCSC Campus only

Eligibility: UCSC students, staff, or faculty and campus visitors with temporary, stamina, or permanent mobility impairments -- Medical documentation required

Schedule: School term: Mon - Fri 7:30 am - 11:15 pm,
weekends: 6:00 pm - 11:15 pm
Summer session: Mon - Fri 7:30 am - 9:45 pm
Intersession (breaks): Mon - Fri 7:30 am - 5:45 pm

Service Fees: No charge

See more information on the next page.



Service: Reservation requests can be made online or phone.
Phone reservations can be made Mon – Fri 7:30 am - 4:30 pm. Same day reservations made by phone only. Next day reservations are accepted until 7:30 pm the night before. Next day reservations received after 7:30 pm the night before will be placed on the will-call list.

Trip Priority: Priority is given first to advance bookings traveling to classes.

Vehicles: 6 accessible minivans

Wheelchairs: Yes

Spanish: No



Van Rentals (Accessible Vehicles)

Company: **Wheelchair Getaways**

Phone: 866-224-1750

Address: San Jose, San Francisco, San Mateo, other

Web: www.accessiblevans.com/

Services: Accessible van rentals

Spanish: No

Company: **Access Options Incorporated**

Phone: 831-722-6804

Email: info@accessoptions.com

Address: 109 Lee Rd, Ste D, Watsonville, CA 95076

Web: www.accessoptions.com

Services: Accessible van rentals, sales and modifications, Wheelchair Vans, Scooter Lifts, Ramp Systems, Mobility Vans

Spanish: Yes



Volunteer Center of Santa Cruz County

- Phone:** Santa Cruz: 831-427-3435
Watsonville: (831) 768-8132
- Address:** 1740 17th Ave, Suite 2, Santa Cruz, CA 95062
- Email:** Transportation@scvolunteercenter.org
- Web:** www.scvolunteercenter.org
- Service Area:** Santa Cruz County
- Eligibility:** Seniors (65+) and disabled individuals (non-wheelchair)
- Schedule:** Monday - Friday 10:00 am - 2:00 pm
- Service Fees:** No charge
Limit of two trips per week
- Service:** Reserve at least 7-10 business days in advance
- Trips Priority:** Priority given first to rides for medical purposes and grocery shopping
- Vehicles:** Volunteer drivers use their own vehicles
- Wheelchairs:** No

See more information on the next page.



Spanish: Yes, agency staff

Ready Steady Transport Services

(Non Emergency Medical Transportation)

Phone: (657)-999-6788

Address: P.O. Box 83, Soquel, CA 95073-0083

Email: info@readysteadytransportationservices.com

Web: <http://www.readysteadytransportservices.com/>

Service Area: Santa Cruz County, Monterey County, Santa Clara County, San Jose, and surrounding areas

Eligibility: Open to all, including senior transportation and those with temporary or permanent disabilities requiring assisted ambulatory, wheelchair or stretcher/gurney transportation.

Schedule: Monday-Saturday 8am-5pm,
By appointment for pickup outside scheduled hours

Service Fees: Call for rates

Service: Reserve trip at 657-999-6788

Trip Priority: Seniors and those with mobility issues

See more information on the next page.



Vehicles: ADA compliant Ford Transit Vans with motorized vehicle lift

Wheelchairs: Yes, ADA compliant

Spanish: No



Monterey County ADA Paratransit (MST RIDES)

Phone: 888-678-2871

TDD: 831-393-8111

Address: 201 Pearl Street, Monterey, CA 93940

Web: www.mstmobility.org/

Service Area: Curb-to-curb service to origins and destinations within 3/4 mile of MST fixed-routes and available in limited areas outside the service area to registered RIDES clients*

Eligibility: Clients who have a disability that prevents independent use of fixed-route service. Certification process can take up to 21 days.

Schedule: Service during hours/days that MST operates fixed route.

Service Fees: One-way, \$2.00
Personal Care Assistants with ID card ride free

Service: Reservations can be made up to 7 days in advance.
Next day reservations received until 5:00 pm.

Vehicles: 23

See more information on the next page.



Wheelchairs: Yes

***Registered MST RIDES clients may be reimbursed up to 50 % of taxi rides, based on funding availability and not to exceed \$45 per person / month.**



San Benito County Paratransit (County Express)

Phone: 831-636-4161

Address: 330 Tres Pinos Road, Suite C7 Hollister CA 95023

Email: info@sanbenitocog.org

Web: <http://www.sanbenitocountyexpress.org/>

Eligibility: Paratransit riders must be unable to use Fixed Route bus transit

Service Area: Within $\frac{3}{4}$ mile of bus routes*
Connecting service at Gilroy for Santa Clara County services

Service Fees: \$1.25*, Personal Care Assistants ride free

Service: Reservations accepted up to 14 days in advance or same day. Rides scheduled the day of service will be subject to a \$1.00 convenience fee.

Trip Priority: Not applicable

Vehicles: 5 vehicles in service daily Monday - Friday
1 vehicle in service Saturday & Sunday

See more information on the next page.



Wheelchairs: Yes

Spanish: Yes

*** A general Dial-A-Ride service is available for anyone living outside $\frac{3}{4}$ mile of the Fixed Route service area. General Dial-A-Ride service fares are \$1.25 for youth, seniors, and disabled individuals and \$2.00 for adults**



Santa Clara County Valley Transportation Authority (VTA) ACCESS Paratransit

Phone: 408-321-2380

TDD: 408-436-0155

Fax: 408-382-0470

Address: 3331 N. First Street, San Jose, CA 95134

Email: paratransit@vta.org

Web: <https://www.vta.org/programs/access>

Service Area: 3/4 mile corridor around VTA bus, light rail routes

Schedule: Administration is open 8:00 am - 5:00 pm
Service hours comparable to VTA route schedules

Service Fees: \$4.00 / 0.75 mile or \$16.00 / 1.75 mile (Premium) each way*
Personal Care Assistants ride free

Service: Reservations accepted 1-3 days in advance

Trip Priority: Not applicable

See more information on the next page.



Vehicles: Sedans and wheelchair-accessible vans

Wheelchairs: Yes

Spanish: Yes

*** Surcharge of two times the One-Way Trip fare is added to the regular charge for each trip that originates and / or terminates within Santa Clara County, but outside the ADA Paratransit Service Area. Customers living outside of the ADA Paratransit Service Area will be subject to the Service Area Surcharge for trips to or from their home.**



Uber Wheelchair Accessible Vehicles

Web: https://www.uber.com/us/en/start-riding/?uclick_id=3c3f2f2c-c5ba-4acb-acb6-70f7d0f41c1a

Or Search for Uber WAV online or as an option through Uber's app

Schedule: Dependent on availability of drivers

Service Fees: Dependent on time and distance of ride

Service: Reservations accepted up to 30 days in advance or up to 90 days with Uber Reserve

Vehicles: Wheelchair-accessible vans

Spanish: Dependent on driver



Telephone Numbers

Cabrillo College Accessibility Support Center -----831-479-6370
Central Coast Ambulance Service -----831-685-3200
City of Capitola–Seasonal Shuttle -----831-475-7300
Community Bridges/Lift Line -----831-688-8840
Courtesy Cab Co. (Watsonville) -----831-761-3122
Greyhound Bus Lines -----831-423-4028
or 1-800-231-2222
Medi-Cal/Alliance Non-Emergency-----1-800-700-3874 ext. 5577
Mental Health Client Action Network -----831-469-0462
Santa Cruz County Veterans Service Office -----831-454-7276
Santa Cruz Metropolitan Transit District -----831-425-4664
METRO ParaCruz -----831-425-4664
Scotts Valley Senior Center -----831-438-8666
UCSC Disability Van Service -----831-459-2829
Van Rentals:
 Access Options -----831-722-6804
 Wheelchair Getaways -----866-224-1750
Ready Steady Transport -----657-999-6788
Volunteer Center of Santa Cruz:
 Santa Cruz -----831-427-3435
 Watsonville -----831-768-8132
Santa Cruz Yellow Cab -----831-333-1234
Other Counties:
 Monterey -----1-888-678-2871
 San Benito -----831-636-4161
 Santa Clara VTA -----408-321-2380



Prepared by

**The Santa Cruz County
Regional Transportation Commission**

1101 Pacific Avenue Suite 250, Santa Cruz, CA 95060, www.sccrtc.org

For more information or additional copies,
please call 831-460-3200

Revised October 2025

TO: Regional Transportation Commission (RTC)

FROM: Brianna Goodman, Transportation Planner

RE: Rural Highway Safety Plan Milestone 2:
Transportation Strategy Development

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Accept information on the crash profiles and priority locations of the Rural Highways Safety Plan; and
2. Encourage constituents to provide input by November 21st on the draft enhancement concepts at priority project locations before inclusion in the final Rural Highways Safety Plan Report.

BACKGROUND

The RTC was awarded by Caltrans a Strategic Partnership Planning grant in 2023 to produce a Rural Highways Safety Plan for Santa Cruz County. The Santa Cruz County Rural Highways Safety Plan (RHSP) seeks to eliminate traffic related fatalities and serious injuries and enhance safety for all users of the County's six conventional highways, specifically: Highway 1 north of the City of Santa Cruz, Highway 9, Highway 236, Highway 35, and Highways 129 and 152 outside the City of Watsonville, which collectively function as main streets, intercommunity connectors, and rural highways.

The objective of the RHSP is to identify crash patterns and use contextual data, such as surrounding land uses and roadway features, to generate and prioritize a suite of implementable countermeasures. The intent is to achieve zero traffic deaths and serious injuries on rural highways by 2050 with projects and strategies implemented through close partnerships with Caltrans. The RHSP would fulfill the requirements of a Comprehensive Safety Action Plan, allowing RTC or other local partners to compete for federal Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) program funding to implement critical safety enhancement projects.

Rural Highways Safety Plan Milestone 2

After a competitive procurement process, in April 2024, the RTC awarded a contract to Fehr and Peers to work with RTC and Caltrans staff to produce the Rural Highways Safety Plan. Some of the work completed to date includes:

- [Existing Conditions Report](#): review and summary of existing plans and reports, collision data for conventional state highways, collision history assessment, and inventory of transportation facilities.
- Milestone 1: [Vision and Objectives for RHSP](#): provides a framework for evaluating how strategies advance the vision and objectives identified in the California Transportation Plan and the SCC Regional Transportation Plan with respect to collision reduction, partnerships, outreach, and funding to safely provide multimodal mobility. Accepted by RTC in December 2024.
- Milestone 2: Transportation Needs Assessment (current Milestone) through data analysis identifies crash profiles to understand safety needs and patterns, and identifies emphasis areas using completed work and community input.

DISCUSSION

The project team, composed of Caltrans staff, RTC staff and the consultant team, built on the initial crash history, safety risk analysis, and community input conducted as part of Existing Conditions work to identify crash profiles that can be extrapolated to similar locations in the study corridors and point to relevant countermeasures. These crash profiles were presented to the community for input and refinement and to were used to identify priority locations.

Crash Profiles

The crash profiles are aligned with Federal Highway Administration (FHWA) guidance, to identify the primary factors associated with vehicle, bicycle, and pedestrian collisions and that best reflect the fundamental safety challenges along the Study Highways. These profiles typically represent 5% or more of Killed and Severely Injured (KSI) crashes:

- **Excessive Speed:** Observed speed is 10 mph over target speed
- **Pedestrian Crashes:** Crashes involving pedestrians

Rural Highways Safety Plan Milestone 2

- **Turns on Transitional Streets:** Mid-block vehicle-only crashes involving turns in Transitional contexts, Place Types where rural highways transition to higher speeds but driveways are still dense
- **Weekend Driving on Undeveloped Non-Mountainous Roads:** Vehicle crashes on weekends on Undeveloped Non-Mountainous roads
- **DUIs on Undeveloped Mountainous Roads:** DUI-related crashes on more rural segments with sharp curves and insufficient sight lines
- **Bicyclists on Narrow Roads:** Bike crashes on narrow roadway segments (<36 total feet roadway)
- **Lane Departures:** Head-On or Hit Object vehicle crashes
- **Pedestrians at Night:** Pedestrian crashes when lighting conditions were noted as Not Daylight

More information on these crash profiles can be found in [Attachment 1](#).

For the next components of Milestone 2: Transportation Strategy Development, the project team developed a suite of safety enhancement strategies and identified priority project locations (see [Figure 1](#)) to address safety concerns previously identified on Santa Cruz County rural highways through Milestone 1: RHSP Vision and Objectives. These strategies and project locations were informed by crash analysis including development of crash profiles and two rounds of robust community engagement.

Safety Enhancement Strategies: Countermeasures

The project team identified a series of general and specific countermeasures to help enhance safety on rural highways. Countermeasures for these profiles can be categorized into three categories:

- **Demand management:** Manage crash exposure (length of trips and number of trips) by shifting road users out of single occupancy vehicles. The goal is to reduce the number of roadway users potentially experiencing a crash.
- **Speed management:** Reduce vehicle speeds through physical and self-enforcing improvements. The goal is to reduce the crash severity in a crash should it occur.
- **Conflict management:** Manage conflicts between different users by increasing visibility and separating users. The goal is to reduce the severity of collisions that occur, resulting in fewer fatalities or serious injuries.

Rural Highways Safety Plan Milestone 2

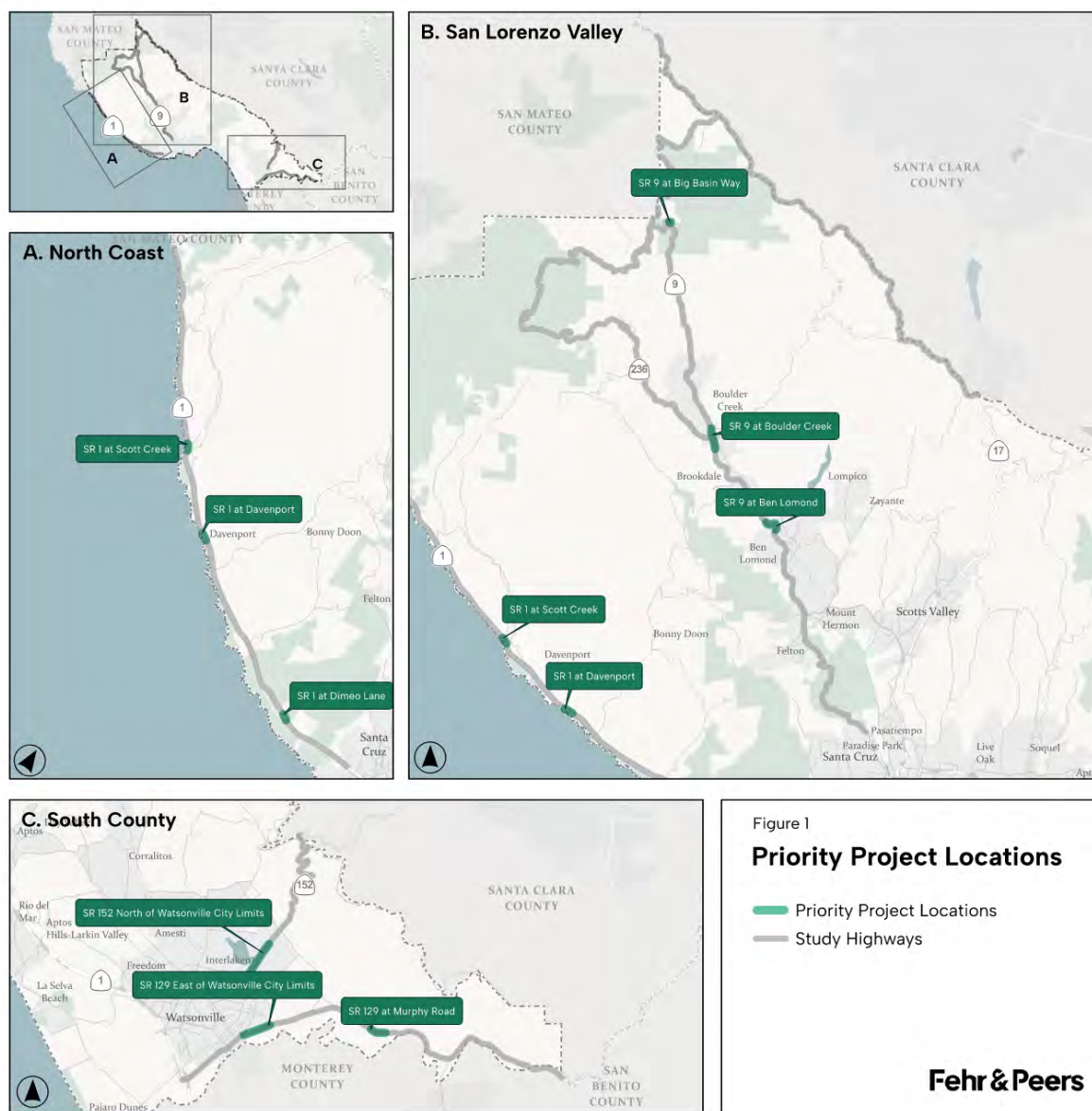
The first two categories can be applied systemically and should be prioritized to align with the Safe System Approach. The last category, conflict management, is often location-specific and may include physical improvements to improve visibility and separate users in space and time. Examples of Conflict Management Countermeasure examples for each Crash Profile can be found in [Attachment 1](#).

Priority Project Locations

Informed by the safety needs identified through analysis and public input, the following locations were identified for further project development as shown in [Table 1](#) and geographically in [Figure 1](#).

Rural Highways Safety Plan Milestone 2

Figure 1: Priority Project Locations



The locations were selected based on the following:

- Representative safety concerns or typical cross-sections that apply to other locations
- Addresses all crash profiles and place types
- Geographically distributed locations to reflect representative locations on all Study Highways

Rural Highways Safety Plan Milestone 2

- Locations that would most benefit from enhancements
- Areas where more potential risks factors are present and/or crashes have occurred
- Areas where community feedback highlighted key concerns
- Areas where there is an equity need
- Opportunities for future funding
- Aligned with crash data that underpins criteria for certain safety competitive funding programs
- Presents a compelling case for future funding

The 10 priority project locations identified do not represent a complete list of areas with safety enhancement needs. Once the Rural Highways Safety Plan is completed, any location along any of the six rural highways will be eligible for safety enhancement funding and the order in which projects are pursued will be dependent on a wide range of factors, including new crash data, public input, and agency priorities of the RTC, County Board of Supervisors, and Caltrans District 5. Priority Project Locations and relevant crash data from the 2014 – 2023 RHSP study period are listed in Table 1.

Table 1: Priority Project Locations with Crash Data

State Route	Location	Description	Place Type	Crashes			
				Total Crashes	KSI Crashes	Ped Crashes	Bike Crashes
SR 1	Davenport	Marine View Avenue to San Vicente Creek	Main Street	8	2	1	1
SR 1	Dimeo Lane	500 feet in each direction from Dimeo Lane	Undeveloped-Non-Mountainous	6	1	0	0
SR 1	Scott Creek	500 feet in each direction from Scott Creek	Undeveloped Non-Mountainous	7	2	0	3
SR 9	Boulder Creek	Bear Creek Road to North of Mountain Road	Main Street	47	10	16	44
SR 9	Ben Lomond	South of Marshall Creek Court to Hillside Avenue	Main Street	30	3	0	10
SR 9	Big Basin Way	Hairpin north of Saratoga Toll Road	Undeveloped Mountainous	4	1	0	0
SR 129	East of Watsonville City Limits	East of Bridge Street to West of Lakeview Road	Transitional	28	4	7	21
SR 129	Murphy Road	200 feet in each direction from Murphy Road	Undeveloped Mountainous	7	1	0	0
SR 152	Northeast of Watsonville City Limits	Levee Path to the Fair Grounds Entrance	Main Street/Transitional	69	14	54	36

Source: Fehr & Peers, 2025.

Draft Priority Project Safety Enhancement Concepts

The project team developed draft project concepts for each location that identify potential safety enhancements and pair locations and countermeasures identified as part of the crash profile development. These draft priority project concepts are now available for public review and feedback at sccrtc.org/rhsp. **Staff recommends that the commissioners encourage their constituents to provide input on these draft priority project concepts by November 21st for inclusion in the Rural Highways Safety Plan Final Report.**

Community Input

The project team conducted outreach via community and stakeholder workshops, an online survey, RTC Technical Advisory Committee meetings, and supplemental meetings with key stakeholder groups and transportation agency partners throughout spring and summer 2025. The community reviewed and provided input on the crash profiles and countermeasure options, and discussed locations of specific safety concerns to help refine the priority project locations and safety enhancement concept development. A detailed summary of Milestone 2 Community and Stakeholder Feedback is summarized in [Attachment 2](#).

FISCAL IMPACTS

There are no new fiscal impacts associated with acceptance of Milestone 2 Deliverables and encouraging community engagement. The work associated with the production of the RHSP is funded through a Caltrans planning grant and the required grant match, which are included in the approved Fiscal Year (FY) 2025-26 budget.

NEXT STEPS

After receiving community input, the RHSP project team will refine and finalize the safety enhancement concepts for inclusion in the Rural Highways Safety Plan Final Report. The report is scheduled to be completed and approved by RTC in early 2026, and will function as the Comprehensive Safety Action Plan (CSAP) for rural highways in Santa Cruz County, allowing identified projects to compete for both Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) implementation funding.

Rural Highways Safety Plan Milestone 2

SUMMARY

For RHSP Milestone 2: Transportation Strategy Development the project team, in close collaboration with Caltrans, analyzed crash data to develop a series of common crash profiles, compiled a range of conflict management countermeasure options, and developed a list of priority project locations that demonstrate typical existing conditions for identified crash profiles. Staff recommend that the RTC accept information on the crash profiles and priority locations of the RHSP in Attachment 1 and Table 1, and encourage their constituents to provide input on the draft safety enhancement concepts at the priority project locations by November 21, 2025 before they are finalized as part of Milestone 3: RHSP Final Report by visiting sccrtc.org/rhsp.

ATTACHMENTS:

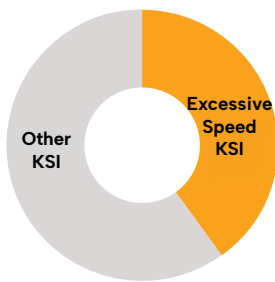
1. Crash Profiles Data and Countermeasure Options
2. Milestone 2 Engagement Summary

PROFILE 1

Excessive Speed

Areas where drivers tend to speed. We identified this as crashes where the observed vehicle speeds are 10 mph greater than target speed (depending on the place type). Target speeds are determined based on the context of the street for each place type.

Mode: All Modes



Represents **40% (106)** of all KSIs, including:

72% of KSIs on Main Streets

42% of KSIs on Transitional Streets

28% of KSIs on Undeveloped Non-Mountainous Streets

32% of KSIs on Undeveloped Mountainous Streets

KEY CONSIDERATIONS

- High speeds (increased likelihood of KSI crashes where victim is Killed or Severely Injured)
- Presence of vulnerable users

KEY COUNTERMEASURES

Roundabouts

- Minimize vehicular conflict points
- Reduce angles of crash to reduce severity
- Address corridor speeds



Gateway Treatments

- Signify transition to Main Streets
- Improve pedestrian visibility
- Reduce corridor speeds



Reduced Lane Widths

- Make drivers feel less comfortable driving fast to reduce speeds
- Reduce pedestrian crossing distances



Speed Feedback Signs

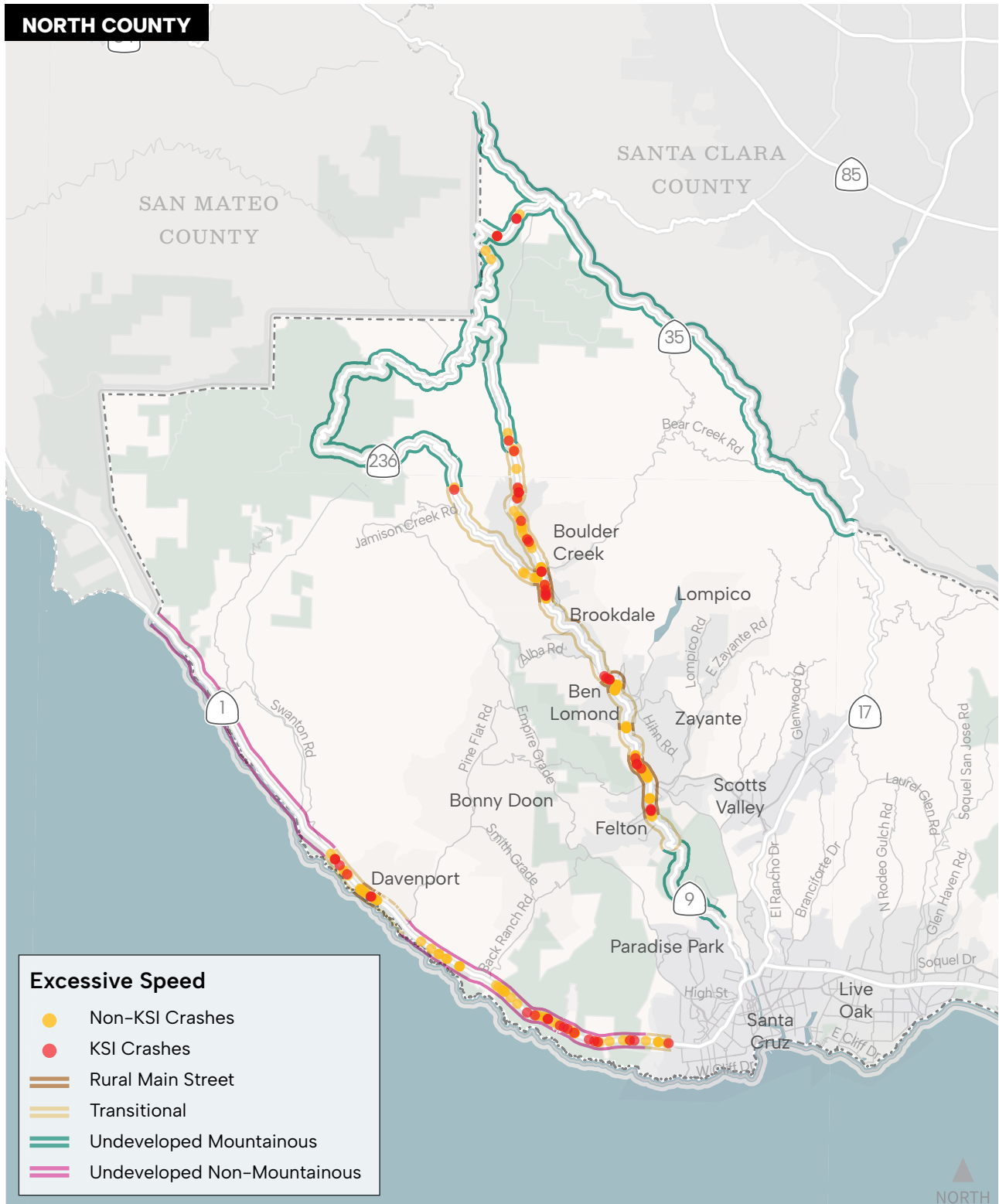
- Provide feedback to speeding drivers at key locations
- Encourage drivers to drive at desired speed



RURAL HIGHWAYS SAFETY PLAN

PROFILE 1

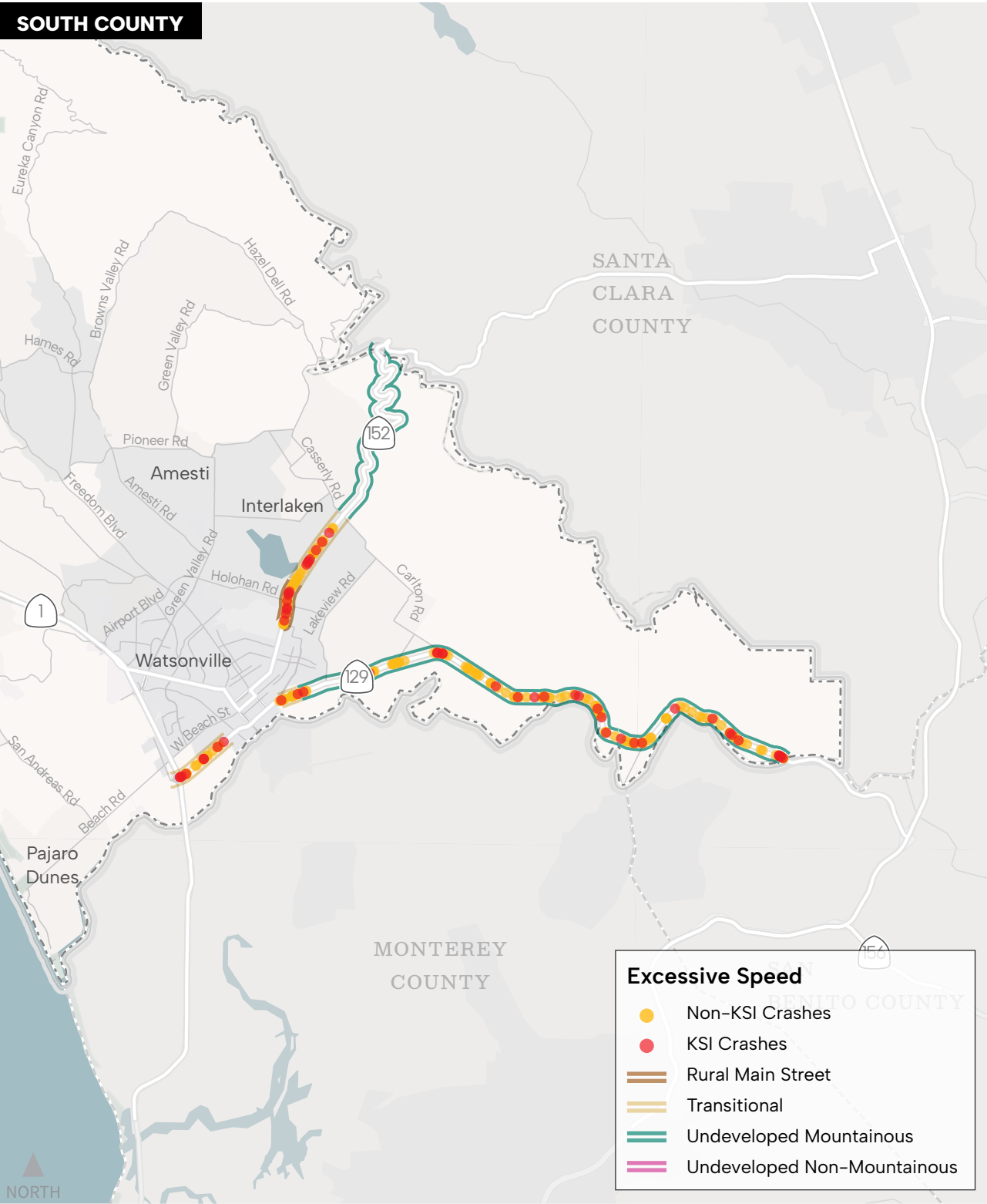
Excessive Speed





PROFILE 1

Excessive Speed

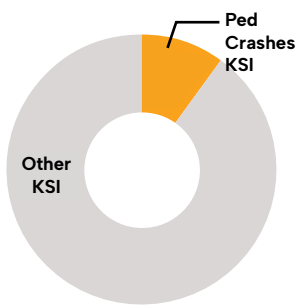


PROFILE 2

Pedestrian Crashes

Areas where pedestrian crashes have occurred or may be more likely to occur based on the presence of risk factors. This tends to be locations of high pedestrian demand and often aligns with places where desirable pedestrian facilities are lacking.

Mode: Pedestrians



Represents **9% (24)** of all KSIs, including:

31% of KSIs on Main Streets

9% of KSIs on Transitional Streets

9% of KSIs on Undeveloped Non-Mountainous Streets

1% of KSIs on Undeveloped Mountainous Streets

KEY CONSIDERATIONS

- Sight distance
- Presence of vulnerable users
- High speeds
- Pedestrian facilities

KEY COUNTERMEASURES

Flashing Beacons & Enhanced Crosswalks

- Increase pedestrian visibility at crossings
- Provide dedicated space for pedestrians to cross



Pedestrian Refuge Islands

- Shorten pedestrian crossing distances
- Provide more physical separation
- Allow potential interactions to be judged separately



Sidewalks

- Provide separated spaces for pedestrians
- Provide visual cue to drivers about context and other users



RURAL HIGHWAYS SAFETY PLAN

PROFILE 2

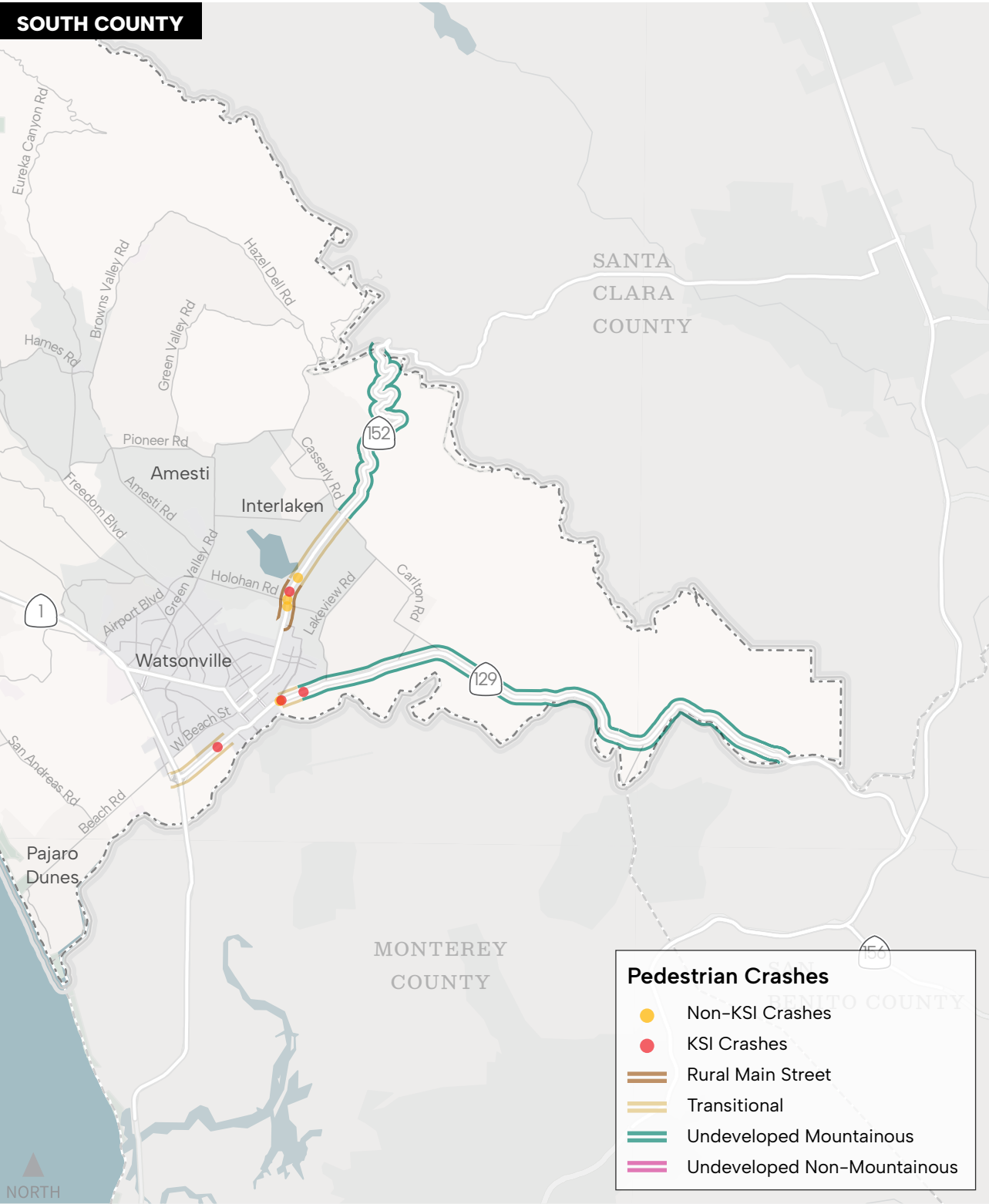
Pedestrian Crashes





PROFILE 2

Pedestrian Crashes

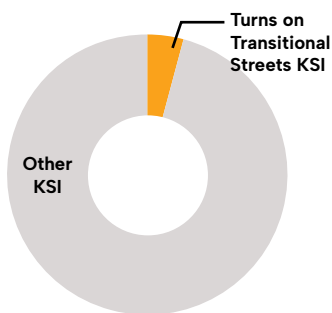


PROFILE 3

Turns on Transitional Streets

Crashes where drivers are making turns at midblock locations (i.e., accessing driveways or parking) rather than turning at intersections in Transitional areas. This occurs where the highway transitions from undeveloped to more developed areas and drivers tend to have more places to make turns while the overall roadway may still be constrained and have low visibility. This is associated with high speeds and low visibility of turning cars.

Mode: Vehicle-to-Vehicle



Represents **4% (11)** of all KSIs, including:

15% of KSIs on Transitional Streets

KEY CONSIDERATIONS

- Driveway spacing/locations
- Observed speed exceeds target speed
- Sight distance
- Traversing high-traffic areas

KEY COUNTERMEASURES

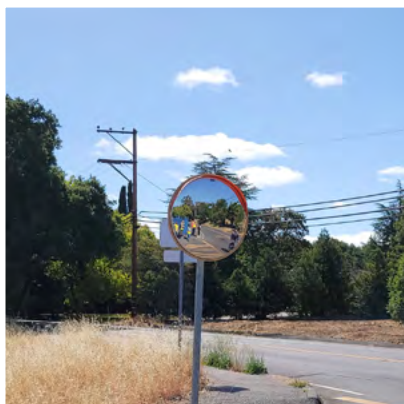
Improve Visibility

- Straighten curves and trim landscaping
- Provide more time to judge interactions



Mirrors

- Where other physical improvement interventions aren't possible, mirrors can help to improve visibility
- Address unexpected interactions



Signage or Active Warning Devices

- Alert drivers to unexpected interactions
- Provide feedback to speeding drivers



"Curve Warning Sign" by Center for Transportation Research and Education, Iowa State University

Turn Lanes

- Dedicated spaces for turning vehicles
- Separate conflict points at high-volume turn locations
- Reduce evasive maneuvers due to unexpected stops



RURAL HIGHWAYS SAFETY PLAN

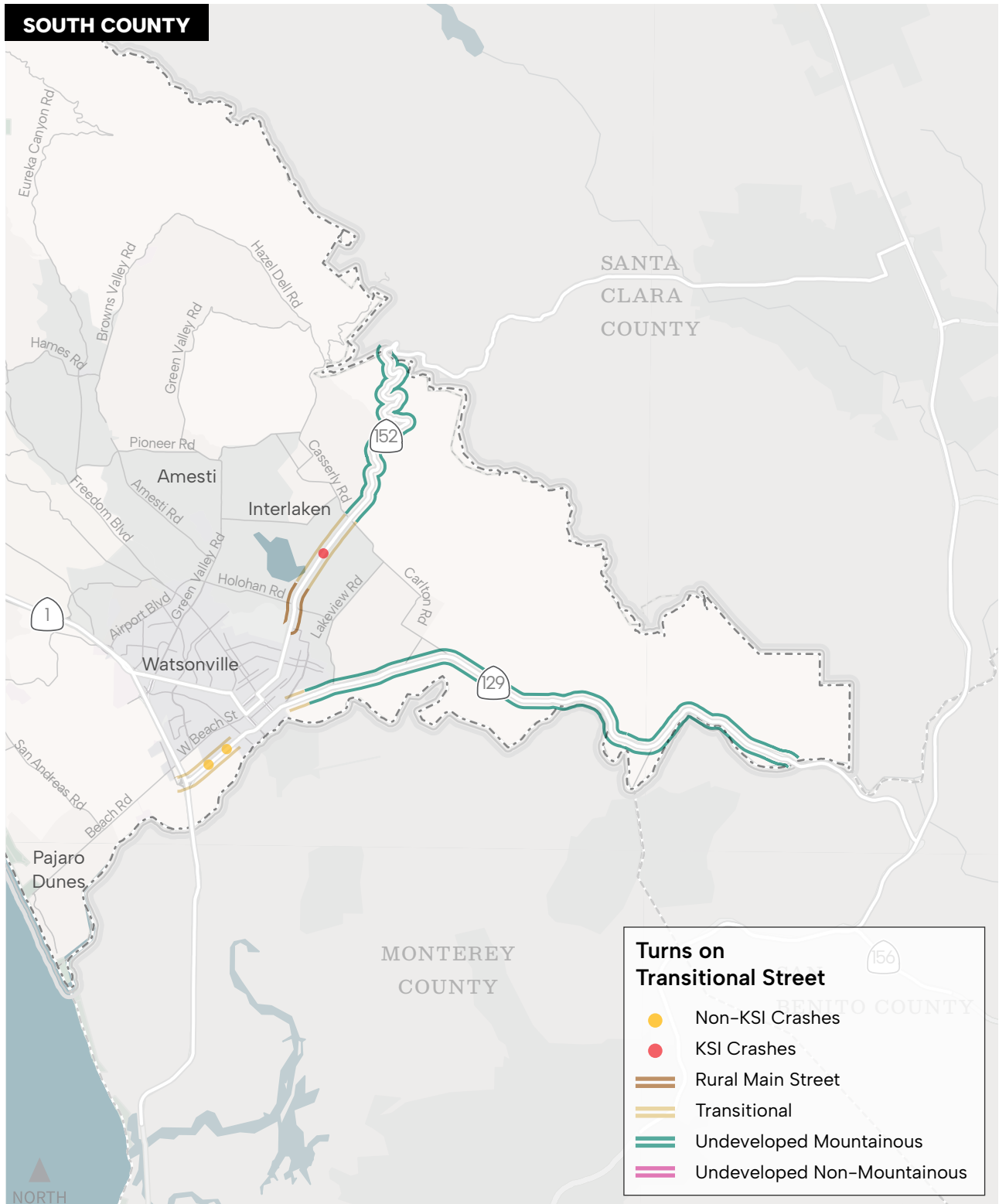
PROFILE 3

Turns on Transitional Streets



PROFILE 3

Turns on Transitional Streets

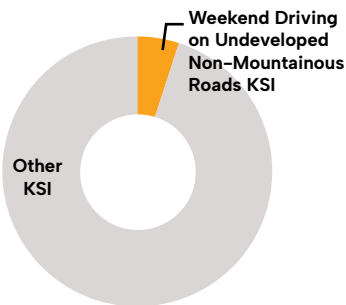


PROFILE 4

Weekend Driving on Undeveloped Non-Mountainous Roads

Areas with a higher proportion of crashes leading to undesirable outcomes occurring on weekends than is typically observed, specifically along Highway 1. Drivers are often accessing key destinations and/or roadside parking along the highway, which can cause unpredictable starting, stopping, turning, or merging.

Mode: Vehicle-to-Vehicle



Represents **5% (13)** of all KSIs, including:

28% of KSIs on Undeveloped Non-Mountainous Streets

KEY CONSIDERATIONS

- Parking challenges at key destinations
- Observed speed exceeds target speed
- Drivers less familiar with roadways
- Sight distance
- TDM strategies
- Presence of vulnerable users

KEY COUNTERMEASURES

Rumble Strips

- Alert driver to lane departures that can lead in either direction
- Allow timely corrective maneuvering

"Shoulder Rumble Strips" by Flickr is licensed under [CC BY-NC-SA 2.0](#)



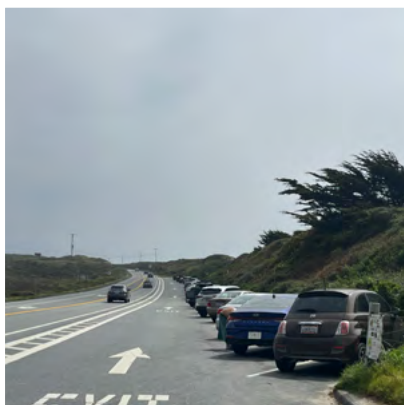
Formalize Parking

- Reduce unexpected maneuvers that lead to crashes
- Manage interaction points at driveway



Add Shoulder Space

- Reduce number of locations for unexpected maneuvers
- Address speed differential in travel lanes due to searching for parking



Transportation Alternatives

- Reduce overall driving demand by providing shuttles, promoting other travel modes, or limiting access to parking based on reservation



RURAL HIGHWAYS SAFETY PLAN

PROFILE 4

Weekend Driving on Undeveloped Non-Mountainous Roads

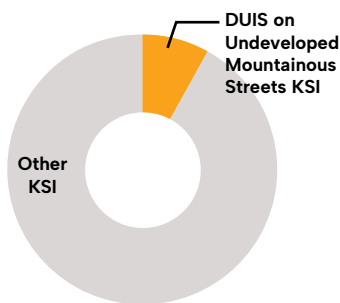


PROFILE 5

DUIs on Undeveloped Mountainous Streets

Areas with a higher proportion of crashes leading to undesirable outcomes resulting from people driving while intoxicated. This profile is focused on Undeveloped Mountainous highways where people have fewer alternatives to driving, highway alignments are generally more challenging to navigate, and people may be driving recreationally.

Mode: Vehicle-to-Vehicle



Represents **8% (22)**
of all KSIs, including:

21% of KSIs on Undeveloped Mountainous Streets

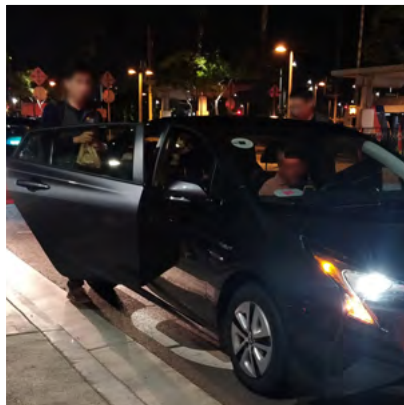
KEY CONSIDERATIONS

- Alternative travel options to driving drunk
- Observed speed exceeds target speed
- Reduce severe impacts of crashes by focusing on reducing speeds and addressing conflict points

KEY COUNTERMEASURES

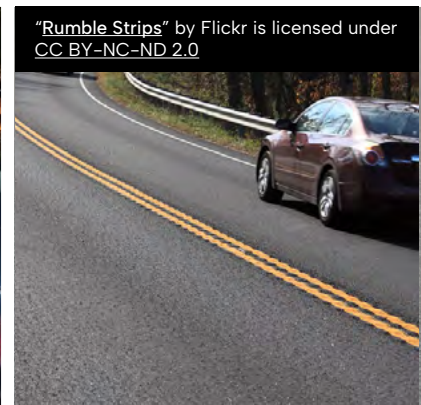
Ride Hailing Services

- Incentivize use of services like Uber, Lyft, or taxis
- Reduce incidence of DUI by eliminating driving



Rumble Strips

- Alert driver to lane departures in either direction
- Allow timely corrective maneuvering



Guardrails

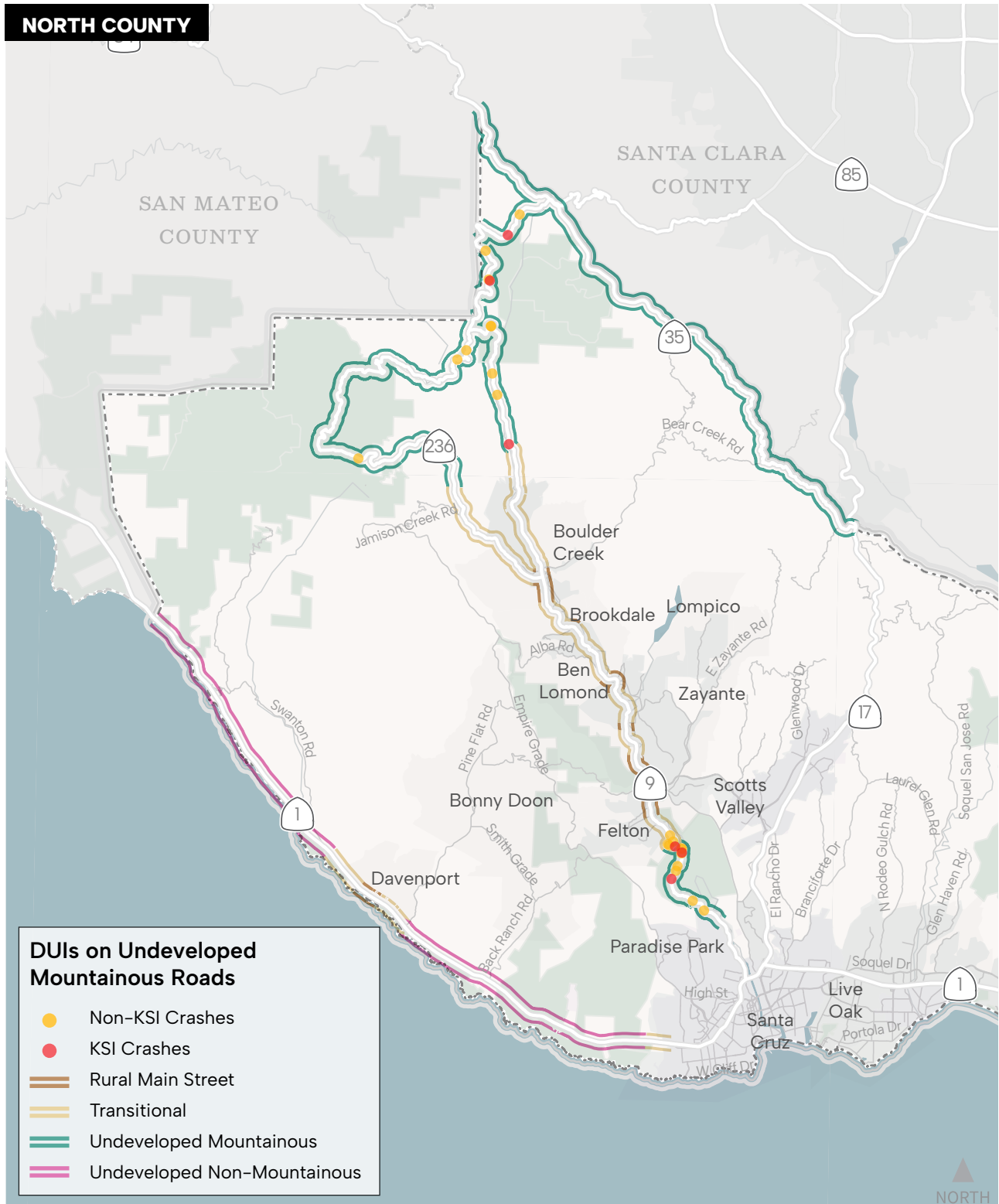
- Manage crash outcomes using engineered materials to eliminate hitting other unforgiving objects
- Reduce severity of crashes that occur



RURAL HIGHWAYS SAFETY PLAN

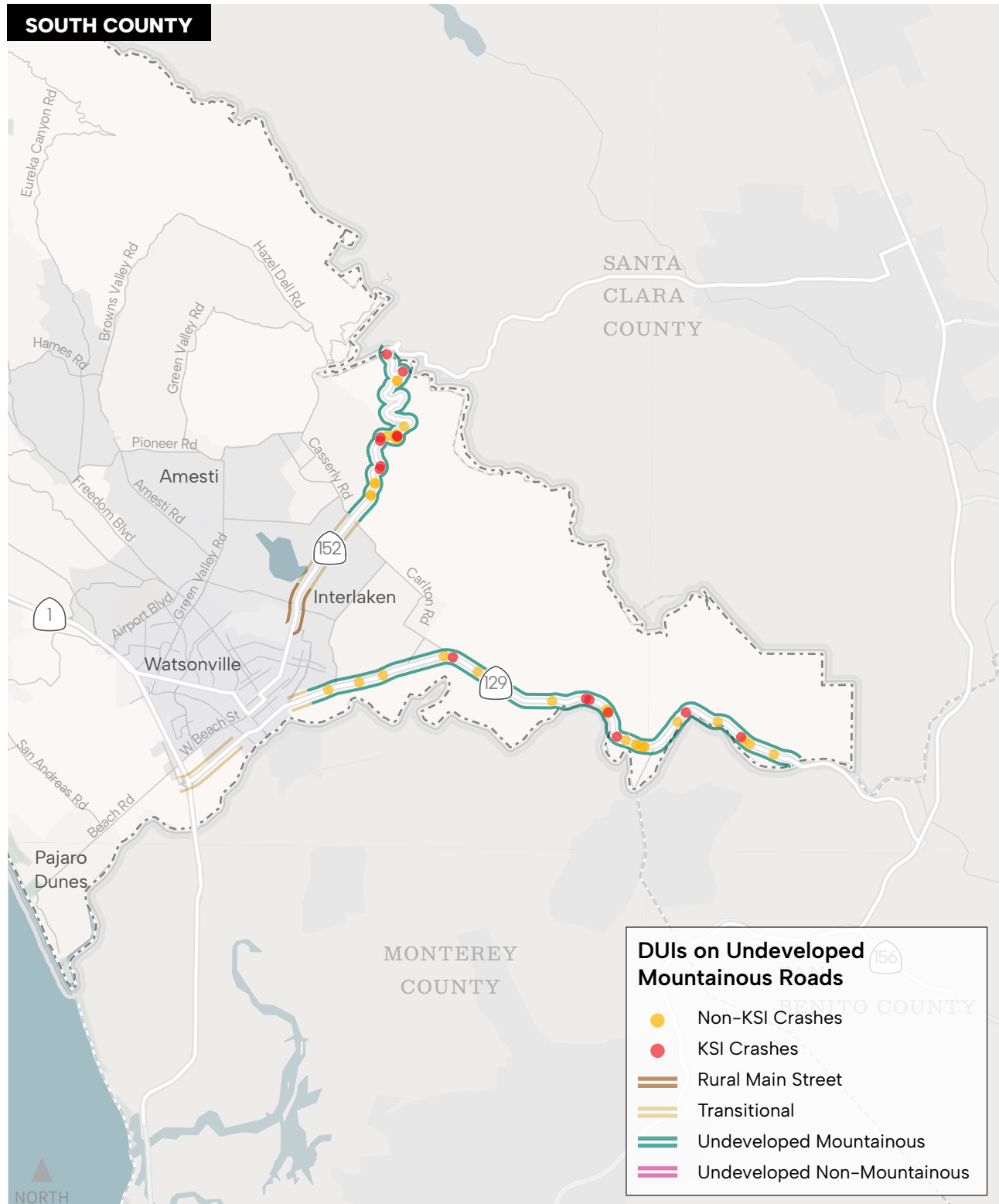
PROFILE 5

DUIs on Undeveloped Mountainous Roads



PROFILE 5

DUIs on Undeveloped Mountainous Roads

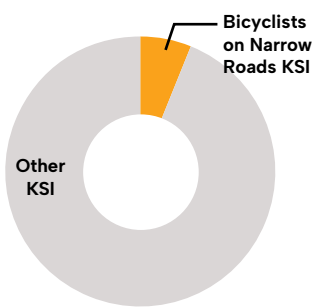


PROFILE 6

Bicyclists on Narrow Roads

Areas on narrow roadway segments where crashes involving bicyclists have occurred or may be more likely to occur based on the presence of risk factors. Where the highway is narrow, visibility and separation between people using different travel modes can be more challenging. Narrow highway segments are identified as those with less than 36 feet of pavement width including shoulders, with many of these segments located in the San Lorenzo Valley area.

Mode: Bike



Represents **6% (15)** of all KSIs, including:

8% of KSIs on Main Streets

8% of KSIs on Transitional Streets

0% of KSIs on Undeveloped Non-Mountainous Streets

6% of KSIs on Undeveloped Mountainous Streets

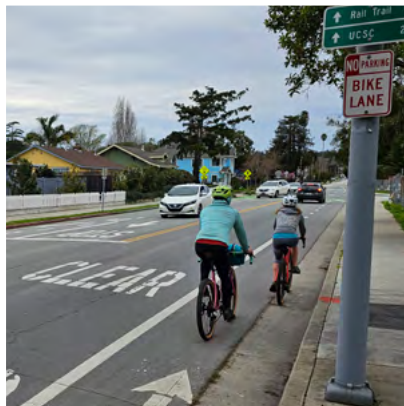
KEY CONSIDERATIONS

- High levels of bicycle activity
- Lacking space for bicycle facilities
- Observed speed exceeds target speed
- Sight distance often reduced by horizontal or vertical constraints

KEY COUNTERMEASURES

Bike Facilities

- Bike lanes or parallel trails/paths to separated travel modes
- Reduce crashes between drivers and bicyclists



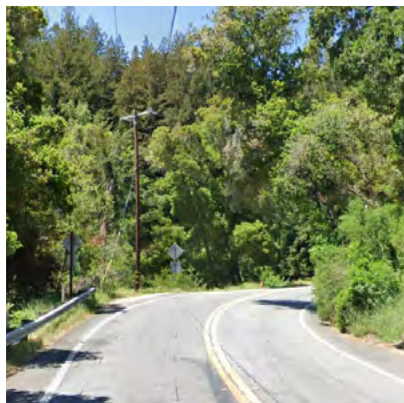
Activated Bike Signage

- Detect presence of bicyclists in the roadway to notify approaching vehicles
- Provide warning to all parties of need to manage interactions where separation is not feasible



Improve Visibility

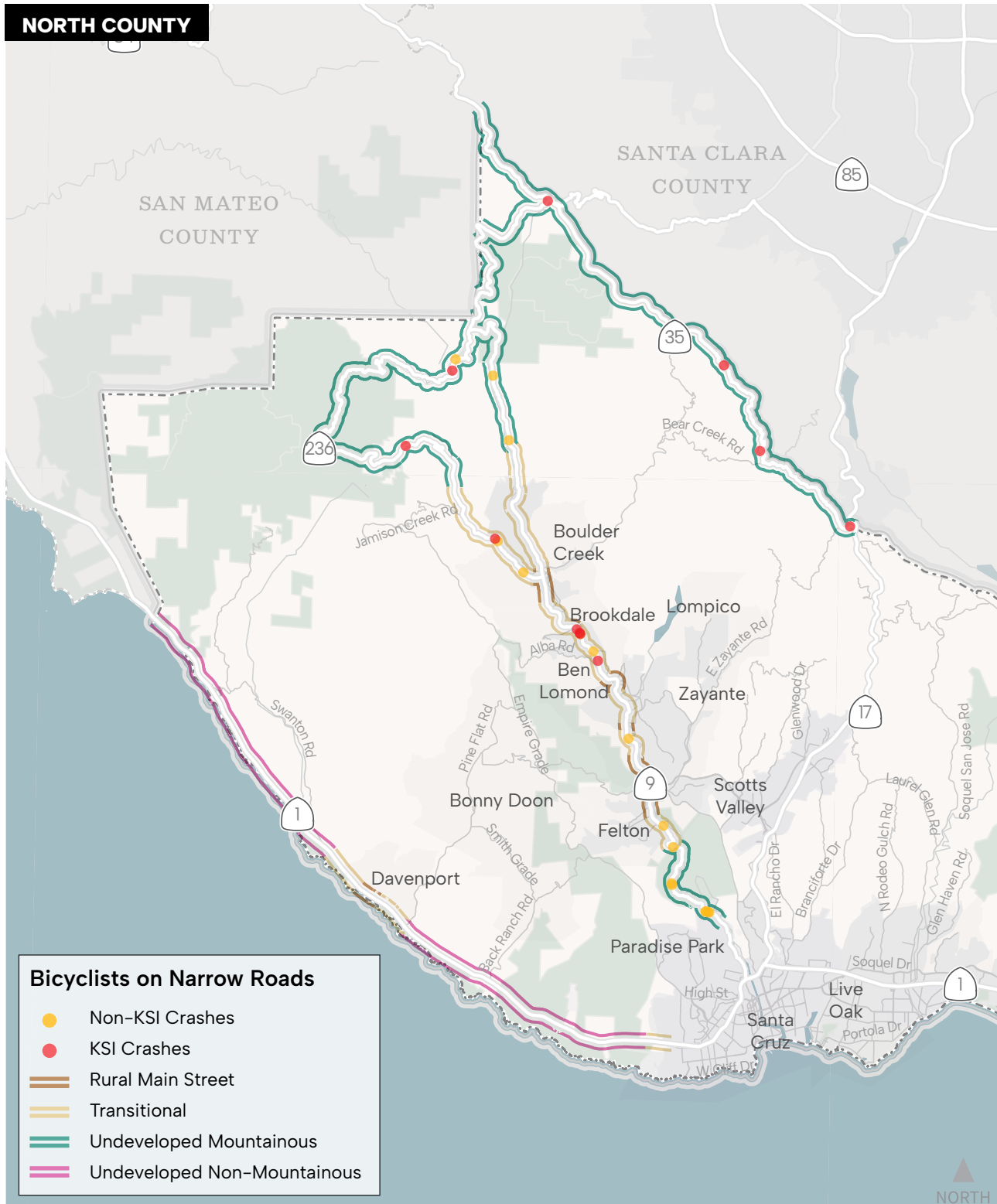
- Straighten curves and trim landscaping
- Provide more time to judge interactions



RURAL HIGHWAYS SAFETY PLAN

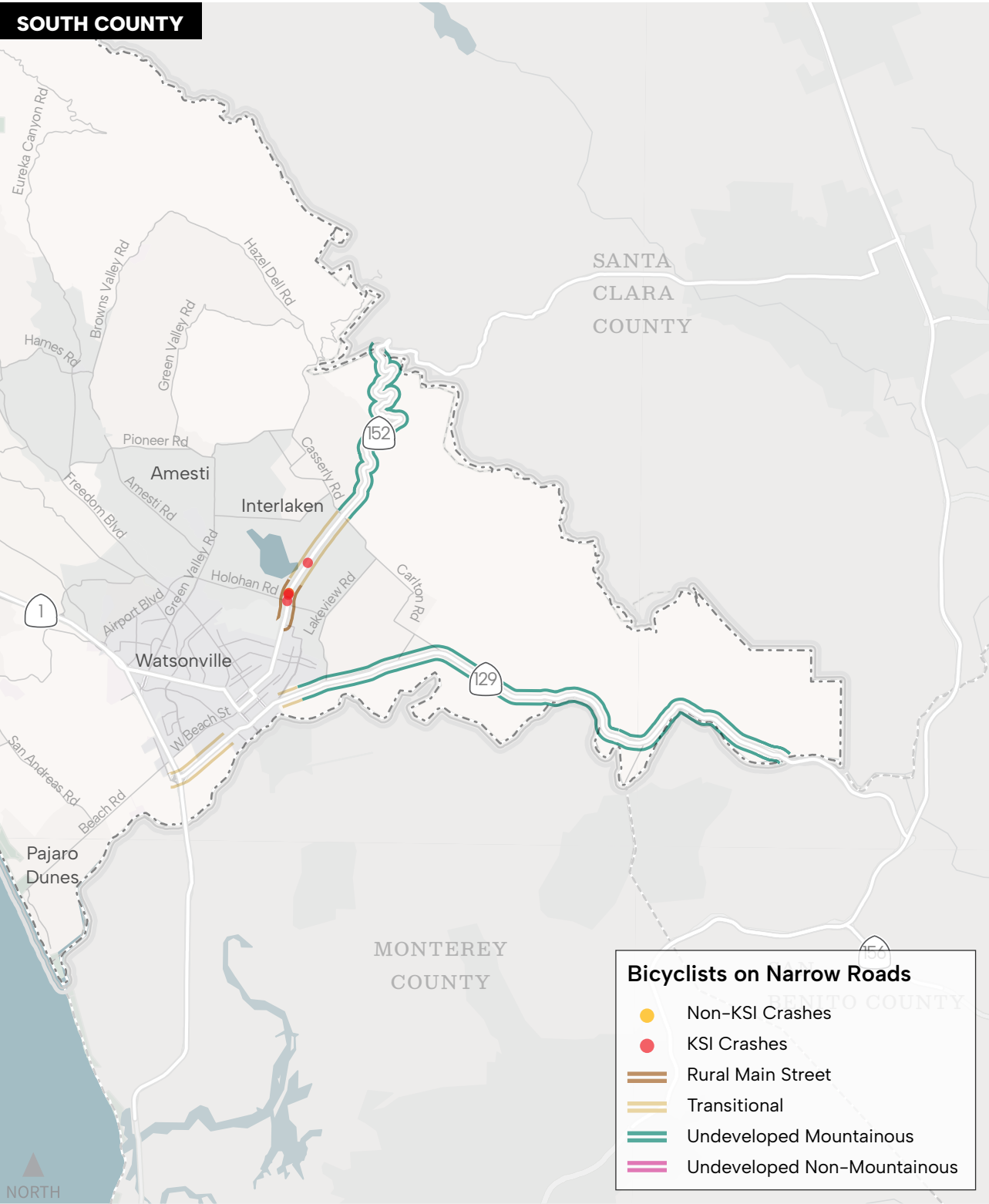
PROFILE 6

Bicyclists on Narrow Roads



PROFILE 6

Bicyclists on Narrow Roads

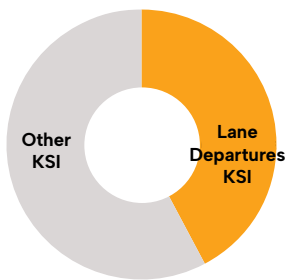


PROFILE 7

Lane Departures

Crashes where drivers hit other vehicles or fixed objects as a result of departing the travel lane. This can be identified based on crash reports (i.e., report of head-on or fixed object crashes) or the presence of potential risk factors such as challenging roadway alignments. This may occur where lanes are narrow and/or the road is curvy.

Mode: Vehicle-to-Vehicle



Represents **42% (111)** of all KSIs, including:

18% of KSIs on Main Streets

45% of KSIs on Transitional Streets

28% of KSIs on Undeveloped Non-Mountainous Streets

55% of KSIs on Undeveloped Mountainous Streets

KEY CONSIDERATIONS

- Lane & Shoulder width
- Horizontal and vertical curvature and sight distance
- Observed speed exceeds target speed
- Presence of guardrails or other protective devices
- Median type

KEY COUNTERMEASURES

Median Hardening

- Reduce the number of potential conflict points
- Address severe crashes caused by crossing into oncoming traffic



Guardrails

- Manage crash outcomes using engineered materials to eliminate hitting other unforgiving objects
- Reduce severity of crashes that occur



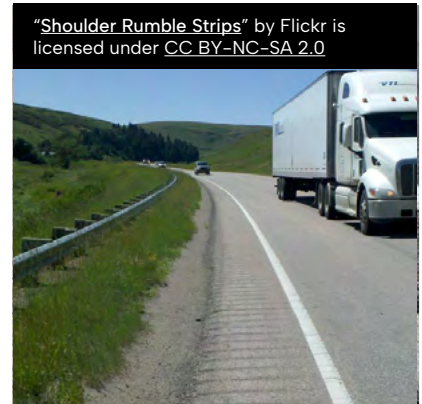
Turn Lanes

- Provide dedicated spaces for turning vehicles
- Separate conflict points at high-volume turn locations
- Reduce evasive maneuvers due to unexpected stops



Rumble Strips

- Alert driver to lane departures in either direction
- Allow timely corrective maneuvering



"Shoulder Rumble Strips" by Flickr is licensed under [CC BY-NC-SA 2.0](#)

RURAL HIGHWAYS SAFETY PLAN

PROFILE 7

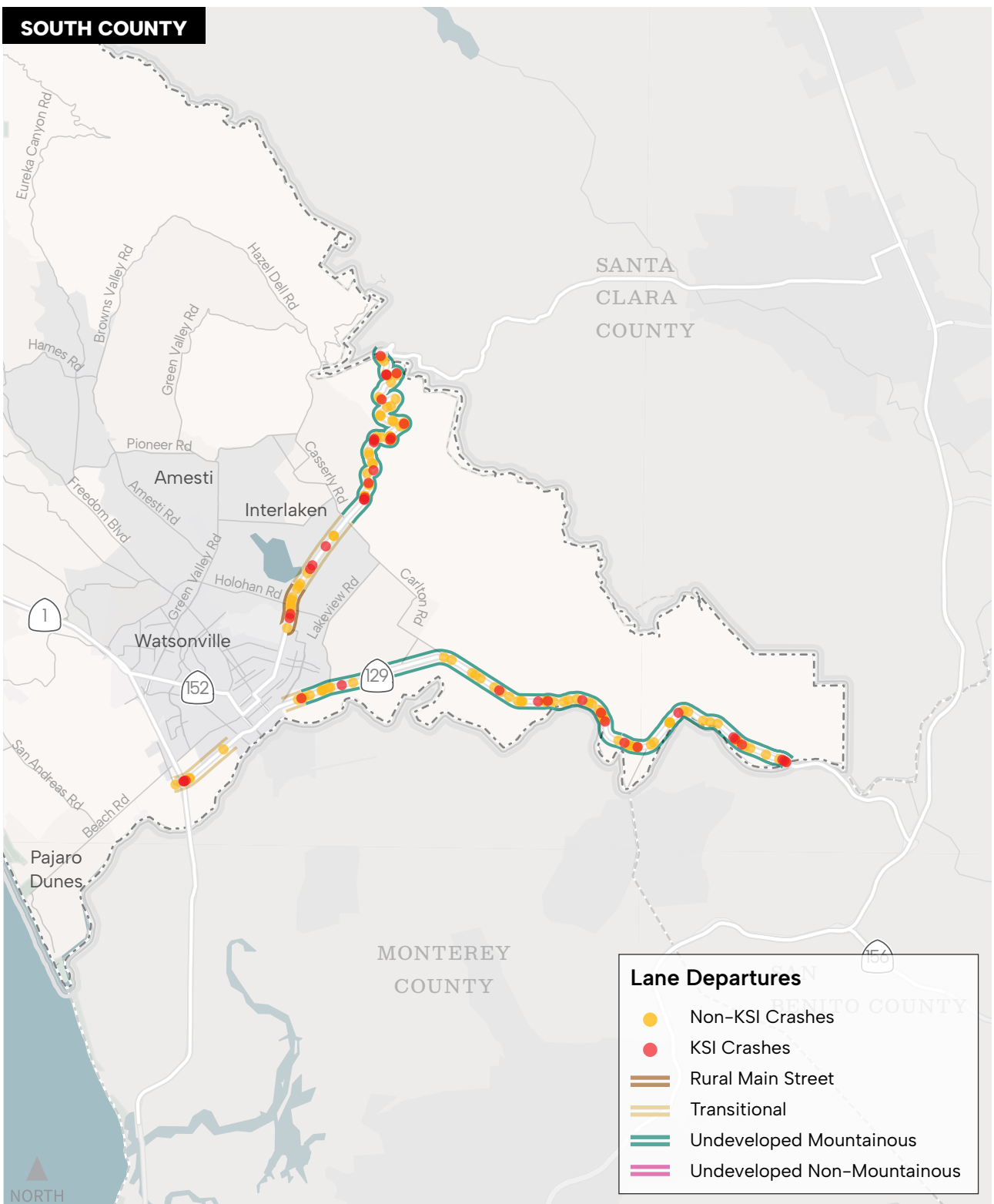
Lane Departures





PROFILE 7

Lane Departures

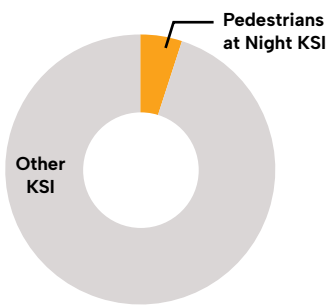


PROFILE 8

Pedestrians at Night

Areas where pedestrian crashes have occurred or are more likely to occur at night. This can be identified from lighting conditions or time of day noted in crash reports or the presence of risk factors such as limited pedestrian facilities and lighting. These are typically areas where there is low lighting so pedestrians are hard to see and/or where there is little separation between pedestrians and vehicles.

Mode: Pedestrians



Represents **5% (14)** of all KSIs, including:

15% of KSIs on Main Streets

7% of KSIs on Transitional Streets

4% of KSIs on Undeveloped Non-Mountainous Streets

1% of KSIs on Undeveloped Mountainous Streets

KEY CONSIDERATIONS

- Lighting
- Presence of pedestrian facilities
- High pedestrian traffic

KEY COUNTERMEASURES

Rectangular Rapid Flashing Beacons

- Active flashing beacon lights up only when button pushed by pedestrian
- Improve driver awareness of pedestrian crossings



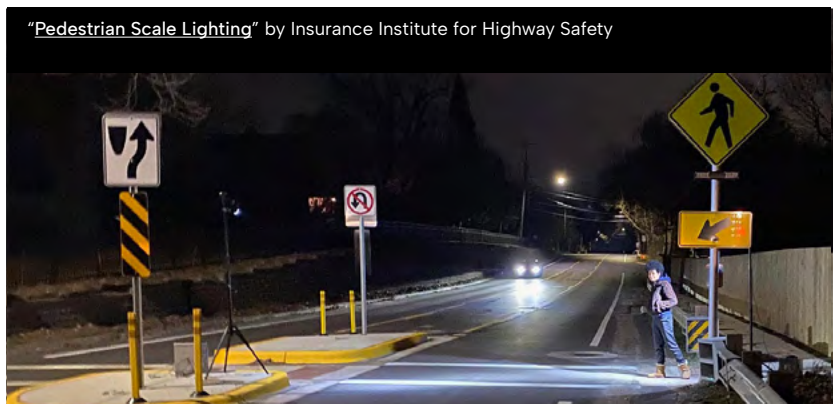
Trails and Multi-Use Paths

- Parallel trails/paths to separate travel modes
- Reduce crashes between drivers and bicyclists



Pedestrian Scale Lighting

- Improve pedestrian visibility both along roadways and at crossings
- Enhance desirability of walking
- Can potentially be user-activated to reduce light pollution



RURAL HIGHWAYS SAFETY PLAN

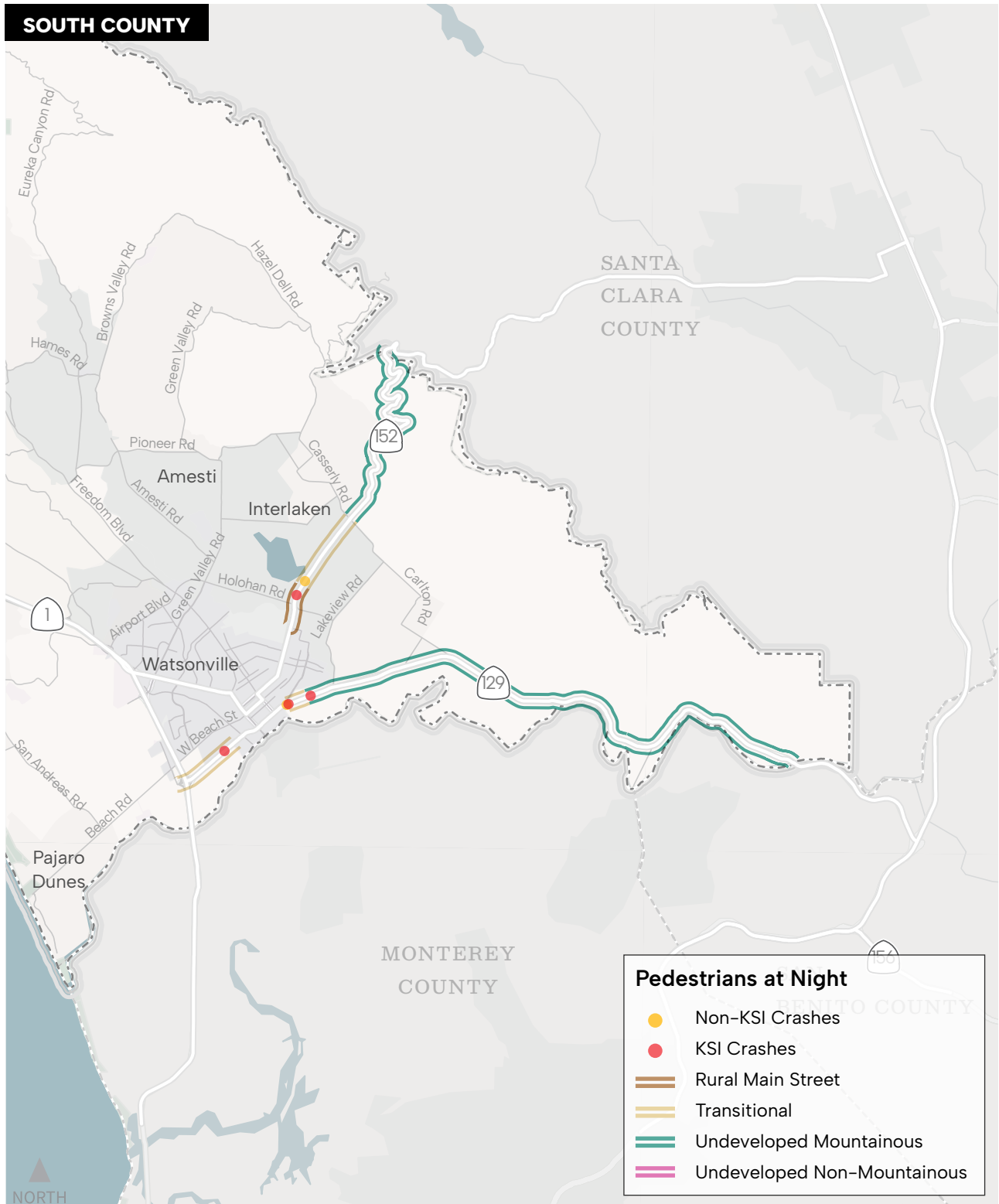
PROFILE 8

Pedestrians at Night



PROFILE 8

Pedestrians at Night



Rural Highways Safety Plan M2 Public Input Summary

RTC and the project team conducted a second round of community engagement activities in the spring and summer of 2025 as part of the crash profiles and potential improvements phase (Milestone 2). These activities built on the Fall 2024 existing conditions input and provided community members and stakeholders the chance to review, react to, and refine the identified crash profiles and potential safety improvements for the study corridors. Participants were invited to review and share input on:

- Crash trends and safety concerns
- Potential safety enhancements
- Identified priority project locations and additional potential risk factors

Engagement activities included in-person workshops, online surveys, committee meetings, and targeted stakeholder discussions, supported by an outreach campaign to reach a broad and diverse audience.

Engagement Activities

This section summarizes the key Milestone 2 engagement activities conducted between April and August 2025.

Project Website Updates

RTC maintained and updated the dedicated project webpage with new materials, including a presentation summarizing the crash profiles and improvement ideas, event announcements, and opportunities for feedback.

Online Engagement Tools

An online survey and interactive mapping tool were used to collect input on the crash profiles, potential safety treatments, and priority areas for improvements. The survey was open from June 18 through August 14 and received 203 responses.

Technical Advisory Committee (TAC) Meetings

RTC provided project updates and received input at the following advisory committee meetings:

- May 13, 2025 – Elderly & Disabled Transportation Advisory Committee
- May 15, 2025 – Interagency Technical Advisory Committee
- May 19, 2025 – Bicycle Transportation Advisory Committee

Stakeholder Meetings

The project team hosted three targeted stakeholder sessions with agencies, community organizations, and groups serving vulnerable populations. Each meeting focused on a different part of the county in a hybrid meeting format to ensure accessibility and broaden participation.

- **North Coast (Highway 1)** – April 28, 2025, 3:30–5:30 PM, Pacific Elementary School, Davenport. *15 participants.* (Combined meeting with North Coast Transportation Demand Management Plan.)
- **South County (Highways 129 & 152)** – April 29, 2025, 10:30 AM–12:00 PM, Watsonville Public Library. *10 participants.*
- **San Lorenzo Valley (Highways 9, 35 & 236)** – April 30, 2025, 10:30 AM–12:00 PM, Felton Community Hall. *6 participants.*

Community Workshops / Open Houses

Two community workshops were held in Felton and Watsonville on May 20 and 21, respectively. Each included a brief presentation that covered a project overview, crash profiles, potential countermeasures, and draft priority project locations. Participants engaged with project team members, maps, and posters to provide detailed feedback on the crash profiles, potential countermeasures, and priority project locations.

- **North County Workshop** – May 20, 2025, 6:00–7:30 PM, Felton Community Hall. *40+ participants.*
- **South County Workshop** – May 21, 2025, 6:00–7:30 PM, Watsonville Civic Plaza Community Room. *10+ participants.*

Advertising and Promotion Strategies

RTC promoted workshops and online engagement through:

- Press release to local media
- Email blasts to RTC project interest lists and partner organizations
- Social media posts (Facebook, NextDoor, X, etc.)
- Flyering at community centers, schools, libraries, farmer’s markets, churches, and other community hubs
- Bilingual English/Spanish translation at South County workshop

Supplemental Community Outreach Meetings Summary

In addition to the activities described above, RTC staff conducted meetings with school administrators from St. Francis High School and Lakeview Middle School, Santa Cruz County Fairgrounds management, Watsonville city staff, and community business

associations in Boulder Creek, Ben Lomond, and Davenport. Through these meetings, the main concerns mentioned included unsafe student drop off and crossing behaviors at schools along SR 152, inadequate school zone signage and traffic calming measures, congestion and safety Concerns during major events at the Fairgrounds, complex intersection conflicts at SR 129/Blackburn Street/Bridge Street, and speeding traffic through downtown areas, especially along SR 1 and SR 9. Key recommendations that emerged included:

- Installing overhead mast arms with flashing lights at school zones
- Adding designated student drop-off areas
- Implementing RRFBs at key pedestrian crossings
- Narrowing travel lanes with curb extensions to calm traffic
- Establishing better multimodal connections, including sidewalks, bike lanes, and additional and enhanced crosswalks in town centers
- Gateway treatments for downtown areas
- Tree removal when needed to create dedicated bicycle and pedestrian space

The meetings also revealed strong community support for transportation demand management strategies such as discounted transit fares and secure bike parking at the Fairgrounds, requests for improved lighting at intersections and crosswalks, and the need for better coordination between state highway improvements and local street connections. Several communities referenced the SR 9 Complete Streets Plan approved in 2019, with some expressing frustration over implementation delays since Measure D's passage in 2016, while others appreciated progress on environmental and design phases currently underway. Stakeholders consistently emphasized that safety improvements should prioritize pedestrian and bicycle access over vehicle throughput, particularly in school zones and downtown business districts where walkability is essential for economic vitality and community connectivity.

Engagement Insights

This section summarizes the feedback gathered during Milestone 2 engagement activities, namely the stakeholder meetings and community workshops. Participant input is organized by crash profile, potential countermeasures, and priority project locations. Statements reflect the personal opinions and preferences of participants only and have been edited for clarity.

Crash Profiles

At the workshops and stakeholder meetings, participants reviewed eight crash profiles developed by the project team to illustrate common crash patterns on study highways. Participants were asked whether these profiles reflected their own experiences and to identify other locations where similar issues occur. Feedback largely confirmed the relevance of these profiles and provided location-specific examples across both North and South County. While some people made comments on a profile that were not necessarily related to the profile, this summary attempts to organize feedback by profile and also document some comments that may be partially outside the scope of this study (e.g., on a nearby street) for documentation purposes.

Profile 1: Excessive Speed

Participants broadly confirmed that excessive speed is a major safety concern across multiple corridors. Feedback highlighted both persistent patterns (e.g., recreational racing culture, undesirable passing) and location-specific issues. Specific locations where this crash profile was observed include:

- **State Route (SR) 9 and SR 35**
 - Racing/ “sideshow” culture, especially on straightaways and curves.
 - Frequent references through San Lorenzo Valley (SLV) town centers (e.g., Brookdale, Ben Lomond, Felton), especially when trying to “make lights” or not slowing at crossings/community hubs.
- **SR 129**
 - Near Lee Road and coming into town despite the new roundabout.
- **Highway 152**
 - Near College Road, Interlaken area, and schools and churches in the area.

Participants expressed a desire for increased traffic calming measures and increased California Highway Patrol (CHP) speed enforcement in transition zones. Participants also suggested near-term improvements (e.g., roundabouts and “quick build” strategies) alongside longer-term projects. Many participants also expressed support for equitable speed camera enforcement strategies.

Profile 2: Pedestrian Crashes

Participants emphasized the safety concerns related to pedestrians along highways and through town centers, particularly where crossings are missing, poorly marked, or poorly lit. Specific locations highlighted include:

- **SR 1**
 - Crossing SR 1 to access beaches or parking areas along the North Coast. A request for more beachside parking or crossing improvements if parking is on other side of the street.
- **SR 9**
 - Crossings in Boulder Creek and Ben Lomond (e.g., at Mountain Street in Boulder Creek, Hillside Avenue, Willowbrook Avenue, and Fillmore Avenue in Ben Lomond, and at downtown midblock crossing and Kirby Street in Felton).
 - Crossings near schools where students and youth are present (e.g., near Redwood Elementary, Glen Arbor to the SLV Schools Campus, Henry Cowell State Park, Camp Campbell, and Camp Harmon).
 - Sidewalk improvements, or at least shoulder maintenance, in Boulder Creek south of Bear Creek Road.
- **Both SR 9 and SR 236**
 - School bus stops (often unmarked, unlit, or informal).

Across locations, participants suggested Rectangular Rapid Flashing Beacons (RRFBs), bulb-outs, improved striping, ADA-accessible bus stop landings with shelters and lighting, as well as better pedestrian-scale lighting, parking, and shoulder maintenance. Participants recommended consistent crossing treatments (RRFBs and Pedestrian Hybrid Beacons (PHBs)) across corridors to improve driver awareness and suggested interim measures such as handheld crossing flags.

Profile 3: Turns on Transitional Streets

Participants generally agreed with the crash profile analysis that areas where highways transition into Main Streets in towns or intersect with other major local roads, present concerns. They cited poor visibility, high speeds, and conflicting turning movements at specific locations including:

- **SR 1**
 - Coastal parking lots where cars pull in and out unexpectedly.
- **SR 9**
 - Observed poor sight lines and sudden stops leading to turning and rear-end conflicts at Garahan Park, Bear Creek Road, Glen Arbor Road, Irwin Way, and Scenic Road.
 - Informal recreational visitor roadside parking near Garden of Eden and Rincon in Henry Cowell State Park affect sight distance and is correlated with unexpected stops and starts.

- **SR 129**
 - Agricultural workers face challenges turning left (e.g., Thompson Road, Kelly Farms), often using hazard lights.
 - Some participants viewed curb extensions as hazardous for bicyclists and large trucks.
- **Highway 152**
 - High speeds on South Green Valley Road section of 152 near city limits make turning movements feel unsafe.

Participants suggested increased CHP presence and equitable speed cameras to manage turning behavior. Additionally, some expressed a preference for signalized access and better visibility at intersections.

Profile 4: Weekend Driving on Undeveloped Non-Mountainous Roads

While feedback on this profile was more limited due to it primarily occurring on Highway 1 only, participants broadly confirmed the profile and added observed high vehicle speeds and undesirable passing movements as contributing factors. They added other locations where this crash profile was observed in addition to Non-Mountainous Roads including:

- **SR 1**
 - Throughout the North Coast where many people make unexpected turning maneuvers pulling in or out of informal parking areas.
 - Large speed differentials between vehicles passing through and those seeking to park in unpaved lots, often with deep potholes at the edge of the road. Primarily at popular informal beach parking lots but can occur throughout the project area.
 - Poor sight lines for vehicles entering from Cement Plant Road, especially northbound.
- **SR 9**
 - Observed speeding, recreational racing, and illegal passing on straightaways near schools, camps (Camp Harmon, Camp Campbell), and wildlife crossings.
 - Unpredictable driver behavior from visitors accessing state parks, Felton RV parks, and other weekend destinations.
- **SR 152**
 - Event-related congestion near the Santa Cruz County Fairgrounds (“Fairgrounds”) and traffic to Mount Madonna/Gilroy contribute to undesirable driving behavior.

Profile 5: DUIs on Undeveloped Mountainous Roads

While feedback on this profile was more limited, participants confirmed the profile and highlighted ongoing concerns with impaired driving on winding mountain roads at the specific locations including:

- **SR 9**
 - Concerns about racers drinking at Vista Point /overlook, Redwood Elementary.
 - Concerns near bars such as Jack's in Boulder Creek.
- **SR 152**
 - Participants note frequent gatherings at scenic overlooks (e.g., Old Mt. Madonna Inn) involving drinking and sunset viewing, raising DUI potential crash risks.

Many local residents asked for data on how many DUIs were drivers who did not live locally, but such information is not captured in crash data. Participants also noted that there is low coverage or availability of transportation network companies such as Uber and Lyft in remote areas such as the San Lorenzo Valley, which limits them as effective measures to address DUIs.

Profile 6: Bicyclists on Narrow Roads

Participants confirmed challenges faced by people biking on narrow, winding roads with limited or poorly maintained shoulders:

- **SR 1**
 - Lack of separated bike facilities and narrow shoulders north of Cement Plant Road.
 - Lack of bicycle connections between Davenport and New Town neighborhood to the north
- **SR 9**
 - Narrow lanes and poorly maintained or repaved shoulders (often forcing bicyclists into travel lanes) were key concerns. Hotspots included Twin Bridges, curve north of El Solvo Heights, and segments just north and south of downtown Felton.
 - Some supported tree removal to widen space for bicyclists.
- **SR 129**
 - "Dicey" cycling conditions due to heavy truck traffic, shoulder parking, and debris buildup (e.g., near Lee Road and Thompson Road); suitable for only experienced bicyclists.

- **SR 152**
 - Undesirable conditions near College Road and the county border, e.g., debris and maintenance needs.
 - Bicyclists discussed facing turning challenges in the shoulder on **SR 1** and **SR 152** due to rumble strips.
- **Locations outside of study area**
 - Freedom Boulevard and connecting roads (e.g., Browns Valley, Hazel Dell, Green Valley, Carlton, Whiting) are regularly used for group bicycle rides. Narrow widths cause vehicle backups and unsafe passing.

RTC committee members emphasized the need for bicycle facilities that provide physical separation on rural segments over 55 mph, beyond shoulders. The RTC Bike TAC also questioned different treatments for recreational vs. transportation bicycling and stressed designing for potential riders, not just current ones.

Profile 7: Lane Departures

In alignment with the crash profile, participants noted frequent conflicts where vehicles cross the centerline or leave their lane, often due to high speeds, sharp turns, or interactions with bicyclists and trucks. Specific locations highlighted included:

- **SR 129**
 - Tight turns near Rogge Lane and lead to frequent lane departures.
- **SR 152**
 - Queuing near the Fairgrounds (College Road) and corner-cutting on mountain curves contribute to lane departures and head-on risks.
- **Locations outside of study area**
 - Participants noted drivers pass across the centerline to pass farm equipment or bicyclists on Freedom Boulevard / Beach Road near the study area.

Participants expressed that they feel that existing geometry and congestion encourage lane departures and suggested countermeasures like physical barriers, clearer striping, or better management of multimodal interactions.

Profile 8: Pedestrians at Night

Participants highlighted the heightened concerns they felt walking (and biking) after dark due to poor lighting, limited crossings, and conflicts with high-speed traffic. Specific locations highlighted included:

- **SR 1**
 - Near Davenport where farmworkers and residents are biking or walking. Conflicts with recreational visitors accessing beaches after dark.
- **SR 9**
 - Near Redwood Elementary, youth camps, and downtown Boulder Creek north to Bear Creek Road. Participants highlighted there was a need for a crosswalk at Willowbrook Drive.
- **SR 35**
 - At the intersection with SR 9, participants felt unsafe due to street racing and lack of facilities.
- **SR 129**
 - Near schools and Bridge Street where there are high truck volumes and lack of sidewalks.
- **SR 152**
 - Near the county border and College Road, there are few pedestrian facilities and parked cars on shoulders which can push pedestrians into the highway. This can feel uncomfortable especially for pedestrians without reflective gear.

Participants requested better lighting, reflective pavement markings or rumble strips, and greater access to safety gear for pedestrians and bicyclists.

Countermeasures

At the workshops and stakeholder meetings, participants reviewed a set of potential safety countermeasures identified by the project team. They were asked which treatments they preferred, which they felt might be desirable in their community, and to share any additional ideas. Feedback highlighted both strong support for certain strategies (e.g., enhanced crossings, traffic calming) and concerns about feasibility or unintended affects for others. Community feedback is summarized in **Table 1** below.

Overall, participants expressed the strongest support for enhanced pedestrian crossings with pedestrian activated flashers (RRFBs), improved lighting, and gateway treatments to slow traffic through town centers and near key destinations. Roundabouts were also viewed positively, particularly where they have already been implemented; however, participants noted that they can be challenging at larger intersections. Median hardening and rumble strips generated more mixed reactions, with concerns about effects on bicyclists, motorcyclists, and parking access in commercial areas. Across nearly all countermeasures, participants stressed the need for consistent enforcement, particularly automated speed cameras, to complement physical design changes.

Table 1. Potential Countermeasures – Community Feedback

Countermeasure	Community Feedback & Key Takeaways
Speed Feedback & Other Activated Signs	Mixed views. Some saw value in raising awareness, but many noted they are ineffective without enforcement. Strong preference for pairing with automated speed enforcement as feasible.
Gateway Treatments	Broad support. Interest in treatments (e.g., landscaping elements, decorative signage, banners, pavement treatments) to signal entry into town centers such as Boulder Creek, Ben Lomond, and Felton. Seen as helpful for slowing drivers before pedestrian areas. Committees indicated strong interest in more roundabouts and gateway treatments, and supported lower speed limits, particularly on SR 9 through towns.
Roundabouts	General support once drivers adjust. Participants cited as effective for slowing traffic and enhancing safety at intersections (e.g., SR 9/Bear Creek and along SR 129). Some concerns about large or complex roundabouts being harder to navigate.
Enhanced Pedestrian Crossings	Strongest support of all measures. Participants wanted RRFBs, bulb-outs, medians, and more visible markings near schools, senior facilities, and downtown areas or activity centers (e.g., Willowbrook Care Center and Boulder Creek). Committees raised a concern about RRFB visibility during daylight hours and asked for consistency across corridors to improve compliance.
Median Hardening	Mixed reactions. Some support it as a way to slow traffic and protect pedestrians. In Boulder Creek particularly, some had concerns about affects on parking, deliveries, and emergency access concerns.
Lighting	Widely supported. Participants emphasized poor nighttime visibility for pedestrians and drivers. Requests included better downward directed Dark Skies-friendly lighting and illuminated crossings.
Landscaping / Visibility Improvements	Requests for better shoulder and vegetation maintenance, especially along bus routes and bike facilities. Cyclists noted hazards like poison oak and overgrowth.
Rumble Strips	Mixed opinions. Support for centerline rumble strips for speed reduction and lane departure prevention, others were concerned for hazards for motorcyclists and bicyclists from shoulder line rumble strips (especially on curves).

Guardrails	Suggested to implement where steep drop-offs or fixed-object hazards exist. Some participants proposed placing sidewalks or bike paths behind guardrails for added protection.
Other Ideas	Expanded signage for SR 1 tourist destinations (distances, parking availability), apps to show parking lot capacity, more cameras for enforcement, and radar/automated ticketing. Protected intersections in towns like Boulder Creek, Ben Lomond, and Felton. RTC committee members expressed interest in quick-build strategies (e.g., planter protected lanes, raised crossings) to help reduce speeds in the near-term before Caltrans capital projects are delivered. Committee members were also interested in the feasibility of implementing speed cameras to deter both racers and everyday speeding.

Potential Risk Factors and Priority Locations

Participants also reviewed maps showing potential risk factors and potential priority project locations across the study highways. They were asked whether the maps reflected their experiences, and to identify additional areas or conditions they feel are higher risk. Feedback highlighted recurring issues such as speeding, poor visibility, inadequate pedestrian infrastructure, and conflicts with heavy vehicles, while also pinpointing specific locations where improvements are most urgently needed.

SR 1

- Conflicts at state parks and beaches where pedestrians cross high-speed traffic.
 - Strong requests for more formalized parking and more bike/pedestrian facilities south of Davenport.
 - Requests for providing formalized parking on coast-side at all beaches to help prevent crossing highways to access destinations.
 - Emphasis on the high volumes of tourists (including international tourists) and the need for clearer signage, turn-out lanes, and transit/shuttle options to manage demand at destinations like Cotoni-Coast Dairies and state parks.
 - Request for wildlife crashes to be tracked/considered even if they don't result in injuries (currently not in the dataset).
- SR 9**
- Concerns about persistent speeding and street racing (noted in Boulder Creek, Bear Creek Road, SR 236/SR 9 intersection, and stretch near Redwood Elementary).
 - Concerns about pedestrian crossings in Boulder Creek and Brookdale that feel unsafe; including close calls at Willowbrook Drive.

- Crosswalk visibility concerns. Participants noted drivers reportedly fail to yield even at RRFBs.
- Observed poor visibility due to redwood trees and roadside brush that can also reduce space for bicyclists/pedestrians.
- Sharp curve in Boulder Creek at River Street and Bridge north of Felton at Brackney described as difficult to navigate.
- Nighttime construction lighting near Ben Lomond cited as blinding for oncoming drivers.
- Stakeholders added that many school and Metro bus stops along SR 9 and SR 236 are unmarked or lack lighting, creating risks for students waiting in dark, wooded areas.

SR 35

- Concerns about street racing (although concentrated on SR 9).
- Seasonal debris hazard from Christmas trees falling off vehicles near the summit.

SR 129

- Congestion leaving Watsonville and near Bridge Street.
- Roundabout suggested at Blackburn Street.
- Highway seen as high-risk for bicyclists: no shoulders, truck interactions, only for “experienced bikes.”

SR 152

- Despite truck restrictions, oversize trucks continue to use this highway which can lead to tipping incidents
- Congestion/queuing around Casserly Road, Carlton Road, Holohan Road, the Fairgrounds and St. Francis High may cause unexpected driver maneuvers, including using the two-way left turn lane at St Francis High and Lakeview Middle School illegally as a through lane.
- People walking to church/school with no sidewalks presents pedestrian concerns.
- Requests for sidewalks and protected bike lanes to the Fairgrounds and turn pockets for event traffic.
- Visibility concerns at intersections, especially near Casserly Road.
- Roundabout suggested at Holohan Road/College Avenue, after when Corralitos Creek bridge replacement.
- General speeding through town toward city limits at Interlaken.

- Stakeholders and South County participants also called for quicker interim safety improvements (e.g., tactical urbanism or quick-build projects) to address speeding and pedestrian concerns in the near-term, rather than waiting for full Caltrans capital projects.

Outcomes

Feedback gathered during Milestone 2 will help refine priority project locations and shape draft recommendations for more specific safety improvement projects. Along with crash data patterns, this input will directly shape the conceptual designs carried forward into Milestone 3.

AGENDA: November 6, 2025

TO: Santa Cruz County Regional Transportation Commission

FROM: Riley Gerbrandt, Associate Transportation Engineer and
Janine Ramirez, Engineering Intern

RE: Accept Informal Bids and Award Construction Contract for the
Capitola Bluff Fencing Project

RECOMMENDATIONS

Staff recommends the Regional Transportation Commission:

1. Approve the resolution (Attachment 1) accepting informal bids (Exhibit B to Attachment 1) for the Capitola Bluff Fencing Project along the Santa Cruz Branch Rail Line (Branch Line),
 2. Authorize the Executive Director to execute a contract for Bid Alternative 2 scope of work (Exhibit A to Attachment 1) with the lowest responsible bidder, BNO Builders Inc, for a total amount not to exceed \$155,265.48 and a total contract allotment of \$170,792.03, subject to legal counsel review as to form; and
 3. Authorize the Commission's Director of Capital Projects to approve individual contract change orders (CCO's) at a value not to exceed \$10,000 per CCO, provided the total contract allotment is not exceeded.
-

BACKGROUND

In January 2023, natural processes and wave action caused erosion of the bluff in Capitola adjacent to the Santa Cruz Branch Rail Line (SCBRL) corridor, resulting in the collapse of large sections of the top of the bluff. The Capitola bluff area is neither a public space nor open to the public. No public crossings exist across the railroad tracks on the property, except for the driveway undercrossing for the entrance to New Brighton State Beach. Trespassers continue to enter the railroad property and cross the railroad tracks to walk along the SCBRL corridor on the coastal side of the railroad tracks, and at some locations along the top of the bluffs. The RTC has installed various no trespassing and unstable bluff signs in the area,

however trespassers continue to walk along the bluff area creating public safety concerns.

Commission staff developed plans to implement a split rail fence away from the bluff and install new no trespassing and unstable bluff signs along the fence alignment to discourage trespassing.

Commission staff applied for a Coastal Development Permit (CDP) from the City of Capitola under protest with a reservation of rights. On July 17, 2025, the CDP application was approved by the City of Capitola Planning Commission, however it was subsequently appealed on July 19, 2025, by a Capitola resident. Commission staff worked closely alongside the appellant and the City of Capitola through meetings and site walks to better understand the reason behind the appeal. In response to all comments, Commission staff adjusted the fence alignment to meet concerns of the appellant and City of Capitola. The appellant withdrew their appeal on September 20, 2025.

DISCUSSION

On Friday October 10, 2025, staff released Request for Bids (RFB) 2202 to qualified contractors on the Commission's Informal Bidding Contractors List, soliciting informal bids to install the split rail fence along the Capitola bluff. Commission staff hosted a non-mandatory site visit on October 20, 2025 with interested contractors.

The RFB included three Bid Alternatives and requested bidders to provide informal bids for all three alternatives. Bid Alternative 1 was for a Cedar Wooden Split Rail fence type, Bid Alternative 2 was for a Wooden Style Prefabricated Split Rail fence type, and Bid Alternative 3 was for a Treated Wood Lap Rail fence type. The RFB specified that the RTC would determine after bid opening which Bid Alternative to award, should the RTC decide to award the contract, and the lowest bid would be determined from only the bids submitted for that specific Bid Alternative.

On Tuesday, October 28, 2025 the Commission received three informal bids, with Bid Alternative 2 considered the preferred alternative due to its superior resistance to weathering and lower anticipated long-term maintenance needs, and the lowest complete and responsible bid determined to be \$155,265.48 from BNO Builders Inc.

Staff recommends the Commission adopt a resolution (Attachment 1) accepting the bids (Attachment 1, Exhibit B) and authorize the Executive Director to execute a contract for Bid

Alternative 2 scope of work (Exhibit A to Attachment 1) with the lowest responsible bidder, BNO Builders Inc, for a total amount not to exceed \$155,265.48 and a total contract allotment of \$170,792.03, subject to legal counsel review as to form, for the Capitola Bluff Fencing Project. Once the contract is awarded and all requirements of the contract are met, staff will issue a notice to proceed to the contractor to begin contract work.

Field adjustments to construction projects may be, and often are, needed during prosecution of construction work. Unforeseen conditions may require the approval of construction Contract Change Orders (CCO's) to make contract modifications for such field adjustments. In order to enable Commission staff to address relatively minor adjustments through CCO's, **staff recommend that the Commission, through adoption of the aforementioned resolution (Attachment 1), authorize the Commission's Director of Capital Projects to approve individual CCO's at a value not to exceed \$10,000 per CCO, provided the total contract allotment is not exceeded.** Construction is anticipated to begin in November for a duration of 25 working days. Staff will work with City of Capitola staff on noticing the work on site and through both agency's communication channels prior to construction.

FISCAL IMPACT

There are no new fiscal impacts associated with awarding the contract. Branch Line corridor maintenance and property management is funded by Measure D-Active Transportation Category, which also funds preventative maintenance, Coastal Rail Trail capital projects and maintenance of completed Coastal Rail Trail segments. The Measure D-Active Transportation category 5-year program of projects (*item 20 on today's agenda*) proposes approximately \$1.9M in FY 2025-26 for corridor maintenance work, including drainage maintenance, vegetation control, graffiti abatement and janitorial services, as well as corridor property management.

Staff continues to seek reimbursement from FEMA for work associated with the project, since the work involves storm damage from 2023 resulting in collapse of the bluff. If successful, the Measure D-Active Transportation funds would be replenished.

SUMMARY

Three informal bids were received for Capitola Bluff Fencing Project soliciting work to install a split rail fence along the Park Santa Cruz Branch Rail Line. Staff recommend awarding a construction contract for Bid Alternative 2 to BNO Builders Inc, who submitted the lowest complete and responsive bid,

for a not to exceed amount of \$155,265.48 and a total contract allotment of \$170,792.03. In order to enable Commission staff to address relatively minor CCO's that may be required for field adjustments that may arise during prosecution of the project, staff also recommend that the Commission authorize the Commission's Director of Capital Projects to approve individual CCO's, provided the contract allotment is not exceeded.

ATTACHMENTS

1. Resolution
 - a. Scope of Work
 - b. Bid Summary

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 6, 2025
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ACCEPTING INFORMAL BIDS AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CONSTRUCTION CONTRACT FOR BID ALTERNATIVE 2 WITH THE LOWEST RESPONSIBLE BIDDER, BNO BUILDERS INC, FOR A TOTAL AMMOUNT NOT TO EXCEED \$155,265.48 AND A CONTRACT ALLOTMENT OF \$170,792.03 FOR THE CAPITOLA BLUFF FENCING PROJECT

WHEREAS, the Santa Cruz County Regional Transportation Commission purchased the Santa Cruz Branch Rail Line (Branch Line) in October 2012;

WHEREAS, preservation and maintenance of the Branch Line is needed to support future transportation uses of the Branch Line corridor, including a multi-use trail next to the rail line and freight and excursion rail services;

WHEREAS, in December 2022 and January 2023, the Branch Line suffered damages including damage to the bluff in Capitola due to severe winter storms that hit Santa Cruz County and various parts of the state;

WHEREAS, the December 2022 and January 2023 severe winter storms were declared state and federal disasters, and the Commission submitted Requests for Public Assistance to the California Governor's office of Emergency Services (Cal OES) and to the Federal Emergency Management Agency (FEMA);

WHEREAS, A Costal Development Permit (CDP) was approved by the City of Capitola to install the split rail fence on July 17, 2025, however, was appealed on July 19, 2025, by a Capitola resident;

WHEREAS, staff worked closely alongside the appellant and City of Capitola staff through meetings and site walks to better understand the reason behind the appeal, and, in response to comments, Commission staff adjusted the fence alignment and the appellant withdrew their appeal on September 20, 2025, satisfied with the project changes;

WHEREAS, On October 10, 2025, commission staff solicited informal bids from qualified contractors on the Commission's Informal Bidding Contractors List to install the proposed split rail fence along the Capitola bluff;

WHEREAS, bidders were to provide informal bids for three bid alternatives to provide project flexibility: Bid Alternative 1 for a Cedar Wooden Split Rail fence type, Bid Alternative 2 for a Wooden Style Prefabricated Split Rail fence type, and Bid Alternative 3 for a Treated Wood Lap Rail fence type (;

WHEREAS, the informal bid solicitation specified that the Commission would determine after bid opening which Bid Alternative to award, should the RTC decide to award the contract, and the lowest bid would be determined from only the bids submitted for that specific Bid Alternative;

WHEREAS, three informal bids were received on October 28, 2025, with Bid Alternative 2 considered the preferred alternative due to its superior resistance to weathering and lower anticipated long-term maintenance needs, and the lowest complete and responsible bid determined to be \$155,265.48 from BNO Builders Inc;

WHEREAS, in order to streamline the ability for Commission staff to address relatively minor contract change orders (CCO's) that may be required for field adjustments that may arise during prosecution of the project, the Commission may authorize certain staff to approve individual CCO's, provided the contract allotment is not exceeded.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The informal bids (Exhibit B) are hereby accepted;
2. The Executive Director is authorized to enter into an agreement for Bid Alternative 2 scope of work (Exhibit A) with the lowest responsible bidder, BNO Builders Inc , for the Capitola Bluff Fencing Project along the Santa Cruz Branch Rail Line for an amount not to exceed \$155,265.48 and a total contract allotment of \$170,792.03;
3. The Director of Capital Projects is authorized to approve individual CCO's at a value not to exceed \$10,000 per CCO, provided the total contract allotment is not exceeded; and
4. The Executive Director is authorized to approval all CCO's within the Executive Director's prior delegated authority.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: A. Scope of Work
B. Bid Summary

Distribution: RTC Project Manager, RTC Fiscal, Contractor



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– REQUEST FOR BIDS NO. 2202 –

Project Name: Park Avenue Bluff Fencing Project

RFB Number: 2202

Bids due via email to maintenance@sccrtc.org on Tuesday, October, 28, 2025, by 10:00 AM

Non-mandatory pre-bid site visit is planned on Monday, October 20, 2025 at 9:00 AM

Scope of Work:

The Santa Cruz County Regional Transportation Commission (RTC) is seeking a qualified contractor to install a split rail fence along the Santa Cruz Branch Rail Line (SCBRL) along the coastal side of the railroad tracks adjacent to Park Avenue in Capitola, CA. The project includes the installation of fence posts and rails, signposts, sign panels, and clearing and grubbing at the indicated locations. Existing facilities also need to be removed, as shown and described. Contractor must be capable of assembling, directing, and managing a work force that can complete the scope of work as shown and described.

The proposed work will be along the SCBRL adjacent to Park Avenue in the City of Capitola. The work is to be accomplished in accordance with the Caltrans *Standard Plans and Standard Specifications, 2018 Edition, including revisions dated 04-15-2022*. In accordance with the California Uniform Public Construction Cost Accounting Act, the RTC requests bids from qualified contractors registered on the RTC's list of qualified contractors. Qualified contractors are contractors that are legally qualified to perform work as a licensed contractor and who have successfully signed up to be on the RTC's Construction Contractors Bidding List and provided the required information on the signup form available at sccrtc.org/about/working-with-the-rtc.

Contractor shall possess a Class "A" License at the time of contract award. The contractor must be licensed under the provisions of Chapter 9, Division 3, of the Business and Professions Code of the State of California to do the type of work contemplated in the Contract Documents and must be



skilled and regularly engaged in the general class or type of work called for under this Contract.

Contractors are to fill in unit prices and total prices of each item in the provided bid sheets (ATTACHMENT 1). Contractors must submit a complete bid for the entire work contemplated and provide a fully completed bid sheet. Bid prices must include the entire cost of all work “incidental” to completion of the work. Incomplete bids may be rejected.

By submitting a bid for the contemplated work, Contractor certifies that he/she has carefully and fully examined the sites of the proposed work and all information made available to Contractor, and being familiar with all the conditions related to the proposed work, including the availability of materials, equipment, and labor, Bidder thus offers to furnish all labor, materials, tools, transportation, services, and equipment necessary to complete the work of the described project in accordance with the Contract Documents, and to complete all requirements of the Contract Documents for the sums bid.

Contractors are to provide prompt written notice of all conflicts, errors, ambiguities, and/or discrepancies discovered in or among the bid documents and actual conditions. Contractor will be responsible for any damage to RTC property and/or the freight easement. Contractor will restore damages to the RTC property and/or to the freight easement to pre-construction conditions.

A copy of the template RTC standard independent contractor agreement (sample contract) for construction by informal bidding for the contemplated work is included as ATTACHMENT 2, which includes requirements by the RTC.

The contractor will be required to obtain a right of entry agreement from St. Paul & Pacific Railway, LLC (SPPR), a subsidiary of Progressive Rail, Inc., and meet all conditions required for access and construction of the repairs. Because the SCBRL is out of service north of Milepost 3.0, flagging is not anticipated to be required for this project. SPPR guidelines for obtaining a right of entry agreement are included as ATTACHMENT 3. Contractor is to pay for all costs necessary to obtain and comply with the ROE Agreement between Contractor and SPPR, including the \$1,500 application fee.



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Safety

Contractor shall conform to RTC track safety and Occupational Safety and Health Act (OSHA). It is the Contractor's responsibility to ensure all workers on site are following safe standard practices. A safety briefing must be held before commencement of work of every shift. Contractor personnel, sub-contractors, suppliers and Contractor representatives/agents (collectively "Contractor personnel and representatives") must possess and be wearing their Personal Protective Equipment during any time on railroad property. Contractors should also adhere and follow Contractor & Volunteer Safety Procedures on RTC Railroad Property provided by RTC.

Prior to work on the railroad property, all Contractor personnel and representatives working on the project within the RTC right-of-way and/or within the vicinity of the railroad tracks must complete the required RTC safety training. The required RTC safety training is provided online, costs \$50 per person, and provides compliance for 2 years. Contractor's personnel and representatives must print their certificate upon completion of the RTC safety training and carry proof of training at all times while on site. Contractors must wear their Personal Protective Equipment during pre-bid meeting and any time on railroad property. Contractors should also adhere and follow Contractor & Volunteer Safety Procedures on RTC Railroad Property provided by RTC.

The Contractor shall provide to the RTC the names, address and telephone numbers of at least two emergency contacts for the duration of the contract work.

Schedule

A non-mandatory site visit is planned on Monday, October 20, 2025 at 9 AM at the project site and virtually (for those not able to attend in person). The purpose of the site visit is to answer questions related to the scope of work. All questions and answers will be sent to all qualified contractors registered on the RTC's list of qualified contractors after the pre-bid site visit. Agents for any contractor must sign in and state the name of the contractor they represent on the sign in sheet at site or in the virtual meeting. Attendees are to meet at Grove Lane in Capitola, CA (see link for the location in Google



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Maps: <https://maps.app.goo.gl/GT74ySXgiaeadTZV9>. RTC representatives will be on-site to meet with attendees. The meeting will be mobile in order to visit the project site, so attendees wishing to join should be on time. The virtual component of the site visit will be held via zoom at the same time as the in-person component. Zoom virtual participants can attend the site visit via the following login information:

RTC is inviting you to a scheduled Zoom meeting.

Topic: Pre-Bid Site Walk (Virtual) for Park Avenue Bluff Fencing Project

Time: Oct 20, 2025 09:00 AM Pacific Time (US and Canada)

Link:

<https://us02web.zoom.us/j/82147449393?pwd=CdOGK4K2YnFfbqAtdk7C7HwOa5p0jt.1>

Meeting ID: 821 4744 9393

Passcode: 440252

One tap mobile

+16699009128,,82147449393#,,,,*440252# US (San Jose)

+16694449171,,82147449393#,,,,*440252# US

Join instructions:

https://us02web.zoom.us/join/82147449393/invitations?signature=7D-imS_5phJ_QPeKNDp3BCwF1HYP5SC72THz9dQI2G8

A Preconstruction conference will occur upon Contract execution. Contractor shall provide a work schedule at the preconstruction conference. The schedule will start with the Date of Award and finish with the Project Completion Date. Contractor shall update the schedule on a weekly basis or as needed and provide to RTC.

Begin Contract Work promptly after the preconstruction conference. The number of working days assigned to this project is **25 working days**.



Complete field measurements ("Field Survey") to verify and determine existing and proposed fabrications dimensions, geometry, and elevations as shown and described, and submit a Materials to be Used Form (Caltrans LAPM Exhibit 16-I or approved equivalent) within 15 days of issuance of the Notice to Proceed. For Contract bid Items, identify on the Materials to be Used Form: the materials to be used and the manufacturer/provider of the materials. After the Engineer's approval of the Field Survey and the Materials to be Used Form submittals, provide confirmation of purchase and expected delivery of critical path materials within 10 days of the Engineer's approval.

In support of the Materials to be Used Form submittal, submit products or materials list, specifications, and schedule at the pre-construction conference. Submit for the Engineer's approval, cut sheets for all the products and materials to be used for all work on the project. Cut sheets must clearly describe how the proposed product or material(s) meet the specifications or the products and materials requested in the project specifications.

Submit at your expense a Materials to be Used Form, Schedule of Shop Drawings and Sample Submittals, Safety Plans, Progress Schedule, Product Data, Shop Drawings, Samples, Substitution Requests, Quality Control Plan, Temporary Traffic Control Plan (if project work will affect any publicly accessible road), Operations and Maintenance Manuals, Warranties, and Project Record Documents, and all other submittals required by the Contract Documents. Submit these to the Engineer for review and approval in accordance with the accepted schedule of Shop Drawings and Samples submittals. Submit all Shop Drawings, Samples, and product data submittals to the Engineer for approval and receive approval from the Engineer prior to ordering material or commencing work. Provide the Engineer adequate time for review of submittals.

Labor Requirements

The Contractor shall comply with all applicable provisions of the California Labor Code, Division 3, Part 7, Chapter 1, Articles 1 – 5, including, without limitation, the payment of the general prevailing per diem wage rates for public work projects of more than one thousand dollars (\$1,000). Copies of



the prevailing rate of per diem wages are available online at <https://www.dir.ca.gov/Public-Works/Prevailing-Wage.html>. In addition, the Contractor and each subcontractor shall comply with Chapter 1 of Division 2, Part 7 of the California Labor Code, beginning with Section 1720, and including Section 1735, 1777.5 and 1777.6, forbidding discrimination, and Sections 1776, 1777.5 and 1777.6 concerning the employment of apprentices by Contractor or subcontractors. Willful failure to comply may result in penalties, including loss of the right to bid on or receive public works contracts.

Contractor and its subcontractor(s) shall be registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 and in accordance with Labor Code section 1771.1.

Contractor and its subcontractor(s) shall upload certified payroll records ("CPR") electronically using California Department of Industrial Relations' (DIR) eCPR System by uploading the CPRs by electronic XML file or entering each record manually using the DIR's iform (or current form) online on a weekly basis and within ten (10) days of any request by the District or Labor Commissioner at <http://www.dir.ca.gov/Public-Works/Certified-Payroll-Reporting.html> or current application and URL, showing the name, address, social security number, work classification, straight time, and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the Contractor and/or each subcontractor in connection with the Work.

Contractor shall perform the Work of the Project while complying with all the applicable regulations, including section 16000, et seq., of Title 8 of the California Code of Regulations and is subject to labor compliance monitoring and enforcement by the Department of Industrial Relations.

For all public works projects, as defined by California [Labor Code section 1720](#), Contractor (including all subcontractors engaged on the project) must comply with and meet DIR's apprenticeship requirements. For more information and specific requirements, refer to the following sources: on DIR's website, refer to the Division of Apprenticeship Standards (DAS) webpage, the Public Works Apprenticeship Requirements webpage, and the



California Apprenticeship Council Laws and Regulations webpage; for laws and regulations, refer to § 200, et seq., of Title 8 of the California Code of Regulations, to § 1770, et seq., of the California Labor Code, to § 3070, et seq., of the California Labor Code, and to § 3080, et seq., of the California Labor Code. Before commencing work on this Project, Contractor (and all subcontractors) as required shall submit contract award information to an applicable apprenticeship program that can supply apprentices to the site in accordance with § 1777.5 of the California Labor Code and shall provide verification of meeting this requirement to the RTC; DAS 140 form and DAS 142 form should be used for these purposes and copies provided to the RTC.

Designation of Subcontractors

In compliance with the provisions of Section 4100 through 4114, inclusive, of the Public Contract Code, and any amendments thereto, Contractor shall set forth in its bid, the name, California contractor license number, and location of the place of business of each subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the work or improvement, or a subcontractor licensed by the State of California who, under subcontract to the Contractor, specially fabricates and installs a portion of the work or improvement according to detailed drawings contained in the plans and specifications, in an amount in excess of one-half of 1 percent of the Contractor's total bid; and the portion of the work which will be done by each subcontractor under this act. The Contractor shall list only one subcontractor for each portion as is defined by the Contractor in its bid. Use the Designation of Subcontractors Form ([Attachment 4](#)) for this purpose and submit said form together with your bid.

Contractor's Certification Regarding Lobbying

No federal funds may be expended by Contractor to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal action as described in 31 U.S.C. section 1352 (as amended by the Lobbying Disclosure Act of 1995). Contractor, in accordance with 31 U.S.C. section 1352 (as amended)



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shall submit a written declaration and disclosure as a prerequisite for entering into a contract for the contemplated work. Use the Byrd Anti-Lobbying Amendment, 31 U.S.C. Section 1352 (As Amended) form (Attachment 5) for this purpose and submit said form together with your bid.

California Levine Act Statement

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than \$250 in the twelve months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the officer, or received by the officer on behalf of any other officer, or on behalf of any candidate for office or on behalf of any committee. Use the California Levine Act Statement form (Attachment 6) for this purpose and submit said form together with your bid.

Other Requirements

The contractor to whom the RTC awards the contract shall, by the 10th day after receiving the Contract, not including Saturdays, Sundays and legal holidays, sign and deliver the Contract and shall also furnish the Certificates of Insurance and other required items.

Contractor shall comply with all applicable Federal, State and Local laws and regulations.

Heavy equipment shall not cross the railroad tracks, unless at a roadway at-grade crossing.

Contractor must employ the RTC's Best Management Practices during prosecution of this work. Refer to the *Information Handout* for the RTC's Best Management Practices memorandum.

Funding for this construction contract may be provided in part by a Public Assistance Program grant from the Federal Emergency Management Agency (FEMA). In conformance with FEMA's *Contract Provisions Guide* and other relevant requirements, the sample contract included as ATTACHMENT 2



includes relevant contract language pertaining to required federal provisions such as, but not limited to, Equal Employment Opportunity, Davis-Bacon Act, Copeland "Anti-Kickback" Act, Clean Air Act and federal Water Pollution Control Act, Debarment and Suspension, and Procurement of Recovered Materials, Domestic Preferences for Procurements, and Build America Buy America Act.

Contractors must sign and submit the following additional certifications included as ATTACHMENT 8 with their bid in compliance with RTC, state and/or federal requirements:

- Byrd Anti-Lobbying Amendment certification
- Public Contract Code Statements and Questionnaire
- Noncollusion Affidavit
- Disclosure of Lobbying Activities
- Equal Employment Opportunity Certification
- Debarment and Suspension Certification

Payment Bond

Pursuant to Public Contract Code 7102 and 10221, before entering into performance of work, Contractor will file a payment bond with COMMISSION representative:

Riley Gerbrandt, Associate Transportation Engineer (Contract Manager)
Santa Cruz County Regional Transportation Commission 1101 Pacific Avenue,
Suite 250 Santa Cruz, CA 95062

The Payment Bond shall be for 100% of the total amount payable by the COMMISSION by the terms of the contract. Duration extends to the date Notice of Completion has been submitted by COMMISSION.

If the COMMISSION awards the contract, the Contractor to whom the project is awarded must submit the following documents to the COMMISSION within 10 business days of the Notice of Award:

1. Signed Contract Agreement
2. Executed Payment Bond (use form in ATTACHMENT 9)
3. Proper Evidence of Insurance



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4. Other forms or documents identified in section 3-1.07 of the *Standard Specifications*, this Request for Bids, the Special Provisions, or other Contract Documents.



Scope of Work- Task Description

Location: Santa Cruz Branch Rail Line adjacent to Park Avenue in Capitola, CA

Task 1 - Fencing:

Install approximately 1,300 linear feet of 3-rail split rail fencing along the coastal side of the railroad tracks along Park Avenue in Capitola, CA as shown, positioned away from the bluff edge. The fence post must be 4 feet high from ground, level, and be carefully installed to avoid any impact on existing trees. Maintain a safe distance from tree trunks and root systems to avoid impacting existing trees. Minor clearing and grubbing of vegetation, including shrubs, grass, and poison oak, will be necessary for the fence installation along its alignment. Where shown, more extensive clearing and grubbing is required in order to install the fencing and create a clear space (clear of vegetation) for approximately 3 horizontal feet on the inland side of the fence. All work shall be conducted with sensitivity to the surrounding environment, minimizing disturbance.

The Project includes three Bid Alternatives, and Bidders are requested to provide Bids for all three alternatives. After bid opening, the RTC will determine which Bid Alternative to award, and the lowest bid will be determined from amongst only the bids submitted for that specific Bid Alternative.

Payment for fencing bid items includes excavation of the drilled holes for the fence posts and backfilling the fence post holes, as well as all miscellaneous minor items required to install the fencing.

Alternative 1

Cedar Wooden Split Rail Fence

The cedar wooden split rail fence will be made up of 128 posts, two end posts, one corner post, and wooden rails. Each wooden fence post must be 6 to 7 feet in height, with 4 feet remaining visible above ground level once installed. A hole three times the width of the post with a depth of 2 to 3 feet must be dug to properly place the fence post. Posts will be secured in place



by utilizing $\frac{3}{4}$ inch crushed aggregate as backfill. Each fence post must have three 4 to 5 inch holes to accommodate the rails. The top of hole must be 6 inches below the top of the fence post, leaving 10-inch spacing for the remaining 2 holes.

Each wooden rail must be 8 feet in length to be positioned horizontally between both fence posts. The edge of the rail must be designed to fit the 4 to 5-inch holes of the fence post to ensure a secure and complete installation.

Alternative 2

Wooden Style Prefabricated Concrete Split Rail Fence

The wooden style prefabricated concrete split rail fence will be made up of 130 posts, two end post one corner post, and concrete rails. The wooden prefabricated concrete fence post must be 6 to 7 feet in height with concrete rails of 10 feet in length. When installing the fence post, a hole three times the width of the post with a depth of 2 to 3 feet must be dug to place the fence post. Then backfilled with concrete to keep the fence post in place, leaving a height of 4 feet from ground level. The fence must have three 6 $\frac{1}{2}$ inch holes with the first hole being 2 $\frac{3}{4}$ inches below the top of the fence post, leaving 9 inches spacing for the remaining 2 holes.

The 3 concrete rails must be 10 feet in length to be placed horizontally between both fence posts to complete the installation.

Alternative 3

Treated Wood Lap Rail Fence

The treated wood lap rail fence will be made up of 131 posts, two end post one corner post, and concrete rails. The wooden prefabricated concrete fence post must be 6 to 7 feet in height with concrete rails of 11 feet in length. A hole three times the width of the post with a depth of 2 to 3 feet must be dug to properly place the fence post. Posts will be secured in place by utilizing $\frac{3}{4}$ inch crushed aggregate as backfill. Each fence post must have three 4 to 5 inch holes to accommodate the rails. Leaving a height of 4 feet



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from ground level. The top of hole must be 6 inches below the top of the fence post, leaving 11.5-inch spacing for the remaining 2 holes.

Each wooden rail must be 11 feet in length to be placed horizontally between both fence posts. The edge of the rail must be designed to fit the 4 to 5-inch holes of the fence post to ensure a secure and complete installation.

Split Rail Fence Alignment

All access must be via Grove Ln. The Contractor

The split rail fence alignment will begin at Grove Lane and continue north approximately 60 feet to the trail furthest from the bluff. From there it will proceed east 1,240 feet as shown. It will terminate near the location shown, going down the slope a sufficient distance as determined by the Engineer to discourage trespassers from going around the fence.

The Contractor generally selects a staging area for equipment and material, subject to the approval of the RTC's Engineer. A 30 foot by 170 foot staging area as shown may be used by the Contractor for any equipment or material need throughout the construction process. Your staging area should be temporary with secure condition. Contractor must keep the staging area neat and tidy in conformance with the RTC's Best management Practices.



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Access



Access as shown on Split Rail Fence Alignment Map 1



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Site Photos



Starting point of the Split Rail Fence



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End point of the Split Rail Fence



Task 2 - Sign Installation:

At the five locations indicated in the *Project Plans*, furnish and install five new signposts located 5 feet back from the fence alignment on the costal side at indicated locations. This will include mounting the sign panels onto the signpost.

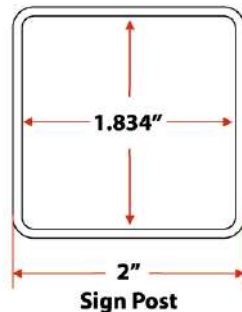
The no trespassing sign will need to be centered 2 inches from the top of the sign panel onto the top of the signpost. The unstable cliff sign will be 1 inch below the no trespassing sign. Both sign panels must be straight, secured, and centered onto the signpost. The no trespassing sign will be provided by the RTC and the unstable cliff must be furnished by the contractor.

Payment for sign post bid items includes any excavation and/or backfilling for the sign posts, as well as all miscellaneous minor items required to install the sign posts.

Materials and Installation Specifications

Galvanized Steel Post

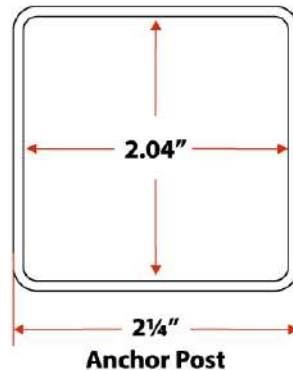
Signposts shall be 14-gauge galvanized steel posts with a height of 8 feet tall. The steel posts shall have a width of 2 inches and standard 7/16" holes spaced 1" center-to-center throughout the steel post as shown in the images below. Install signposts in anchor posts.





Square Anchor

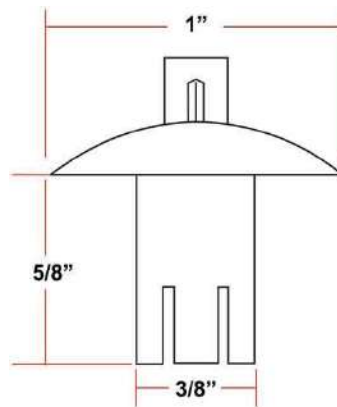
The anchor post is used to obtain better stability and allowing to perform a breakaway function. The square anchor post must be 3 ft in height with a width of 2 ¼ inches to adjust with the 14-gauge galvanized steel post. Install square anchor post per manufacturer's instructions a minimum of 32 inches below existing grade and such that two holes are exposed. Then insert the signpost 2 to 4 inches into the anchor post and secure it with one corner bolt at the corner of the post. Secure the bolt with a jam nut.



Alternative 1 to Mount Sign Panels

Drive Rivets

Drive Rivets are one alternative to mount the signpost onto the galvanized steel post. The drive rivets must be aluminum with a 1 inch diameter head a length of 5/8 inches and a width of 3/8 inches. A nylon washer is needed to have a successful installation.



A hole must be drilled into the sign panels before installation. The hole must be 3/8 inches in order to fit a 3/8 inch drive rivet. The drive rivets need to be mounted onto the galvanized steel post before installation. The sign must be at the centerline of the steel post. Center the top hole on the sign panel and place the top hole 2 inches below the top of the signpost. Insert the nylon washer followed by the drive rivets. The drive rivets must be hammered until the pin flushes with the head. Place the bottom hole in the sign panel at the centerline of the sign panel and in-line with the nearest hole in the galvanized steel post such that the hole is as close to 2 inches from the bottom of the sign panel as possible.

Alternative 2 to Mount Sign Panels

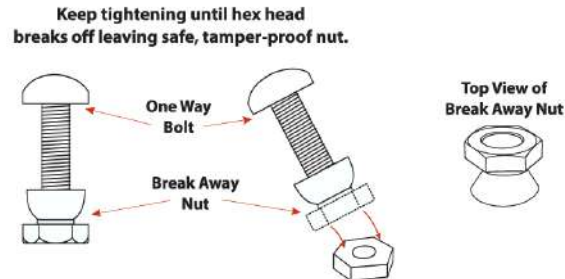
Tamperproof Sign Mounting Hardware

Tamperproof sign Mounting Hardware is the second alternative to mount sign panels onto the galvanized steel post. It must contain two one way bolts with a dimension of 5/16 inches by 3 inches. For a successful installation it must include two breaks away nuts, two nylon washers, and two zinc plated washers.



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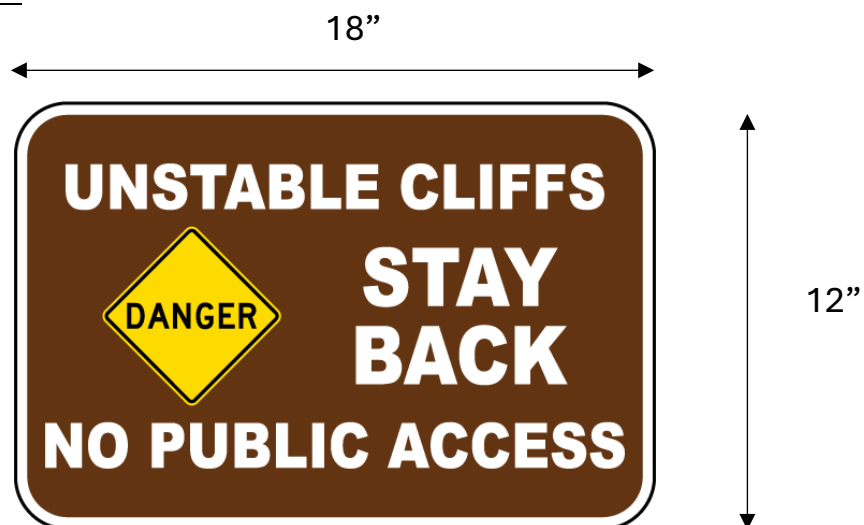
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For installation, drill a hole in the sign panel at the centerline of the panel and 2 inches below the top of the sign panel. Drill a second hole near the bottom of the sign panel and align with its centerline; the bottom hole must be drilled in-line with the nearest hole in the galvanized steel post such that the hole is as close to 2 inches from the bottom of the sign panel as possible.

Align the holes in the signpost to the holes in the steel post. Once the holes are aligned, place the nylon washer. Then the one-way bolts can be inserted through the post. The second washer needs to be installed at the end of the bolt followed by the breakaway nut. The breakaway nut must be tightened enough not to loosen

Unstable Cliff Sign:



Unstable Cliff Sign



Sign panel must be made of minimum 0.040-inch thick 3M Engineering Grade Reflective Aluminum material or 3M High Intensity Prismatic Reflective Aluminum, or equivalent.

Payment for sign panel bid items includes furnishing the sign panel (if applicable), attaching the sign panels to the sign posts, as well furnishing all miscellaneous minor items required to install the sign panels.

Task 3 - Removal of Existing Bicycle Pump Track:

Grade the area where the existing bicycle pump track is located to remove the jumps and create a level finished ground surface. Excavate the pump track ramps, uniformly spread the material throughout the immediate area, and compact the spread material to form the finished surface. As needed in order to compact the soil and create a firm finished surface, scarify the existing ground surface prior to placement of material and moisture condition material during compaction. Place erosion control, as necessary, as described in the Contract Documents.

Task 4 – Remove Existing Bench:

The bench is located on the east side of the cliff. Soil will need to be removed as minimally as possible to access the foundation of the bench. Then carefully remove the bench away from the bluff to backfill with the existing soil to create a firm surface.

Payment for remove existing bench bid item includes removal of the bench and bench foundations as well as backfilling the holes left by removal of the bench foundations, as well as all ancillary work.



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Construction Requirements:

Order of Hierarchy of Construction Documents

In the event there is a conflict or discrepancy between the Contract Documents, the Contractor shall report them to the RTC and the following order of precedence shall be utilized:

1. Written Amendments to the Agreement or Change Orders
2. The Agreement (the Contract)
3. Addenda to the Contract issued during solicitation
4. This RFB Document including Special Provisions
5. Progressive Rail, Inc, Railroad Right of Entry (ROE)
6. Project Plans
7. Caltrans *Standard Plans* and *Standard Specifications*, 2018 Edition, including revisions dated 04-15-2022



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Special Provisions

Park Avenue Bluff Fencing Project

IN SANTA CRUZ COUNTY

The special provisions contained herein have been prepared by or under the direction of the following Registered Persons:



10/10/2025

RILEY GERBRANDT, PE
ASSOCIATE TRANSPORTATION ENGINEER
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

DATE



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The contractor is responsible for verifying all measurements and quantities prior to ordering or fabricating any materials required for the work. All materials removed or replaced during the execution of the contract shall become the property of the contractor. Disposal of such materials shall be conducted in accordance with all applicable federal, state, and local laws and regulations. Contractors shall perform the work in accordance with the plans and specifications provided in Attachment 7 (Project Plans) and must be used for all work performed.



Replace Reserved in section 12-3.11B(5) with:

Section 12-3.11B(5) provides specifications for Project Notification Signs, which are considered general information signs.

Fabricate and furnish two Project Notification Signs as described in the these Special Provisions and as shown in the detail plan appended hereto. This project is a Measure D funded project. This work item shall include the application of Measure D Logos on all Project Notification Signs, these Logos shall be in the form of a decal created by the Contractor matching graphics and colors of the official Measure D Logo. Sign decal shall be 12" wide by 24" tall, if sign cannot accommodate this size the decal may be made smaller upon approval from the Engineer but shall be 6" tall by 12" wide at minimum. A digital file for the Measure D Logo will be provided by the Engineer. Per Measure D requirements, signs bearing the Measure D logo shall be posted at construction sites prior to construction and shall remain in place until 1 month after completion of construction. If you maintain a project website, the project website shall also have the Measure D logo displayed.

Replace Reserved in section 12-3.11C(3) with:

Coordinate with the Engineer to determine appropriate locations for the placement of Project Notification Signs. Install Project Notification Signs 7 days prior to the commencement of site activities and shall remain in place until Contract acceptance, unless otherwise directed by the Engineer.

Project Notification Signs may be installed as Stationary Mounted Signs or as otherwise directed by the Engineer.

Immediately repair or replace any temporary traffic control devices that are damaged, displaced, or cease to operate or function as specified.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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Attachment 7

Project Plans



Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60
Feet

Top of Bluff may be undermined

County of Santa Clara, Santa Cruz County, Maxar, Microsoft
Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



Part

Top of Slope

Top of Bluff may be undermined

Top of Bluff may be undermined

Top of Bluff may be undermined

20' min (typ)

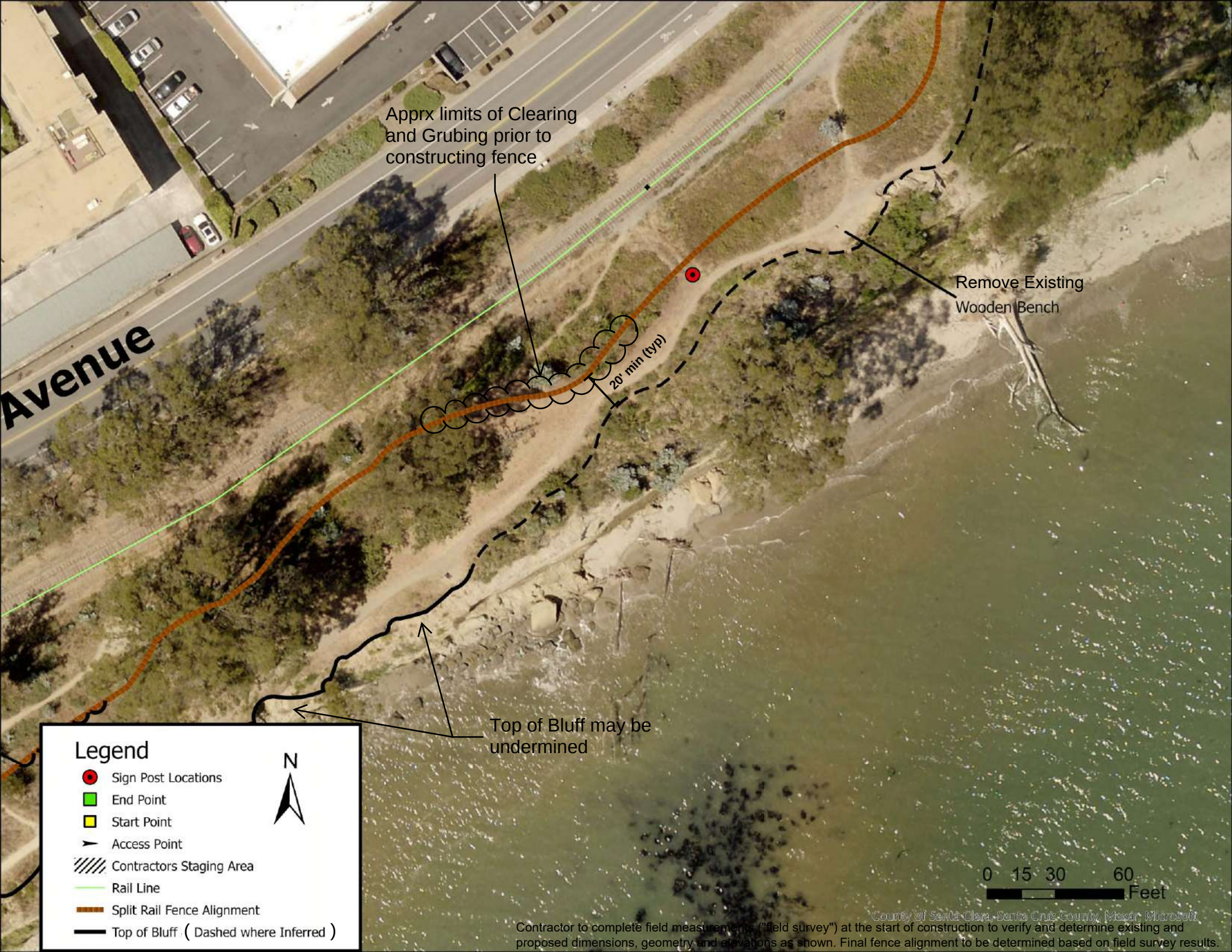
Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60 Feet

Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



Apprx limits of Clearing
and Grubbing prior to
constructing fence

Remove Existing
Wooden Bench

20' min (typ)

Top of Bluff may be
undermined

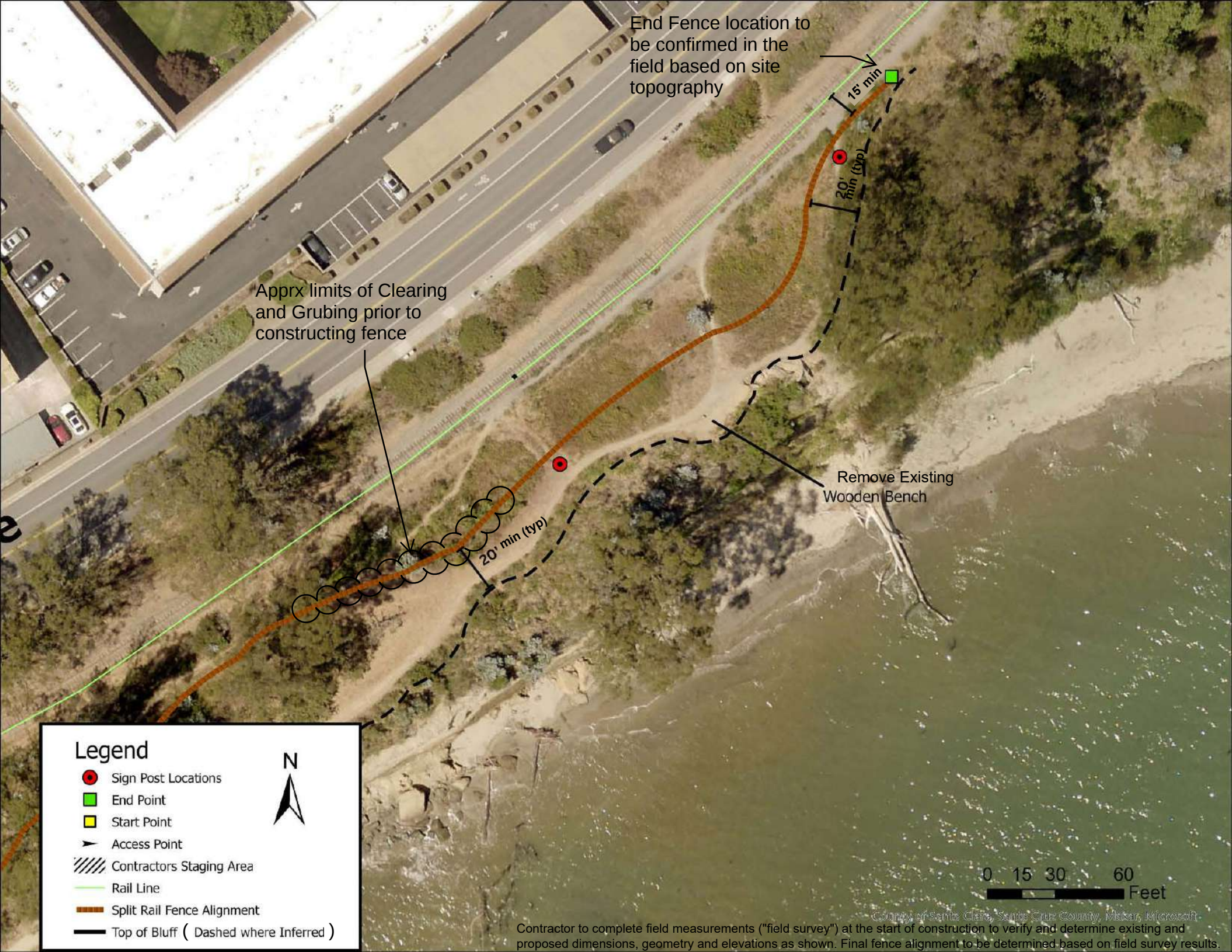
Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60
Feet

Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



End Fence location to be confirmed in the field based on site topography

Apprx limits of Clearing and Grubbing prior to constructing fence

Remove Existing Wooden Bench

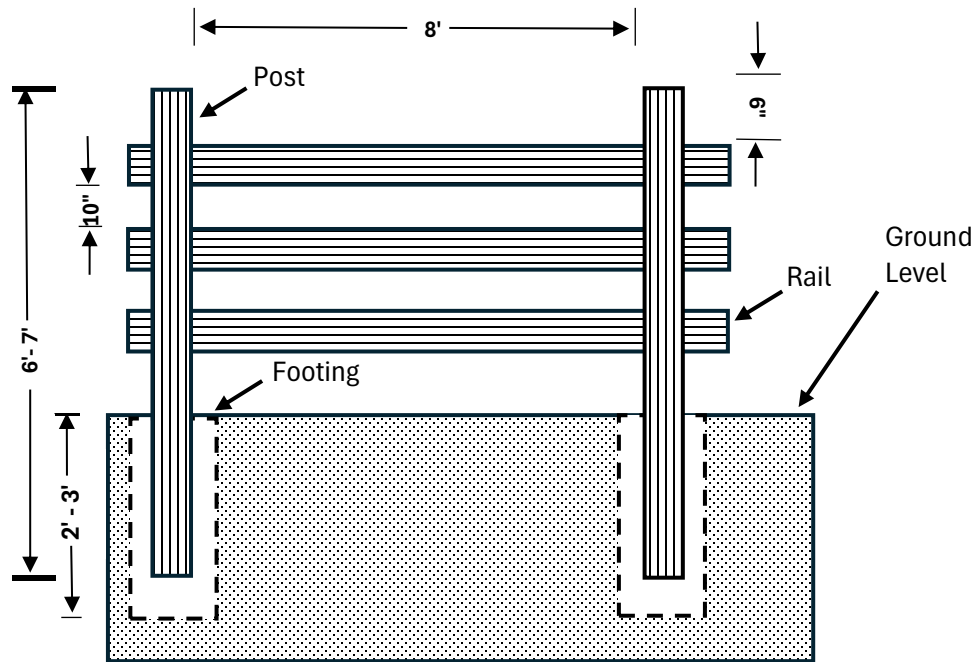
Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60 Feet

Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



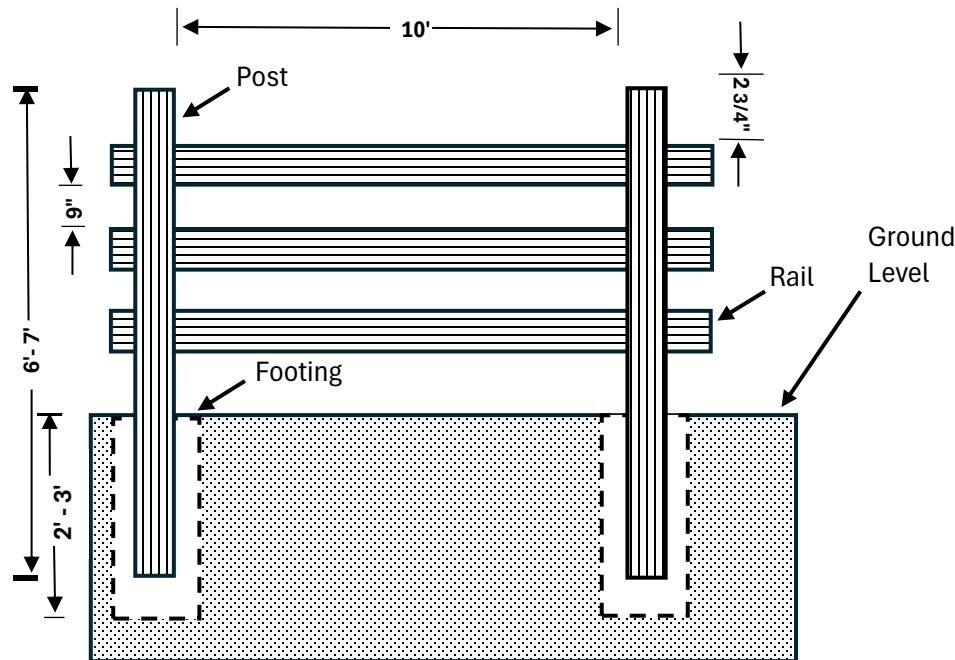
Notes:

Alternative One: Cedar Wooden Split Rail Fence

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.
2. Must be backfilled with $\frac{3}{4}$ inch crushed aggregate to maintain the fence post in place.
3. Fence posts that are 4 feet high above the ground.
4. Rail must be approximately 8 feet in length. The first rail must be 6 inches below the top of the fence post.

Split Rail Fence

Scale: NTS



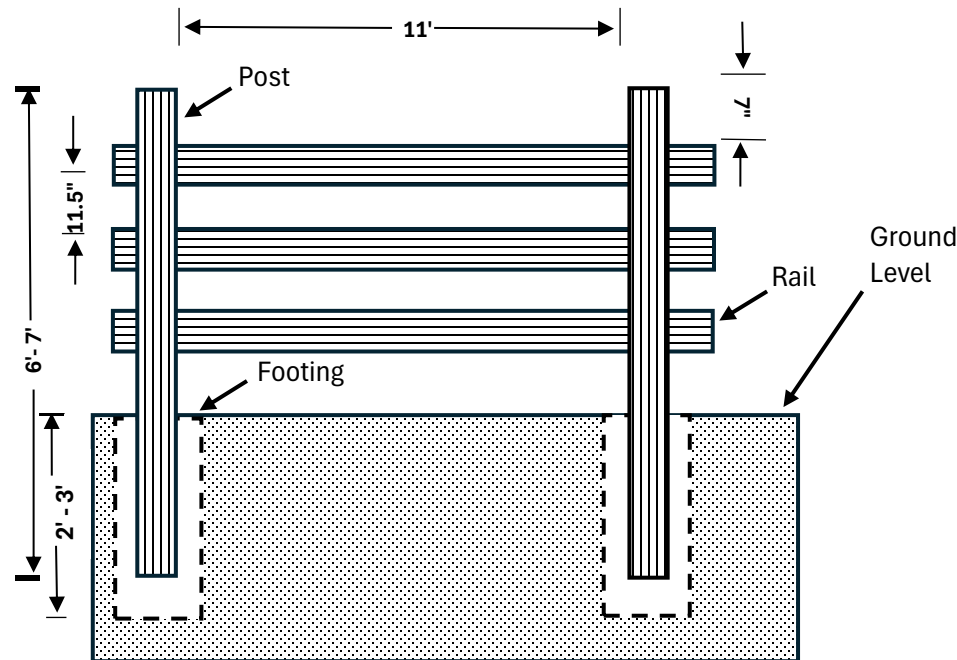
Notes:

**Alternative Two: Wooden
Style Prefabricated
Concrete Split Rail Fence**

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.
2. Must be backfilled with concrete to maintain the fence post in place.
3. Fence posts that are 4 feet high above the ground.
4. Rail must be approximately 10 feet in length. The first rail must be 2 3/4 inches below the top of the fence post.

Split Rail Fence

Scale: NTS



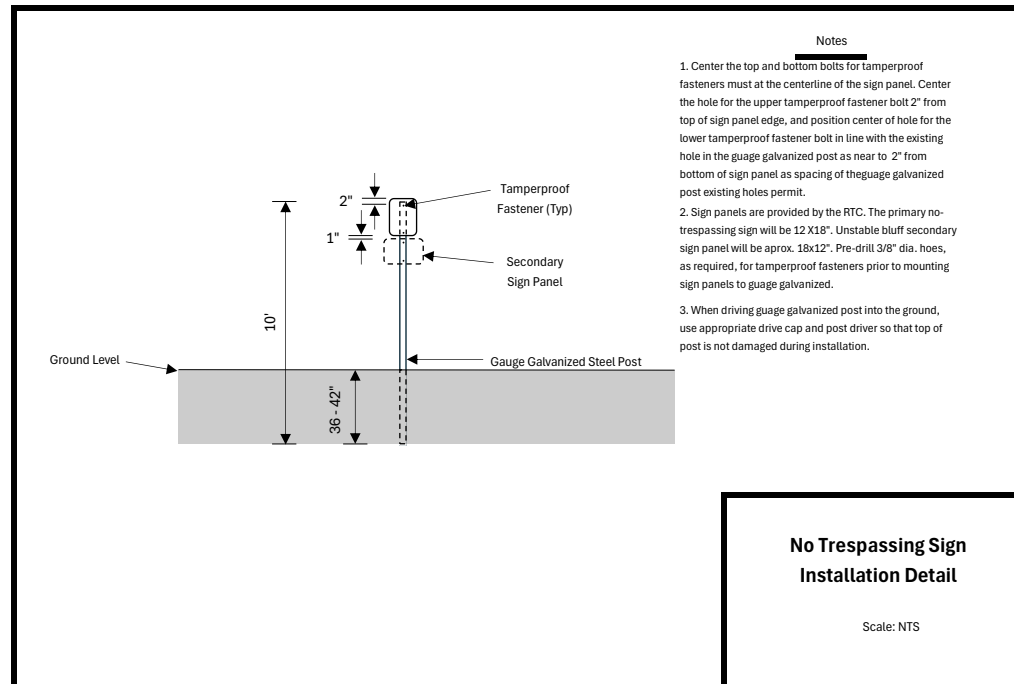
Notes:

Alternative Three: Treated Wood Lap Split Rail Fence

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.
2. Must be backfilled with $\frac{3}{4}$ inch crushed aggregate to maintain the fence post in place.
3. Fence posts that are 4 feet high above the ground.
4. Rail must be approximately 11 feet in length. The first rail must be 7 inches below the top of the fence post.

Split Rail Fence

Scale: NTS





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Attachment 10

Project Notification Sign Detail

PARK AVENUE BLUFF
FENCING PROJECT

ORANGE BACKGROUND

BLACK OUTLINE STRIPE

3" BLACK CAPS
2" BLACK CAPS

PAJARO RIVER BRIDGE REPAIR PROJECT

00/00/00 TO 00/00/00
EXPECT DELAYS
USE ALTERNATE ROUTES

THIS PROJECT FUNDED BY:



REPORT ISSUES: XXXX CONSTRUCTION, JOHN SMITH: (831) 123-4567

LETTERING 2" BLACK CAPS

LETTERING 5" BLACK CAPS

LETTERING 2" BLACK CAPS

RTC LOGO DECAL (12"X24")

MEASURE D LOGO DECAL (12"X24")

NOTES:

1. SIGN TO CONTAIN SPECIFIC PROJECT, STREET, AND CONTRACTOR INFORMATION.
2. SIGN LAYOUT TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
3. SIGNS SHALL BE INSTALLED AT LOCATIONS SHOWN IN PROJECT PLANS/ SPECIFICATIONS, OR AS DIRECTED BY ENGINEER.
4. SIGN INSTALLATION SHALL BE SUCH THAT BOTTOM OF SIGN HAS A MINIMUM OF 7' CLEARANCE OFF OF GROUND LEVEL AND DOES NOT CAUSE AN OBSTRUCTION TO VEHICLES, BICYCLES, OR PEDESTRIANS.
5. MEASURE D LOGO TO MATCH COLORS & PATTERNS OF OFFICIAL MEASURE D LOGO, TO BE PROVIDED BY ENGINEER.
6. ~~SB-1 LOGO TO MATCH COLORS & PATTERNS OF OFFICIAL SB-1 LOGO, TO BE PROVIDED BY ENGINEER.~~
7. SIGN SHALL BE IN PLACE PRIOR TO CONSTRUCTION, AND SHALL REMAIN IN PLACE UNTIL 1 MONTH AFTER COMPLETION OF CONSTRUCTION.

PROJECT NOTIFICATION SIGN

N.T.S.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Date: October 16, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 1**

Attached is Addendum No. 1 for the above referenced project which shall modify, take precedence over other sections and become a part of the Contract Documents.

Receipt of this Addendum must be acknowledged by signing and submitting a copy of this Addendum with your bid. Failure to acknowledge receipt of this addendum may constitute grounds for rejection of the bid.

If you have any questions regarding this addendum, please submit them to maintenance@sccrtc.org as described in the RFB solicitation notice.

Sincerely,

Riley Gerbrandt, P.E.

[Regional Transportation Commission](#)



Date: October 16, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 1**

The contract documents of this project are hereby changed as follows:

A. Request for Bids (RFB) Solicitation Notice

On page 1 of the RFB, replace “Non-mandatory pre-bid site visit is planned on Monday, October 20, 2025 at 9:00 AM” with “Non-mandatory pre-bid site visit is planned on Monday, October 20, 2025 at 2:00 PM”.

On page 3 of the RFB in the first paragraph under **Schedule**, replace “A non-mandatory pre-bid site visit is planned on Monday, October 20, 2025 at 9 AM” with “A non-mandatory pre-bid site visit is planned on Monday, October 20, 2025 at 2 PM”.

On page 4 of the RFB, replace the Zoom login information with the following:

RTC is inviting you to a scheduled Zoom meeting.

Topic: Pre-Bid Site Walk (Virtual) for Park Avenue Bluff Fencing Project

Time: Oct 20, 2025 02:00 PM Pacific Time (US and Canada)

Link:

<https://us02web.zoom.us/j/82636717750?pwd=ZuLFQDsFzn0y66pzMJa46ZgaBpa4a2.1>

Meeting ID: 826 3671 7750

Passcode: 387318

One tap mobile

+16694449171,,82636717750#,,,,*387318# US

+16699009128,,82636717750#,,,,*387318# US (San Jose)



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Join instructions:

<https://us02web.zoom.us/join/82636717750?signature=lawcq4WTkZCfTM1iYaF8sDnS4Epogz8aIPrRT0EsNIM>

Acknowledgement:

The purpose of this Addendum is to provide revisions to the Bid Documents, Plans and Specifications for the referenced project.

The changes, additions and/or deletions described above are hereby made and shall be considered as part of the Bid Documents, Project Plans and Special Provisions.

This acknowledgement signature page of Addendum No. 1 must be submitted with your bid. If this acknowledgement signature page is not submitted with your bid, your bid may be considered non-responsive.

RECEIPT IS HEREBY ACKNOWLEDGED OF ADDENDUM NO. 1

Authorized Company Signature

Printed Name

Company Name

Date



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Date: October 23, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 2**

Attached is Addendum No. 2 for the above referenced project which shall modify, take precedence over other sections and become a part of the Contract Documents.

Receipt of this Addendum must be acknowledged by signing and submitting a copy of this Addendum with your bid. Failure to acknowledge receipt of this addendum may constitute grounds for rejection of the bid.

If you have any questions regarding this addendum, please submit them to maintenance@sccrtc.org as described in the RFB solicitation notice.

Sincerely,

Riley Gerbrandt, P.E.

[Regional Transportation Commission](#)



Date: October 23, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 2**

The contract documents of this project are hereby changed as follows:

A. Request for Bids (RFB) Solicitation Notice

On page 2 of the RFB, add the following to the end of the 7th paragraph under “Scope of Work”:

Contract requirements will be based on the final contract scope of work.

Special attention is noted to the following safety requirements the *Standard Specifications*:

1. Develop and submit as described your IIPP, Code of Safe Practices and JHA, and be sure to detail bluff-edge fall hazards and your control measures.
2. Conduct Project Safety Reviews with the project Engineer at required intervals as described.
3. Implement appropriate fall protection, guardrail, or controlled-access systems consistent with Cal/OSHA Title 8 §1670–1671 and as described in the Contract Documents.
4. Document all controls and corrective actions per *Standard Specifications* § 7-1.02, § 5-1.28 and § 5-1.29.

On page 5 of the RFB, add the following to the end of the 4th paragraph under “Scope of Work, Schedule”:

Your cut sheets must indicate the length and number of fence rails, and where any shorter fence rail dimensions will be installed to adjust to the topography, alignment, obstructions, etc. Field adjustments may be required to the fence alignment and/or rail lengths to accommodate these adjustments, and the Engineer must approve your submittal.

On pages 8-9 of the RFB, replace the fifth paragraph under “Other Requirements” with the following:

Funding for this construction contract may be provided in part by a Public Assistance Program grant from the Federal Emergency Management Agency (FEMA). In conformance with FEMA’s *Contract Provisions Guide* and other relevant requirements, the sample contract included as ATTACHMENT 2 includes relevant contract language pertaining to required federal provisions such as, but not limited to, Equal Employment Opportunity, Copeland “Anti-Kickback” Act, Clean Air Act and federal Water Pollution Control Act, Debarment and Suspension, Procurement of Recovered Materials, and Domestic Preferences for Procurements.



On pages 11-13 of the RFB, replace Task 1 - Fencing with the following:

Task 1 - Fencing:

Install approximately 1,300 linear feet of 3-rail split rail fencing along the coastal side of the railroad tracks along Park Avenue in Capitola, CA as shown, positioned away from the bluff edge. The fence posts must be 4 feet high from ground, level, and be carefully installed to avoid any impact on existing trees. Maintain a safe distance from tree trunks and root systems to avoid impacting existing trees. Minor clearing and grubbing of vegetation, including shrubs, grass, and poison oak, will be necessary for the fence installation along its alignment. Where shown, more extensive clearing and grubbing is required in order to install the fencing and create a clear space (clear of vegetation) for approximately 3 horizontal feet on the inland side of the fence. All work shall be conducted with sensitivity to the surrounding environment, minimizing disturbance.

The Project includes three Bid Alternatives, and Bidders are requested to provide Bids for all three alternatives. After bid opening, the RTC will determine which Bid Alternative to award, and the lowest bid will be determined from amongst only the bids submitted for that specific Bid Alternative.

Payment for fencing bid items will be by linear foot of fencing alignment, and shall include excavation of the drilled holes for the fence posts and backfilling the fence post holes, all fence posts and fence rails, as well as all fasteners and miscellaneous minor items required to install the fencing.

Alternative 1

Cedar Wooden Split Rail Fence

The cedar wooden split rail fence will be made up of line posts, two end posts, one corner post, and wooden rails. Each wooden fence post must be 6 to 7 feet in height, with 4 feet remaining visible above ground level once installed. A hole three times the width of the post with a depth of 2 to 3 feet must be dug to properly place the fence post. Posts will be secured in place by utilizing $\frac{3}{4}$ inch crushed aggregate as backfill. Each fence post must have three 4 to 5 inch holes to accommodate the rails. The top of hole must be 6 inches below the top of the fence post, leaving 10-inch spacing for the remaining 2 holes.

Each wooden rail must be 8 to 11 feet in length to be positioned horizontally between both fence posts. Provide shorter lengths of fence rails as required by the alignment and/or as directed by the Engineer, where a shorter spacing between posts is needed and/or desirable to adjust to the topography, alignment, obstructions, etc. The edge of the rail must be designed to fit the 4 to 5-inch holes of the fence post to ensure a secure and complete installation.

Alternative 2

Wooden Style Prefabricated Concrete Split Rail Fence



The wooden style prefabricated concrete split rail fence will be made up of line posts, two end post one corner post, and concrete rails. The wooden prefabricated concrete fence post must be 6 to 7 feet in height with concrete rails of 8 to 11 feet in length. When installing the fence post, a hole three times the width of the post with a depth of 2 to 3 feet must be dug to place the fence post. Then backfilled with concrete to keep the fence post in place, leaving a height of 4 feet from ground level. The fence must have three 6 ½ inch holes with the first hole being 2 ¾ inches below the top of the fence post, leaving 9 inches spacing for the remaining 2 holes.

Each concrete rail must be 8 to 11 feet in length to be placed horizontally between both fence posts. Provide shorter lengths of fence rails as required by the alignment and/or as directed by the Engineer, where a shorter spacing between posts is needed and/or desirable to adjust to the topography, alignment, obstructions, etc.

Alternative 3

Treated Wood Lap Rail Fence

The treated wood lap rail fence will be made up of line posts, two end post one corner post, and wooden rails. All posts and rails shall be comprised of treated wood. Each wooden fence post must be 6 to 7 feet in height, with 4 feet remaining visible above ground level once installed. A hole three times the width of the post with a depth of 2 to 3 feet must be dug to properly place the fence post. Posts will be secured in place by utilizing ¾ inch crushed aggregate as backfill. Each fence post must have three 4 to 5 inch holes to accommodate the rails. Leaving a height of 4 feet from ground level. The top of hole must be 6 inches below the top of the fence post, leaving 11.5-inch spacing for the remaining 2 holes.

Each wooden rail must be 8 to 11 feet in length to be positioned horizontally between both fence posts. Provide shorter lengths of fence rails as required by the alignment and/or as directed by the Engineer, where a shorter spacing between posts is needed and/or desirable to adjust to the topography, alignment, obstructions, etc. The edge of the rail must be designed to fit the 4 to 5-inch holes of the fence post to ensure a secure and complete installation.

Replace Attachment 1, Attachment 2 and Attachment 7 of the RFB with the following:



Attachment 1

Bid Sheets

Submit your bid for the entire work. Contractors are to fill out total prices for each bid item, each Bid Group, and the total of all Bid Groups. Bid prices must include entire cost of all work “incidental” to completion of the work.

CONTRACTOR’S BID:

Project: Park Avenue Bluff Fencing Project

Bid Alternative 1: Cedar Wooden Split Rail Fence						
No.	Bid Item Code	Item Description	Unit	Qty	Unit Cost	Total Cost
1	120090	Construction Area Signs	LS	1	\$	\$
2	120100	Job Site Management	LS	1	\$	\$
3	130200	Prepare Water Pollution Control Program	LS	1	\$	\$
4	190101	Roadway Excavation	CY	15	\$	\$
5	699999A	Remove Existing Bench	EA	1	\$	\$
6	800002A	Fence (Type Cedar Wooden Split Rail Fence, Wooden Posts & Rails)	LF	1,300	\$	\$
7	820840A	Roadside Sign – One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$	\$
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$	\$
9	999990	Mobilization	LS	1	\$	\$
TOTAL BID ALTERNATIVE 1 PRICE						\$

Bid Alternative 1 Total Shown Above in Words: _____

Bid Contractor’s Name: _____

Contractor’s Signature: _____

Date: _____



Bid Alternative 2: Wooden Style Prefabricated Concrete Split Rail Fence						
No.	Bid Item Code	Item Description	Unit	Qty	Unit Cost	Total Cost
1	120090	Construction Area Signs	LS	1	\$	\$
2	120100	Job Site Management	LS	1	\$	\$
3	130200	Prepare Water Pollution Control Program	LS	1	\$	\$
4	190101	Roadway Excavation	CY	15	\$	\$
5	699999A	Remove Existing Bench	EA	1	\$	\$
6	800002B	Fence (Type Wooden Style Prefabricated Concrete Split Rail Fence, Concrete Posts & Rails)	LF	1,300	\$	\$
7	820840A	Roadside Sign – One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$	\$
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$	\$
9	999990	Mobilization	LS	1	\$	\$
TOTAL BID ALTERNATIVE 2 PRICE						\$

Bid Alternative 2 Total Shown Above in Words: _____

Bid Contractor's Name: _____

Contractor's Signature: _____

Date: _____



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Bid Alternative 3: Treated Wood Lap Rail Fence						
No.	Bid Item Code	Item Description	Unit	Qty	Unit Cost	Total Cost
1	120090	Construction Area Signs	LS	1	\$	\$
2	120100	Job Site Management	LS	1	\$	\$
3	130200	Prepare Water Pollution Control Program	LS	1	\$	\$
4	190101	Roadway Excavation	CY	15	\$	\$
5	699999A	Remove Existing Bench	EA	1	\$	\$
6	800002C	Fence (Type Treated Wood Lap Rail Fence, Wooden Posts & Rails)	LF	1,300	\$	\$
7	820840A	Roadside Sign – One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$	\$
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$	\$
9	999990	Mobilization	LS	1	\$	\$
TOTAL BID ALTERNATIVE 3 PRICE						\$

Bid Alternative 3 Total Shown Above in Words: _____

Bid Contractor's Name: _____

Contractor's Signature: _____

Date: _____



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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Attachment 2

Sample Contract

Contract No. TPXXXX

INDEPENDENT CONTRACTOR AGREEMENT

This is a Sample Contract, and language and provisions contained herein are subject to change. Contract award is subject to approval by the Commission.

This CONTRACT for independent contractor services (the "Contract") is entered into on _____, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, hereinafter called COMMISSION, and <CONTRACTOR NAME>, hereinafter called CONTRACTOR. The parties agree as follows:

1. **SERVICES.** In accordance with the terms and conditions set forth in this CONTRACT, CONTRACTOR agrees to perform all services described in the Scope of Work (Exhibit X), which is incorporated herein for the benefit of the COMMISSION (hereinafter "the project"). In the event of a conflict in or inconsistency between the terms of this CONTRACT and Exhibit X, this CONTRACT shall prevail.

2. **COMPENSATION.** In consideration for performing the Scope of Work (Exhibit X) in a manner acceptable to the COMMISSION, the COMMISSION shall pay the CONTRACTOR for such services on a lump sum basis for an amount not to exceed \$XXXX. The total lump sum price paid to CONTRACTOR will include compensation for all work and incidentals described in Scope of Work (Exhibit X). No additional compensation will be paid to CONTRACTOR. In the instance of a change in the Scope of Work, adjustment to the total lump sum compensation will be negotiated between CONTRACTOR and COMMISSION based on the unit costs provided in the Quote Sheet dated <<Date>>, included as Exhibit X.

A. This is an acknowledgement that the COMMISSION proposes the Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (Cal OES) financial assistance be used to fund all or a portion of the CONTRACT. CONTRACTOR shall comply with all applicable federal law, regulations, executive orders, FEMA policies, procedures, and directives including 2 Code of Federal Regulations (CFR) § 200.326 and 2 C.F.R. Part 200.

B. COMMISSION shall make payments upon Contract Manager approval, based on invoices received, for services satisfactorily performed according to the Scope of Work (Exhibit X), and for authorized reimbursable costs incurred according to the Quote Sheet (Exhibit X).

- C. Payments may be made no more than once a month in arrears based on the Quote Sheet (Exhibit X). If CONTRACTOR fails to submit the required deliverable items according to the Scope of Work (Exhibit X), unless mutually agreed upon by the Contract Manager, COMMISSION shall have the right to terminate this CONTRACT in accordance with the provisions of Section 5 Termination.
- D. Reimbursement for transportation and subsistence costs may not exceed the rates authorized to be paid rank and file State employees under current California Department of Human Resources (CalHR) rules.
- E. If this CONTRACT is for the creation, construction, alteration, repair or improvement of any public structure, building, road or other improvement of any kind and the total compensation payable under this CONTRACT will exceed \$5,000 (five thousand dollars), five percent (5%) retention shall be withheld from progress payments and released as provided by Public Contract Code sections 9203 and 7107.
- F. CONTRACTOR is solely responsible for the payment of employment taxes incurred under this CONTRACT and any similar federal or state taxes.
- G. Invoices shall be submitted no more than once monthly to the COMMISSION Contract Manager:

Riley Gerbrandt, Associate Transportation Engineer
RGerbrandt@sccrtc.org and accountspayable@sccrtc.org

Invoices shall include the following information:

1. This contract number and project title,
2. Quantity description of services provided in accordance with the Quote Sheet, including Bid Item Code,
3. Total payment requested,
4. Percentage and amount of retention,
5. Amount of retention previously withheld, and
6. Total amount previously paid under this CONTRACT.

3. PREVAILING WAGE. This CONTRACT is subject to the Prevailing Wage provisions and provisions relating to certified payroll records and apprenticeship of the Labor Code of the State of California and Department of Industrial Relations regulations. There shall be paid to

each worker of the CONTRACTOR, or any of his subcontractors engaged in work on the project, not less than the prevailing wage rate regardless of any contractual relationship that may be alleged to exist between CONTRACTOR or subcontractor of such worker. Holiday and overtime work, when permitted by law, shall be paid at a rate of at least one and one-half (1½) times the above specified rate of per diem wages, unless otherwise specified. Non-compliance during the term of the CONTRACT will be considered a material breach and may result in termination of the Agreement or pursuit of other legal or administrative remedies. To the fullest extent permitted by law, CONTRACTOR shall indemnify and hold COMMISSION harmless against any claims, or demands, or liability arising from failure to comply with all applicable requirements under the Prevailing Wage and related requirements.

4. **RIGHT OF ENTRY AGREEMENT.** CONTRACTOR shall obtain a right of entry agreement with St. Paul & Pacific Railroad (SPPR) which may take 30-45 days for SPPR to process this request. SPPR guidelines for obtaining a right of entry agreement are included as Exhibit X. CONTRACTOR is responsible for permit application fee and training fees as described in the Request for Bid 2202 and included in the Quote Sheet (Exhibit X).
5. **TERM.** The term of this CONTRACT shall be through <<Date>>, unless earlier terminated pursuant to Section 6, below, or extended by CONTRACT amendment.
6. **TERMINATION FOR CAUSE OR CONVENIENCE.** COMMISSION may terminate this CONTRACT at any time by giving thirty (30) days' written notice to the CONTRACTOR. CONTRACTOR may terminate this CONTRACT for cause, after providing COMMISSION thirty (30) days' written notice and opportunity to cure, specifying in detail the cause for termination, in accordance with Section 8-1.14, "Contract Termination," of the *Caltrans Standard Plans and Specifications, 2018 Edition, including revisions dated 04-15-2022*.
7. **INDEMNIFICATION FOR DAMAGES, TAXES AND CONTRIBUTIONS.** To the fullest extent permitted by law, CONTRACTOR shall exonerate, indemnify, defend, protect, and hold harmless the COMMISSION, its governing body, officers, officials, agents, employees and volunteers from and against:
 - A. Any and all claims, demands, costs, damages, losses, expenses, or liability arising from or connected with the services provided under this AGREEMENT due to the recklessness, willful misconduct or negligent acts, errors, or omissions of the CONTRACTOR, its officers, subcontractors, employees, volunteers, or agents. The CONTRACTOR will reimburse COMMISSION for any expenditure, including reasonable

attorney's fees, incurred by COMMISSION in defending against claims ultimately determined to be due to recklessness, willful misconduct or to negligent acts, errors, or omissions of the CONTRACTOR, its officers, subcontractors, employees, volunteers, or agents.

- B. Any and all federal, State and local taxes, charges, fees, penalties, or contributions required to be paid with respect to CONTRACTOR and CONTRACTOR'S officers, subcontractors employees, volunteers, and agents engaged in the performance of this AGREEMENT (including, without limitation, unemployment insurance, social security, and payroll tax withholding).
- C. In the event that CONTRACTOR or any employee, agent, or subcontractor of CONTRACTOR providing services under this CONTRACT is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of COMMISSION, CONTRACTOR shall indemnify, defend, and hold harmless COMMISSION for the payment of any employee and/or employer contributions for PERS benefits on behalf of CONTRACTOR or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of COMMISSION.
- D. The provisions of this section shall survive expiration, termination, or suspension of this CONTRACT.

- 8. INSURANCE.** CONTRACTOR, at its sole cost and expense, for the full term of this CONTRACT, and any extensions thereof, shall obtain and maintain at a minimum compliance with all of the following insurance coverage(s) and requirements. Such insurance coverage shall be primary coverage as respects COMMISSION and any insurance or self-insurance maintained by COMMISSION shall be excess of CONTRACTOR'S insurance coverage and shall not contribute to it. Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A:VII if admitted in the State of California.

A. Types of Insurance and Minimum Limits

- 1. Workers' Compensation in the minimum statutorily required coverage amounts.
- 2. Automobile Liability Insurance for each of CONTRACTOR'S vehicles used in the performance of this CONTRACT, including owned, non-owned (e.g., owned by CONTRACTOR'S employees), leased or hired vehicles, in the minimum amount of one million (\$1,000,000)

combined single limit per occurrence for bodily injury and property damage.

3. Comprehensive or Commercial General Liability Insurance coverage at least as broad as ISO form CG 00 01, with a minimum limit of five million dollars (\$5,000,000) per occurrence, and ten million (\$10,000,000) in the aggregate, including coverage for: (a) products and completed operations, (b) bodily and personal injury, (c) broad form property damage, (d) contractual liability, and (e) cross-liability.
4. Railroad Protective Liability Insurance in the minimum amount of two million dollars (\$2,000,000) per occurrence and six million (\$6,000,000) aggregate, if any work is to be conducted within the rail line right-of-way or within fifty (50) feet of the track or Commercial General Liability Insurance coverage that does not exclude work on the railroad.
5. Errors and Omissions applicable to the work being performed, with a limit no less than two million (\$2,000,000) per claim or occurrence and two million (\$2,000,000) aggregate per policy period of one year.
6. Pollution Liability applicable to the work being performed, with a limit no less than two million (\$2,000,000) per claim or occurrence and two million (\$2,000,000) aggregate per policy period of one year.
7. If the CONTRACTOR maintains broader coverage and/or higher limits than the minimums shown above, the COMMISSION requires and shall be entitled to the broader coverage and/or the higher limits maintained by CONTRACTOR. Policy should include coverage for completed operations for 10 years or the term matching statute of limitations. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the COMMISSION. The CONTRACTOR hereby acknowledges and agrees that any and all insurances carried by it shall be deemed liability coverage for any and all actions it performs in connection with this CONTRACT.

B. Other Insurance Provisions

1. If any insurance coverage required in this CONTRACT is provided on a "Claims Made" rather than "Occurrence" form, CONTRACTOR agrees that the retroactive date thereof shall be no later than the effective date of this CONTRACT, and that it shall maintain the required coverage for a period of three (3) years after the expiration of this CONTRACT (hereinafter "POST AGREEMENT

COVERAGE”) and any extensions thereof. CONTRACTOR may maintain the required POST AGREEMENT COVERAGE by renewal or purchase of prior acts or tail coverage. The COMMISSION will not be responsible for any premiums or assessments on the policy.

2. All policies of Commercial General Liability Insurance and Railroad Protective Liability Insurance, if required, shall be endorsed to cover the Santa Cruz County Regional Transportation Commission, its governing body, officials, employees, agents, and volunteers; St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.), or its successor officials, employees, agents, and volunteers; and the State of California, its officers, agents, and employees as additional insureds with respect to liability arising out of work or operations and activities performed by or on behalf of, the CONTRACTOR, including materials, parts or equipment furnished in connection with such work or operations. Endorsements shall be at least as broad as ISO Form CG 20 10 11 85 or equivalent, covering ongoing operations and products and completed operations.
3. CONTRACTOR agrees to provide its insurance broker(s) with a full copy of these insurance provisions and provide COMMISSION on or before the effective date of this CONTRACT with Certificates of Insurance and endorsements for all required coverages. The Certificates of Insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible. The certificates shall require the carrier to notify COMMISSION in writing of any material change, cancellation, termination or non-renewal of the coverage at least thirty days (30) days in advance of the effective date of such cancellation, or material change, or non-renewal. Insurance shall not be canceled until after ten (10) days prior written notice in the event of nonpayment of premium. Failure to obtain the required documents prior to the work beginning shall not waive the CONTRACTOR’S obligation to provide them. All Certificates of Insurance and endorsements shall be sent electronically to:

contracts@sccrtc.org

4. The CONTRACTOR agrees that the insurance herein provided for, shall be in effect at all times during the term of this CONTRACT. In the event said insurance coverage expires at any time or times during the term of this CONTRACT, the CONTRACTOR agrees to provide at least thirty (30) days prior notice to said expiration date; and a new Certificate of Insurance evidencing insurance coverage as provided for herein, for not less than either the remainder of the term of the CONTRACT, or for a period of not less than one (1) year. New Certificates of Insurance are subject to the approval of

the COMMISSION. In the event the CONTRACTOR fails to keep in effect at all times insurance coverage as herein provided, the COMMISSION may, in addition to any other remedies it may have, terminate this CONTRACT upon occurrence of such event.

5. If any insurance policy of CONTRACTOR required by this CONTRACT includes language conditioning the insurer's legal obligation to defend or indemnify COMMISSION on the performance of any act(s) by the named insured, then said insurance policy, by endorsement, shall also name the COMMISSION as a named insured. Notwithstanding the foregoing, both the CONTRACTOR and its insurers agree that by naming the COMMISSION as a named insured, the COMMISSION may at its sole direction, but is not obligated to, perform any act required by the named insured under said insurance policies.
6. CONTRACTOR shall do all things required to be performed by it pursuant to its insurance policies including but not limited to paying within five (5) workdays, all deductibles and self-insured retentions (SIR) required to be paid under any insurance policy that may provide defense or indemnity coverage to COMMISSION or any additional insured. If CONTRACTOR'S insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this CONTRACT, so as to not prevent any of the parties to this CONTRACT from satisfying or paying the self-insured retention required to be paid, as a precondition to the insurer's liability.
7. CONTRACTOR hereby grants to COMMISSION a waiver of any right of subrogation which any insurer of said CONTRACTOR may acquire against the COMMISSION by virtue of the payment of any loss under such insurance. CONTRACTOR agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COMMISSION has received a waiver of subrogation endorsement from the insurer.
8. CONTRACTOR shall cause the foregoing provisions to be inserted in all subcontracts for any work covered under this CONTRACT, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

9. EQUAL EMPLOYMENT OPPORTUNITY. During the performance of this CONTRACT, CONTRACTOR agrees as follows:

- A. CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. CONTRACTOR shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. CONTRACTOR agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

- B. CONTRACTOR will, in all solicitations or advertisements for employees placed by or on behalf of CONTRACTOR, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
- C. CONTRACTOR will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with CONTRACTOR'S legal duty to furnish information.
- D. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- E. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

- F. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- G. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law. The contractor will include the portion of the sentence immediately preceding paragraph (A) and the provisions of paragraphs (A) through (H) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a state or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of

Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The applicant further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the applicant agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

10. INDEPENDENT CONTRACTOR STATUS. CONTRACTOR and COMMISSION have reviewed and considered the principal test and secondary factors below and agree that CONTRACTOR is an independent contractor and not an employee of COMMISSION. CONTRACTOR is responsible for all insurance (workers compensation, unemployment, etc.) and all payroll related taxes. CONTRACTOR is not entitled to any employee benefits. COMMISSION agrees that CONTRACTOR shall have the right to control the manner and means of accomplishing the result contracted for herein.

PRINCIPAL TEST: The CONTRACTOR rather than COMMISSION has the right to control the manner and means of accomplishing the result contracted for.

SECONDARY FACTORS: (a) The extent of control which, by agreement, COMMISSION may exercise over the details of the work is slight rather than substantial; (b) CONTRACTOR is engaged in a distinct occupation or business; (c) In the locality, the work to be done by CONTRACTOR is usually done by a specialist without supervision, rather than under the direction of an employer; (d) The skill required in the particular occupation is substantial rather than slight; (e) The CONTRACTOR rather than the COMMISSION supplies the instrumentalities, tools and work place; (f) The length of time for which CONTRACTOR is engaged

is of limited duration rather than indefinite; (g) The method of payment of CONTRACTOR is by the job rather than by the time; (h) The work is part of a special or permissive activity, program, or project, rather than part of the regular business of COMMISSION; (i) CONTRACTOR and COMMISSION believe they are creating an independent contractor relationship rather than an employer-employee relationship; and (j) The COMMISSION conducts public business.

It is recognized that it is not necessary that all secondary factors support creation of an independent contractor relationship, but rather that overall there are significant secondary factors that indicate that CONTRACTOR is an independent contractor.

By their signatures on this CONTRACT, each of the undersigned certifies that it is his or her considered judgment that the CONTRACTOR engaged under this CONTRACT is in fact an independent contractor.

11. SUBCONTRACTING. CONTRACTOR shall not subcontract any portion of the performance contemplated and provided for herein without prior written approval of the COMMISSION. Where written approval is granted by the COMMISSION, CONTRACTOR shall supervise all work subcontracted by CONTRACTOR in performing the services; shall be responsible for all work performed by a subcontractor as if CONTRACTOR itself had performed such work; the subcontracting of any work to subcontractors shall not relieve CONTRACTOR from any of its obligations under this CONTRACT with respect to the services; and CONTRACTOR is obligated to ensure that any and all subcontractors performing any services shall be fully insured in all respects and to the same extent as set forth under Section 8 above, to COMMISSION's satisfaction.

12. COMPLIANCE WITH THE CONTRACT WORK HOURS AND SAFETY STANDARDS ACT. CONTRACTOR agrees to comply with the following requirements in compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations at 29 C.F.R. Part 5:

- A. *Overtime requirements.* No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.
- B. *Violation; liability for unpaid wages; liquidated damages.* In the event of any violation of the clause set forth in paragraph (b)(1) of the U.S. Code section the contractor and any subcontractor responsible

therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (b)(1), in the sum of \$27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (b)(1).

- C. *Withholding for unpaid wages and liquidated damages.* The COMMISSION shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contractor any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b)(2) of the U.S. Code section.
- D. *Subcontracts.* The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (b)(1) through (4) of the U.S. Code section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (b)(1) through (4).

13. COMPLIANCE WITH THE DAVIS-BACON ACT. All transactions regarding this contract shall be done in compliance with the Davis-Bacon Act (40 U.S.C. 3141- 3144, and 3146-3148) and the requirements of 29 C.F.R. § 5.5(a)(1)-(10) in full as may be applicable. The contractor shall comply with 40 U.S.C. 3141-3144, and 3146-3148 and the requirements of 29 C.F.R. § 5, as applicable.

- A. CONTRACTORS are required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor.
- B. Additionally, contractors are required to pay wages for all hours worked not less than once a week.

14. COMPLIANCE WITH THE COPELAND "ANTI-KICKBACK" ACT.

- A. CONTRACTOR. The CONTRACTOR shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.
- B. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clause above and such other clauses as FEMA may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.
- C. Breach. A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a contractor and subcontractor as provided in 29 C.F.R. § 5.12.

15. SAFETY. CONTRACTOR shall conform to the Occupational Safety and Health Act (OSHA) and Caltrans *Standard Specifications* and *Revised Standard Specifications*, 2018 edition. In addition, CONTRACTOR agrees to abide by all safety laws, regulations and requirements associated with working on and in the vicinity of a railroad track, and all conditions of entry that may be required by St. Paul & Pacific Railroad (SPPR) to avoid interference with its rights, including but not limited to all terms and conditions set forth in the Request for Bid 2227 and Exhibit X SPPR application guidelines.

16. NONASSIGNMENT. CONTRACTOR shall not assign the CONTRACT without the prior written consent of the COMMISSION.

17. ACKNOWLEDGMENT. CONTRACTOR shall acknowledge in all reports and literature that the Santa Cruz County Regional Transportation Commission has provided funding to the CONTRACTOR.

18. AUDITS/ACCOUNTING/RECORDS

- A. The Contractor shall maintain financial accounts, documents, and records (collectively, "records") relating to this agreement, in accordance with the guidelines of "Generally Accepted Accounting Principles" ("GAAP") published by the American Institute of Certified Public Accountants. The records shall include, without limitation, evidence sufficient to reflect properly the amount, receipt, deposit, and disbursement of all funds related to the construction of the project, and the use, management, operation and maintenance of the real property. Time and effort reports are also required. The CONTRACTOR shall maintain adequate supporting records in a manner that permits tracing from the request for

disbursement forms to the accounting records and to the supporting documentation.

- B. Additionally, the COMMISSION or its agents may review, obtain, and copy all records relating to performance of the agreement. The grantee shall provide the COMMISSION or their agents with any relevant information requested and shall permit the COMMISSION or their agents access to the CONTRACTOR'S premises upon reasonable notice, during normal business hours, to interview employees and inspect and copy books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with this agreement and any applicable laws and regulations.
- C. The CONTRACTOR shall retain the required records for a minimum of three years following the later of final disbursement by the COMMISSION, and the final year to which the particular records pertain. The records shall be subject to examination and audit by the COMMISSION and the Bureau of State Audits during the retention periods.
- D. If the CONTRACTOR retains any subcontractors to accomplish any of the work of this agreement, the CONTRACTOR shall first enter into an agreement with each subcontractor requiring the subcontractor to meet the terms of this section and to make the terms applicable to all subcontractors.

19. RETENTION AND AUDIT OF RECORDS. CONTRACTOR shall retain records pertinent to this CONTRACT for a period of not less than five (5) years after final payment under this CONTRACT or until a final audit report is accepted by COMMISSION, whichever occurs first. CONTRACTOR hereby agrees to be subject to the examination and audit by COMMISSION, the State, or the designee for a period of five (5) years after final payment under this CONTRACT.

- A. All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that CONTRACTOR prepares or obtains in accordance with this Agreement and that relate to the matters covered under the terms of this CONTRACT shall be the property of the COMMISSION.
- B. During the term of this Agreement, either party (the "Disclosing Party") may disclose confidential, proprietary or trade secret information (the "Information"), to the other party (the "Receiving Party"). The Receiving Party shall hold the Disclosing Party's Information in confidence and shall take all reasonable steps to prevent any unauthorized possession, use, copying, transfer or disclosure of such Information. CONTRACTOR

understands that COMMISSION is a public agency and is subject to the laws that may compel it to disclose information about CONTRACTOR'S business.

20. ACCESS TO RECORDS. CONTRACTOR agrees to comply with the following requirements pertaining to access to records:

- A. CONTRACTOR agrees to provide COMMISSION, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of CONTRACTOR which are directly pertinent to this CONTRACT for the purposes of making audits, examinations, excerpts, and transcriptions.
- B. CONTRACTOR agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- C. CONTRACTOR agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the CONTRACT.
- D. In compliance with the Disaster Recovery Act of 2018, COMMISSION and CONTRACTOR acknowledge and agree that no language in this CONTRACT is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

21. PRESENTATION OF CLAIMS. Presentation and processing of any or all claims arising out of or related to this CONTRACT shall be made in accordance with the provisions contained in Chapter 1.05 of the Santa Cruz County Code, which by this reference is incorporated herein.

22. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. CONTRACTOR acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the CONTRACTOR'S actions pertaining to this contract.

23. PUBLIC AGENCY SEAL, LOGO, AND FLAGS. The contractor shall not use the Department of Homeland Security or any agency seal(s), logos, crests, or reproductions of flags or likenesses of agency officials without specific COMMISSION pre-approval and as applicable, FEMA pre-approval.

24. ATTORNEY'S FEE. If a Party to this CONTRACT brings any action, including an action for declaratory relief, to enforce or interpret the provision of this CONTRACT, the prevailing Party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that Party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

25. VENUE. In the event that either Party brings any action against the other under this CONTRACT, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Santa Cruz or in the United States District Court for the Northern District of California.

26. LICENSE, REGISTRATION, AND CALIFORNIA STATE LICENSE BOARD NOTICE.

- A. CONTRACTOR shall maintain all required licenses throughout the term of this CONTRACT. CONTRACTOR shall be registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5.
- B. **NOTICE:** CONTRACTOR IS required by law to be licensed and regulated by CONTRACTOR'S State License Board which has jurisdiction to investigate complaints against contractors if a complaint regarding a patent act or omission is filed within four years of the date of the alleged violation. A complaint regarding a latent act or omission pertaining to structural defects must be filed within 10 years of the date of the alleged violation. Any questions concerning a contractor may be referred to the Registrar, Contractors' State License Board, P.O. Box 26000, Sacramento, California 95826.
- C. In accordance with the License Law and the Public Contract Code (Business & Professions Code §7059(b) and Public Contract Code §3300(a)). The COMMISSION shall determine the license classification necessary to bid and perform the project and this classification is indicated in RFB2202.

27. WARRANTY. In addition to any and all warranties provided or implied by law or public policy, CONTRACTOR warrants that all services (including but not limited to all equipment and materials supplied in connection therewith) shall be free from defects in design and workmanship, and that CONTRACTOR shall perform all services in accordance with all applicable engineering, construction and other codes and standards, and with the degree of high professional skill normally exercised by or expected from recognized professional firms engaged in the practice of supplying services of a nature similar to the services in question. CONTRACTOR further warrants that, in addition to furnishing all tools, equipment and supplies customarily required for performance of work, CONTRACTOR shall furnish personnel with the training, experience and physical ability, as well as adequate supervision, required to perform the services in accordance with the preceding standards and the other requirements of this Contract. In addition to all other rights and remedies which COMMISSION may have, COMMISSION shall have the right to require, and CONTRACTOR shall be obligated at its own expense to perform, all further services which may be required to correct any

deficiencies which result from CONTRACTOR'S failure to perform any services in accordance with the standards required by this CONTRACT. Moreover, if, during the term of this Contract (or during the one (1) year period following the term hereof), any equipment, goods or other materials or services used or provided by CONTRACTOR under this CONTRACT fail due to defects in material and/or workmanship or other breach of this Contract, CONTRACTOR shall, upon any reasonable notice from COMMISSION, replace or repair the same to COMMISSION's satisfaction. Unless otherwise expressly permitted, all materials and supplies to be used by CONTRACTOR in the performance of the services shall be new and best of kind. CONTRACTOR hereby assigns to COMMISSION all additional warranties, extended warranties, or benefits like warranties, such as insurance, provided by or reasonably obtainable from suppliers of equipment and material used in the services.

28. PROCUREMENT OF RECOVERED MATERIALS.

- A. In the performance of this CONTRACT, CONTRACTOR shall comply with all applicable requirements under Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, including but not limited to making maximum use of products containing recovered materials that are designated by the federal Environmental Protection Agency (EPA) items unless the product cannot be acquired:
1. Competitively within a timeframe providing for compliance with the contract performance schedule;
 2. Meeting contract performance requirements; or
 3. At a reasonable price.
- B. CONTRACTOR shall be responsible for obtaining information relating to applicable requirements under Section 6002 such as those available at available at EPA's Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.

29. DOMESTIC PREFERENCE FOR PROCUREMENTS.

As appropriate, and to the extent consistent with law, the CONTRACTOR should, to the greatest extent practicable, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. This includes, but is not limited to iron, aluminum, steel, cement, and other manufactured products.

For purposes of this clause:

Produced in the United States means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

Manufactured products mean items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

30. COMPLIANCE WITH THE CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT.

- A. CONTRACTOR agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 *et seq.*
1. CONTRACTOR agrees to report each violation to COMMISSION and understands and agrees that COMMISSION will, in turn, report each violation as required to assure notification to the FEMA, and the appropriate [Environmental Protection Agency \(EPA\) Regional Office](#).
 2. CONTRACTOR agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with federal assistance provided by FEMA.
- B. CONTRACTOR agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 *et seq.*
1. CONTRACTOR agrees to report each violation to COMMISSION and understands and agrees that COMMISSION will, in turn, report each violation as required to assure notification to FEMA, and the appropriate EPA Regional Office.
 2. CONTRACTOR agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

31. SUSPENSION AND DEBARMENT.

- A. This CONTRACT is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, CONTRACTOR is required to verify that none of CONTRACTOR'S principals (as defined under 2 C.F.R. § 180.995) or its affiliates (as defined under 2 C.F.R. § 180.905) are excluded (as defined under 2 C.F.R. § 180.940) or disqualified (as defined under 2 C.F.R. § 180.935).
- B. CONTRACTOR agrees comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

C. CONTRACTOR acknowledges that the requirements of this section is a material representation of fact relied upon by COMMISSION in executing this CONTRACT. If it is later determined that CONTRACTOR did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to COMMISSION, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment of CONTRACTOR.

- 32. COMPLIANCE WITH THE BYRD ANTI-LOBBYING AMENDMENT, 31 U.S.C. § 1352 (AS AMENDED).** CONTRACTOR and subcontractor shall submit to COMMISSION the certification attached hereto and incorporated herein (Exhibit X) in compliance with 31 U.S.C. § 1352, as amended, to make required disclosure thereunder including to certify that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, officer or employee of Congress, or an employee of a Member of Congress in connection with obtaining any Federal contract, grant, or any other award covered thereunder. CONTRACTOR acknowledges such disclosures are forwarded from tier to tier, up to the COMMISSION who in turn will forward the certification(s) to the federal awarding agency providing federal assistance to COMMISSION.
- 33. INTEGRATION; INCORPORATION.** This CONTRACT, including all the exhibits attached hereto, represents the entire and integrated agreement between COMMISSION and CONTRACTOR and supersedes all prior negotiations, representations, or agreements, either written or oral. All exhibits attached hereto are incorporated by reference herein.
- 34. SEVERABILITY.** If a court of competent jurisdiction finds or rules that any provision of this CONTRACT is invalid, void, or unenforceable, the provisions of this CONTRACT not so adjudged shall remain in full force and effect.
- 35. MISCELLANEOUS.** This written CONTRACT, along with any attachments, is the full and complete integration of the parties' agreement forming the basis for this CONTRACT. The parties agree that this written CONTRACT supersedes any previous written or oral agreements between the parties, and any modifications to this CONTRACT must be made in a written document signed by all parties. The unenforceability, invalidity or illegality of any provision(s) of this CONTRACT shall not render the other provisions unenforceable, invalid or illegal. Waiver by any part of any portion of this CONTRACT shall not constitute a waiver of any other portion thereof. Any arbitration, mediation, or litigation arising out of this CONTRACT shall occur only in the County of Santa Cruz, notwithstanding the fact that one of the contracting parties may reside outside of the

County of Santa Cruz. This CONTRACT shall be governed by, and interpreted in accordance with, California law.

36. COUNTERPARTS. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

37. ATTACHMENTS. This CONTRACT includes the following attachments:

Exhibit X: Scope of Work

Exhibit X: Quote Sheet

Exhibit X: St. Paul & Pacific Railroad Right of Entry Guidelines for Document Submission

Exhibit X: Levine Act Statement

Exhibit X: Byrd Anti-Lobbying Certification

The Parties have executed this CONTRACT as of the date signed by the COMMISSION.

SIGNATURE PAGE

Contract No. TPXXXX

INDEPENDENT CONTRACTOR AGREEMENT

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

1. CONTRACTOR:

By _____
Name
Title

Date _____

Company Name
Address 1
Address 2
Telephone
[Email](#)

**2. SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION:**

By _____
Sarah Christensen
Executive Director

Date _____

1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
(831) 460-3200
info@sccrtc.org

3. APPROVED AS TO FORM:

By _____
Steve Mattas
RTC Counsel

Date _____

4. APPROVED AS TO INSURANCE:

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONTRACTOR



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Attachment 7

Project Plans



Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)

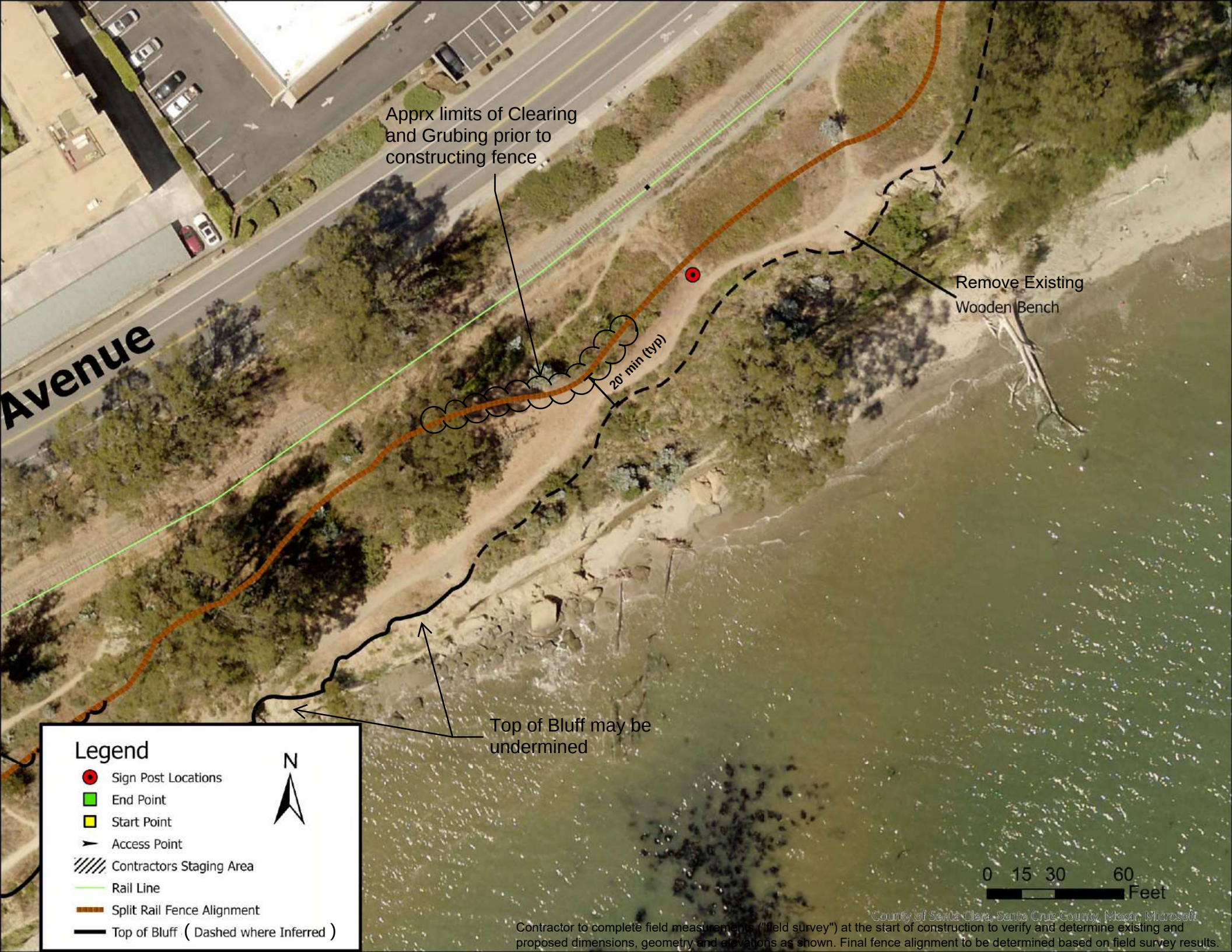


0 15 30 60
Feet

Top of Bluff may be undermined

County of Santa Clara, Santa Cruz County, Maxar, Microsoft
Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.





Apprx limits of Clearing
and Grubbing prior to
constructing fence

Remove Existing
Wooden Bench

20' min (typ)

Top of Bluff may be
undermined

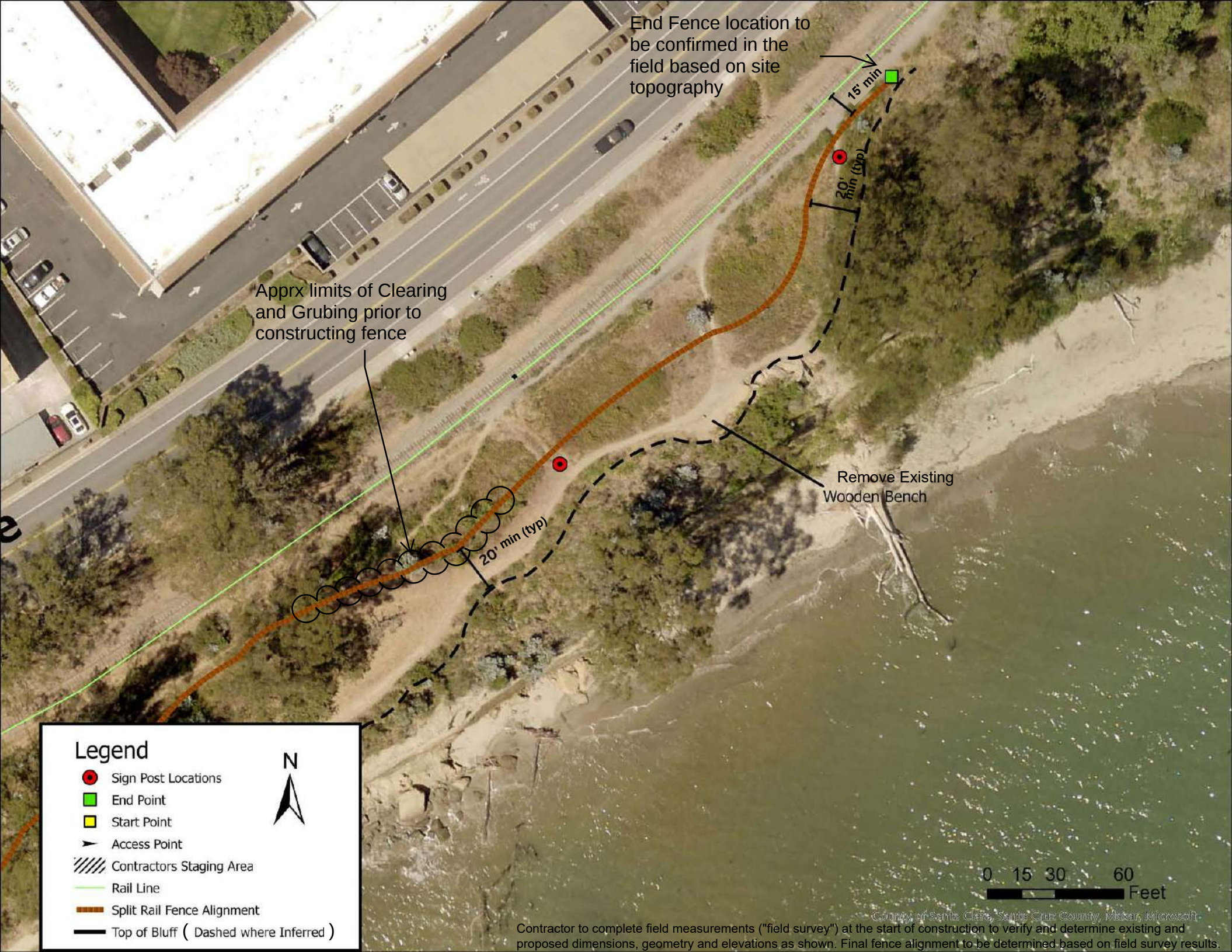
Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60
Feet

Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



End Fence location to be confirmed in the field based on site topography

Apprx limits of Clearing and Grubbing prior to constructing fence

Remove Existing Wooden Bench

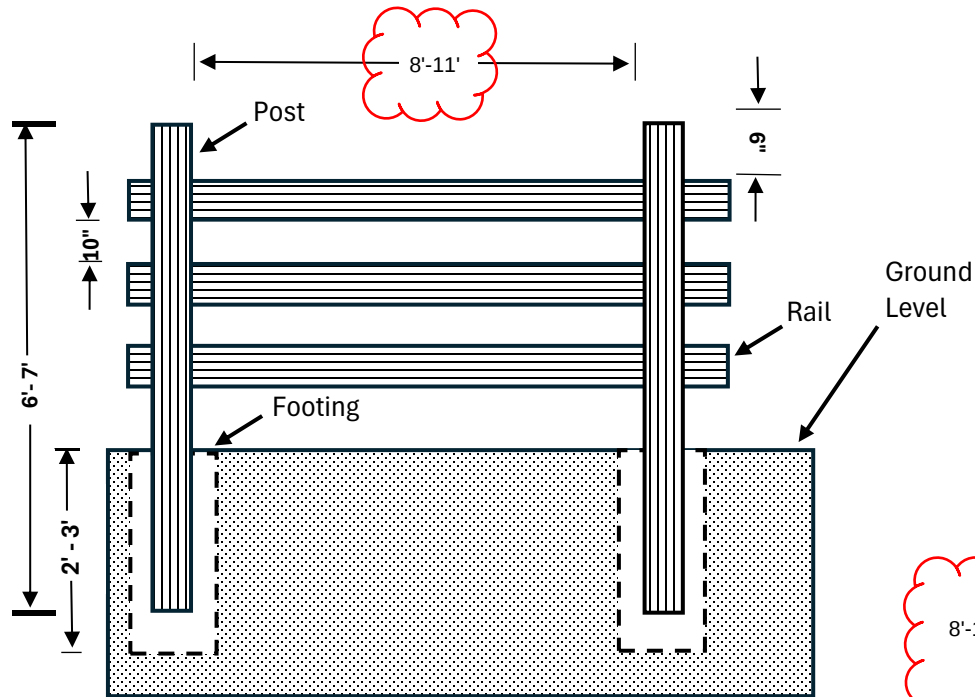
Legend

- Sign Post Locations
- End Point
- Start Point
- Access Point
- ▨ Contractors Staging Area
- Rail Line
- Split Rail Fence Alignment
- Top of Bluff (Dashed where Inferred)



0 15 30 60 Feet

Contractor to complete field measurements ("field survey") at the start of construction to verify and determine existing and proposed dimensions, geometry and elevations as shown. Final fence alignment to be determined based on field survey results.



Notes:

Alternative One: Cedar Wooden Split Rail Fence

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.

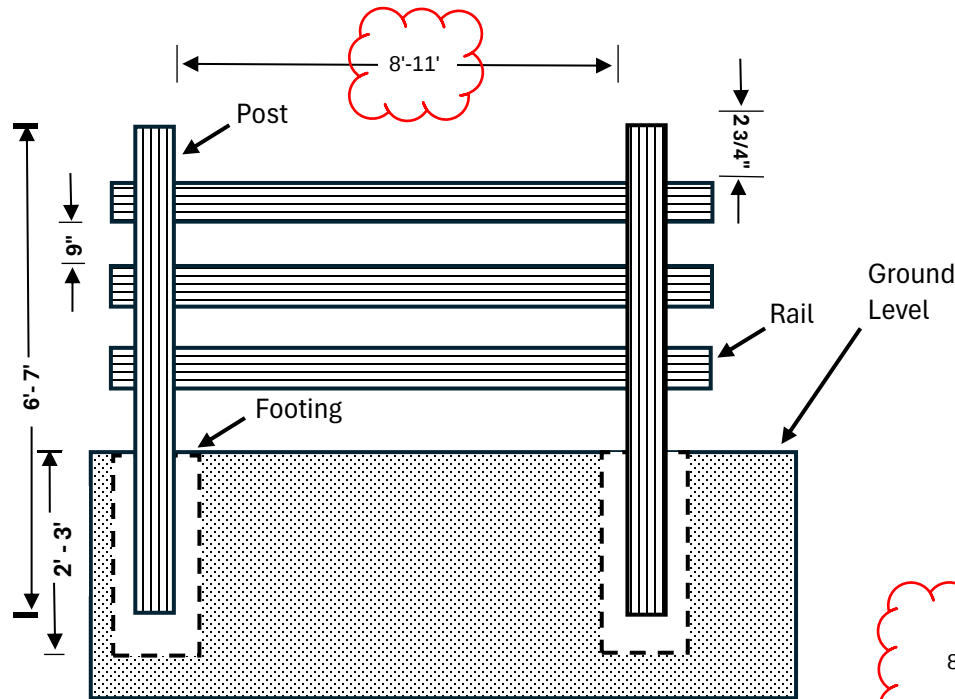
2. Must be backfilled with $\frac{3}{4}$ inch crushed aggregate to maintain the fence post in place.

3. Fence posts that are 4 feet high above the ground.

4. Rail must be approximately 8'-11' feet in length. The first rail must be 6 inches below the top of the fence post.

Split Rail Fence

Scale: NTS



Notes:

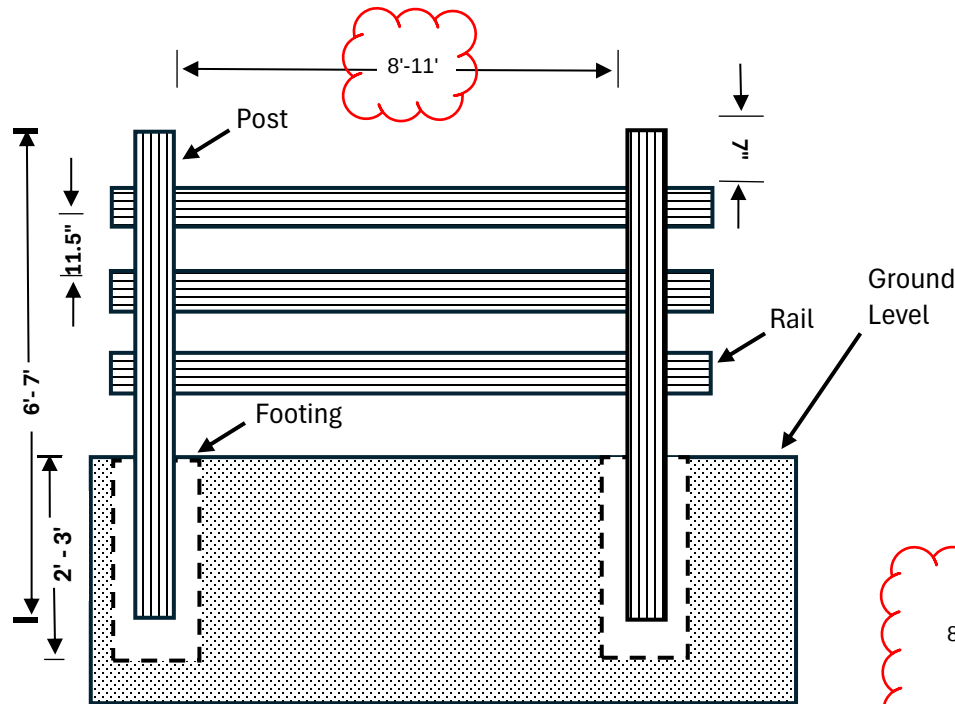
**Alternative Two: Wooden
Style Prefabricated
Concrete Split Rail Fence**

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.
2. Must be backfilled with concrete to maintain the fence post in place.
3. Fence posts that are 4 feet high above the ground.

4. Rail must be approximately 8'-11' feet in length. The first rail must be 2 3/4 inches below the top of the fence post.

Split Rail Fence

Scale: NTS



Notes:

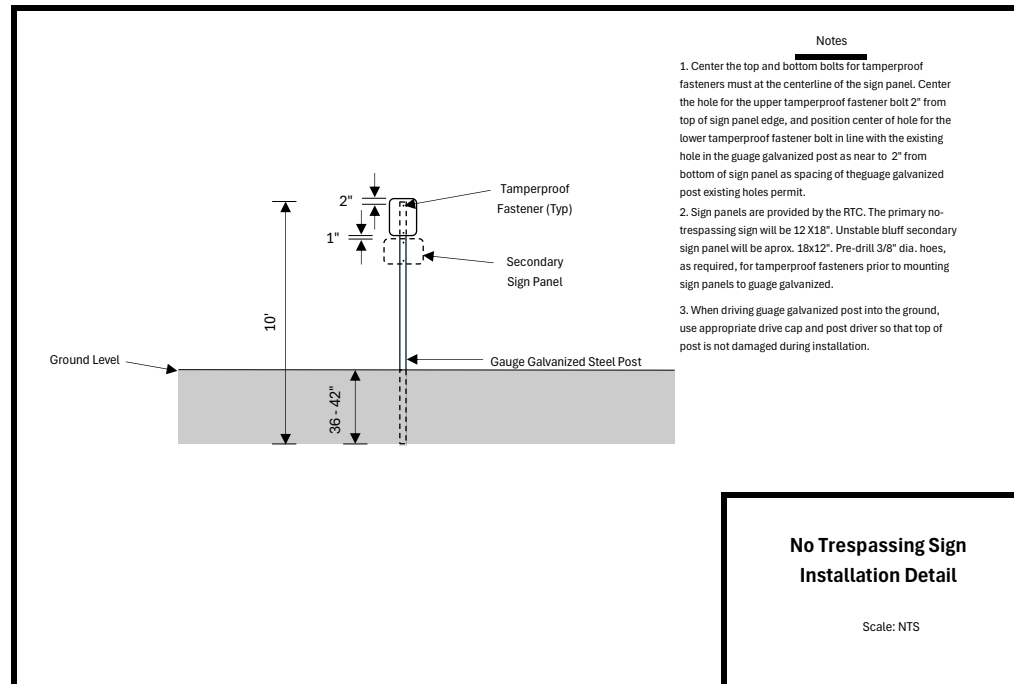
Alternative Three: Treated Wood Lap Split Rail Fence

1. A hole three times the width of the post with a depth of 2 to 3 feet must be created to place the fence post.
2. Must be backfilled with $\frac{3}{4}$ inch crushed aggregate to maintain the fence post in place.
3. Fence posts that are 4 feet high above the ground.

4. Rail must be approximately 8'-11' feet in length. The first rail must be 7 inches below the top of the fence post.

Split Rail Fence

Scale: NTS





SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Acknowledgement:

The purpose of this Addendum is to provide revisions to the Bid Documents, Plans and Specifications for the referenced project.

The changes, additions and/or deletions described above are hereby made and shall be considered as part of the Bid Documents, Project Plans and Special Provisions.

This acknowledgement signature page of Addendum No. 2 must be submitted with your bid. If this acknowledgement signature page is not submitted with your bid, your bid may be considered non-responsive.

RECEIPT IS HEREBY ACKNOWLEDGED OF ADDENDUM NO. 2

Authorized Company Signature

Printed Name

Company Name

Date



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Date: October 24, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 3**

Attached is Addendum No. 3 for the above referenced project which shall modify, take precedence over other sections and become a part of the Contract Documents.

Receipt of this Addendum must be acknowledged by signing and submitting a copy of this Addendum with your bid. Failure to acknowledge receipt of this addendum may constitute grounds for rejection of the bid.

If you have any questions regarding this addendum, please submit them to maintenance@sccrtc.org as described in the RFB solicitation notice.

Sincerely,

Riley Gerbrandt, P.E.

[Regional Transportation Commission](#)



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Date: October 24, 2025

TO: Plan Holders of: **PARK AVENUE BLUFF FENCING PROJECT**
RTC REQUEST FOR BIDS NO. RFB 2202

SUBJECT: **Addendum No. 3**

The contract documents of this project are hereby changed as follows:

A. Request for Bids (RFB) Solicitation Notice

On pages 1-2 of the RFB, replace the 3rd paragraph under “Scope of Work” with the following:

At the time of Contract Award, Contractor shall have a valid license issued under the provisions of Chapter 9, Division 3, of the Business and Professions Code of the State of California. Acceptable license classifications include any of the following:

- A – General Engineering Contractor
- B – General Building Contractor
- Appropriate C-class specialty contractor license(s) required to perform the entire scope of work

The Contractor must be skilled and regularly engaged in the general class or type of work called for under the Contract Documents. All work shall be performed only by properly licensed contractors and subcontractors in accordance with state law.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

Acknowledgement:

The purpose of this Addendum is to provide revisions to the Bid Documents, Plans and Specifications for the referenced project.

The changes, additions and/or deletions described above are hereby made and shall be considered as part of the Bid Documents, Project Plans and Special Provisions.

This acknowledgement signature page of Addendum No. 3 must be submitted with your bid. If this acknowledgement signature page is not submitted with your bid, your bid may be considered non-responsive.

RECEIPT IS HEREBY ACKNOWLEDGED OF ADDENDUM NO. 3

Authorized Company Signature

Printed Name

Company Name

Date

EXHIBIT B
SCCRTC RFB 2202 BID SUMMARY - OCTOBER 28, 2025

Capitola Bluff Fencing Project

Item					Engineer's Estimate		BNO Builders Inc		Lisac General Engineering		Ranch Fence Inc.	
No.	Item Code	Item	Units	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
BID ITEM LIST - BID ALTERNATIVE 1												
1	120090	Construction Area Signs	LS	1	\$1,500.00	\$1,500.00	\$3,551.44	\$3,551.44	\$1,024.00	\$1,024.00	\$5,000.00	\$5,000.00
2	130100	Job Site Management	LS	1	\$1,000.00	\$1,000.00	\$17,272.13	\$17,272.13	\$20,744.00	\$20,744.00	\$5,000.00	\$5,000.00
3	130200	Prepare Water Pollution Control Program	LS	1	\$1,500.00	\$1,500.00	\$7,372.56	\$7,372.56	\$5,460.00	\$5,460.00	\$2,000.00	\$2,000.00
4	190101	Roadway Excavation	CY	15	\$583.33	\$8,749.95	\$250.02	\$3,750.30	**\$1,092.00	**\$16,380.00	\$1,500.00	\$22,500.00
5	699999A	Remove Existing Bench	EA	1	\$300.00	\$300.00	\$837.00	\$837.00	\$546.00	\$546.00	\$500.00	\$500.00
6	800002A	Fence (Type Cedar Wooden Split Rail Fence, Wooden Posts & Rails)	LF	1,300	\$77.10	\$100,230.00	\$62.00	\$80,600.00	**\$92.53	**\$120,289.00	\$165.00	\$214,500.00
7	820840A	Roadside Sign - One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$545.40	\$2,727.00	\$593.44	\$2,967.20	\$82.00	\$410.00	\$385.00	\$1,925.00
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$120.00	\$600.00	\$78.47	\$392.35	\$776.00	\$3,880.00	\$150.00	\$750.00
9	999990	Mobilization	LS	1	\$6,000.00	\$6,000.00	\$21,622.50	\$21,622.50	\$25,309.00	\$25,309.00	\$10,000.00	\$10,000.00
Totals - Bid Alternative 1 Items					\$122,606.95		\$138,365.48		\$194,042.00		\$262,175.00	
Totals - Bid Alternative 1 Items					\$122,606.95		\$138,365.48		\$194,042.00		\$262,175.00	

Item					Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
No.	Item Code	Item	Units	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
BID ITEM LIST - BID ALTERNATIVE 2*												
1	120090	Construction Area Signs	LS	1	\$1,500.00	\$1,500.00	\$3,551.44	\$3,551.44	\$1,024.00	\$1,024.00	\$5,000.00	\$5,000.00
2	130100	Job Site Management	LS	1	\$1,000.00	\$1,000.00	\$17,272.13	\$17,272.13	\$20,744.00	\$20,744.00	\$5,000.00	\$5,000.00
3	130200	Prepare Water Pollution Control Program	LS	1	\$1,500.00	\$1,500.00	\$7,372.56	\$7,372.56	\$5,460.00	\$5,460.00	\$2,000.00	\$2,000.00
4	190101	Roadway Excavation	CY	15	\$583.33	\$8,749.95	\$250.02	\$3,750.30	**\$1,092.00	**\$16,380.00	\$1,500.00	\$22,500.00
5	699999A	Remove Existing Bench	EA	1	\$300.00	\$300.00	\$837.00	\$837.00	\$546.00	\$546.00	\$500.00	\$500.00
6	800002B	Fence (Type Wooden Style Split Rail Fence, Concrete Posts & Rails)	LF	1,300	\$95.30	\$123,890.00	\$75.00	\$97,500.00	**\$230.19	**\$299,247.00	\$297.00	\$386,100.00
7	820840A	Roadside Sign - One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$545.40	\$2,727.00	\$593.44	\$2,967.20	\$82.00	\$410.00	\$385.00	\$1,925.00
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$120.00	\$600.00	\$78.47	\$392.35	\$776.00	\$3,880.00	\$150.00	\$750.00
9	999990	Mobilization	LS	1	\$6,000.00	\$6,000.00	\$21,622.50	\$21,622.50	\$25,309.00	\$25,309.00	\$10,000.00	\$10,000.00
Totals - Bid Alternative 2 Items					\$146,266.95		\$155,265.48		\$373,000.00		\$433,775.00	
Totals - Bid Alternative 2 Items					\$146,266.95		\$155,265.48		\$373,000.00		\$433,775.00	

Item					Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
No.	Item Code	Item	Units	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
BID ITEM LIST - BID ALTERNATIVE 3												
1	120090	Construction Area Signs	LS	1	\$1,500.00	\$1,500.00	\$3,551.44	\$3,551.44	\$1,024.00	\$1,024.00	\$5,000.00	\$5,000.00
2	130100	Job Site Management	LS	1	\$1,000.00	\$1,000.00	\$17,272.13	\$17,272.13	\$20,744.00	\$20,744.00	\$5,000.00	\$5,000.00
3	130200	Prepare Water Pollution Control Program	LS	1	\$1,500.00	\$1,500.00	\$7,372.56	\$7,372.56	\$5,460.00	\$5,460.00	\$2,000.00	\$2,000.00
4	190101	Roadway Excavation	CY	15	\$583.33	\$8,749.95	\$250.02	\$3,750.30	**\$1,092.00	**\$16,380.00	\$1,500.00	\$22,500.00
5	699999A	Remove Existing Bench	EA	1	\$300.00	\$300.00	\$837.00	\$837.00	\$546.00	\$546.00	\$500.00	\$500.00
6	800002C	Fence (Type Treated Wood Lap Rail Fence, Wooden Posts & Rails)	LF	1,300	\$72.20	\$93,860.00	\$56.00	\$72,800.00	**\$88.68	**\$115,284.00	\$163.00	\$211,900.00
7	820840A	Roadside Sign - One Post (galvanized steel posts with unstable bluff sign panel)	EA	5	\$545.40	\$2,727.00	\$593.44	\$2,967.20	\$82.00	\$410.00	\$385.00	\$1,925.00
8	820900A	Install Roadside Sign Panel (RTC Furnished No Trespassing Sign Panel)	EA	5	\$120.00	\$600.00	\$78.47	\$392.35	\$776.00	\$3,880.00	\$150.00	\$750.00
9	999990	Mobilization	LS	1	\$6,000.00	\$6,000.00	\$21,622.50	\$21,622.50	\$25,309.00	\$25,309.00	\$10,000.00	\$10,000.00
Totals - Bid Alternative 3 Items					\$116,236.95		\$130,565.48		\$189,037.00		\$259,575.00	
Totals - Bid Alternative 3 Items					\$116,236.95		\$130,565.48		\$189,037.00		\$259,575.00	

Apparent Low Bid is ...	\$155,265.48*
BNO Builders Inc	

Bid Items Total	\$155,265.48	
Contingencies	\$15,526.55	10%
Design Support During Construction	\$23,289.82	15%
Construction Management	\$46,579.64	30%
Total Construction Cost Estimate	\$240,661.49	

Notes:

* The RTC determined to select the lowest bid from amongst the bids submitted for Bid Alternative 2

** Bidder submitted a bid with the same amount entered in both the unit prie and item total columns. Therefore, the amount set forth in the item total column for the item prevails, and the unit price is divided by dividing the item total by the estimated quantity for the item and rounding up to the nearest penny.
The item total is then recalculated using the thus calculated unit price; rounding may affect the bid item total.

AGENDA: November 6, 2025

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Monthly Meeting Schedule

The monthly meeting schedule is presented to inform the Commission and the public of upcoming Commission, Committee, and Advisory Committee meetings. The meetings are open to the public. Information needed to attend the meetings can be found on the first page of the meeting agenda. Agendas for the meetings will be posted to the appropriate webpage five to seven days prior to the meetings.

- Commission Meetings:
<https://sccrtc.org/meetings/regional-transportation-commission/agendas/>
- Budget and Administration/Personnel Committee:
<https://sccrtc.org/meetings/budget-administration-personnel-committee/>
- Bicycle Advisory Committee:
<https://sccrtc.org/meetings/bicycle-advisory-committee/>
- Elderly and Disabled Transportation Advisory Committee:
<https://sccrtc.org/meetings/elderly-disabled/>
- Interagency Technical Advisory Committee:
<https://sccrtc.org/meetings/inter-agency/>
- Traffic Operations System/SAFE on 17:
<https://sccrtc.org/meetings/traffic-operations-system-safe-on-17/>
- Measure D Taxpayer Oversight Committee:
<https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>

Attachments:

1. Three Month Meeting Schedule

Three Month Meeting Schedule**November 6, 2025 RTC Meeting**www.sccrtc.org

November 2025-January 2026

Note: Please check website for most up-to-date information. All meetings are subject to cancellation when there are no action items to be considered.

Date	Day	Meeting Body	Time	Place
11/03/25	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
11/06/25	Thu	Regional Transportation Commission	9:00am	Watsonville
11/20/25	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
12/04/25	Thu	Regional Transportation Commission	9:00am	Watsonville
12/08/25	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
12/09/25	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
12/18/25	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
01/15/26	Thu	Regional Transportation Commission	6:00pm *New Time*	Watsonville
01/22/26	Thu	Interagency Technical Advisory Committee *New Date* (one week later)	1:30pm	RTC Office

- *RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA*
- *Watsonville – 275 Main Street, Watsonville, CA*

AGENDA: November 6, 2025

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Correspondence Log

The Correspondence Log is included in the meeting packet to inform the Commission of correspondence from members of the public on matters within its jurisdiction and from members of the Commission and its staff to other agencies. The correspondence log and the accompanying Full Comments (linked in the upper right-hand corner of the first page of the log) demonstrate the value the Commissioner places on transparency and responsiveness.

Attachments:

1. Correspondence Log

Correspondence Log (9/22/2025-10/27/2025)

RTC November 6, 2025

TO							From			Link to Full Comments Link to Comments on the Rural Highway Safety Plan (RHSP)
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
09/18/25	Contact us form	Incoming	B.Kressman 9.23.2025	Bella	Kressman	SCCRTC	Sarah	Sellars	CivilGrid	Question about utilities in railroad right-of-way infrastructure near the attached project
09/22/25	Email	Incoming	RTC Staff 9.24.2025	Bella Kressman	Riley Gerbrandt	SCCRTC	Damon	Meyer	Resident	Comments about the Santa Cruz Branch Rail Line Corridor, passenger rail project, Proposition 116, and property rights
09/22/25	Email	Incoming	RTC Staff 9.24.2025	RTC		SCCRTC	Nadene	Thorne	Resident	Why Santa Cruz County Should Railbank
09/23/25	Email	Incoming	RTC Staff 9.24.2025	Sarah	Christensen	SCCRTC	Nick	Meehan	Resident	Support for moving faster to open the Murray Street bridge to bike/ped
09/24/25	Email	Incoming	RTC Staff 9.24.2025	Bella Kressman	R. Gerbrandt & G. Blakeslee	SCCRTC	Damon	Meyer	Resident	Comments about 1877 Thompson deed, acquisition of the Right of Way, passenger rail service, and Proposition 116
09/24/25	Email	Incoming	RTC Staff 9.24.2025	Sarah	Christensen	SCCRTC	Bill	Van Bloom	Resident	Comments re: Progressive rail - support for allowing temporary ped/bike passage over the Murray St rail bridge
09/24/25	Email	Incoming	RTC Staff 10.17.2025	Shannon	Munz	SCCRTC	Azul	Dahlstrom-Eckman	KQED News	Question about RAISE Grant cuts - KQED News
09/24/25	Email	Incoming	RTC Staff 9.24.2025	Sarah	Christensen	SCCRTC	Mitchell	Bramlett	Resident	Support for opening the Murray St bridge now. Concerns about RTC hurting the community by siding with Roaring Camp.
09/24/25	Email	Incoming	RTC Staff 9.24.2025	Sarah	Christensen	SCCRTC	Hilary	Gates	Resident	Support for opening the Murray St Bridge to save small businesses
09/25/25	Email	Incoming	S.Munz 10.9.2025	Shannon	Munz	SCCRTC	Rabbi Shifra	Weiss-Penzias	Temple Beth El	Comments about unannounced Park Avenue exit closure Sept 23
09/25/25	Email	Incoming	RTC Staff 9.24.2025	Sarah	Christensen	SCCRTC	Dean	Cutter	Resident	Support for accelerating opening the RXR bridge over the Santa Cruz Harbor to bicyclists and pedestrians to save the businesses of Seabright

Correspondence Log (9/22/2025-10/27/2025)

RTC November 6, 2025

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
09/26/25	Email	Incoming	RTC Staff 9.29.2025	Yesenia	Parra	SCCRTC	Johanna	Lighthill	Resident	Concerns about agenda materials not meeting Brown Act guidelines
09/26/25	Email	Incoming	RTC Staff 9.26.2025	Bella	Kressman	SCCRTC	Jean	Brocklebank	Resident	Question re: which commissioners serve on the ad hoc subcommittee on encroachments on mobile home park property?
09/27/25	Email	Incoming	n/a	RTC		SCCRTC	Becky	Steinbruner	Resident	Addressed to Caltrans D5: Request to make highway medians removable for emergency traffic
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Doug & Genna	Mann	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Jim	Cumming	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Frank	Wessels	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Tom	Kellogg	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	David	Giannini	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Ellen	Martinez	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Mark	Wegrich	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Marion	Krause	Resident	Comments on item 21, RTC Oct. 2 2025

Correspondence Log (9/22/2025-10/27/2025)

RTC November 6, 2025

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Maria	Gitin Torres	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Joe	Martinez	Resident	Comments on item 21, RTC Oct. 2 2025
09/27/25	Email	Incoming	R.Gerbrandt 10.6.2025	Riley	Gerbrandt	SCCRTC	Jonah	Henry	Resident	Question about Zero Emission Passenger Rail and Trail Project (ZEPR) and AB 2503
09/28/25	Email	Incoming	RTC Staff 9.29.2025	Sarah	Christensen	SCCRTC	Carolyn	Dille	Resident	Please do something now to help the businesses in Seabright
09/28/25	Email	Incoming	pending	Brian	Zamora	SCCRTC	Angela	Fischer	Palm Terrace Mobile Homeowners Assn.	Question re: Bay/Porter to State Park Highway 1 Auxiliary Lanes Project
09/28/25	Email	Incoming	RTC Staff 9.29.2025	Riley	Gerbrandt	SCCRTC	Susan	Williams	Resident	Support for moving forward with passenger rail
09/29/25	Email	Incoming	RTC Staff 9.29.2025	Grace	Blakeslee	SCCRTC	Peter	Cook	Lighthouse Realty	Comments on item 21, RTC Oct. 2 2025
09/29/25	Contact us form	Incoming	RTC Staff 9.30.2025	Shannon	Munz	SCCRTC	Laura	Caldwell	Resident	Question: when will the Capitola Ave overpass reopen?
09/29/25	Email	Incoming	RTC Staff 9.30.2025	Sarah	Christensen	SCCRTC	Jim	Goodrich	Resident	Support for opening up the Murray St. rail bridge for bikes/peds
09/29/25	Email	Incoming	RTC Staff 10.6.2025	Riley	Gerbrandt	SCCRTC	David	Scott	Resident	Train tracks are a hazard; please pull tracks
09/30/25	Email	Incoming	S.Munz 10.9.2025	Shannon	Munz	SCCRTC	Roxy	Tracy	Temple Beth El	Comments about unannounced Park Ave exit closure on 9/23
09/30/25	Email	Incoming	K.Corwin 9.30.2025	Krista	Corwin	SCCRTC	Brett	Garrett	Resident	Question about the October 2 RTC meeting location

Correspondence Log (9/22/2025-10/27/2025)

RTC November 6, 2025

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
09/30/25	Email	Incoming	R.Gerbrandt 9.30.2025	Sarah Christensen	Riley Gerbrandt	SCCRTC	Keith	Bontrager	Resident	Questions on ZEPRT planning and Funding Strategy
09/30/25	Email	Incoming	K.Corwin 9.30.2025	Krista	Corwin	SCCRTC	Ginger	Sturgis	MME Civil Structural Engineering	Request for assistance locating staff reports posted online
10/01/25	Email	Incoming	RTC Staff 10.6.2025	Grace	Blakeslee	SCCRTC	Carey	Pico	Resident	Comments on item 21, RTC Oct. 2 2025
10/01/25	Email	Incoming	RTC Staff 10.1.2025	Bella	Kressman	SCCRTC	Johanna	Lighthill	Resident	Comments on item 15, RTC 10.2.2025
10/01/25	Email	Incoming	RTC Staff 10.1.2025	Grace	Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comments on item 21, RTC Oct. 2 2025
10/01/25	Email	Incoming	RTC Staff 10.6.2025	Grace	Blakeslee	SCCRTC	Peter	Stanger	Resident	comment on item 21, RTC Oct 2, 2025
10/01/25	Email	Incoming	RTC Staff 10.6.2025	Grace	Blakeslee	SCCRTC	Carey	Pico	Resident	comment on item 21, RTC Oct 2, 2025
10/01/25	Email	Incoming	RTC Staff 10.6.2025	Grace	Blakeslee	SCCRTC	Matt	Farrell	Friends of the Rail and Trail	comment on item 21, RTC Oct 2, 2025
10/02/25	Email	Incoming	RTC Staff 10.6.2025	Grace	Blakeslee	SCCRTC	Damon	Meyer	Resident	comment on item 21, RTC Oct 2, 2025
10/01/25	Email	Incoming	B.Zamora 10.1.2025	Brian	Zamora	SCCRTC	Diane	Reymer	Resident	Request for information relating to the scope of work and construction timeline of the Bay/Porter ramps
10/02/25	Letter	Incoming	RTC Staff 10.6.2025	Sarah Christensen	Luis Mendez/ Grace Blakeslee	SCCRTC			Watsonville City Council	Request for a greater share of Measure D funding
10/03/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	James	Weller	Resident	Comments on railbanking

Correspondence Log (9/22/2025-10/27/2025)

RTC November 6, 2025

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/03/25	Email	Incoming	RTC Staff 10.6.2025	Bella	Kressman	SCCRTC	Damon	Meyer	Affected Castle Mobile Estates Homeowners	Formal Request for Retraction Letters to Castle Mobile Estates Homeowners - RTC Statement of No Interest
10/03/25	Email	Incoming	A.Marino 10.3.2025	Amanda	Marino	SCCRTC	Danny	Reilly	Resident	Inquiry for FSP - Current Contracted Rates (low/high per vehicle type)
10/03/25	Email	Incoming	RTC Staff 10.6.2025	Riley	Gerbrandt	SCCRTC	Leonard	Foreman	Resident	Opposition to rail portion of the rail to trail
10/05/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Doug	Huskey	Resident	Comments on feasibility and advantages of interim trail over ultimate trail
10/05/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comments on moving forward with a cost and timeline analysis of two trail options for the Santa Cruz Coastal Trail
10/05/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Peter	Stanger	Resident	Comments on Key Benefits of Interim Coastal Trail
10/05/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Stephen	Reynolds	Resident	Opposition to train service, support for removing the tracks and focusing on a walking/bicycle trail
10/06/25	Email	Incoming	n/a	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Brian	Peoples	Trail Now	CC'd on communication to Caltrans and California Transportation Commission: Support for CTC Funding of the Interim Santa Cruz Coastal Trail
10/06/25	Email	Incoming	RTC Staff 10.6.2025	Yesenia	Parra	SCCRTC	Leo	Jed	Resident	Comment for October 9 Budget & Administration/Personnel Committee meeting
10/06/25	Email	Incoming	RTC Staff 10.6.2025	Caltrans		Caltrans	Ann	.	Resident	Comments & suggestion for Highway 9 passing lanes and designated turnouts

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/06/25	Email	Incoming	RTC Staff 10.6.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Peter	Gibson	Resident	Comments on funding Coastal Rail Trail and Zero Emission Passenger Rail and Trail projects
10/06/25	Email	Incoming	RTC Staff 10.6.2025	Bella	Kressman	SCCRTC	Grace	Voss	Resident	Comments on property dispute in Live Oak rail trail section
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Stephen	Svete	Bike Santa Cruz County	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Gregg	Schlaman	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Andrea	Ratto	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Nicole	Miller	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Kalena	.	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Rachael	Spencer	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Glenda	Mecredy	Resident/ Business Owner	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Colin	Hannon	DNCA Board	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Tom	Brady	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Clayton	Markel	Resident	Comment on the Rural Highways Safety Plan
10/07/25	Email	Incoming	RTC Staff 10.8.2025	Brianna	Goodman	SCCRTC	Anthony	Valdivia	St. Francis High School	Comment on the Rural Highways Safety Plan

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/07/25	Email	Incoming	pending	Sarah	Christensen	SCCRTC	Scott	Roseman	Resident	Comments on scheduling of RTC meeting on Yom Kippur
10/07/25	Email	Incoming	RTC Staff 10.7.2025	Riley Gerbrandt	Grace Blakeslee	SCCRTC	Kevin	Maguire	Resident	Support for railbanking and interim trail now
10/08/25	Email	Outgoing	n/a	Interested	Parties	Various	Rachel	Moriconi	SCCRTC	Consolidated Grants - Preliminary Staff Recommendations
10/08/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	John	Barnes	DNCA Board	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Bruce	Dau	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Kerry	McDonald	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Kevin	Norton	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Brian	McElroy	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Tom	Brady	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.9.2025	Brianna	Goodman	SCCRTC	Jane	Orbuch	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.10.2025	Brianna	Goodman	SCCRTC	Jo	Rosenquist	Resident	Comment on the Rural Highways Safety Plan
10/09/25	Email	Incoming	RTC Staff 10.10.2025	Brianna	Goodman	SCCRTC	Kathryn	Berlin	Resident	Comment on the Rural Highways Safety Plan

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/09/25	Email	Incoming	pending	Nick	Fabbricino	SCCRTC	Sarah	Sellars	CivilGrid	Follow up on request for information related to utilities in railroad right-of-way
10/11/25	Email	Incoming	RTC Staff 10.13.2025	Tommy	Travers	SCCRTC	Tim	Brattan	Resident	Comment on cycling in Santa Cruz County
10/12/25	Email	Incoming	RTC Staff 10.13.2025	Brianna	Goodman	SCCRTC	Jim	Cochran-Miller	Resident	Comment on the Rural Highways Safety Plan
10/12/25	Email	Incoming	RTC Staff 10.13.2025	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Request for transparent ZEPRT Run-Time Reporting by Scenario
10/13/25	Email	Incoming	RTC Staff 10.13.2025	Rachel	Moriconi	SCCRTC	Tom	Brady	Resident	Comments on Consolidated Grants
10/13/25	Email	Incoming	RTC Staff 10.14.2025	Rachel	Moriconi	SCCRTC	Brent	Ruhne	Resident	Comments on Consolidated Grants
10/13/25	Email	Incoming	RTC Staff 10.15.2025	Rachel	Moriconi	SCCRTC	Mary	Schuermann	Resident	Comments on Consolidated Grants
10/13/25	Email	Incoming	RTC Staff 10.13.2025	Brianna	Goodman	SCCRTC	Marcus	Melander	Resident	Comment on the Rural Highways Safety Plan
10/13/25	Email	Incoming	RTC Staff 10.13.2025	Brianna	Goodman	SCCRTC	Jan	Chaffin	Resident	Comment on the Rural Highways Safety Plan
10/13/25	Email	Incoming	RTC Staff 10.15.2025	Brianna	Goodman	SCCRTC	Bryan	Largay	Resident	Comment on the Rural Highways Safety Plan
10/13/25	Email	Incoming	T.Travers 10.15.25	Tommy	Travers	SCCRTC	Kevin	Maguire	Resident	Expressing intrest in the District 2 alternate vacancy on the Bicycle Advisory Committee
10/13/25	Email	Incoming	RTC Staff 10.21.2025	Celeste	Morales	Caltrans D 5	N	Clifford	Resident	Request for more detailed plans for Highway 9 Accessibility Improvements in Ben Lomond

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RTC November 6, 2025

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/14/25	Email	Incoming	RTC Staff 10.15.2025	Rachel	Moriconi	SCCRTC	Tom	Hart	Resident	Comments on Consolidated Grants
10/14/25	Email	Incoming	RTC Staff 10.15.2025	Rachel	Moriconi	SCCRTC	Gary	Niblock	Resident	Comments on Consolidated Grants
10/14/25	Email	Incoming	RTC Staff 10.15.2025	Brianna	Goodman	SCCRTC	Sara	Rigler	Resident	Comment on the Rural Highways Safety Plan
10/15/25	Email	Incoming	RTC Staff 10.15.2025	Rachel	Moriconi	SCCRTC	Carl	Tomick	Resident	Comments on Consolidated Grants
10/15/25	Email	Incoming	RTC Staff 10.15.2025	Rachel	Moriconi	SCCRTC	Joan	Saia	Resident	Comments on Consolidated Grants
10/15/25	Email	Incoming	RTC Staff 10.15.2025	Brianna	Goodman	SCCRTC	Eric	Ruderman	Resident	Comment on the Rural Highways Safety Plan
10/15/25	Email	Incoming	RTC Staff 10.15.2025	Brianna	Goodman	SCCRTC	Patricia	Damron	Resident	Comment on the Rural Highways Safety Plan
10/15/25	Email	Incoming	RTC Staff 10.15.2025	Brianna	Goodman	SCCRTC	Ellen	Rinde	Resident	Comment on the Rural Highways Safety Plan
10/15/25	Email	Incoming	pending	Luis	Mendez	SCCRTC	Samantha	Mandel	Housing and Community Development	Contact Inquiry for Prohousing Designation Program
10/17/25	Email	Incoming	A.AbuAmara 10.17.2025	Brianna	Goodman	SCCRTC	Robert	Ley	Resident	Concerns about Caltrans' plans for parallel parking along section of Highway 9
10/17/25	Email	Incoming	RTC Staff 10.17.2025	Grace	Blakeslee	SCCRTC	Johanna	Lighthill	Resident	Concerns regarding Coastal Rail Trail segments 8-11 funding
10/15/25	Email	Incoming	T.Travers 10.17.2025	Tommy	Travers	SCCRTC	Joan	Saia	Resident	Inquiry about the result of the bicycle advisory committee meeting
10/15/25	Email	Incoming	RTC Staff 10.17.2025	RTC		SCCRTC	Jennifer	Harris-Anderson	Resident	PBS Documentary Rails to Trails

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/15/25	Email	Incoming	B.Goodman 10.21.2025	Brianna	Goodman	SCCRTC	Nolan	Clark	California Coastal Commission	Questions about Rural Highways Safety Plan Milestone 3 Hwy 1 Concepts
10/16/25	Email	Incoming	RTC Staff 10.17.2025	Grace	Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comments re: Repurpose of Pajaro River Trestle into Access Road/Coastal Trail
10/11/25	Email	Incoming	B.Goodman 10.17.2025	Brianna	Goodman	SCCRTC	Mike	Eaton	DNCA	Comments and questions about the Rural Highways Safety Plan Draft Safety Enhancement Concepts
10/16/25	Email	Incoming	RTC Staff 10.17.2025	Brianna	Goodman	SCCRTC	Magdalena	McCann	Resident	Comment on the Rural Highways Safety Plan
10/17/25	Email	Incoming	RTC Staff 10.17.2025	Grace	Blakeslee	SCCRTC	Peter	Stanger	Resident	Comments on Segments 19 & 20 MBSST
10/15/25	Email	Incoming	RTC Staff 10.17.2025	Brianna	Goodman	SCCRTC	Chris	Ravens	Dodge Construction Network	Requesting information regarding Highway 9 Roadway Improvements and Upper East Zayante Road Pavement and New Guardrail
10/17/25	Email	Incoming	RTC Staff 10.21.2025	Rachel	Moriconi	SCCRTC	Doug	Huskey	Resident	Comments on Consolidated Grants
10/18/25	Email	Incoming	RTC Staff 10.21.2025	Brianna	Goodman	SCCRTC	Elizabeth	Ross	Resident	Comment on the Rural Highways Safety Plan
10/21/25	Email	Incoming	RTC Staff 10.21.2025	Amanda	Marino	SCCRTC	Dana	Hoffman Massat	Resident	Questions about Lift Line taxi script service and Go Santa Cruz program
10/20/25	Email	Outgoing	A.Dobbelmann 10.20.2025	Andrea	Dobbelmann	Progressive Rail	Sarah	Christensen	SCCRTC	Temporary use of RR Bridge at MP 18.84 and ROE by City of Santa Cruz
10/20/25	Email	Incoming	RTC Staff 10.21.2025	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Request for updated origin-destination data and reassessment of transportation assumptions
10/20/25	Email	Incoming	T.Travers 10.20.2025	Tommy	Travers	SCCRTC	Claudia	Steiner	Student	Request for 10/13/2025 Bicycle Advisory Committee minutes
10/21/25	Email	Incoming	RTC Staff 10.21.2025	Sarah	Christensen	SCCRTC	Carey	Pico	Resident	Regarding Brian Peoples' recommendation to repurpose the Pajaro River train trestle

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/21/25	Email	Incoming	RTC Staff 10.21.2025	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Comments regarding Zero Emission Passenger Rail and Trail Project (ZEPRT) end-to-end travel time
10/21/25	Email	Incoming	RTC Staff 10.21.2025	Brianna	Goodman	SCCRTC	Anna	Freitas	Resident	Comment on the Rural Highways Safety Plan
10/21/25	Email	Incoming	RTC Staff 10.21.2025	Riley	Gerbrandt	SCCRTC	Russell Weisz	Judith Carey	Resident	Support for both rail and trail
10/22/25	Email	Incoming	RTC Staff 10.23.2025	Grace	Blakeslee	SCCRTC	David	Van Brink	Resident	Question/suggestion for California Transportation Commission Active Transportation grant
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Richard	Gallo	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Denise	Ryan	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Robert	Barnes	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Steven	Bennett	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Pauline	Seales	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Ryan	Tamm	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Ben James	Yokel	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	David	Moody	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Jessica	Evans	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Monique	Dow	Resident	Support for moving forward with passenger rail

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Jaaziel	Bermudez	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Mary	Alsip	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Sabrina	Carrilo	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Charles	Goodman	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Auston	Kilpatrick	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Ros	Munro	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	John	Erdkamp	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	John	Biddick	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	John	Benito	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	John	McKenney	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Bill	LeBon	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Lawrence	Freitas	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Jonathan	Evans	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Denise	Hall	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Eliece	Horton	Resident	Support for moving forward with passenger rail

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Karl	Thomas	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	James	Hudkins	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Ron	Sandidge	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	James	Long	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	DukhNiwaran	Whipp	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Eric	Olsen	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Peter	Swartz	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Leonardo	Parra	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Steven	Teubner	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Barbara	Hanson	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Sarah	Ringler	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Amanda	Nie	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Nikhil	Pendse	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.23.2025	Riley	Gerbrandt	SCCRTC	Tim	Frank	Resident	Support for moving forward with passenger rail

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/23/25	Email	Incoming	S.Munz 10.23.2025	Riley	Gerbrandt	SCCRTC	Jack	Brown	Resident	Has the final ZEPRT report been published?
10/23/25	Email	Incoming	RTC Staff 10.24.2025	Riley	Gerbrandt	SCCRTC	Neil	Waldhauer	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.24.2025	Riley	Gerbrandt	SCCRTC	Lindsay	Knights	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Russell	Weisz	Resident	Support for moving forward with passenger rail
10/23/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Christine	Morgan	Resident	Support for moving forward with passenger rail
10/24/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Andrew	Hurchalla	Resident	Support for moving forward with passenger rail
10/24/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Monica	Pielage	Resident	Support for moving forward with passenger rail
10/24/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Fatima	Fuentes	Resident	Support for moving forward with passenger rail
10/24/25	Email	Incoming	RTC Staff 10.28.2025	Sarah	Christensen	SCCRTC	Andrea	Dobbelmann	Progressive Rail, Inc.	Maintenance of the SCBRL from milepost 4.8 to milepost 7.0
10/24/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Tamar	Ragir	Resident	Support for moving forward with passenger rail
10/24/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Geri	Lieby	Resident	Support for moving forward with passenger rail
10/25/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Brian	Peoples	Trail Now	Email to California Coastal Commission regarding Rail Study
10/25/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Don	Lauritson	Resident	Support for moving forward with rail and trail project
10/25/25	Email	Incoming	RTC Staff 10.27.2025	Brianna	Goodman	SCCRTC	Jennifer	McNulty	Resident	Comment on the Rural Highways Safety Plan
10/26/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Concerns about ZEPRT project information and travel time

TO							From			
Date Letter Rec'd / Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/26/25	Contact us form	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Keresha	Durham	Resident	Support for funding for bus service not trains
10/26/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Katherine	McCarnant	Resident	Support for moving forward with passenger rail
10/26/25	Email	Incoming	RTC Staff 10.27.2025	Riley	Gerbrandt	SCCRTC	Jack	Brown	Resident	Support for ending the ZEPRT project
10/26/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Jessica	Evans	Resident	Support for moving forward with passenger rail
10/27/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Vicki	Miller	Resident	Support for moving forward with passenger rail
10/27/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Tanya	Harmony	Resident	Support for moving forward with passenger rail
10/27/25	Email	Incoming	RTC Staff 10.28.2025	Riley	Gerbrandt	SCCRTC	Hil	Hamm	Resident	Support for moving forward with passenger rail
10/27/25	Email	Incoming	RTC Staff 10.28.2025	Sarah	Christensen	SCCRTC	Andrea	Dobbelmann	Progressive Rail, Inc.	Maintenance of the SCBRL from milepost 4.8 to milepost 7.0



October 28, 2025

Subject: Meeting with California Transportation Commission – Options for Active Transportation Program Cycle 6-Funded Coastal Rail Trail Segments 8 through 11 Projects

Dear Commissioners,

This letter provides a summary of the recent meeting held between the committee of Santa Cruz County Regional Transportation Commissioners Fred Keeley, Manu Koenig, and Eduardo Montesino, California Transportation Commissioner Carl Guardino, and staff from both agencies regarding the Active Transportation Program (ATP) Cycle 6 grant award for the Coastal Rail Trail Segments 8 through 11 project.

The purpose of the meeting, held October 20, 2025, was to discuss potential options for project delivery in light of significant construction cost escalation since the time of the original grant award. Specifically, the Committee inquired whether the RTC could retain the full Cycle 6 ATP grant amount while reducing the project scope to phase Segment 11 to a later date. Coastal Rail Trail Segment 11 represents approximately 2.5 miles of the total 6.7-mile project; they indicated a one-third reduction in length is significant and would be unlikely to retain the full funding award.

CTC staff responded that while unlikely to be supported, they could still consider this request but would need to review a **side-by-side comparison** of the project benefits between:

1. The original project scope included in the ATP Cycle 6 application and funding agreement; and
2. The proposed reduced-scope project.

CTC staff indicated that this comparison would enable them to determine whether the revised project would continue to meet the community benefits committed when the funds were awarded. CTC expressed skepticism that

reducing the Segment 10/11 project length by 1/3 would maintain the benefits of the awarded project.

The Committee also asked whether additional ATP or other program funding might be available to address the unprecedented cost escalation affecting transportation infrastructure projects statewide. CTC staff confirmed that no additional ATP funds are available for this purpose, and that there are no plans to program funds from any of their funding programs for this purpose.

CTC staff expressed an openness to considering creative approaches that could allow delivery of the entire originally scoped project within the existing available funds. RTC introduced the concept of constructing the interim trail along the rail corridor as one such approach, which would reduce costs substantially by avoiding the need for retaining walls and viaduct structures, and eliminate the need to acquire right of way. CTC was open to this approach.

In summary:

- CTC could consider a reduced-scope project but requires a side-by-side comparison of project benefits, which must be retained, but expressed skepticism about keeping all awarded funds.
- No additional funds are available to address cost escalation.
- CTC is open to creative delivery approaches, such as an interim trail, that could achieve cost savings.

Staff will prepare the requested benefit comparison and submit the information to the CTC staff and Commissioner Guardino for their review and consideration. Due to their interest in learning more about the interim trail option, staff will include the interim trail benefits in the side-by-side comparison. The committee appreciates the efforts of staff in coordinating this discussion with the CTC and will report more information as it becomes available.

Respectfully submitted,

Santa Cruz County Regional Transportation Commissioners
Fred Keeley
Manu Koenig
Eduardo Montesino



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 23, 2025 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 6, 2025**

REPORT PURPOSE: This report lists high profile or moderate to high impact to the traveling public projects on the State Highway System (SHS) in Santa Cruz County (SCR). This report does not necessarily list all projects or encroachment permit activities. To be included in the SCCRTC's agenda packet, this report generally begins compiling information two to three weeks in advance of the SCCRTC's board meeting. Please refer to Caltrans' News Releases and social media posts for the most up to date road closure information and activity notices.

For information on current roadway conditions and active closures: <https://quickmap.dot.ca.gov/>

For a 7-day look-ahead on planned lane closures, updated each Friday: <https://lcswebreports.dot.ca.gov/searchdistricts?district=5>

Given the sheer number of Caltrans projects in Santa Cruz County, and to assist in providing satisfactory responses: If a Commissioner/Commissioner's Alternate of the SCCRTC intends in advance to ask about a particular project at the Board meeting, it is kindly requested that they submit their inquiry in advance so that Caltrans staff have time to research details & nuances on the matter.

The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are two tables of projects displayed:

1. *"Projects in Construction"* (Milestone range: Construction Contract Approval to Construction Contract Acceptance);
2. *"Projects in Development"* (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW));

The Right of Way phase often overlaps with the Plans, Specifications, & Estimates (PS&E) phase. Oversight Projects are usually only included below when Caltrans is the Lead Agency for a given phase or activity. Maintenance activities are not generally included. Generally, updates since the last publication of the project update list are in **bold** type.

Please see a list of Caltrans resources available to the public at the end of this document.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 23, 2025 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 6, 2025**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C1	Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	February 2025 – December 2025	Construction Capital: \$5.9 million Total: \$12 million SHOPP- Drainage	Ryan Caldera	Granite Construction	Construction in progress. Please watch for Caltrans News Releases and social media posts regarding specific construction updates.
C2	Inside Shoulder Widening 1P180	State Route: 1 PM: R5 to 8.2	Widen existing paved inside shoulder to improve vehicle drift recovery	April 2025 – November 2025	Construction Capital: \$4.5 million Total: \$8 million 010 Safety Funds	Chad Stoehr	Granite Rock Company	Construction in progress. Please watch for Caltrans News Releases and social media posts for specific construction updates.
C3	Auxiliary Lanes & BOS from State Park Dr to Bay/Porter 0C733	State Route: 1 PM: 10.4 to 13.3	Construct auxiliary lanes between State Park Dr & Bay/Porter interchanges. Construct Bus-on-shoulder elements. Reconstruct the Capitola Ave overcrossing.	July 2023 – September 2028	Construction Capital: \$82.3 million Total: \$94.1 million SCCRTC Project-Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCRTC's constant contact list. Both publications use identical information.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 23, 2025 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 6, 2025**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C4	Aux Lanes & BOS 41 st to Soquel Ave 0C732	State Route: 1 PM: 13.4 to 14.9	Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.	November 2022 – December 2025	Construction Capital: \$34.6 million Total: \$39.1 million Oversight Project: SCCRTC Project - Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	The project held a ribbon cutting ceremony on July 30, 2025. Minor construction activities will continue through Fall 2025.
C5	FLAP N. Coast Rail Trail 1N610	State Route: 1 PM: 26.45 to 28.78	Formalize two parking areas along Highway 1 with toilet facilities and other amenities. Add turn-pockets on Highway 1 for entry into parking lots. Install a crosswalk with high-visibility striping across Highway 1 in Davenport. Convert existing pedestrian beacon to Rectangular Rapid Flashing Beacons on existing poles.	April 2024 – March 2026	Construction Capital: \$31.9 million Oversight Project: Federal Highway Administration: Central Federal Lands	Madilyn Jacobsen	Joseph J. Albanese Inc.	FHWA awarded the construction contract in late April 2024. Construction is underway and estimated to be complete in Spring 2026.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C6	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control at 17 spot locations along Highway 9	July 2025 – August 2027	Construction Capital: \$11.1 million Total: \$19.5 million SHOPP- Sustainability / Climate Change	Kelli Hill	Gordon N. Ball	Please watch for Caltrans News Releases and social media posts for specific construction updates. This project features several full and partial closures both at night and during the day. This project will feature a temporary signal for reversing traffic between Brookdale & Boulder Creek.
C7	Prospect Ave Retaining Wall (Emergency Project) 1S360	State Route: 9 PM: 12.14 Between Prospect Ave and Lorenzo Ave, just south of Boulder Creek	Replacement of a fractured culvert system, failing retaining wall, and long-term restoration of the structural integrity of the roadway.	January 2025 – December 2025	Construction Capital: \$4.7 million Total: \$6.25 million SHOPP- Emergency Restoration	Victor Devens	Granite Construction	This emergency project is using a temporary signal for reversing traffic. Please watch for Caltrans News Releases for additional project information as it becomes available.
C8	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5 North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replace two bridges on State Route 9	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project has approved a construction contract & will mobilize crews in late spring. This project will feature temporary signals for reversing traffic at each bridge location.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C9	Semitruck Spillage Repair (Emergency Project) 1T390	State Route: 17 PM: 8.4 South of Sugarloaf Rd, Scotts Valley. Southbound lanes.	Grind and replace damaged pavement. Repair retaining wall. Reconstruct guardrail	October 2025 – December 2025	Construction Capital: \$1.18 million Total: \$1.48 million SHOPP- Emergency Restoration Director's Order	Victor Devens	Granite Construction	Following a semitruck turning over, this project repairs damage caused.
C10	Struve Slough Sidewalk Repair 1S380	State Route: 152 PM: T1.35 to T1.59 Along SR-152 westbound	Repair the sidewalk and supporting embankment located along Highway 152 westbound at Struve Slough.	October 2025 – July 2026	Construction Capital: \$5.17M Total: \$6.395M SHOPP- Permanent Restoration Director's Order	Madilyn Jacobsen	Granite Rock Company	As a project responding to the failure of the existing sidewalk, this project is on an accelerated timeline under a Director's Order. This project will look to address the near-term conditions necessary to reopen the sidewalk. Construction began after the contract was awarded to Granite Rock. Please watch for Caltrans News Releases and social media posts for specific construction updates.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in CONSTRUCTION

C11	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
	Holohan Rd Intersection Improvement 0T770	State Route: 152 PM: 1.85 to 2.15	Intersection improvements including: intersection widening to incorporate sidewalks, curbs, gutters, bike lanes and enhanced lane configuration; traffic signal replacement; 4 new crosswalks; modified drainage.	March 2024 – December 2025	County of Santa Cruz encroachment permit project Caltrans contribution through Minor A funds	Madilyn Jacobsen	Precision Grade, Inc.	Project has reached substantial completion. The County of Santa Cruz, the project's lead, is completing final inspections and checklists. This project will be removed from this list after the November publication.

Please continue to the next page for Projects in Development



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized October 23, 2025 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 6, 2025**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 1, 17, 152 PM: SR-17 0.15 to 0.55 NB lanes; SR-1 fish hook; SR-152 east of Carlton Rd	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip at 4 locations in Santa Cruz County	Fall 2027 – Fall 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Chad Stoehr	PA&ED	This project is working through the Environmental Phase (PA&ED) and anticipates completing this phase in Fall 2025. After adding additional locations to the project's scope for environmental clearance, this project's Capital Costs are beyond the Minor A Program limits. This project will evaluate funding strategies after PAED is completed to maximize implementation options.
D2	Pajaro Flood Management Bridges 1Q980	State Routes: 129 & 152 PMs: 1.841 & 2.028	Raise levees along the Pajaro River and Salsipuedes Creek and raise & replace the SR-152 (36-0001) and SR-129 (36-0034) bridges over Salsipuedes Creek.	Winter 2027-28 – Winter 2029-30	Local Funds Oversight Project: Pajaro Regional Flood Management Agency	Ryan Caldera	PID - Completed	The local agency developed a Project Initiation Document (PID) using a consultant. The final document was approved and signed. Caltrans will continue to serve as the oversight agency through the Environmental Phase (PA&ED).



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D3	Harkins Slough Bike-Ped Overcrossing 1G490	State Route: 1 PM: 1.86 to 2.73	Widen overcrossing to accommodate the widening of the sidewalk and addition of a Class 4 two-way bikeway on the north side of the bridge.	Fall 2026 – Summer 2028	Construction Capital: \$10.54 million Total: \$15.8 million Active Transportation Program Funds Oversight Project: Caltrans completing PS&E and RW on behalf of City of Watsonville.	Madilyn Jacobsen	PS&E/RW	City of Watsonville and Caltrans have completed Design plans. The CTC allocated Construction Phase funds on March 21, 2025. The project team will continue to prepare and seek bids from contractors. This project is experiencing delays due to utility relocation needs. Note: This project is part of the City's ATP Project called the "Safer Access to Pajaro Valley High School and Beyond".
D4	Freedom to State Aux Lanes 0C734	State Route: 1 PM: 8.1 to 10.7	Construct auxiliary lanes between State Park Dr and Freedom Blvd at ramps. Construct bus-on-shoulder facilities, bridge replacements, and the Class 1 Rail Trail	Spring 2027 – Fall 2029	Construction Capital: \$165 million Total: \$221 million SCCRTC Project- Caltrans CEQA/NEPA Lead Agency	Madilyn Jacobsen	PS&E/RW	The team is working on the Plans, Specifications and Estimates (Design) and Right-of-Way phases. The 95% Plans milestone was met in November 2024. Final design continues.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D5	Roadside Safety 1J960	State Route: 1 PM: 8.20 to 26 From 0.5 miles north of Larkin Valley Rd to Laguna Rd (North)	Drainage system restoration; remove thrie Beam Barrier & Install Concrete Barrier (PM 10.38/12.9; 13.65/14.84); Roadside Safety Improvements paving at multiple ramps; Install Lighting at Interchanges and Install Count Stations	Summer 2026 – Fall 2027	Construction Capital: \$9.9 million Total: \$19.3 million SHOPP- Drainage	Mark Leichtfuss	PS&E/RW	The 100% PS&E package is going through final DOE review. The milestone, "Ready to List" is anticipated to be reached in late November 2025. Construction is anticipated to begin in July 2026.
D6	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Spring 2026 – Winter 2026-27	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	The project is in final Design review and anticipates achieving the milestone "Ready to List" in December 2025.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D7	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	Construction Capital: \$9.9 million Total: \$16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The design continues to consider public comments received regarding project features from the environmental phase. The 95% Design milestone is anticipated to be reached in Winter 2025-26 .
D8	Cotoni-Coast Dairies NM Hwy 1 Overpass 1S850	State Route: 1 PM: 26.764 to 26.764 Over State Route 1 north of the entrance to the Yellowbank Parking lot.	Construct a pedestrian overcrossing over State Route 1, connecting BLM lands known as the Cotoni-Coast Dairies to the MBSST. This project is also known as Segment 5, Phase 3 of the North Coast Rail Trail.	Fall 2029 – Summer 2031	Construction Capital: \$2.195M Total: \$5.4M Oversight Project: SCCRTC and FHWA Central Federal Lands	Madilyn Jacobsen	PA&ED	SCCRTC and Caltrans kicked off this oversight project in January 2025. Preliminary (30%) plans and relevant environmental documents were reviewed. Coordination continues on the project's environmental and preliminary engineering phase.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D9	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with an 800-foot bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Fall 2034 – Winter 2037-38	Construction Capital: \$110,000,000 Total: \$136,660,000 SHOPP- Bridge Health Potentially other funding sources	Meg Henry	PA&ED	This project is conducting studies and related work as part of the Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project. The project team continues to seek funding opportunities for future phases and ways to reduce overall construction costs.
D10	Waddell Creek Bridge Replacement 1R420	State Route: 1 PM: 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	Development of this bridge replacement project's Project Initiation Document has been put on a long-term pause to allow the SCCRTC's Coastal Resiliency study to be completed prior to the project moving forward. This project will be removed from this list after the November publication.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D11	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyd Heights Dr	Pavement Preservation, Drainage, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	Fall 2027 – Summer 2029	Construction Capital: \$14.7 million Total: \$25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRTC	Kelli Hill	PS&E/RW	The project completed its environmental phase in April 2025. The Design phase has now begun with the first design milestone, “60%” anticipated to be reached in Winter 2025-26. This project will continue in close partnership with the SCCRTC to deliver additional complete streets scope.
D12	Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	Fall 2025 – Summer 2027	Construction Capital: \$5.8 million Total: \$17.6 million 010 Safety Funds	Kelli Hill	PS&E/RW	The project reached the milestone “Ready to List” (RTL) on June 4, 2025. The project is now preparing to contract with a construction contractor.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D13	Hwy 9 Complete Streets: Seg 5-Boulder Creek: River St to Bear Creek Rd 1M555	State Route: 9 PM: 12.45 to 13.239 On Hwy 9 in Boulder Creek from River St to Bear Creek Rd	This project proposes at select locations: bike lanes; curb extensions; widened and new sidewalk; median islands for traffic calming; enhanced shoulders; enhanced crosswalks.	Summer 2029 – Summer 2031	Oversight Project: SCCRTC Project. SCCRTC leading PA&ED phase	Kelli Hill	PA&ED	Following the completion of the RTC-funded Project Initiation Document by Caltrans in 2022, RTC has opened & funded the PA&ED phase for the segment of Hwy 9 through Boulder Creek. RTC will conduct the primary PA&ED work. Caltrans will be the CEQA and NEPA lead-agency. A draft environmental document is anticipated to be available to the public in Winter 2026-27.
D14	Boulder Creek Pedestrian Safety Enhancement Project 1T340	State Route: 9 PM: 12.78 to 12.92 On Hwy 9 in Boulder Creek between Mountain St and Forest St	This project proposes to construct: a sidewalk on the southbound side of Hwy 9 from the Lomond St bus stop to Mountain St; mid-block crossing & RRFB between Mountain St and Lomond St; curb extensions across Hwy 9 on the north side of the Lomond St intersection; curb extensions on the north & south side of Forest St intersection	Spring 2029 – Fall 2029	Construction Capital: \$3.25 million Total: To be estimated during the PID phase 010 Safety Funds	Kelli Hill	PID	This is a new Reactive Safety project. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to enhance pedestrian safety in the area.



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Prepared and finalized October 23, 2025 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **November 6, 2025**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D15	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Fall 2026 – Fall 2028	Construction Capital: \$7.5 million Total: \$13.15 million SHOPP-Pavement	Kelli Hill	PS&E/RW	The project completed its environmental phase at the end of June 2024 and kicked-off its Plans, Specifications, & Estimates (design) phase in August 2024. The first design milestone, "60% Design", was reached in July 2025. Design continues toward the next milestone, 95% Design, anticipated to be reached in Fall 2025.
D16	Waterman Gap Fish Passage 1K901	State Route: 9 PM: 19.2 to 19.2	The project is a "child" of the 1K900 pavement project. This project proposes to replace a culvert identified as a fish passage barrier with a bridge structure to. This project is in partnership with the CA State Parks.	Fall 2026 – Fall 2028	Construction Capital: \$9.17 million Total: \$14.65 million SHOPP-Sustainability/Climate Change Federal Grant + State Parks Contribution	Kelli Hill	PS&E/RW	This project is progressing in tandem with "parent" project 1K900.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D17	SR-17 Drainage Improvements 1K670	State Route: 17 PM: 0 to 12.5 At various locations within the project limits	Stormwater mitigation by replacing and restoring culverts and drainage systems	Fall 2027 – Fall 2028	Construction Capital: \$4.6 million Total: \$9.5 million SHOPP-Stormwater Mitigation	Ryan Caldera	PS&E/RW	The design phase (PS&E) began in March 2024, with the milestone, 60% design, anticipated to be reached in Fall 2025.
D18	SR-17 Replace Culverts 1R980	State Route: 17 PM: 7.31 & 11.96	Replace 2 drainage systems currently in poor condition.	Fall 2027 – Spring 2028	Construction Capital: \$1.25 million Minor A Program	Aaron Wolfram	PA&ED	The Project is on schedule for an approved Project Report and Environmental Document in March 2026.
D19	Hwy 129 & Hwy 1 Ramp Roundabout Project 1T330	State Route: 129 PM: L0.12 to L0.12 On Hwy 129 at the Hwy 1 northbound on- and off-ramp	This project proposes to construct: a one-lane roundabout with bypass lanes	Spring 2030 – Fall 2031	Construction Capital: \$7 million Total: To be estimated during the PID phase 010 Safety Funds	Aaron Wolfram	PID	This is a new Reactive Safety project responding to the determination that the location has a Traffic Safety Index of greater than 230. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to improve the project area's statistics.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D20	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and neat Watsonville from the SR 1/129 junction to Salspuedes Creek Bridge. This project includes curb extensions at select locations on SR-152.	Pavement Preservation (grind and repave), Lighting, Sign Panel Replacement and TMS Elements improvements	Winter 2025-26 – Spring 2027	Construction Capital: \$8.4 million Total: \$17.1 million SHOPP-Pavement	Madilyn Jacobsen	PS&E/RW	The milestone, Ready to List, was reached in June 2025 and construction funding was authorized at the August CTC Meeting. The project was advertised on October 13, 2025, and expects bid opening in early December.
D21	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and repave pavement, refresh striping. Replace degraded culverts.	Fall 2029 – Spring 2031	Construction Capital: \$16 million Total: \$21.3 million SHOPP-Pavement	Aaron Wolfram	PID Completed (Candidate for Programing)	This project completed its Project Initiation Document (PID) in June 2025 and is now a candidate project to be funded to begin its environmental (PA&ED) phase. This project is anticipated to begin PAED in Spring 2026.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D22	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salspuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	Construction Capital: \$28.3 million Total: \$44.7 million SHOPP- Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is anticipated to be ready in late Fall 2026. The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027.
D23	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-27 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	The project's environmental documents were completed in April 2025. Final Design work continues. The 95% Constructability Review Meeting is scheduled for October 29 th .



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D24	Watsonville Downtown Gateway Intersection Redesign 1S400	State Route: 152 PM: T2.5 to T2.5 In Watsonville, at the intersection of Hwy 152 & Freedom Blvd	Perform an intersection control evaluation and consider conceptual redesigns, including as a roundabout, of the intersection that are consistent with adjacent & overlapping State & Local projects & plans.	Spring 2031	To be developed during the PID phase. This project's Project Initiation Phase is funded and led by Caltrans with the understanding that further development must be carried forward by a local agency.	Kelli Hill	PID	This project, identified in the Watsonville Downtown Specific Plan, won State-sponsored Project Initiation Document (PID) development. The State-sponsorship program only covers the project's first phase, at which point a local agency will need to lead it forward. Members of the project team met with Watsonville Public Works and Planning staff to discuss the results of the Caltrans' Division of Traffic's "ISOAP" intersection evaluation. City staff provided guidance to the project team regarding openness to methods of implementation of intersection alterations. The project's Design team will now conceptualize alternatives based on needs & parameters.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D25	Scour Mitigation (Bridge No. 36-0006) 1P240	State Route: 236 PM: 4.27 to 4.27 On Hwy 236 over Boulder Creek at Branson Ranch Rd	Place a reinforced concrete curtain wall along the footing of one abutment; patching "spalls and rock pockets" to prevent scour from undermining the bridge structure.	Summer 2026 – Winter 2027-28	Construction Capital: \$1.1 million Total: \$3.3 million SHOPP Minor A	Chad Stoehr	PS&E/RW	PS&E package has been submitted to the Office Engineer for review. The milestone Ready to List (RTL) is anticipated to be reached in February 2026.



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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance (formal end of Construction activities)
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
DOE	District Office Engineer (conducts review of final design plan packages for completion)
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
Hwy	Highway
ISOAP	Intersection Safety & Operational Assessment Process
MBSST	Monterey Bay Sanctuary Scenic Trail
PIR	Project Initiation Report- a type of PID and a product of the PID phase
PM	Postmile or Post Mile or Project Manager (based on context)
PSR-PDS	Project Study Report-Project Development Support- a type of PID and a product of the PID phase
RRFB	Rectangular Rapid Flashing Beacon

RTL	Ready to List- when project design is complete, and efforts begin to take the project to Bid
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System
VMT	Vehicle Miles Travelled

Project Phases

PID	Project Initiation Document (<i>development of the project scope</i>)
PA&ED	Project Approval and Environmental Document (<i>study of environmental impacts of project scope; development of a Project Report; determination of project's permit, right-of-way, and mitigation needs</i>)
PS&E	Plans, Specifications, and Estimates (<i>the Design phase</i>)
RW	Right-of-Way
CON	Construction, as a phase title



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-Resources-

COMMUNICATIONS:

For General Caltrans' Inquiries, or to be added to the Santa Cruz County News Release Distribution List:

Public Information Office, District 5

Info-d5@dot.ca.gov

Celeste Morales, Public Information Officer assigned to Santa Cruz, Monterey, and San Benito Counties

Celeste.Morales@dot.ca.gov

Office Phone: (805) 556-5820

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Public Information Office who will assist with coordinating your inquiry.

REQUESTS:

Customer Service Requests:

To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a Customer Service Request through the following website: <https://csr.dot.ca.gov/>

Examples of Customer Service Requests:

Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Graffiti
- Fallen trees on the roadway
- Any other highway condition presenting an immediate hazard
- Other maintenance issues



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For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent.

Public Records Requests:

For all public records requests, please submit your request through the Public Records Request portal:

[https://caltrans.mycusthelp.com/WEBAPP/_rs/\(S\(4iui15cbqujv3ppvenlmgvx1\)\)/supporhome.aspx](https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(4iui15cbqujv3ppvenlmgvx1))/supporhome.aspx)

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"

- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: <https://quickmap.dot.ca.gov/>

Caltrans Lane Closures Reporting System: <https://lcswebreports.dot.ca.gov/>

- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)

Caltrans' Postmile Tool

- Postmiles or Post Miles are used to specify locations on California's State Highway System.
- Postmiles may have prefixes or suffixes and may use up to three decimal places.
- Use this website to locate or determine postmiles along the State Highway System (SHS) or to determine the closest highway postmile to a location off the system.
- <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>

Caltrans CCTV Camera Map: <https://cwwp2.dot.ca.gov/vm/iframeemap.htm>

- Allows the public to see current conditions along the State Highway System

The Caltrans District 5 Office of Local Assistance: <https://dot.ca.gov/programs/local-assistance/>

- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: <https://dot.ca.gov/caltrans-near-me/district-5>



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Caltrans District 5 serves the locale of San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara Counties

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Public Hearing: Noticed for no earlier than 9:30 AM

AGENDA: November 6, 2025

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Transportation Planner

RE: Adoption of the Consolidated Grants Program and Regional Transportation Improvement Program

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Consider recommendations and input from staff and the RTC's Bicycle Advisory Committee (BAC), Elderly and Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC) regarding projects to prioritize for funding (Exhibit A of Attachment 1, and Attachment 2).
2. Hold a public hearing and consider comments (Attachment 3) on proposed projects; and
3. Adopt a resolution (Attachment 1):
 - a. Adopting the 2025 Consolidated Grants program and 2026 Regional Transportation Improvement Program for Santa Cruz County, approving projects to receive Santa Cruz County's regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB1 Local Partnership Program (LPP), Low Carbon Transit Operations Program (LCTOP) and State Transit Assistance funds, as shown in Exhibit A of Attachment 1;
 - b. Designating \$2.8 million of 2028 State Transportation Improvement Program (STIP) shares for the Zero Emission Passenger Rail and Trail Project (ZEPRT);
 - c. Authorizing staff to work with projects sponsors to determine the most appropriate funding source to designate to approved projects, to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans which may be necessary to obligate or otherwise secure funds programmed by the

RTC and confirming that STIP funding shall not be used to “back-fill” other non-STIP funds previously committed to a project;

- d. Requiring project sponsors to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures, and guidelines;
- e. Amending the RTC Budget and Work Program to include funds programmed that flow through or to the RTC;
- f. Requesting that the California Transportation Commission (CTC) and the Association of Monterey Bay Area Governments (AMBAG) incorporate project funding and amendments into the 2026 State Transportation Improvement Program (STIP) and the Metropolitan Transportation Improvement Program (MTIP), as applicable;
- g. Stating the RTC's requirements that:
 - i. Any project cost savings shall be made available for programming in future competitive grant cycles;
 - ii. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment, or other requests for projects prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action; and
 - iii. Prior to final design, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate Complete Streets components where feasible and/or appropriate.

BACKGROUND

As the state-designated 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 transportation funds. The RTC makes these selections after evaluating project applications, considering advisory committee input, and holding a public hearing. Depending on the funding source, projects are programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or included in the RTC Budget.

This summer, the RTC issued a consolidated call for projects for funding that can be used for a broad range of highway, local road, bridge, transit, rail, bicycle, and pedestrian projects. Eligible projects are those that advance regional, state, and federal goals, priorities and performance metrics adopted by the Commission in June of 2025. Applications were due September 15, 2025.

DISCUSSION

Available Funds

Approximately \$15 million is available for programming in this Consolidated Grants cycle. This includes:

- Surface Transportation Block Grant Program / Regional Surface Transportation Program Exchange (STBG/RSTPX): \$8 million
- State Transportation Improvement Program (STIP): \$3.8 million
- SB1 Local Partnership Program (LPP): \$1.8 million
- Transit Funds (\$1.55 million total)
 - o Low Carbon Transit Operations Program (LCTOP): \$650,000
 - o State Transit Assistance (STA): \$900,000

Combining multiple funding sources into a single call for projects allows the RTC to create a more comprehensive investment strategy. This approach streamlines the process for local agencies, the RTC, Caltrans, and the California Transportation Commission (CTC), while providing flexibility to allocate more complex funding sources to larger projects or agencies best equipped to meet state and federal requirements. Although updated revenue estimates for STIP, LPP, and RSTPX were received after the call for projects was issued, total funding availability remains largely unchanged.

While some STBG/RSTPX, LPP, STA, and LCTOP funds may be available starting this fiscal year (FY2025/26), the majority of the new STIP capacity is in FY29/30 and FY30/31. The estimated STA transit funds include 15% of FY25/26 and 20% of FY26/27 RTC's population-based formula shares of STA (PUC 99313) funds, per RTC policy. The balance of the region's formula shares of STA 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 can only be used on transit projects with measurable near-term greenhouse gas reductions and at least 50% of the funds must be used in areas serving equity priority communities. \$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.

The RTC also has the option to request a \$2.8 million advance of the region's Fiscal Year (FY) 2031/32 STIP shares from the California Transportation Commission (CTC), which would normally be available as part of the 2028 STIP. When the RTC issued the call for projects, we did not include these funds, but included them in the preliminary staff recommendations presented to committees. An advance is dependent on CTC approval and other regions in the state not requesting 100% of their 2026 STIP shares, and this amount would be deducted from the region's future STIP shares. CTC priorities for advances include projects that reduce greenhouse gas emissions and vehicle miles traveled (consistent with Governor's Executive Order B-30-15), that leverage other funds, and that advance interregional highway and rail priorities. If the RTC decides to request these funds, staff recommends programming the advance to trail, rail, or highway projects that connect to other regions, such as the Zero Emission Passenger Rail and Trail Project (ZEPRT) which would connect to planned interregional rail service in Pajaro, Monterey County.

Project Applications, Evaluation, and Ranking

The RTC received 26 applications requesting more than \$66 million in total funding. A summary of applications is included as Exhibit A of Attachment 1, and full applications are posted on the RTC website at:

<https://www.sccrtc.org/funding-planning/grant-programs/25-26-rtip/>

Applications were evaluated and ranked based on how well they meet the evaluation criteria approved by the RTC in June 2025. These criteria integrate performance measures and goals from the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), and relevant state and federal guidance. Metrics include **access, safety, infrastructure condition, system performance and reliability, sustainability, resiliency, health, equity, and deliverability**.

Both the California Transportation Commission (CTC) and Federal Highway Administration (FHWA) require regions to use a performance-based planning and programming process. This ensures the efficient investment of transportation funds, supports informed decision-making, and increases transparency and accountability. **FHWA guidance also prohibits regions from distributing funds using population or other formulas.**

Given that funding is insufficient to meet total demand, staff recommends focusing on projects with the greatest regional benefit. Recommended projects (Exhibit A of Attachment 1) prioritize improvements that:

- Enhance safety;
- Fill gaps in bicycle, pedestrian, and transit networks;
- Reduce vehicle miles traveled and associated emissions;
- Serve historically disadvantaged communities;

- Maintain multimodal infrastructure; and
- Leverage or retain other external grants.

In several cases, staff recommends partial funding. Most applicants indicated they could proceed with reduced funding by scaling project scope, committing additional local funds, or pursuing supplemental grants.

Committee Recommendations

In October, the RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC) reviewed the proposed projects and two initial scenarios. Committee recommendations are shown in Attachment 2 and summarized below. The committee recommendations assumed \$2.8 million advance of STIP funds for any of the project projects, but as discussed above and below, after further review of CTC requirements for STIP advances, the staff recommendation includes only \$15.1 million of funding available for any of the projects.

Bicycle Advisory Committee (*approved on a vote of 6-4*) recommends that the RTC approve the Preliminary Scenario 1 and emphasized prioritizing projects in Watsonville and the San Lorenzo Valley.

The Elderly and Disabled Transportation Advisory Committee (E&DTAC) (*approved on a vote of 6-0 with one abstention*) recommends that the RTC prioritize projects that support transit and pedestrian access, integrate complete streets/universal design, including projects that improve access for all, improve safety, preserve existing pedestrian and transit facilities, and ensures other grant funds are not lost. The committee did not vote on specific projects.

The Interagency Technical Advisory Committee (ITAC) recommendation (*approved on a vote of 8-5, with 1 abstention*) is shown in Attachment 2. ITAC committee members discussed several possible funding scenarios, including Preliminary Scenario 1; a proposal from County staff to move \$2.8 million that was included in Scenario 1 from higher ranked Capitola, Santa Cruz, and Watsonville projects to County projects on a population formula basis; and a proposal to shift \$1.4 million from cities' projects and the Felton/SLV Schools project to County and METRO projects.

Transportation Equity Workgroup members previously recommended that the RTC prioritize projects that will improve safety and reduce crashes in low-income and minority communities; increase transit service and access, and reduce transit travel times; and benefit historically underserved, marginalized, and disadvantaged communities.

Staff considered input from the RTC's committees, project sponsors, Caltrans, and California Transportation Commission staff, when developing the final staff recommendation (Exhibit A of Attachment 1). Comments made by committee members and members of the public at committee meetings are summarized in Attachment 3.

Coastal Rail Trail Projects

Due to Measure D-Active Transportation capacity constraints (*see staff report for item 19 on today's agenda*), staff recommends that the RTC program \$4 million in Consolidated Grant funds to help cover a portion of the \$8.26 million pre-construction cost increases for Coastal Rail Trail Segments 8–11 and cover the balance from Measure D. This action would help reserve future Measure D capacity for Watsonville-area trail segments and reduce the risk of losing nearly \$130 million in state and federal grants awarded to the Coastal Rail Trail Segments 8-11. If additional funds are not approved for the pre-construction work, the County of Santa Cruz and City of Santa Cruz staff would pause design work and risk meeting funding deadlines for construction. City of Santa Cruz staff requested that the RTC prioritize Consolidated Grant funding to complete pre-construction work over their applications for trail construction and other city projects.

Zero Emission Passenger Rail and Trail Project

To advance preliminary engineering and environmental review (PA/ED) of the Zero Emission Passenger Rail and Trail Project (ZEPRT), which includes Coastal Rail Trail Segment 13-20, approximately \$15 million is needed. With a minimum of \$5 million from the RTC's discretionary funds, the RTC could begin early work while continuing to pursue additional grants. One of the preliminary scenarios presented to advisory committees included \$5 million for ZEPRT.

Taking into consideration that the CTC's priorities for STIP advances include projects that reduce greenhouse gas emissions and interregional rail and highway projects, staff recommends reserving the \$2.8 million of 2028 STIP funds for the Zero Emission Passenger Rail and Trail Project (ZEPRT). The \$2.8 million in future STIP could help leverage other grants to fund the project approval/environmental document (PA/ED) phase which staff intends to continue pursuing following acceptance of the ZEPRT Concept Report in December.

Funding Scenarios

Given that the total funding available is limited, it is not possible to fully fund all of the projects at their requested amounts. Attachment 2 includes some alternative funding scenarios and advisory committee recommendations for RTC consideration. The RTC may also adjust funding amounts, defer the use of

advanced STIP shares, or reserve a portion of available funds for future programming to priority projects or potential future cost increases.

Public Hearing

A public hearing is scheduled for 9:30 a.m. to receive public input on the proposed projects. Notices were published in major local newspapers, and a news release was distributed to local media and interested parties. Comments received through October 27 are included in Attachment 3; any additional comments received by 9:00 a.m. on November 5, 2025, will be posted online as additional handouts prior to the meeting.

Staff recommends that the RTC hold a public hearing and consider input from the community, staff, and advisory committees and adopt a resolution (Attachment 1) to:

- a. Adopt the 2025 Consolidated Grants program and 2026 Regional Transportation Improvement Program for Santa Cruz County, approving projects to receive Santa Cruz County's regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB1 Local Partnership Program (LPP), Low Carbon Transit Operations Program (LCTOP) and State Transit Assistance funds, as shown in Exhibit A of Attachment 1;**
- b. Designate \$2.8 million of 2028 State Transportation Improvement Program (STIP) shares for the Zero Emission Passenger Rail and Trail Project (ZEPRT);**
- c. Authorize staff to work with projects sponsors to determine the most appropriate funding source to designate to approved projects, to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans which may be necessary to obligate or otherwise secure funds programmed by the RTC and confirming that STIP funding shall not be used to "back-fill" other non-STIP funds previously committed to a project;**
- d. Require project sponsors to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures, and guidelines;**
- e. Amend the RTC Budget and Work Program to include funds programmed that flow through or to the RTC;**
- f. Request that the California Transportation Commission (CTC) and the Association of Monterey Bay Area Governments (AMBAG)**

incorporate project funding and amendments into the 2026 State Transportation Improvement Program (STIP) and the Metropolitan Transportation Improvement Program (MTIP), as applicable;

g. State the RTC's requirements that:

- iv. Any project cost savings shall be made available for programming in future competitive grant cycles;**
- v. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment, or other requests for projects prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action; and**
- vi. Prior to final design, projects with bicycle, pedestrian, and /or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate Complete Streets components where feasible and /or appropriate.**

If the RTC decides not to designate the \$2.8 million advance to ZEPRT at this time, staff does not recommend seeking an advance of these funds from the CTC given the CTC's priorities and constraints related to advances.

While the RTC is not allowed to distribute funds by formula and the staff recommendation and rankings were based on benefits described in project applications, projects and amounts recommended (excluding the potential \$2.8 million future STIP shares) are located in the following jurisdictions:

Countywide (METRO, Ecology Action, PPM)	10%	\$1,579,000
Unincorporated Areas (includes Rail Trail Segments 9-11 and Felton/SLV project)	48%	\$7,330,000
Capitola	8%	\$1,250,000
Santa Cruz (includes a portion of the Rail Trail & UCSC projects)	8%	\$1,182,000
Scotts Valley	4%	\$550,000
Watsonville	21%	\$3,227,000
Totals	100%	\$15,118,000

While these amounts do not fully match countywide population distribution, the City of Watsonville's applications for multimodal projects were especially notable for advancing multiple RTC goals and evaluation criteria. At the Bicycle

Committee and Elderly and Disabled Transportation Advisory Committee meetings committee members and several members of the public testified in strong support of funding projects in Watsonville. The City of Watsonville also requested and received proportionally less funding in the last RTC competitive grant cycle.

Next Steps

Following RTC approval, staff will coordinate with project sponsors to assign specific funding sources based on project schedules, delivery risks, matching fund requirements, and the ability and capacity of each agency to meet requirements for each funding source.

Projects funded through the STIP or Local Partnership Program require concurrence from the California Transportation Commission (CTC). RTC recommendations for STIP funds are due to the CTC by December 15, 2025, with CTC action expected in March 2026. The CTC also determines the fiscal year in which STIP funds will be allocated.

Approved projects will be programmed in the RTIP and/or RTC Budget. Projects that add travel lanes, affect air quality conformity, or receive federal funds must also be included in the Metropolitan Transportation Improvement Program (MTIP), prepared by AMBAG.

FISCAL IMPACTS

Administration of the RTC's Consolidated Grants process and development of the Regional Transportation Improvement Program (RTIP) is funded by STIP funds designated for planning, programming, and monitoring (PPM). LCTOP, RSTPX, and funds approved for RTC-sponsored projects will be included in the RTC Budget.

SUMMARY

The RTC is responsible for selecting projects to receive state, federal, regional, and local transportation funds. Approximately \$15 million in current regional shares are available for programming. After considering input from advisory committees and the public, staff recommends that the RTC adopt the 2025 Consolidated Grants Program and the 2026 Regional Transportation Improvement Program (RTIP), approving projects to receive anticipated funds (Exhibit A of Attachment 1). Staff recommends that the RTC also designate \$2.8 million in future STIP shares for the Zero Emission Passenger Rail and Trail Project (ZEPRT) and amend the RTC budget to reflect these programming actions.

Attachments

1. Resolution
 - A. Summary of Applications Received and Staff Recommendations
2. Committee Recommendations and Scenarios
3. Comments Received (*any comments received by 9:00am on November 5th will be posted online prior to the meeting*).

programming/shared documents/2026 rtip/staff reports/25-11 rtip recommendation/rtip recommendation-sr.docx

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 6, 2025
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION ADOPTING
THE 2025 CONSOLIDATED GRANTS PROGRAM AND
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM TO
PROGRAM REGIONAL SHARES OF STATE AND FEDERAL FUNDS**

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including:

- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX)
- State Transportation Improvement Program (STIP)
- SB-1 Local Partnership Program-Formulaic (LPP-f)
- Low Carbon Transit Operations Program (LCTOP)
- State Transit Assistance

WHEREAS, the RTC must prepare and adopt a Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission by December 15, 2025 in order for projects to be considered for the 2026 State Transportation Improvement Program (STIP);

WHEREAS, the RTC has prepared the 2026 Regional Transportation Improvement Program consistent with the Santa Cruz County Regional Transportation Plan (RTP), the Association of Monterey Bay Area Governments' (AMBAG) Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS), state law (including SB 45), California Transportation Commission (CTC) and Caltrans guidelines, and in consultation and cooperation with local project sponsors and the California Department of Transportation (Caltrans) District 5;

WHEREAS, the RTC is responsible for ensuring that the regional shares of funds are programmed and expended in accordance with CTC, Caltrans, and federal guidelines;

WHEREAS, the RTC evaluated the benefits of projects proposed for funding based on regional, state, and federal goals, performance measures and evaluation criteria and in consultation with the RTC's advisory committees, and in consideration of public comments;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The 2025 Consolidated Grants program and 2026 Regional Transportation Improvement Program for Santa Cruz County are hereby adopted to program Santa Cruz County's regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB1 Local Partnership Program (LPP), Low Carbon Transit Operations Program (LCTOP) and State Transit Assistance funds, as shown in Exhibit A; and
2. \$2.8 million of 2028 State Transportation Improvement Program (STIP) shares are hereby designated for the Zero Emission Passenger Rail and Trail Project (ZEPRT).
3. RTC staff is hereby authorized to work with projects sponsors to determine the most appropriate funding source to designate to approved projects, to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans which may be necessary to obligate or otherwise secure funds programmed by the RTC. Consistent with CTC guidelines, STIP funding shall not be used to "back-fill" other non-STIP funds previously committed to a project.
4. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures, and guidelines.
5. The RTC's FY25/26 Budget and Work Program are hereby amended to include programmed funds that flow through or to the RTC.
6. The California Transportation Commission is hereby requested to incorporate approved projects and amendments into the State Transportation Improvement Program (STIP) and Local Partnership Program, and the Association of Monterey Bay Area Governments is hereby requested to incorporate these actions into the Metropolitan Transportation Improvement Program (MTIP), as applicable.
7. Any project cost savings shall be made available for programming in future competitive grant cycles.
8. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment, or other requests for projects prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action.

9. Prior to final design, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate Complete Streets components where feasible and/or appropriate.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: Project List

Distribution: RTC Programming & Fiscal, Project Sponsors, Caltrans, AMBAG, California Transportation Commission (CTC)

Exhibit A

2025 Consolidated Grants/2026 Regional Transportation Improvement Program (RTIP) - Applications Received and Recommendations

Approximately \$15 million available from the region's current STIP, RSTPX, STA, LCTOP, and LPP shares. \$2.8 million STIP advance of FY32 funds may be available for regional projects that meet CTC criteria .

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

	Applicant	Project Title	Project Description	Primary Benefits and Comments	Ranking based on benefits	Total Cost	Requested	Staff Recommendation	Possible Fund Source
1	City of Capitola	<u>Bay Avenue Corridor - Final Design</u>	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.	8	\$14,368,000	\$700,000	\$600,000	RSTPX
2	City of Capitola	<u>Capitola Complete Streets Sidewalk Infill</u>	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.	9	\$1,442,000	\$1,276,000	\$650,000	STIP, RSTPX, or LPP
3	City of Santa Cruz	<u>Bay Street Paving</u>	Repave 0.6 miles of Bay St. between Mission St and Escalona Dr.	System preservation project; improves roadway condition along an important bus corridor.	17	\$2,475,778	\$2,191,806	\$0	STIP, RSTPX, or LPP
4	City of Santa Cruz	<u>Coastal Rail Trail Segments 8 and 9 Construction</u>	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. City staff requests funds for pre-construction work.	10	\$60,000,000	\$10,000,000	\$0	STIP or LPP
5	City of Santa Cruz	<u>Prospect Heights Paving</u>	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.	15	\$4,522,175	\$4,003,482	\$0	STIP
6	City of Scotts Valley	<u>Granite Creek Overcrossing</u>	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.	11	\$3,100,000	\$1,000,000	\$550,000	RSTPX

	Applicant	Project Title	Project Description	Primary Benefits and Comments	Ranking based on benefits	Total Cost	Requested	Staff Recommendation	Possible Fund Source
7	City of Watsonville	<u>Clifford Ave Road Rehabilitation and Traffic Calming</u>	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.	2	\$2,425,000	\$1,675,000	\$850,000	RSTPX
8	City of Watsonville	<u>Freedom Blvd Road Rehabilitation and Traffic Calming</u>	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	\$4,700,000	\$1,800,000	\$1,600,000	STIP, LPP
9	City of Watsonville	<u>Pennsylvania Dr Trail Rehabilitation Project</u>	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.	6	\$1,200,000	\$1,000,000	\$777,000	STIP, RSTPX, LPP
10	County of Santa Cruz	<u>Soquel Drive Multimodal Project</u>	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.	4	\$31,300,000	\$5,800,000	\$3,800,000	RSTPX or LPP or swap Local for CON for STIP
11	County of Santa Cruz	<u>Interlaken Routes Resurfacing Phase 1</u>	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.	21	\$970,700	\$800,000	\$0	STIP, RSTPX, LPP
12	County of Santa Cruz	<u>Emergency Routes Resurfacing Phase 2</u>	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.	22	\$8,008,268	\$3,400,000	\$0	STIP, RSTPX, LPP
13	County of Santa Cruz	<u>Brommer Yard Electric Vehicle Supply Equipment (EVSE)</u>	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.	23	\$1,378,144	\$1,220,070	\$0	RSTPX

	Applicant	Project Title	Project Description	Primary Benefits and Comments	Ranking based on benefits	Total Cost	Requested	Staff Recommendation	Possible Fund Source
14	County of Santa Cruz	<u>Felton Yard Electric Vehicle Supply Equipment (EVSE)</u>	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.	23	\$1,012,736	\$896,575	\$0	STIP, RSTPX, LPP
15	County of Santa Cruz	<u>Lode Street Yard Electric Vehicle Supply Equipment (EVSE)</u>	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.	23	\$910,772	\$806,306	\$0	RSTPX
16	County of Santa Cruz	<u>Roy Wilson Yard Electric Vehicle Supply Equipment (EVSE)</u>	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.	23	\$947,671	\$838,973	\$0	RSTPX
17	Ecology Action	<u>Bike Safe/ Walk Safe</u>	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.	16	\$373,112	\$295,940	\$100,000	RSTPX
18	Santa Cruz METRO	<u>90X Operations/ BOS Service</u>	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.	13	\$734,250	\$650,000	\$650,000	LCTOP
19	Santa Cruz METRO	<u>Beach St Parking Lot</u>	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.	18	\$457,833	\$150,000	\$150,000	STA, RSTPX, LPP
20	Santa Cruz METRO	<u>HASTUS 2026 Upgrade</u>	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.	19	\$1,023,460	\$900,000	\$200,000	STA

	Applicant	Project Title	Project Description	Primary Benefits and Comments	Ranking based on benefits	Total Cost	Requested	Staff Recommendation	Possible Fund Source
21	Santa Cruz METRO	<u>ParaCruz Vans</u>	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.	14	\$1,440,000	\$288,000	\$288,000	STA, STIP, RSTPX, LPP
22	SCCRTC	<u>Felton/SLV Schools Complete Streets Enhancement</u>	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.	3	\$30,409,500	\$679,000	\$450,000	STIP
23	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.	off top	\$1,500,000	\$191,000	\$191,000	STIP
24	SCCRTC	<u>Zero Emission Passenger Rail and Trail (ZEPRT)</u>	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	\$26,237,000	\$15,006,611	Designate \$2.8 M future 2028 STIP shares	Possibly STIP, pending CTC
25	SCCRTC for City of Santa Cruz and County of Santa Cruz	<u>Coastal Rail Trail Segments 8-9 and 10-11 Preconstruction</u>	Completion of pre-construction design and right-of-way for 7 miles of Class I multi-use path along the Santa Cruz Branch Rail Line Corridor for active transportation, closing key network gaps. Of Segments 8-11 (Santa Cruz Wharf to State Park Drive) 77% is within unincorporated areas of the County and Capitola, 23% in city of Santa Cruz.	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. <i>If partially funded, focus on Segments 9-10.</i>	7	\$157,916,000	\$8,260,000	\$4,000,000	RSTPX or LPP - pre-con; STIP-CON
26	UCSC	<u>Electric Bus #3 Purchase for Campus Transit ZEV Transition</u>	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.	12.4	\$1,500,000	\$1,328,000	\$262,000	LCTOP, LPP, RSTPX, STIP

	Applicant	Project Title	Project Description	Primary Benefits and Comments	Ranking based on benefits	Total Cost	Requested	Staff Recommendation	Possible Fund Source
27	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.	20.2	\$1,404,948	\$1,243,800	\$0	RSTPX
Total						\$361,757,347	\$66,400,563	\$15,118,000	

2025 Consolidated Grants/2026 Regional Transportation Improvement Program (RTIP) - Committee Recommendations and Scenarios

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

					Committee Recommendations				Preliminary Scenarios presented to committees	
	Applicant	Project Title	Requested	Staff Recommendation	Bike Committee (Prelim. Staff Scenario 1)	ITAC	Meets E&DTAC priorities	Equity Benefits	Initial Scenario 1	Initial Scenario 2
1	City of Capitola	<u>Bay Avenue Corridor - Final Design</u>	\$700,000	\$600,000	\$700,000	\$500,000	Pedestrian improvements; safety	Serves some senior housing and facilities	\$700,000	\$700,000
2	City of Capitola	<u>Capitola Complete Streets Sidewalk Infill</u>	\$1,276,000	\$650,000	\$800,000	\$500,000	Pedestrian improvements; safety	Serves some low income and youth destinations	\$800,000	\$500,000
3	City of Santa Cruz	<u>Bay Street Paving</u>	\$2,191,806	\$0	\$0	\$0	Serves transit route	Serves transit route		
4	City of Santa Cruz	<u>Coastal Rail Trail Segments 8 and 9 Construction</u>	\$10,000,000	\$0	\$4,000,000	Prioritize pre-construction	Pedestrian improvements, retain grants	Segment 8 - Beach Flats neighborhood	\$4,000,000	\$1,250,000
5	City of Santa Cruz	<u>Prospect Heights Paving</u>	\$4,003,482	\$0	\$0	\$0	Pedestrian improvements			

	Applicant	Project Title	Requested	Staff Recommendation	Bike Committee (Prelim. Staff Scenario 1)	ITAC	Meets E&DTAC priorities	Equity Benefits	Initial Scenario 1	Initial Scenario 2
6	City of Scotts Valley	<u>Granite Creek Overcrossing</u>	\$1,000,000	\$550,000	\$600,000	\$500,000	Pedestrian improvements; serves transit route		\$600,000	\$500,000
7	City of Watsonville	<u>Clifford Ave Road Rehabilitation and Traffic Calming</u>	\$1,675,000	\$850,000	\$950,000 *emphasis	\$850,000	Pedestrian improvements; safety; serves transit route; equity	Equity Priority Population	\$950,000	\$850,000
8	City of Watsonville	<u>Freedom Blvd Road Rehabilitation and Traffic Calming</u>	\$1,800,000	\$1,600,000	\$1,800,000 *emphasis	\$1,800,000	Pedestrian improvements, safety, major transit route	Equity Priority Population	\$1,800,000	\$1,800,000
9	City of Watsonville	<u>Pennsylvania Dr Trail Rehabilitation Project</u>	\$1,000,000	\$777,000	\$850,000 *emphasis	\$750,000	Preserve Pedestrian facilities; safety	Equity Priority Population	\$850,000	\$750,000
10	County of Santa Cruz	<u>Soquel Drive Multimodal Project</u>	\$5,800,000	\$3,800,000	\$3,800,000	\$3,800,000	Pedestrian improvements, safety, major transit route	Serves some low income and youth destinations	\$3,800,000	\$3,250,000
11	County of Santa Cruz	<u>Interlaken Routes Resurfacing Phase 1</u>	\$800,000	\$0	\$0	\$500,000				

	Applicant	Project Title	Requested	Staff Recommendation	Bike Committee (Prelim. Staff Scenario 1)	ITAC	Meets E&DTAC priorities	Equity Benefits	Initial Scenario 1	Initial Scenario 2
12	County of Santa Cruz	<u>Emergency Routes Resurfacing Phase 2</u>	\$3,400,000	\$0	\$0	\$1,200,000				
13	County of Santa Cruz	<u>Brommer Yard Electric Vehicle Supply Equipment (EVSE)</u>	\$1,220,070	\$0	\$0	\$0				
14	County of Santa Cruz	<u>Felton Yard Electric Vehicle Supply Equipment (EVSE)</u>	\$896,575	\$0	\$0	\$0				
15	County of Santa Cruz	<u>Lode Street Yard Electric Vehicle Supply Equipment (EVSE)</u>	\$806,306	\$0	\$0	\$0				
16	County of Santa Cruz	<u>Roy Wilson Yard Electric Vehicle Supply Equipment (EVSE)</u>	\$838,973	\$0	\$0	\$0				
17	Ecology Action	<u>Bike Safe/ Walk Safe</u>	\$295,940	\$100,000	\$150,000	\$100,000	Pedestrian safety	Youth safety	\$150,000	\$100,000

	Applicant	Project Title	Requested	Staff Recommendation	Bike Committee (Prelim. Staff Scenario 1)	ITAC	Meets E&DTAC priorities	Equity Benefits	Initial Scenario 1	Initial Scenario 2
18	Santa Cruz METRO	<u>90X Operations/ BOS Service</u>	\$650,000	\$650,000	\$650,000	\$650,000	Transit	Transit	\$650,000	\$650,000
19	Santa Cruz METRO	<u>Beach St Parking Lot</u>	\$150,000	\$150,000	\$150,000	\$150,000	Transit	Transit	\$150,000	\$150,000
20	Santa Cruz METRO	<u>HASTUS 2026 Upgrade</u>	\$900,000	\$200,000	\$200,000	\$900,000	Transit	Transit	\$200,000	\$200,000
21	Santa Cruz METRO	<u>ParaCruz Vans</u>	\$288,000	\$288,000	\$288,000	\$288,000	Transit	Serves people with disabilities	\$288,000	\$288,000
22	SCCRTC	<u>Felton/SLV Schools Complete Streets Enhancement</u>	\$679,000	\$450,000	\$550,000 *emphasis	\$0	Pedestrian safety; serves transit route		\$550,000	\$500,000

	Applicant	Project Title	Requested	Staff Recommendation	Bike Committee (Prelim. Staff Scenario 1)	ITAC	Meets E&DTAC priorities	Equity Benefits	Initial Scenario 1	Initial Scenario 2
23	SCCRTC	STIP Planning, Programming, & Monitoring (PPM)	\$191,000	\$191,000	\$191,000	\$191,000			\$191,000	\$191,000
24	SCCRTC	Zero Emission Passenger Rail and Trail (ZEPRT)	\$15,006,611	Designate \$2.8 M future 2028 STIP shares	\$0	\$0	Transit and pedestrian access	Transit, bike and pedestrian improvements, includes equity community	\$0	\$5,000,000
25	SCCRTC for City of Santa Cruz and County of Santa Cruz	Coastal Rail Trail Segments 8- 9 and 10-11 Preconstruction	\$8,260,000	\$4,000,000	\$2,000,000	\$5,000,000	Pedestrian improvements, retain grants	Bike and Pedestrian improvements, serves Beach Flats and Live Oak priority pops	\$2,000,000	\$1,000,000
26	UCSC	Electric Bus #3 Purchase for Campus Transit ZEV Transition	\$1,328,000	\$262,000	\$262,000	\$262,000	Transit	Transit	\$262,000	\$262,000
27	UCSC	Lower Campus High-Speed Public EV Chargers	\$1,243,800	\$0	\$0	\$0				
Total			\$66,400,563	\$15,118,000	\$17,941,000	\$17,941,000			\$17,941,000	\$17,941,000

2025 Consolidated Grants – Comments

Comments received through October 27, 2025. Additional comments received by 9:00am on November 5, 2025 will be posted on the RTC meeting webpage as a handout. Some comments reference "Option" or "Scenario" 1 or 2 – based on initial/preliminary scenarios that were presented to committees in October.w

Bicycle Advisory Committee Meeting – 10/13/25

- Committee Member Comments:
 - o Support south county projects (several members)
 - o Support advancing environmental review of ZEPRT (some members)
 - o Support more funding to projects that are not ZEPRT (some members)
- Public Comments:
 - o Egor Murochkin urged the committee to consider choosing Scenario 1 and supporting the SLV Schools and Bike Safe/Walk Safe projects.
 - o Kevin McGuire supported Scenario 1, noting it emphasizes bicycle infrastructure that can be used sooner, provides benefits to the most people, and ends further studies.
 - o Justin Blair advocated for maintaining funding for the rail study and continuing progress on rail planning.
 - o Jim Helmer expressed concern that the two-block walkway on Glen Arbor Road was not considered for funding this cycle and encouraged stronger advocacy for District 5.
 - o David Dean stated that south county is receiving limited funding and urged the committee to prioritize south county projects especially Pennsylvania Drive, continue supporting the Rail Trail, and support service for METRO Route 90X.
 - o Jean Brocklebank urged the committee to select Scenario 1 as well as to support the San Lorenzo Valley, Soquel Drive, Granite Creek Road, south county, and Bike Safe/Walk Safe projects.
 - o Richard James stated that the Rail Trail should remain the top priority and highlighted the importance of the Soquel Drive, Highway 9, Pennsylvania Drive, and Granite Creek Road projects.
 - o Brian Peoples supported Scenario 1 and encouraged focusing funding on bicycle infrastructure.

Elderly and Disabled Transportation Advisory Committee (E&DTAC) - 10/14/25

- Committee Member Comments:
 - o Questioned why applications were not submitted to improve sidewalk conditions along Soquel Drive from Morrissey/Water to 41st Avenue or improve the Morrissey/Soquel/Water triangle.
 - o Concerns about the County's Soquel Drive project, especially since recently installed bike bollards along Soquel Drive are bent and narrow usable space

- o Requested improved lighting at Bay Avenue crosswalks.
- o Several members emphasized support for Watsonville projects, citing historic underinvestment and broad community benefits, especially near schools.
- o Several committee members and members of the public expressed support for Scenario 1 (prioritizing active transportation, safety, and system preservation). Others expressed support for Scenario 2 (allocating more funds to ZEPRT) instead.
- o Several members expressed support for projects that advance equity, provide, safety benefits, and reduce the risk of losing existing grant funding.
- o METRO staff noted operational priorities, including the importance of a software update for scheduling and coordination.

To: SCCRTC Bicycle Advisory Committee
 Re: Consolidated Projects 2025

6 October 2025

Dear Bicycle Advisory Committee Members,

As a Watsonville resident and Watsonville Vision Zero Task Force Member, I would like to encourage your recommendation to the RTC for two City of Watsonville projects on the 2025 Consolidated Projects list: the **Clifford Ave Road Rehabilitation and Traffic Calming Project** and **the Pennsylvania Dr Trail Rehabilitation Project**. These two projects have the potential to be game-changers for cross-town transportation in the City of Watsonville by increasing the safety and connectivity for biking and walking between Main Street (Highway 152) and Green Valley Road.

As an economically disadvantaged community, many Watsonville residents use multimodal transportation as their means to get around town; these two projects will provide key connections between neighborhoods to schools, parks, businesses and transit. The neighborhoods surrounding the project areas are populated with students, senior citizens and people who use mobility devices to get around. Combined, these two projects will provide a safer route for students going to local schools, crucial connections for people going to nearby businesses, and protected pathways for folks going out for recreation and exercise.

Together, these projects will connect prior roadway planning efforts by continuing the newly renovated bikeway along Ohlone Parkway across Main St and along Clifford Ave., then connecting to the multi-use trail along Pennsylvania Dr. to Green Valley Rd. Funding these South County projects will ensure equitable distribution of project monies among Santa Cruz County jurisdictions. The improvements in these projects will close existing gaps in the bicycle and pedestrian networks making multimodal transportation safer and more convenient for all road users.

Sincerely,
 Anna Kammer

Date: October 13, 2025

RE: Consolidating Grants Preliminary Recommendations

Dear Elderly & Disabled Transportation Advisory Committee:

As Watsonville residents and members of the Watsonville Senior Action Committee, we would like to encourage your recommendation to the RTC for the **three City of Watsonville projects** included on the 2025 Consolidated Projects list:

1. **Clifford Avenue Road Rehabilitation and Traffic Calming Project**
2. **Freedom Boulevard Road Rehabilitation and Traffic Calming Project**
3. **Pennsylvania Drive Trail Rehabilitation Project**

These projects have the potential to be game-changers for cross-town transportation in Watsonville by increasing safety and connectivity for biking, walking, and accessible mobility between Main Street (Highway 152), Green Valley Road, and surrounding neighborhoods.

As an economically disadvantaged community, many Watsonville residents rely on multimodal transportation—walking, biking, and transit—as their primary means of getting around town.

These three projects together will provide safer and more direct connections between residential neighborhoods, schools, parks, businesses, and transit routes. The areas surrounding each project are home to seniors, students, and residents who use mobility devices to navigate the community.

Collectively, these projects will:

- Improve road and trail surfaces for safety and accessibility.
- Upgrade ADA curb ramps, sidewalks, and traffic signage.
- Add continuous Class II bike lanes, new sidewalks, and speed tables for traffic calming.
- Strengthen multimodal pathways connecting Ohlone Parkway, Clifford Avenue, Pennsylvania Drive, Freedom Boulevard, and Green Valley Road.

Funding these South County projects will ensure an equitable distribution of transportation investments throughout Santa Cruz County. The improvements in these projects will close existing gaps in the bicycle and pedestrian networks, making active and multimodal transportation safer, more convenient, and more inclusive for all road users.

Thank you for your consideration and for your continued support of equitable transportation access for all communities.

Respectfully, **Watsonville Senior Action Committee**, City of Watsonville

.....

From: Tom Hart
Sent: Tuesday, October 14, 2025 9:23 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Option 1

To our county traffic leaders:

Please end the train at any cost and go with Option 1. Besides transportation concerns the county needs to focus on the other community needs such as affordable housing, homeless, healthcare and dealing with the devastating cuts from the big beautiful bill. Get the trail funded and finished.

Best,
Tom Hart
Aptos, Ca 95003

.....

From: Brent Ruhne
Sent: Monday, October 13, 2025 3:39 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Quit wasting money on train studies

To Whom it may concern,

Please support Option 1 and protect funding for Soquel Drive multimodal, Bike Safe/Walk Safe, Coastal Rail Trail segments 8–11, Scotts Valley Granite Overcrossing, and Watsonville’s safety/rehab projects.

Please, please stop wasting money on ‘studies’ that show that if money starts to grow on trees we could afford a train.

Mahalo,
Brent Ruhne

.....

From: Carl Tomick
Sent: Tuesday, October 14, 2025 8:00 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please do not divert funds to rail study!

Please support Option 1 and protect funding for Soquel Drive multimodal, Bike Safe/Walk Safe, Coastal Rail Trail segments 8–11, Scotts Valley Granite Overcrossing, and Watsonville’s safety/rehab projects.”

Carl Tomick

From: Gary Niblock
Sent: Tuesday, October 14, 2025 10:34 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Yes for Option 1 Rail Trail

Supporting Option 1 will protect funding for Soquel Drive multimodal, Bike Safe/Walk Safe, Coastal Rail Trail segments 8–11, Scotts Valley Granite Overcrossing, and Watsonville's safety/rehab projects. Please move forward and create a usable trail as soon as possible. We want trail, not rail.

Gary Niblock
Santa Cruz CA 95060

From: Joan Saia
Sent: Wednesday, October 15, 2025 10:30 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please support option 1
Please support Option 1 and protect funding for Soquel Drive multimodal Bike Safe/Walk Safe, Coastal Rail Trail segments 8-11, Scotts Valley Granite Overcrossing, and Watsonville's safety/rehab projects.
Thank you,
Joan Saia, Santa Cruz

From: Jean Brocklebank
Sent: Thursday, October 16, 2025 12:43 PM
Subject: Re: Grants Projects priorities

Hello Rachel ~

Here is my personal ranking of the applications. This is based, in part, on my ranking of "primary benefits," which are important to me.

As my personal transit choice is walking and since everyone, ultimately, is a pedestrian (even wheeled-chair users are classified as pedestrians) – whether they use a car, a van, a bicycle, the bus, or a even a train – **safety in transit** serves everyone! This gives safety high scores for primary benefits.

In order to explain my rankings of projects, I share these further thoughts:

- Equity can be met by spreading the funding to south county, Scotts Valley and the San Lorenzo Valley, which staff's Grants Projects ranking has done!
- At the E&D TAC meeting, one committee member highlighted – thrice! – her personal preferences as safety and preservation. While I do think that jurisdictions should budget maintenance (let's take care of what we already have), priority should be given where there are infill benefits. We no longer have a Redevelopment Agency, so I see the RTC as stepping up to help in that regard.
- Staff noted in benefits for the #1 City of Capitola application: *"Complete Streets and system preservation. Improves pedestrian and bicycle safety ..." and "enhances corridor connectivity on a major roadway."* The high ranking of this project remained in both Scenario 1 and Scenario 2. Benefits for #2 City of Capitola application were noted as: *"...improves safety and accessibility ..."* However, in this case its \$800,000 funding was reduced by \$300,000 in Scenario 2 (and applied to the ZEPRT EIR). I think this was unwise.
- I do not understand why staff put application #17 (ZEPRT) in only Scenario 2. It is the only application that did not get a Scenario 1 funding allocation. This confused the process.

Separate Consideration of Rail Trail Projects

I think the two Rail Trail applications (#16 and #19) and ZEPRT's EIR (#7) are misplaced – for now – unless the amounts awarded can be applied to design and construction of an Interim trail. As you are aware, there may be a shift by the RTC at its December meeting. If there is, then these allocations will not be needed, since staff has informed the RTC that there is adequate funding to switch to an Interim trail, with plenty to apply to design as well as construction. It is also quite possible that the CTC will not require funding returned, since the grant was for a "trail."

The Rail Trail applications (#16 and #19) Scenario 1 total is \$6,000,000 of \$17,941,000. Their Scenario 2 total may only be \$2,250,000 ... but added to Scenario 2's ZEPRT (which is also Ultimate Trail focused) ... the total is \$7.25 million!

Therefore, I think there should be a clear caveat in this regard when staff presents these draft Grant Projects allocations to the RTC at its November 6 meeting. That is, depending on what happens in December, there could be an extra \$6 to \$7.25 million to disburse to better fund current transit needs that will provide benefits for the public for basically shovel-ready projects.

(As an aside, I feel strongly that the cost of the Ultimate trail in is exorbitant (and the current ZEPRT numbers are in 2025 dollars!). I am also quite disturbed that cutting costs puts the "trail" onto streets, like unconnected puzzle pieces, which is not what the public was promised.)

The Rankings

Finally, regarding the rankings themselves, with the exception of #16 and #19 (and ZEPRT's #7 in Scenario 2), as already noted, Scenario 1 staff's rankings make sense to me for all applications. Let's enhance allocations to the non-controversial projects.

I hope I have understood this better. Maybe not. But, if so, I hope this helps.

Jean

.....

From: Doug Huskey
Sent: Friday, October 17, 2025 6:13 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support Option 1

Dear RTC,

Please support Option 1 and protect funding for Soquel Drive multimodal, Bike Safe/Walk Safe, Coastal Rail Trail segments 8–11, Scotts Valley Granite Overcrossing, and Watsonville's safety/rehab projects.

Do not divert funding from viable projects for more rail studies.

Sincerely,
Doug Huskey
Santa Cruz, CA 95060

.....

From: Peter Gibson

Subject: Prioritize Funding For Transportation Projects That Work

I was driving along Soquel Drive today from Soquel to Santa Cruz and noticed something I often see. The recently expanded bike lanes—part of the \$25.9 million Soquel Drive Buffered Bike Lane & Congestion Mitigation Project—were empty. Not one bicyclist was on it.

I then drove south on Highway 1 back to my home and noticed something else I often see. The \$34 million Chanticleer Avenue Bike/Pedestrian Overpass was also unused.

Meanwhile, near Swift Street in Santa Cruz, Segment 7A of the Coastal Rail Trail was active. I counted about 50 users—on bike and foot—during a 30-minute span.

Santa Cruz County recently spent nearly \$60 million on surface street bike infrastructure—yet these projects have yielded minimal gains in ridership or safety.

These on-street projects share a common flaw: they attempt to retrofit high-traffic corridors for bikes without addressing the fundamental safety and comfort barriers that keep most bicyclists from riding there in the first place.

Contrast that with the off-street, protected segments of the Coastal Rail Trail. These remove the intimidation of riding next to fast-moving vehicles, making them accessible to a far wider range of users.

Simply prioritizing bike infrastructure doesn't solve commuter gridlock. Santa Cruz County has a population of roughly 276,000. According to the 2025 Bike Santa Cruz County Rider Survey, only about 6% of residents ride a bike weekly for transportation or recreation—roughly 16,500 people. Fewer than 3% use bikes for commuting.

Compare that to the projected weekly ridership for the Zero Emission Passenger Rail & Trail (ZEPRT) system: over 20,000 boardings once service is established. That's not just higher than current bike lane usage—it's higher than total weekly bike ridership countywide.

Trail-only advocates ignore this reality. By removing rail, they eliminate the only component of the corridor capable of serving tens of thousands of riders—including seniors, students, and workers who don't or can't bike. Trail-only doesn't just modestly cut costs—it cuts out equity, access, long-term mobility, and eligibility for state and federal grants.

Here's the status of Coastal Rail Trail segments:

Segment 7A and 7B (Westside) – 2.1 miles, \$21.7 million.

Completed and consistently well-used, with counts exceeding those on major surface street bike lanes.

Segments 8–11 (Santa Cruz to Capitola) – 13.5 miles, estimated cost \$735 million. \$103.3 million in state ATP grants and \$11.1 million in federal RAISE grants secured. A \$72 million shortfall remains.

Segment 12 (Capitola to Aptos) – 2.9 miles, estimated cost \$160 million.

Fully funded with \$28.7 million in state SCCP/LPP grants and \$8.3 million in federal RAISE grants.

Due to the shortfall for Segments 8–11, the Regional Transportation Commission (RTC) is exploring cost-reduction alternatives—including a potential shift to a trail-only design in place of the approved rail-trail configuration.

While no formal cost estimate has been published for a trail-only approach in Segments 8–11, it is generally assumed to be less expensive than the rail-trail design. However, the difference appears modest. In a September 2025 interview, Transportation Manager Matt Starkey acknowledged that rail-trail design changes added cost but emphasized that the overall impact was limited. Based on RTC’s own breakdowns and standard engineering estimates, trail-only might reduce costs by 10–15%—a savings eclipsed by the \$114.4 million in state and federal grants tied to the rail component.

Moreover, many major cost items—bridge retrofits, retaining walls, drainage improvements, and property remediation—apply to both designs. Additional costs unique to the trail-only option—including railbanking, legal title resolution, and full CEQA/NEPA environmental review (which remains incomplete for the Interim Trail in Segments 8–11)—could total tens of millions of dollars. Most critically, the \$114.4 million in committed state and federal funding for Segments 8–11 would likely be forfeited without the rail element.

In conclusion, this isn’t about reducing cost-per-mile. It’s about spending smarter. The County must fund transportation projects that people actually use.

That means prioritizing off-street bike infrastructure—and preserving the multimodal rail-trail plan. If the \$60 million spent on recent on-street projects had gone to the Coastal Rail Trail, it could have significantly reduced the current shortfall while advancing a safe, continuous, off-street system.

The Coastal Rail Trail preserves eligibility for the largest state and federal multimodal grants, protects \$114.4 million in secured funding, and delivers a safe, off-street corridor for bikes and pedestrians today—while safeguarding the corridor for future transit.

Let’s finish what we’ve started!

- Peter Gibson

From: Johanna Lighthill
Sent: Friday, October 17, 2025 10:23 AM
Regional Transportation Commission <info@sccrtc.org>
Subject: RTC Committee discussions with CTC

Dear Chair Montesino, Commissioner Keeley and Commissioner Koenig,

As your committee discusses options for preserving grant funding with the CTC please consider the following.

Trail design deficiencies.

RTC is at risk of losing the largest Active Transportation grant ever awarded by the California Transportation Commission (CTC)—not just because RTC is running out of time and money, but because the Ultimate Trail as it's currently designed cannot deliver the benefits described in the Coastal Rail Trail Segments 10 & 11 ATP application that was approved by the CTC (a). The Interim Trail however satisfies all criteria and County staff has estimated that the CTC grants could fully fund Interim Trail segments 8-11.

The ATP application submitted and approved by CTC describes the project as having the following benefits:

- -“a 12’ wide multiuse path in the rail right of way” (p 38). The Ultimate Trail is an 8-ft wide path with shoulders. RTC describes it however as a 12-ft *trail*. There’s a difference. Although the distance between fencing and/or retaining walls may be 12 feet, Caltrans Highway Design Manual (HDM) specifies that all paths *require* two 2-ft shoulders, which may be paved or unpaved (b). The Ultimate Trail is mostly an 8-ft wide path with some sections narrower (c). The alternative Interim Trail however is a 12-ft path with paved shoulders (providing a 16-ft wide paved surface). This is consistent with the project scope and meets the shared-use path width recommendations of Caltrans, FHWA, and AASHTO. Caltrans warned RTC staff early in the development of the MBSST that using both terms “trail” and “path” would cause confusion during the design phase (d). RTC planners opted to continue using the terms synonymously in the MBSST Master Plan, and this has led to today’s confusion.
- -a facility that closes a gap between segments 8 & 9 and segment 12. CTC specifies “Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.” (P.27). The current project proposes to reduce the gap but not close it. It will not be continuous, leaving a 0.5 mile gap (Segment 11 phase 2) on the rail corridor between Cliff Dr parking lot and Monterey Ave. This gap includes the Capitola Trestle. The Interim Trail has no gap.
- -a project having no elements “directly or indirectly related to the intended improvements of a...future development or a capital improvement project” (p 22). RTC’s current plan specifies segment 11 phase 2 (ie gap closure and passage over Soquel Creek) is to be completed as part of the future Zero Emission Passenger Rail and Trail

(ZEPRT) project. The Interim Trail includes the use of existing infrastructure, the Capitola Trestle.

- -a project that “will be significantly safer for children, seniors, and people new to biking because it will be separated from traffic.” (p 27). The proposed project directs users to existing on-street bike lanes and sidewalks due to the gap created in Capitola. Anticipated scope changes may include more diversions outside the rail corridor. The Interim Trail is wider and safer for vulnerable users.
- -a project “not expected to directly result in any displacement” to disadvantaged communities (p 25). Mobile homeowners in Blue and Gold Star and Castle Mobile Estates are currently under threat of displacement to make way for this project. The Interim Trail requires no displacement to adjacent homeowners.

The Ultimate Trail cannot deliver the benefits described in the application. The Interim Trail can.

Accountability and Transparency guidelines.

In the project baseline agreement between CTC, Caltrans and the County, all parties agreed to adhere to CTC’s SB1 Accountability and Transparency Guidelines, which states “...the Commission intends to exercise programmatic oversight for the delivery of SB1 projects with regard to benefits, scope, cost, and schedule consistent with the program objectives, project applications, and executed agreements”(e). Please consider whether Caltrans or CTC will authorize funding for a project that does not provide the benefits described in the application or meet the minimum design standards for trail width as described in Caltrans Highway Design Manual.

RTC’s fiduciary duty.

The funding gap for segments 8-11 has risen from \$43M to \$72M in the past year. At September’s RTC meeting Executive Director Christensen told the commission that the funding is essentially tapped out. It would be fiscally irresponsible for the commission to continue development of the Ultimate Trail when staff has confirmed the corridor is too constrained to fit both passenger rail and trail through several sections. Any trail that’s constructed must be considered temporary because it would require removal or reconstruction if/when passenger rail is approved. It is RTC’s fiduciary duty to manage Measure D funds responsibly. Please build an affordable temporary trail today and do not borrow against future Measure D AT funds, leaving nothing for south county. The CTC ATP guidelines specify that projects constructed using ATP funds must remain in use for a minimum of 20 years.

Advice from CTC.

It’s the CTC’s fiduciary duty to allocate funds to worthy projects. Mitch Weiss, former CTC Executive Director and later RTC Interim Executive Director, made CTC’s expectations clear. At the 4/18/24 RTC meeting, he explained that scope changes could have a significant impact, and that “the CTC awarded the funding to this project on certain assumed benefits. If we were to cut the length of the trail in half it would obviously have much fewer benefits and my personal

opinion—I think it'd be unlikely we'd get that approved by CTC.” He added “Failure to deliver the project is problematic and affects how we're viewed.”(f)

Please secure CTC's generous ATP grants and approve the Interim Trail. The benefits it could provide are likely to exceed CTC expectations: a safer and wider trail with fewer environmental impacts, all at a lower cost. Future funding opportunities will be contingent on whether RTC can deliver these active transportation projects successfully.

Thank you for your consideration.

Regards,

Johanna Lighthill
County resident

- a. Coastal Rail Trail Segments 10 & 11 ATP application.
- b. Caltrans Highway Design Manual, Chapter 1000, p. 1000-5 & 6. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf>
- c. Some path sections are less than 8-ft wide (12-ft between fixed objects), as discussed in Segments 10 & 11 FEIR, report p 12 https://cdi.santacruzcountycalifornia.gov/Portals/19/pdfs/RailTrail/RTS1011_FEIR_Vols%201-3_COMBINED.pdf
- d. Caltrans comments in the 2013 MBSST FEIR, p 8-40. “The DEIR still references a ‘multi-use paved path’ and is confusing. A clear distinction should be made between Class I paths and multi-use trails, as defined by the Highway Design Manual (HDM). The term ‘multi-use’ in the HDM is only applied to trails, not paths. A ‘multi-use path’ trail classification is therefore a confusion of terms and could complicate the design phase of a project....Any trail segment (even those outside of the Caltrans ROW) not following HDM design standards will not qualify for State or federal funding.” <https://sccrtc.org/wp-content/uploads/2013/05/MBSST-Network-Master-Plan-FEIR.pdf>
- e. CTC's SB1 Accountability and Transparency Guidelines, p 3. <https://catc.ca.gov/-/media/catc-media/documents/programs/senate-bill-1/final-accountability-guidelines-adopted-march-2023-a11y.pdf>. Baseline agreement
- e. April 18, 2024 RTC meeting, Weiss comments at 1:10:40 <https://youtu.be/Ho-FgYh9mhA?t=4238> and 1:24:46 <https://youtu.be/Ho-FgYh9mhA?t=5071>.

.....

From: Mary Schuermann
Sent: October 15, 2025

Please support Option 1

Mary Schuermann
Santa Cruz

The Santa Cruz County Bicycle Advisory Committee (BAC) will meet this Monday, and Agenda Item #11 is an important one. The committee will decide whether to recommend two grant funding scenarios—one that keeps money focused on building trail segments, and another that diverts millions toward more rail studies.

The two scenarios:

- Scenario 1: Keeps \$6 million dedicated to Coastal Rail Trail Segments 8–11 — real, shovel-ready projects that will get people walking and biking safely sooner
- Scenario 2: Takes \$5 million away from trail construction to fund the Zero Emission Passenger Rail & Trail (ZEPRT) environmental review — another lengthy and expensive study that delays trail completion for years.

Please move forward with Scenario #1 which is the logical and fiscally intelligent decision. Do not support anymore studies for a multi billion dollar plan that will never be funded.

Thank you for your support!

Tom Brady
Soquel, CA 95073

.....
From: Russell Weisz
Sent: Tuesday, October 21, 2025 2:57 PM
To: Regional Transportation Commission <info@sccrtc.org>
Cc: info@railandtrail.org
Subject: Move forward with both rail and trail

We strongly support both the rail and trail. Please move forward on approving and developing both the rail and trail now.
thanks,
Russell Weisz, Judith Carey
Santa Cruz, CA 95060

.....
From: david van brink
Sent: Wednesday, October 22, 2025 7:46 PM
Cc: Regional Transportation Commission <info@sccrtc.org>
Subject: Trail / Possible Questions for CTC?

Dear Commissioners Koenig, Keeley, and Montesino --

Thank you for your efforts to maximize our benefits with regards to Active Transportation trail planning and funding and grant-wrangling with the CTC.

I would like to suggest a possibly-wild direction to explore.

GIVEN that there is considerable "controversy" in the North- and Mid-County regarding the existing rail infrastructure, and disagreement regarding its future which has led to some paralysis...

HOW ABOUT we explore redesignating the *entire grant* to work on the trail in South County instead. They seem considerably more enthusiastic overall. We can leave it to wise professionals to glance over the engineering and craft the pitch that such a move delivers equivalent or perhaps even greater project benefits in this reconfiguration and resequencing of, essentially, the same project.

You're all smart, no need to belabor it further. I personally live in North County, but if progress is un-stuck I'm sure all of us throughout the county will cheer.

Warmly -- David Van Brink

.....

Sent: Thursday, October 23, 2025 8:25 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: I support continuing with both the Rail and the Santa Cruz

Dear RTC Commissioner,

My name is Steven Bennett, and I want to thank you for having the vision to stand up for a project that will serve generations.

While I understand the need to budget and sometimes this creates longer timelines than anticipated, it would be short sighted to do anything less than committing to both the Rail and the trail for the entire length of the county. Over 60% of voters asked for it, it's the ONLY reasonable way to get people from one end to the other in this county outside of sitting in highway one traffic, many other counties in this state have done it with success (recently saw the new version in the Windsor area in action), and it is our duty to make it happen.

I support moving forward with passenger rail because it's essential we invest in alternate routes that will provide families in Santa Cruz County with access to jobs, schools and our parks and beaches without the expense and time wasted sitting in traffic.

Thank you,
Thank you for your leadership in keeping our transportation future moving forward.

Sincerely, Steven Bennett
Watsonville, CA 95076-1085

.....
Sent: Thursday, October 23, 2025 10:27 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Support trail and transit along the rail line.

Dear RTC Commissioner,

My name is Jonathan Evans, and I want to thank you for having the vision to stand up for a project that will serve generations.

I support moving forward with passenger rail and transit along the rail line.

We must invest in alternate routes that will provide families in Santa Cruz County with access to jobs, schools and our parks and beaches without the expense and time wasted sitting in traffic. Traffic will only get worse and roads more congested. We need to provide alternatives to the car and transit along the rail line is a great long term option.

As a resident of Live Oak I hope to be able to use the trail and rail in the future.

Thank you for your leadership in keeping our transportation future moving forward.

Sincerely,
Jonathan Evans
Santa Cruz, CA 95062-4075

.....
From: Peter Cook
Sent: Monday, September 29, 2025 11:22 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Build the Interim Trail

Dear RTC,

Please build the interim trail ASAP!!!! We love our trail on the Westside. The rest of the county is paying their fair share of Measure D funds. It is not fair that only the Westside is getting not only a very nice trail, but also a recreational trail all the way to Davenport.

We also badly need a bike lane along Graham Hill road so that SLV and Scotts Valley can have bike/e-bike connectivity to the rest of the county.

Sincerely,
.....

Name

Keresha Durham

Subject

Fund Buses, NOT Trains

Your Message

I have worked as a Public Transportation advocate with environmental protection organizations for years.

I was also a Chair and member of the City Transportation Commission for a few years. I have worked as a Public School Teacher for almost 30 years in this county. I encourage public transportation and active transportation; giving extra credit for students who arrive to school without a car. However, families tell me they do NOT FEEL SAFE taking the bus.

Just one incident with a mentally unstable person while riding the bus is enough to make a rider stop taking the bus. Many of the high school students that I teach say their parents will NOT allow them to take the bus since it is too dangerous.!?!

After the unprovoked, stabbing incident on August 22, 2025, of a recent young Ukranian immigrant, Iryna Zarutska, killed on public transit, in Charlotte, North Carolina, many parents and students watched the video footage in horror and said they will never take mass transit again.

FREQUENT TRIPS: Several people who rode the bus with me told me that the bus was not on-time or frequent enough to get them to work on-time so they were being forced to drive (when they really could not afford gas or a car). However, I missed a bus in Europe but another arrive within 15 minutes.

Instead of investing millions/billions on train travel in our county, please invest in our bus system:
MAKE IT MORE FREQUENT.
MAKE IT SAFER!
WITH MORE ROUTES AND STOPS.

Please visit Europe and see how bus travel can be frequent, clean and safe, and thus Well-USED!

.....

From: Don Lauritson
Sent: Saturday, October 25, 2025 3:09 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: MOVE FORWARD WITH RAIL AND TRAIL PROJECT

Please forward to Executive Director Sarah Chrisensen, all staff and Commissioners

My name is Don Lauritson and I thank you for studying and moving forward with the rail and trail project. Widening Highway 1 cannot by itself be the long-term solution to north-south transportation for our county. I, my family and friends are already choosing our morning and afternoon trips based on which direction Highway 1 and Soquel Drive traffic will be backed up. We are also forced to use neighborhood streets to avoid traffic during rush hours.

We need some sort of mass transportation on the rail right of way. The recently studied project appears too expensive so we need to develop a less expensive alternative such as a trolley and/or passenger rail without the expensive freight design between Santa Cruz and Watsonville. In the meantime, the rail right of way should be retained as is.

The bike/pedestrian trail should be built now according to design plans developed by the City and County, and in a phased manner which best utilizes available funding.

Thank you again for your work on this important project.

Sincerely,

Don Lauritson
Santa Cruz, CA 95062

.....

Sent: Monday, October 27, 2025 8:07 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Keep our rail, build the trail

Dear RTC Commissioner,

My name is Hil Hamm, and I want to thank you for having the vision to stand up for a project that will serve generations.

I love the future of riding a train to Pajaro Station to catch the bullet train to LA, SF or Sacramento, or just heading to south county for dinner. I currently ride the rail trail path all the time and look forward to riding it to Davenport!

We can't stop now! Infrastructure always costs way more to build then planned and always takes way more time to complete.

One step (or bridge) at a time. And one day soon, it will be done.

Thank you for your leadership in keeping our transportation future moving forward.

Sincerely,

Hil Hamm

Santa Cruz, CA 95060-2734

PUBLIC HEARING – Noticed for no earlier than 10:00 AM

AGENDA: November 6, 2025

TO: Regional Transportation Commission (RTC)

FROM: Grace Blakeslee, Supervising Transportation Planner
Thomas Travers, Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) hold a public hearing, consider comments received, and:

1. Adopt a resolution
 - a. Approving the Fiscal Years (FY) 2025/26-2029/30 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 (Attachment 1: Exhibits A through E) and Community Bridges Lift Line (Exhibit F); and
 - b. Amending the RTC budget and work program to incorporate the funds programmed with this resolution and corresponding expenditures; and
 2. Receive information regarding cost estimates to complete final design of the Coastal Rail Trail Segments 8-11 in the Ultimate Trail Configuration and in the Interim Trail Configuration (Attachment 2).
-

BACKGROUND

In November 2016, over 2/3 of 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:
 - o \$5 million for the Highway 17 Wildlife Crossing

- o \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
 - o Balance (approx. 28%) to cities and County by formula
- Transportation for Seniors and People with Disabilities: 20% total
 - o 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 under 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.

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 webpage](#).

Leveraging Grants

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan through 2047, it is not intended to fully fund all investments. Consistent with the 2016-Measure D Ordinance and 2023 [Strategic Implementation Plan \(SIP\)](#), the RTC, in partnership with implementing agencies, works to expeditiously deliver regional programs and projects. This approach positions projects to be more competitive for grants and other funding opportunities but also means that financing will be needed to meet all of the obligations identified in the 5-year plans to deliver benefits sooner.

Since 2016, RTC and partner agencies have successfully secured approximately \$450 million using Measure D as a match to leverage state and federal grants to deliver regional projects. However, the combined total of local, state and federal funding is insufficient to fully deliver the fund based on current project cost estimates and schedules. The RTC and local agencies have been applying for additional grants and continually evaluate options to reduce costs and deliver projects. This includes applications to RTC's Consolidated Grants program (*item 18 on today's agenda*).

DISCUSSION

The Measure D 5-Year Plans are adjusted annually to reflect updated revenue forecasts, updated project funding needs and new investments, expenditure rates and schedules, carry forward unspent balances, and add one additional year of funding and expenditures. Staff recommendations for the Measure D 5-year program of projects (5-year plans) for Fiscal Years 2025/2026-2029/2030 (FY25/26-29/30) for regional programs and projects are shown in Attachment 1: Exhibits A-E. Longer term policies associated with Measure D expenditures are captured in the 2023 [Measure D Strategic Implementation Plan](#).

There is a separate Measure D Plan for each of the regional category including: Highway, Active Transportation, Rail, Highway 17 Wildlife Crossing and San Lorenzo Valley-Highway 9 Corridor Improvements. Each Measure D regional category plan includes a description of the proposed updates for each investment in the last column by project or program. Additional information on regional projects and programs funded by Measure D is available on the Measure D webpage, and regional project factsheets are [Available online](#).

Measure D 5-year Plan Updates (FY25/26-29/30)

The proposed 5-year plans:

- do not add any new projects;
- add funding to projects previously approved in the Measure D 5-year plans; and,
- shift funds between years to match project delivery schedules and project expenditure needs including carryover of unspent funds from the prior fiscal year.

As mentioned above, 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 can lead to cost escalation and overruns. This has been an issue for delivering projects of all sizes but especially stands out for larger projects due to overages being above locally generated fund capacity.

Proposed updates to the 5-year Plans are summarized in the last column of each 5-year plan and include the following updates:

Measure D Active Transportation

1. Add up to \$3.0 million for environmental mitigation for the North Coast Rail Trail Segment 5 based on a previously approved grant agreement for cost increases and environmental mitigation;
2. Advance \$4.3 million of previously programmed funds from future years for Segments 8-11 to the current fiscal year to cover preconstruction (\$2.0 million in funds previously approved for City of Santa Cruz's Segments 8 & 9 and \$2.3 million for County of Santa Cruz's Segments 10 & 11), which maintains the total amount of Measure D 5-year funding previously programmed to the projects;
3. Add approximately \$1.6 million in annual costs FY29/30 to maintain the Santa Cruz Branch Rail Line corridor including regular maintenance activities and property management along the corridor; and,
4. Add approximately \$380k in annual costs in FY29/30 for trail maintenance to trail Segment 5 (i.e. North Coast Rail Trail), and trail segments within the Cities of Santa Cruz, and Watsonville.

Measure D Highway

5. Add approximately \$900k for the Highway 1 Soquel-41st project for the project close out phase to address changes in project construction and associated costs; and
6. Add \$4.0 million for the Highway 1 State Park-Bay/Porter project for construction support needs and unforeseen field conditions.
7. Add approximately \$586k in annual costs in FY29/30 to provide ongoing services for SAFE on 17, Freeway Service Patrol, and Cruz511/Go Santa Cruz County.

Measure D Rail

8. Add approximately \$2.4 million for expenses associated with rail preservation between FY25/26 and FY29/30 which includes but is not limited to infrastructure repairs, inspections, and potential storm-related repairs and cleanup in the future.

Possible Additional Modifications

If not funded by the Consolidated Grants (see *agenda item 18*), staff additionally recommends that the RTC:

1. Cover the \$4.0 million for preconstruction of Coastal Rail Trail Projects included in the Consolidated Grant Program staff recommendation as follows.
 - a. Program \$2.7 million in **new** Measure D Active Transportation funding to Segments 8 & 9 in the current fiscal year to cover preconstruction activities; and,
 - b. Advance an additional \$1.3 million to Segments 10 & 11 from FY27/28 previously intended for construction to the current fiscal year to cover preconstruction activities;
2. Program \$679k to the Felton/San Lorenzo Valley Schools Complete Streets Enhancements for cost increases on the Felton Complete Streets Project. Staff recommends that this funding comes from the \$1.0 million in Measure D previously programmed for Felton-area projects. This would reduce the amount of funding available for future projects in and around Felton.

Due to funding uncertainties related to the future development of the Zero Emission Passenger Rail and Trail Project (ZEPRT), ongoing rail infrastructure repair needs, uncertainties regarding future FEMA reimbursement for previous storm damage, and potential future storm events staff recommends against programming Measure D Rail category funds for ZEPRT at this time.

Coastal Rail Trail Segments in and around the City of Watsonville

Staff considered future needs for the Monterey Bay Sanctuary Scenic Trail (MBSST) network in and around the City of Watsonville when developing the staff recommendations for the Measure D 5-year plan Active Transportation program, financing, and future revenues. The proposed Measure D 5-year plan preserves the option for the RTC to program approximately \$30 million in future funds to Coastal Rail Trail segments in and around the City of Watsonville. These funds are in addition to the previously programmed \$4.8 million in funds programmed for Segment 18 projects, which staff recommends become available for any Coastal Rail Trail segment in and around the City of Watsonville as part of the Measure D 5-year plan update.

Measure D Active Transportation funds programmed to development of the Coastal Rail Trail segments in and around the City of Watsonville will be used to leverage future grants for design and construction of these trail segments. Staff is prioritizing delivery of these important improvements in south

County and will return to the Commission with more information and recommended actions, such as awarding a professional service contract, when prepared to do so.

Coastal Rail Trail Segments 8-11 Costs

The RTC received a report at their September meeting describing Segment 8-11 project delivery risks, which included information about the need and timing of additional funding to complete Segments 8-11 preconstruction activities, updated construction cost estimates, and funding needs. At the October 2025 RTC meeting, RTC directed staff to return with information about the cost to complete preconstruction activities for the interim trail.

A summary of Segment 8-11 cost estimates for final design and construction of the estimates for the Ultimate Trail and Interim Trail Configuration is included as Attachment 2.

Ultimate Trail Configuration Final Design (“Trail Next to Rail”)

Of \$8.3 million, approximately \$5.6 million would be to complete final design and any potential revisions to the environmental review based on changes to the final design and \$2.7 million would be for right-of-way. Of the requested funds, \$3.6 million would be distributed to the County of Santa Cruz for development of Segments 10 & 11 and \$4.7 million would be distributed to the City of Santa Cruz for Segments 8 & 9, pending approval of Cooperative Agreements.

Interim Trail Configuration Final Design Costs (“Trail on Rail”)

Project sponsors completed a schematic design of the Interim Trail Configuration in 2023. This work was completed to support environmental review of Coastal Rail Trail Segments 8 & 9 and 10 & 11 for both the Ultimate Trail Configuration and Interim Trail Configuration. Although project sponsors and subsequent action by the RTC as a responsible agency under California Environmental Quality Act (CEQA), approved the Ultimate Trail Configuration as the preferred project, the Interim Trail Configuration was also environmentally cleared under CEQA.

The cost to advance the Interim Trail Configuration preconstruction for Segments 8-11 is approximately \$10.0 million. This includes the cost to advance design from the schematic level through final design, prepare and submit permits to environmental regulatory agencies, consultation with environmental health services and any additional environment review needed.

Coastal Rail Trail Cooperative Agreements - City and County

Staff will recommend entering into a Cooperative Agreement with the City of Santa Cruz for final design and right of way components of Coastal Rail Trail Segments 8 & 9 and with a request to amend the Cooperative Agreement with the County of Santa Cruz for final design and right of way components of Coastal Rail Trail Segments 10 & 11 to reflect changes to funding and project delivery, if applicable. This recommendation is scheduled to be brought to the Commission in the next few months.

Lift Line

Four percent (4%) of net Measure D revenues are allocated to Community Bridges-Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, for paratransit service. Since Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency, review and approval of their Measure D five-year plan is overseen by the RTC and included in the RTC's public review process. The proposed Lift Line five-year plan, which continues to support recent levels of weekday and weekend paratransit service, electric fleet upgrades, and the new operations facility, is included as Attachment 1: Exhibit F.

Advisory Committee Reviews and Comments

The RTC's Bicycle Advisory Committee, Elderly & Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC) reviewed proposed updates to the 5-year plans for regional and RTC-oversight projects and programs at their October 2025 meetings and did not recommend any changes. Public comments received on the Measure D 5-year plans are included as Attachment 3. Additional comments received by 9:00 a.m. on November 5 will be distributed as a handout and included on the RTC meeting webpage.

Recommendation

Staff recommends that the RTC hold a public hearing to solicit input and adopt by resolution (Attachment 1) the updated Measure D 5-year programs of projects for FY25/26-29/30 for regional and RTC-oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, Highway 17 Wildlife Crossing, and San Lorenzo Valley/Highway 9 Corridor (Exhibits A-E) and Community Bridges-Lift Line (Exhibit F). The proposed uses of

Measure D funds are consistent with the approved 2016 Measure D Expenditure Plan, Ordinance, and 2023 Strategic Implementation Plan.

Public hearing notices are included in local newspapers and social media and are emailed to individuals that have signed up for [RTC enews](#). Any public comments that are received by 9:00am on November 5, 2025 will be distributed to the RTC as a handout for this meeting.

If not funded fully by the Consolidated Grants (*see agenda item 18*), **staff recommends that the RTC advance an additional \$1.3 million in previously programmed Measure D Active Transportation funds intended for construction of Coastal Rail Trail Segments 10 & 11 to preconstruction and program an additional \$2.7 million to Segments 8 & 9 to complete final design for these projects; and, program additional funds from the Measure D SLV-Highway 9 Corridor 5-year plans to the Felton / San Lorenzo Valley Schools Complete Streets Enhancements (up to \$679k). Pending RTC action on these items, RTC further recommends that RTC amend the RTC budget and work program to reflect these changes.**

Next Steps

Measure D 5-Year Plan Updates & Expenditures

As project cost estimates and schedules are refined, new grant and leveraging opportunities arise, and/or if Measure D and other funding assumptions change, amendments to the 5-year plan may be proposed throughout the year. Modifications requiring approved funds to be shifted between fiscal years will be handled administratively. Staff will return to the RTC for consideration of any amendments that add new projects or increase Measure D funds for individual projects during public meetings. As regional projects are implemented, staff periodically provides updates and solicits input on the projects from RTC committees, board, and the public.

After the close of each fiscal year, Measure D expenditures are audited and recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures 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/>).

FISCAL IMPACT

On average, Measure D is expected to generate \$28-\$32 million per year over the next 5 years. The 5-year programs of projects show how the RTC anticipates investing funds for regional investment categories in the near term. The RTC budget will be amended to reflect anticipated FY25/26 expenditures and carryover balances from prior years. As previously discussed, total anticipated Measure D programming for the Highway and Trail investment categories will exceed projected revenue on a year-to-year cash basis in FY25/26. To support the proposed plans to expeditiously deliver Measure D projects and leverage grants over the next 5 years, staff will pursue financing options based on direction from the RTC at their September 2025 meeting.

SUMMARY

Staff recommends that the RTC hold a public hearing and approve updates to the Measure D five-year programs of projects (5-year plans) for the regional transportation investment categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing (Attachment 1: Exhibits A-E) and Community Bridges Lift Line (Exhibit F). The 5-year Plans, programming anticipated Measure D revenues for FY25/26-29/30, focus on continued implementation of previously approved projects. Advancing Measure D funded projects based on current cost estimates and project schedules requires advancing future Measure D revenues (i.e. financing). This report also provides Coastal Rail Trail Segments 8-11 costs for both Ultimate and Interim trail options (Attachment 2), and public comments received on Measure D five year programs of projects (Attachment 3).

Attachments:

1. Resolution and Exhibits: Measure D 5-year (FY25/26-29/30) programs of projects
 - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
 - b. Highway Corridors 5-Year Program of Projects
 - c. Rail Corridor 5-Year Program of Projects
 - d. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects

- e. Highway 17 Wildlife Crossing 5-Year Program of Projects
 - f. Community Bridges Lift Line
- 2. Coastal Rail Trail Segments 8-11 Cost Estimates
- 3. Public Comments (any additional comments received by 9:00 am on November 5, will be posted as a handout on the RTC meeting webpage)

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 6, 2025
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION APPROVING THE MEASURE D
FIVE-YEAR PROGRAMS OF PROJECTS FOR REGIONAL PROJECTS**

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

WHEREAS, Measure D is a ½-cent transactions and use tax for 30 years to fund five transportation improvement categories; and

WHEREAS, all Measure D funding recipients are required to develop a five-year program of projects (5-year plans) to identify planned expenditures and deliverables, with these plans adjusted annually based on updated revenue and distribution estimates, project schedule and cost information, as well as information on other grants or funds secured for the projects; and

WHEREAS, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail, Highway Corridors, Rail Corridor, the Highway 17 Wildlife Crossing, and San Lorenzo Valley Highway 9 Corridor; and

WHEREAS, the RTC has prepared five-year programs of projects and solicited input from advisory committees and the public for projected Measure D revenues which are consistent with the Measure D Ordinance and Expenditure Plan and the Regional Transportation Plan (RTP); and

WHEREAS, Community Bridges is designated as the Consolidated Transportation Services Agency in Santa Cruz County that receives four percent (4%) net revenue from Measure D to deliver Lift Line paratransit services to seniors and people with disabilities and uses the RTC 5-year plan public hearing and committee reviews as the venues for public input and adoption of its 5-year plan;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The updated Five-Year Program of Projects for Fiscal Years 2025/2026-2029/2030 (FY25/26-29/30) for Measure D regional categories and projects: Active Transportation (Coastal Rail Trail), Highway Corridors, Rail Corridor, the Highway 17 Wildlife Crossing, and San Lorenzo Valley Highway 9 Corridor Improvements are hereby adopted, as shown in Exhibits A through E.
2. The Five-Year Program of Projects for FY25/26-29/30 for the Consolidated Transportation Services Agency (Community Bridges/Lift Line) paratransit services for seniors and people with disabilities is hereby adopted, as shown in Exhibit F.
3. The FY25/26 RTC budget is hereby amended to incorporate the funds programmed with this resolution in these Five-Year Programs of Projects and corresponding expenditures.
4. Staff is authorized to shift approved funds between fiscal years administratively in the 5-year plans and RTC Budget if needed to expedite delivery or reflect actual or updated expenditure schedules.
5. Staff and project sponsors are authorized to submit applications for grants showing these programmed Measure D funds as a committed local match.
6. The RTC is committed to taking future actions to secure financing, if determined necessary to fulfill programming commitments, in accordance with the Measure D Ordinance and Strategic Implementation Plan.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Eduardo Montecino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits A-F: Five Year Program of Projects for Regional Categories and Lift Line

Distribution: RTC Fiscal, RTC Programming

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Exhibit A-F

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

Highway Corridors (25% of Measure D Revenues)

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

	Project	Description	Schedule	FY24/25 Est Actuals	Prior Years Spent	Planned ²					Total through FY29/30 Measure D	Future Years	Total (including Future capital)	Proposed Updates Fall 2025
						FY25/26	FY26/27	FY27/28	FY28/29	FY29/30				
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	\$2,737,488	\$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	\$17,327,009	\$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/Speckles 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	\$6,095,318	\$12,525,167	\$32,440,667	\$32,435,667	\$24,355,500	\$123,634,201	\$360,000	\$123,994,201	Updated to reflect FY24 audited actuals. Changed since committees review: no change in overall total.
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	\$281,303	\$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	\$50,000	\$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	\$254,678	\$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	\$31,671,815	\$14,637,683	\$33,026,817	\$33,046,125	\$24,966,480	\$176,379,972	\$360,000	\$176,739,972	
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	\$900,708	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$1,907,919	-\$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	\$32,572,523	\$14,471,016	\$32,860,150	\$32,879,458	\$24,799,814	\$178,287,891			

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							
	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	Future	Proposed Updates
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	\$0	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	est \$270k/yr+ escalation and \$50k/yr for restroom maintenance	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	\$0	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	\$0	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>\$2,150,646</u>	\$0	\$0	\$0	\$0	\$2,370,000	\$0	Carry over unspent funds. Changed since committee reviews (same total). Advance funds previously intended for construction in FY 27/28 to FY 25/26 for final design.
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	\$0	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	TBD	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>\$3,045,355</u>	<u>\$0</u>	<u>\$10,416,501</u>	\$0	\$0	\$17,379,683	\$0	Carry over unspent funds and shift funds to later year. Changed since committee reviews to add \$221k, bringing total back to same as approved in Fall 2024. Advance \$2.3 million from FY27/28 intended for construction to FY25/26 to final design.
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	\$0	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	\$0	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	\$0	Project completed 2025. No new funds needed.
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	\$1,032,800	\$4,232,800	<u>\$564,000</u>	<u>\$2,959,100</u>	<u>\$2,197,000</u>	\$1,466,000	\$1,129,500	\$12,548,400	<u>\$240,000</u>	No change to total. Funds respread based on updated schedule. Changed since committee reviews (same total)
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	\$0	No change. Project complete.

	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	Future	Proposed Updates
15	<u>Monterey Bay Sanctuary Scenic Trail Segments in and Around Watsonville, including Segment 18 Ph. 2-3</u>	Environmental advancing prior to that of full Zero Emission Passenger Rail & Trail Project.	Environmental and preliminary design underway	\$0	\$0	\$1,000,000	<u>\$1,000,000</u>	\$2,800,000	\$0	\$0	\$4,800,000	TBD	No change to total. Shift funds to later years to reflect updated schedule. Update title.
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	<u>\$40,000</u>	\$0	\$274,605	TBD	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	<u>\$7,000</u>	\$3,700	\$3,800	<u>\$3,800</u>	<u>\$11,000</u>	\$30,886	TBD	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	<u>\$350,000</u>	\$0	\$0	\$0	\$0	\$350,000	TBD	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	\$0	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	<u>\$116,095</u>	<u>\$121,900</u>	<u>\$127,995</u>	<u>\$129,865</u>	<u>\$136,358</u>	\$2,187,185	Varies	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	<u>\$1,897,079</u>	<u>\$2,392,493</u>	<u>\$1,407,250</u>	<u>\$1,417,339</u>	<u>\$1,482,416</u>	\$13,979,472	Estimated \$1.4M/yr + escalation	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				\$5,585,536	\$29,293,375	\$13,798,478	\$6,962,193	\$17,407,546	\$3,451,004	\$3,139,274	\$74,051,869		

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.

	Project	Description	Schedule	FY24/25 Estimated Actuals	Prior Years	Planned						Total Measure D	Proposed Updates
						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, construction 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

Attachment 2: Coastal Rail Trail Segments 8-11 Ultimate Trail and Interim Trail Cost Estimates

Segments 8 & 9 Cost Estimates (\$millions)			
Phase	Description	Ultimate Trail Estimated Cost	Interim Trail Estimated Cost
PAED	Project Approval and Environmental Documentation	\$7.6	\$0.4
PSE	Plans, Specifications, and Estimate	\$2.5	\$2.1
ROW	Right-of-Way - Preconstruction & Acquisitions	\$2.5	\$0.5
ROW	Right-of-Way - Mitigation	\$8.6	\$9.3
CON	Construction	\$68.8	\$33.0
TOTAL		\$90.0	\$45.3

Segments 10 & 11 Cost Estimates (\$millions)

Phase	Description	Ultimate Trail Estimated Cost	Interim Trail Estimated Cost
PAED	Project Approval and Environmental Documentation	\$4.8	\$0.5
PSE	Plans, Specifications, and Estimate	\$5.7	\$5.1
ROW	Right-of-Way - Preconstruction & Acquisitions	\$2.5	\$1.0
ROW	Right-of-Way - Mitigation	\$10.8	\$8.0
CON	Construction	\$114.2	\$58.0
TOTAL		\$138.0	\$72.6

Measure D 5-Year Plans – Comments

Comments received through October 27, 2025. Additional comments received by 9:00am on November 5, 2025 will be posted on the RTC meeting webpage as a handout.

From: Peter Cook
Sent: Monday, September 29, 2025 11:22 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Please Build the Interim Trail

Dear RTC,

Please build the interim trail ASAP!!!! We love our trail on the Westside. The rest of the county is paying their fair share of Measure D funds. It is not fair that only the Westside is getting not only a very nice trail, but also a recreational trail all the way to Davenport.

We also badly need a bike lane along Graham Hill road so that SLV and Scotts Valley can have bike/e-bike connectivity to the rest of the county.

From: Leo Jed
Sent: Monday, October 6, 2025 12:04 PM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Re: Measure D Rev budget

Hi

Reviewing the agenda for Oct 9 Admin and Budget committee meeting, it shows a 19.5 M dollar change from the April budget. I see that most of this is in Hwy and Rail. Reviewing your memo to members and supporting documents I wasn't able to find an explanation.

I'd appreciate learning what is behind this difference.

Thank you,

Leo



Watsonville
CALIFORNIA

City Manager's Office

"Working with our community to create positive impact through service with heart."

September 17, 2025

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

Subject: Measure D Active Transportation/MBSST- Coastal Trail Funding

Dear Commissioners:

Watsonville requests a larger share of the Measure D Active Transportation/MBSST-Coastal Trail funding than is currently allocated. The following information is taken from the 5-Year Program of Projects (FY24/25-28/29) adopted in the Fall of 2024 and shows that Watsonville and Segment 18 have been allocated eight percent of the funding while Segments 5 and 7-12 have received 70%.

Segment	Agency	Cost	Percent
5	North Coast	9,311,580	14%
7, 8 & 9	City & County of Santa Cruz	7,129,136	11%
10 & 11	Capitola & County of Santa Cruz	18,071,816	27%
12	County of Santa Cruz	11,538,900	17%
18	Watsonville	5,250,259	8%
All	Corridor Wide	14,785,961	22%
	Total	66,087,652	100%

This disproportionate funding schedule means that Watsonville, a disadvantaged community, won't enjoy a comparable share of the many benefits provided by the Coastal Trail in the North County, including:

- Increased safety for bicyclists and pedestrians – Watsonville is consistently ranked in the top five for pedestrian collisions per the California Office of Traffic Safety (OTS) for cities of comparable size.
- Enhanced opportunities for healthy lifestyles – increased biking and walking opportunities will help prevent chronic health issues prevalent in the county including heart disease, diabetes and obesity.
- Improved mobility for youth – 30% of Watsonville's residents are youth 18 and younger and have no or limited opportunities to drive.
- Better connectivity within Watsonville and South County – Development of south county segments will allow pedestrian and bicycle access to beaches where none currently exist. It will also improve connectivity to Monterey County and to northern Santa Cruz County.

The RTCs Zero Emissions Passenger Rail & Trail project recently created conceptual plans for development of Segments 17, 18, 19 & 20. We request the Commission prioritize allocation of funding for design, permitting and construction of these segments.

Yours truly,

Signed by:

Watsonville City Council

275 Main Street, Suite 400, Watsonville, CA 95076

19-24
watsonville.gov

AGENDA: November 6, 2025

TO: Regional Transportation Commission

FROM: Amin AbuAmara P.E., Director of Capital Projects

RE: Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes and Bus on Shoulder, and Coastal Rail Trail Segment 12 Project - Construction Implementation Strategy Options

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive a presentation of two strategies for the implementation of the Construction component of the Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes and Bus on Shoulder, and Coastal Rail Trail Segment 12 Project with the advantages and disadvantages of each strategy. The two strategies are either to have hybrid implementation by Caltrans (portion in the Caltrans right of way) and the RTC (the portion along the Santa Cruz Branch Line right of way) or have the RTC implement the entire project.

BACKGROUND

In 2020, the RTC entered into Cooperative Agreement with Caltrans for the Project Approval & Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulders between State Park Drive and Freedom Boulevard Interchanges and Coastal Rail Trail Segment 12 project (Project). Maps showing the project location are included as Figure 1 and Figure 2.

In 2021, the RTC issued a Request for Proposals (RFP) to procure an engineering consultant to prepare the preliminary engineering and environmental documentation for the project. The RFP included a provision to retain the successful firm for final design, at the option of the RTC. The contract (TP2122) was awarded to Mark Thomas & Company, Inc. with an original contract value of \$2.08 million. In September of 2022 the RTC approved amendment 1 to the Mark Thomas contract for the final design of the project for a total contract value of \$12,079,064. The Final EIR/EA was completed in 2023. In 2023, the RTC approved amendment 2 to the Mark Thomas Contract to add \$49,905 for grant application support for a total value of \$12,128,969.

In 2023, the RTC entered into Cooperative Agreement with Caltrans for the Plans, Specifications and Estimates (PS&E) and Right of Way components of the project designating the RTC as the implementing agency, with Caltrans providing oversight.

In November 2024, the RTC approved splitting the Highway 1 Freedom to State Park Auxiliary Lanes & Bus on Shoulder Project and the Coastal Rail Trail Segment 12 Project into two separate stand-alone projects; and committed to implementing the construction component of the Coastal Rail Trail Segment 12 Project. The reason for this split approach was that although Highway 1 and Rail Trail components have been a single project through environmental and design, Caltrans had requested a commitment by the RTC to lead the construction component of the Coastal Rail Trail Segment 12 project be in place prior to the SB1 application due date in November 2024. At that time, Caltrans did not want to commit to construct improvements outside of the state highway. Although the RTC's construction program at that time was not currently sized or staffed to take on a project of this magnitude, Staff had intended to fill 2 vacant positions and planned to procure a contract for construction administration and management services, to be funded by the construction support component of the project. In 2025, the RTC was successful in securing the State's Cycle 4 Senate Bill (SB)1 Grant as well as the Federal MEGA grant and was awarded \$94 million and \$30 million, respectively, for construction of this Project.

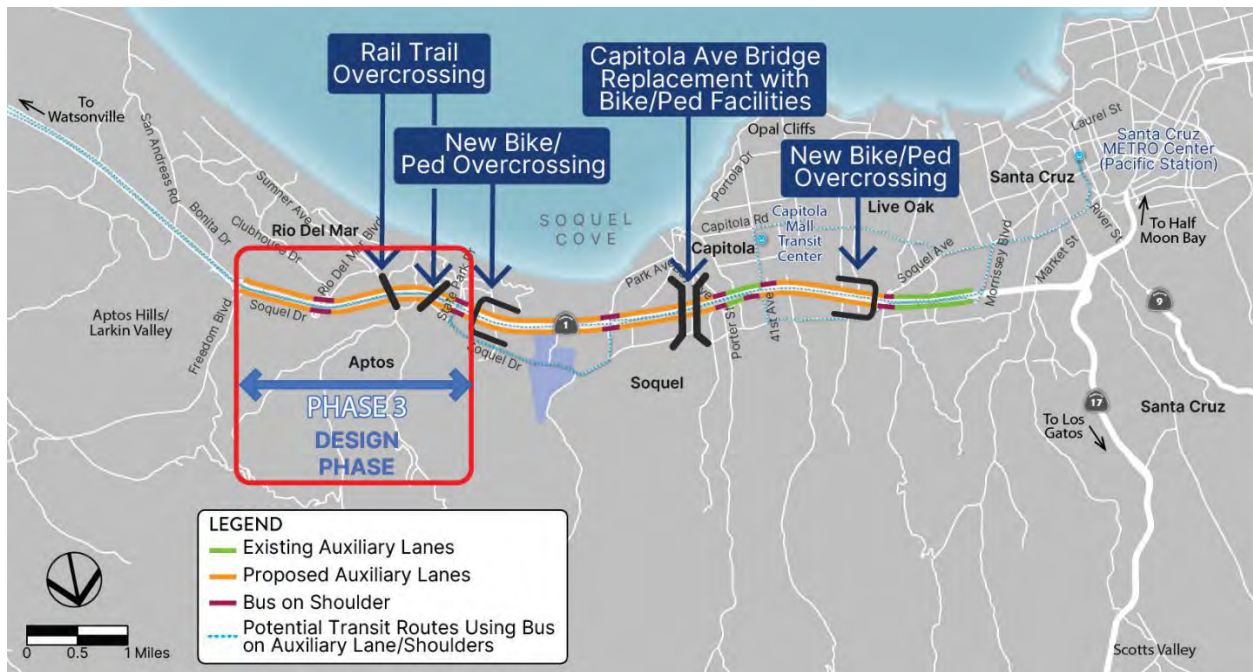


Figure 1 – The Highway 1 portion of the Project includes 2.5 miles of auxiliary lanes and bus on shoulder improvements in both directions of Highway 1 between the Freedom Blvd and State Park Drive interchanges, retaining walls, and soundwalls

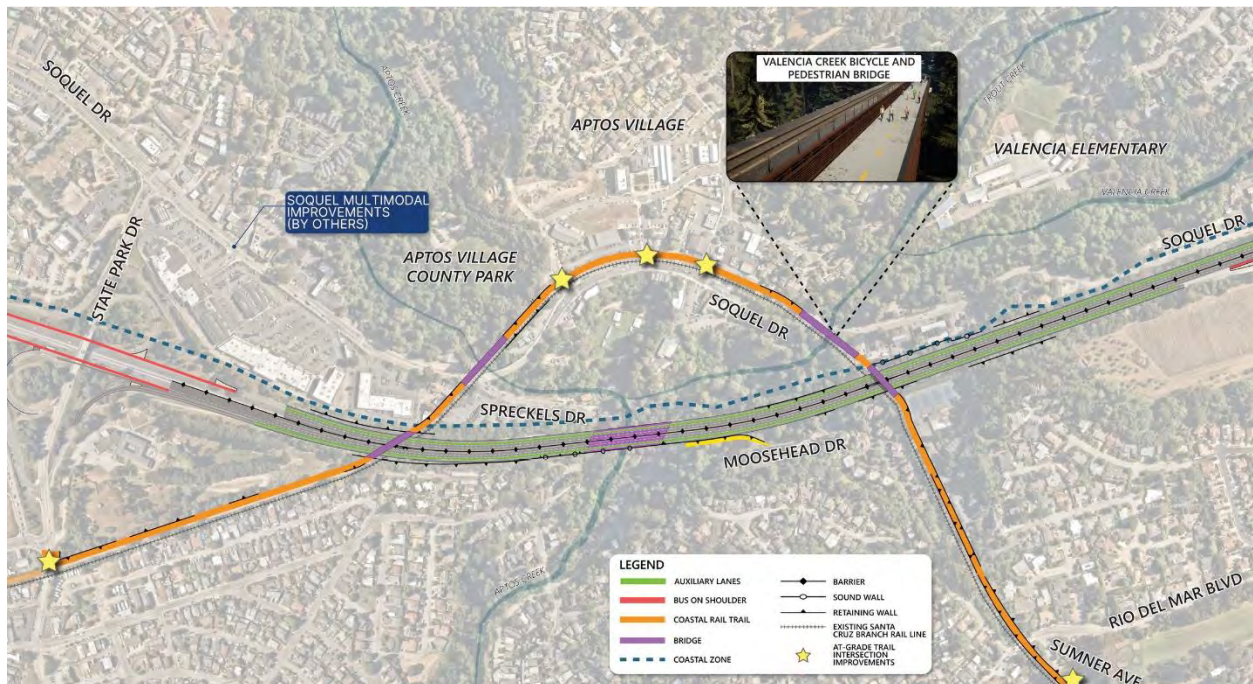


Figure 2 – The Coastal Rail Trail Segment 12 portion of the project includes 1.25 miles of multiuse trail, with overcrossings at Highway 1 (x2), Soquel Drive/Aptos Creek, and Soquel Drive/Valencia Creek, and associated retaining walls.

DISCUSSION

The final design and right of way is underway and the project is scheduled to be construction-ready in fall 2026. A decision is needed on which agency will serve as the implementing agency for the construction component of the project. Serving as the implementing agency for construction of the project entails advertising, awarding, and administering the construction contract. Staff has been working extensively with Caltrans to identify available and practical options for construction implementation of this large and very important regional project.

Staff and Caltrans have developed two strategies for implementation of Construction of the Highway 1 Freedom Blvd to State Park Drive Auxiliary Lanes and Bus on Shoulder, and Coastal Rail Trail Segment 12 Project (Project) with the advantages and disadvantages of each strategy. The two strategies are:

1. Hybrid implementation by Caltrans (portion in the Caltrans right of way) and the RTC (the portion along the Santa Cruz Branch Line right of way); or
2. RTC implements the entire project;

The current estimated construction cost (capital + support) of the entire Project is \$200 million with about 70% to 30% split in cost between the Highway and the Trail, respectively. The considerations for either option have implications for future contracts to be procured and awarded, staffing, Project costs, and delivery risk. Under either option, the RTC would be responsible for 100% of the cost overruns for both the construction capital and construction support components.

Staff presents two options to the Commission in order to weigh the benefits and challenges with either option, answer questions, and receive direction for future actions including contract procurement(s), staff budgeting and recruitment, funding agreements, and the construction Cooperative Agreement between RTC & Caltrans.

Strategy 1 – Caltrans/RTC Hybrid Implementation:

Hybrid implementation would require splitting the project into two construction contracts with the Highway portion led by Caltrans and the Trail portion led by RTC. In order for the project to be split into two projects and

implemented by both Caltrans and RTC, an amendment to the designer's contract would be needed to split the construction documents into two sets of construction documents. This change would add approximately 4-6 months to the Project schedule.

To assist the RTC with advertising, awarding, and administering the construction contract for the RTC's portion of the project, staff would issue a Request for Proposals (RFP) to solicit a construction management consultant and return to the RTC with a recommendation to award a contract. Additionally, in order to adequately staff the Capital Projects department of the RTC, an additional 2 staffing positions would be needed, which could be additional engineering and/or Project Management positions.

There are added costs that would result from splitting the construction package, having two contracts, two contractors, two construction administration teams. The total estimated added cost ranges between \$12-15 million, which is about 7-9% of total project cost. This added cost is due to having to pay for two mobilizations of contractors rather than one, staging considerations, and additional work to conform the two construction contracts to a cohesive facility. This cost also includes added cost for the construction support component, since Caltrans and RTC would each have a construction management team for their respective work. This total added cost also includes an amendment to the designer's contract estimated between \$0.6-\$1.3 million in compensation. There would need to be amendments to the Senate Bill 1 (SB1) funding agreements to split the recently awarded grant funds into two projects. Staff believes that some of these initial extra costs, however, could be offset in savings due to the benefits of this strategy.

The benefits of this strategy are that Caltrans has intimate knowledge of the Highway 1 corridor, being the Department of Transportation responsible for State Highways operation and maintenance. Caltrans has extensive construction administration experience, specifically for the first two segments of the Corridor in Santa Cruz County (this project being the third segment) for the last decade. Caltrans has the supporting functional units needed to the construction administration in District 5 (San Luis Obispo) for Roadway and in Caltrans HQ for Structures, under one jurisdiction, and in supporting roles.

Caltrans has experience managing State SB1 Grants (SCCP and LPP) and Federal (MEGA) grants that are funding this project; so, working with the RTC, the team to deliver is complete in terms of administration, Project Management, Programming, etc. Caltrans District 5 has an On-Call Construction Administration consultant

contract that provides them with needed additional key staff personnel for projects (Resident Engineers, Structures Representatives, Inspectors, Project Control Specialists, etc.) This enables Caltrans to handle any possible staff turnover during this long construction duration project of approximately 4 years.

Under this strategy, the RTC would be the Implementing Agency for the Trail component, only about 30% of the total project. This is an advantage to the RTC in that it reduces the Construction Administration required by the RTC. The RTC will still have to solicit the Construction Administration / Management (CM) Company to assist staff with the work. With that, the RTC will also need to employ 2 additional full-time equivalent (FTE) engineers or project managers. The risk of this strategy include challenges with managing consultants, recruitment and retention of staff, claims from two contractors if there are conflicts between the two construction contracts, and the RTC will not have control over the construction support component for the Highway project.

Strategy 2 – RTC Implement entire project:

To assist the RTC with advertising, awarding, and administering the construction contract for the entire project, staff would issue a Request for Proposals (RFP) to solicit a construction management consultant and return to the RTC with a recommendation to award a contract. Additionally, in order to adequately staff the Capital Projects department of the RTC, an additional 3 staffing positions would be needed, which could be additional engineering and/or Project Management positions.

Under this strategy, the RTC would be the Implementing Agency for the total project. This enables the RTC to be in total control of the Construction Administration of the project. This strategy would avoid the \$12-15 million increase in construction costs realized in Strategy 1 from splitting the construction contract into two contracts.

The RTC will still have to request the Construction Administration / Management (CM) Company to assist staff with the CM. The contract value would be three times more than the CM contract for the Trail component in Strategy 1. With that, the RTC will also need to add 3 staffing positions and budget the positions accordingly. There are risks associated with recruitment and retention of both employed RTC staff and professional consultant staff under both scenarios, however this risk is higher under this scenario due to RTC taking on 100% of this risk rather than only a portion of the risk under scenario 1.

Staff recommends Strategy 1, Caltrans / RTC Hybrid Implementation, with Caltrans being the Implementing Agency for the construction of Highway 1 Auxiliary Lanes and Bus on Shoulder portion of the Project between Freedom Blvd Ave to State Park Drive (including the two pedestrian overcrossings and the two rail bridges), and the RTC being the implementing agency for the construction of the Coastal Rail Trail Segment 12 portion of the project.

Staff has worked with Caltrans to develop a plan to split the two projects as outlined above. Staff will bring more information to the Commission at subsequent meetings, including recommendations for entering into the needed Cooperative Agreements for the construction component, awarding and amending of construction management and design contracts, to adopt plans, specifications, and engineer's estimate for the project, and to add additional 2 staff to the Capital Projects department.

FISCAL IMPACT

Both strategies presented have future fiscal impacts to the RTC of varying magnitudes. Both strategies require procurement of professional services for construction administration and adding positions to the Capital Project's department. The project is fully funded by Measure D-Highway & Active Transportation categories, Federal MEGA, and State SB1 funds. The Hybrid option would add \$12 to \$15 million to split the project into two construction contracts rather than one. Some of these costs might be offset by the risk aversion with Caltrans experience of the corridor having administered construction for the two projects under construction. Strategy 2 would not have any new fiscal impacts but would require future contracts, adding staff positions, and associated amendments to the budget.

SUMMARY

Staff presented two strategies for implementation of construction of the Highway 1 Freedom to State Park Auxiliary Lanes and Bus on Shoulder & Coastal Rail Trail Segment 12 Project, and recommended splitting the project into two construction contracts which would add \$12 to \$15 million in cost to the project's construction capital and construction support components.

AGENDA: November 6, 2025

TO: Santa Cruz County Regional Transportation Commission

FROM: Sarah Christensen, Executive Director on behalf of Bella Kressman, Real Property Specialist

RE: Santa Cruz Branch Rail Line Right of Entry Agreement with the City of Santa Cruz for the Murray Street Bridge Project and Temporary Bicycle and Pedestrian Trail

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to enter into a Right-of-Entry Agreement with the City of Santa Cruz for a temporary pedestrian and bicycle trail between Seabright Avenue and 7th Avenue, and to use adjacent areas of the Santa Cruz Branch Rail Line corridor for construction staging to support the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project (Attachment 1, Exhibit A).

BACKGROUND

The Murray Street Bridge Seismic Retrofit and Barrier Rail Replacement Project (Murray Street Bridge Project), within the City of Santa Cruz (City), is currently under construction and scheduled for completion in January 2028. The City is using a portion of the adjacent Santa Cruz Branch Rail Line (SCBRL) Corridor to facilitate construction and maintenance of the Murray Street Bridge Project. The adjacent SCBRL Bridge (Railroad Bridge), between Mile Post (MP) 18.8 and 18.9, spans the width of the Santa Cruz Harbor.

The Murray Street Bridge Project requires temporary full lane closures for vehicles, bicycles, and pedestrian use through February 2026 and partial lane closures until Project completion. Closures have negatively impacted local businesses, as described by community members at an August 7, 2025, RTC special meeting and staff report. Per the approved Recommendation from Commissioners Keeley, Cummings, and Koenig, the Commission directed staff to pursue an agreement with the City of Santa Cruz for a temporary pedestrian and bicycle path over the Railroad Bridge to help alleviate the negative economic impacts of reduced foot traffic in these neighborhoods.

The agreement is subject to approval by the RTC's contracted railroad operator, Saint Paul & Pacific Railroad (SPPR), a subsidiary of Progressive Rail, Inc (PGR). In support of the Commission's directive, staff drafted a Right-of-Entry Agreement between RTC and the City of Santa Cruz for the Murray Street Bridge Project and Temporary Pedestrian Path (Agreement) for RTC Approval (Attachment 1, Exhibit A). This Agreement will permit a temporary public pedestrian and bicycle trail between Seabright Avenue and 7th Avenue, MP 18.59 and MP 19.15, and allow for construction staging and access for the Murray Street Bridge Project.

The Coastal Rail Trail Segment 8 & 9 Project under development and scheduled to begin construction in 2027 proposes to modify the Railroad Bridge to add a cantilevered bicycle and pedestrian trail. The City is the project sponsor and implementing agency for the Coastal Rail Trail Segment 8 & 9 Project, from Pacific Avenue to 17th Avenue, which is currently in the final design phase with construction anticipated to begin in 2027 with a 2-3 year construction duration.

DISCUSSION

A temporary pedestrian and bicycle path will support the community and businesses being impacted by the Murray Street Bridge Project street closures through providing alternative access to businesses in the Seabright and Wharf neighborhoods. Since the closures began, many small locally owned businesses have reported a decline in customers, threatening revenue and operations, with some facing the threat of closures. In response to the pressures that these business face, the City of Santa Cruz has approved a relief package that includes financial assistance, infrastructure improvements, and support for the temporary trail. The City anticipates that the trail may have up to 450 users per day based on 2024 data.

The temporary trail will be 8 feet wide and will vary in design across three segments on the SCBRL rail and corridor, as shown in Exhibit A-2 to Attachment 1, and described below:

1. Seabright Avenue to Woods Lagoon: the trail will be installed adjacent and to the north of existing rail line.
2. Woods Lagoon Railroad Bridge: the trail will be constructed on top of the existing rail line, using aggregate base and asphalt concrete. Free-standing chain-link fence with sandbag supports will be located on both sides of trail.
3. Woods Lagoon Railroad Bridge to 7th Avenue: the trail will be constructed on top of the existing rail line, using aggregate base and asphalt concrete.

RTC staff have reviewed plans and specifications provided by the City's Public Works Department to ensure all applicable safety standards and ADA compliance would be met prior to opening the Path for public use.

The Agreement will also allow for the City and City's contractors continued temporary use of the area shown in Exhibit A-1 to Attachment 1 to support and facilitate Murray Street Bridge Project construction. Allowed uses include, but are not limited to: material storage, aerial access for an overhead crane, site access for Project work, maintenance, and security around the area to prevent unauthorized access to the construction site, materials, and equipment. The City's use of the SCBRL corridor for Project construction had been authorized under a Possession and Use Agreement with the RTC. The City's temporary construction staging use in this location was appraised at a value of \$7,000 for the approximate two-year term and is the basis of the fee for this Agreement.

The established process for right-of-entry agreements within the Branch Line right-of-way involves the RTC first reviewing and executing an agreement with the party proposing the improvements. Once executed, the RTC provides a copy of the agreement to the railroad operator, Saint Paul & Pacific Railroad (SPPR) or Progressive Rail (PGR), for its review and consideration in approving a corresponding right-of-entry agreement.

Following the August 2025 special meeting, staff provided PGR an advanced notice regarding the City's proposal and requested subsequent review of the City's plans and approval of a right of entry (ROE) agreement allowing for the temporary use of the bridge during construction. PGR expressed concerns about safety and liability to the railroad in a letter dated August 18, 2025 included as Attachment 2. Although no freight service is currently operating along this section due to out-of-service bridges and absent demand for freight north of Watsonville, PGR is technically the common carrier of the branch line and their concurrence through the approval of a right of entry agreement is preferred.

On October 20, 2025 staff sent Progressive Rail a letter with the City of Santa Cruz's plans attached, included as Attachment 3, formally requesting the review of the plans and approval of a right of entry agreement. PGR responded with a letter dated October 27, 2025, included as Attachment 4, stating that they are not able to proceed with the City's proposal citing safety and liability concerns. To address this concern, the City of Santa Cruz staff is considering purchasing a special insurance policy, which could be included in their subsequent action by City Counsel later this month.

Staff recommends the Commission approve the attached resolution (Attachment 1) authorizing the Executive Director to execute a Right of Entry Agreement with the City of Santa Cruz for the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project and a Temporary Pedestrian Trail (Attachment 1, Exhibit A); and continue facilitating reviews and approvals by Progressive Rail for both the temporary use of the railroad bridge and the staging area along the Santa Cruz Branch Rail Line right of way.

FISCAL IMPACT

There is no new fiscal impacts to the RTC associated with allowing this use as the City is responsible for all financial obligations associated with implementing a temporary pedestrian trail. The fees included in the right of entry agreement are in accordance with current RTC policy for leases, licenses and rights of entry. There is no anticipated long-term fiscal impact to the RTC.

SUMMARY

In August of 2025 staff was directed to negotiate a right of entry agreement with the City of Santa Cruz for temporary use of the Railroad Bridge and SCBRL corridor adjacent to the Murray Street Bridge to provide alternative transportation options for the communities impacted by street closures. The Agreement achieves the objectives of the City to support affected communities through permitting the temporary path and continued use of the SCBRL corridor for construction purposes through the completion of the Murray Street Bridge Project.

Attachments:

1. Resolution
 - a. Draft Right-of-Entry Agreement with the City of Santa Cruz for Murray Street Bridge Seismic Retrofit and Barrier Replacement Project and a Temporary Pedestrian Trail
 - Exhibit A-1. Murray St Temporary Construction Easement
 - Exhibit A-2. Temporary Pedestrian Trail
2. August 18, 2025 Letter from Andrea Dobbelmann, CEO for Progressive Rail, Inc.
3. October 20, 2025 Letter from SCCRTC to Progressive Rail, Inc.
Request for Review of Plans for Temporary use of the Woods Lagoon

Railroad Bridge at Milepost 18.84 and Approval of Right of Entry Agreement requested by the City of Santa Cruz

4. October 24, 2025 Letter from Andrea Dobbelmann, CEO for Progressive Rail, Inc.

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of November 6, 2025
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A
RIGHT-OF-ENTRY AGREEMENT WITH THE CITY OF SANTA CRUZ FOR THE MURRAY
STREET BRIDGE SEISMIC RETROFIT PROJECT AND A TEMPORARY PEDESTRIAN
TRAIL**

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) in October 2012 to provide regional multi-modal transportation options for the public;

WHEREAS, final design of Segment 8 and 9 of the Coastal Rail Trail, which will provide a cantilevered multi-use pedestrian and bicycle trail between Pacific Ave. and 17th Ave. is underway with construction anticipated to begin in 2027 with a construction duration of 2 to 3 years;

WHEREAS, the Murray Street Bridge is currently undergoing a Seismic Retrofit Project (Project), resulting in lane closures over the bridge, and is anticipated to be completed in January 2028;

WHEREAS, the RTC has previously allowed the City to use a portion of the SCBRL corridor for Project construction and staging subject to a Possession and Use Agreement;

WHEREAS, the City has requested a temporary path for pedestrian and bicycle access over the Rail Bridge and between Seabright Avenue and 7th Avenue to provide alternatives transportation options for communities impacted by the Project;

WHEREAS, a Right-of-Entry Agreement has been drafted to permit continued use of the SCBRL corridor for Project construction and to allow for a temporary trail in this location for the duration of the Project;

**THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION THAT:**

The Executive Director is authorized to enter into a Right-of-Entry Agreement with the City of Santa Cruz for a temporary pedestrian trail between Seabright Avenue and 7th Avenue, and for the use of adjacent areas of the SCBRL corridor for construction staging in support of the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project (Exhibit A).

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

A. Right-of-Entry Agreement with the City of Santa Cruz for The Murray Street Bridge Seismic Retrofit Project and a Temporary Pedestrian Path

A-1. Murray St TCE

A-2. Temporary Pedestrian Trail Plan

Distribution: RTC Fiscal, RTC Executive Director, RTC Real Property



RIGHT OF ENTRY AGREEMENT #42458
Santa Cruz Branch Rail Line Right-of-Way

MURRAY STREET BRIDGE SEISMIC RETROFIT AND BARRIER REPLACEMENT
PROJECT
AND TEMPORARY PEDESTRIAN PATH

Standard Agreement

Recitals

Whereas, the Santa Cruz County Regional Transportation Commission (“SCCRTC”) owns that particular real property commonly known as Santa Cruz Branch Rail Line Right-of-Way (the “Property”); and

Whereas, the City of Santa Cruz, Public Works Department (the “Licensee”), located at 809 Center Street, Room 201, Santa Cruz, California, desires to use SCCRTC Property described in Exhibits A1-A6 for the purpose of performing construction and/or preconstruction activities for the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project; and to use SCCRTC Property from MP 18.59 (7th Ave) to MP 19.15 (Seabright Ave) for a Temporary Pedestrian Path; and

Whereas, Licensee’s entry upon and use of the Property for Murray Street Bridge Seismic Retrofit and Barrier Replacement Project and Temporary Pedestrian Path is a compatible use and shall not conflict with SCCRTC’s use of the Property; and

Whereas, the parties desire to enter into this agreement to grant Licensee a right to enter the Property for the purposes specified herein (“Agreement” or “Right of Entry”);

Now, therefore the parties do hereby agree as follows:

Terms of Right of Entry

1. Definition of Licensee. For purposes of this Agreement, all references in this Agreement to Licensee will include Licensee’s contractors, subcontractors, officers, agents, permitted entrant and employees, and others acting under its or their authority (collectively, a “Contractor”). If a Contractor is hired by Licensee to perform any work on Licensee’s or SCCRTC’s Property (including initial construction and subsequent relocation, maintenance, and/or repair work), then Licensee shall provide a copy of this Agreement to its Contractor(s) and require its Contractor(s) to comply with all terms and conditions of this Agreement, including the indemnification requirements set forth in Section 12 Indemnification. Licensee shall require any Contractor to release, defend, and indemnify SCCRTC to the same extent and under the same terms and conditions as Licensee is required to release, defend, and indemnify SCCRTC herein. Licensee shall provide notice to SCCRTC listing the names of all Contractors a minimum of 10 days prior to each Contractor’s entry to the Property.

2. Right of Entry/Purpose. SCCRTC hereby grants permission to Licensee to enter and perform construction and/or preconstruction activities at the locations indicated in **Exhibit A**, in accordance with the Project Description, Work Plan (including access plan) and Site Plan, attached hereto and incorporated herein, and for no other purposes, unless this right of entry agreement is modified by the mutual written

agreement of the parties hereto. SCCRTC also grants permission to Licensee to construct, maintain and remove a Temporary Pedestrian Path as further shown on Exhibit A, so long as the use of the path does not extend past one (1) year unless approved by the SCCRTC. Any future maintenance work on facilities, outside of the Permanent Easement area, shall require an additional Right of Entry Agreement.

3. Term. The term of this agreement shall be through (365 Days from This ROE Execution Date , unless mutually extended by both SCCRTC and Licensee, and terminating automatically on that date, unless earlier terminated as specified in Section 10 Right to Terminate below. As described above, any additional use of the Temporary Pedestrian Path outside of the one (1) year term must be approved by the SCCRTC.

4. Fees and Costs. As compensation for use of Property, Licensee shall pay the costs for review of application, construction documents, preparation of agreement, and any inspection of activity or construction authorized by this Agreement, including but not limited to, expenses incurred by SCCRTC, which costs and expenses Licensee shall pay upon demand. A one-time nonrefundable Application Fee of **\$1,500**, payable prior to evaluation of this Agreement, will be charged, which is an estimate of such costs and expenses. Applicable for certain long-term entries, an additional one-time License Fee of **\$7,000** payable prior to entry to Property, will be charged. SCCRTC services provided for Projects shall also be subject to Section 14 Licensee's Payment of Expenses below. Failure to pay all amounts when due shall entitle SCCRTC to terminate this Agreement effective immediately upon written notice. The one-time Progressive Rail, Inc. Right of Entry application processing fee (Exhibit C), if applicable, is paid for by Licensee.

5. Workmanship. Licensee will ensure that all work performed on SCCRTC's Property will be done in a good and workmanlike manner and that any resulting or remaining infrastructure will meet all required Project specifications and requirements for safety for its intended use.

6. Pre-Construction Approvals. No work, construction or site activity shall commence on the Property until Licensee receives written authorization of approval of plans and specifications by the SCCRTC Engineering team. Licensee acknowledges and agrees that any work performed prior to such approval shall be at the Licensee's sole risk and expense and may be subject to removal or correction at Licensee's sole cost and expense.

7. Site Conditions. During the construction and/or preconstruction activities for the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project and the Temporary Pedestrian Path, Licensee will ensure that the site is properly maintained in accordance with applicable legal and safety requirements and that all necessary barriers or signage to deter unauthorized entry and to protect the public are in place. At termination of this Agreement, Licensee shall leave the SCCRTC Property in a clean and orderly condition and shall restore or replace in-kind any improvements or landscaping damaged by Licensee. In the event Licensee fails to carry out its obligations pursuant to this subsection, the SCCRTC shall have the right to make any corrections or repair any damages caused by Licensee and Licensee shall be responsible to pay SCCRTC all costs arising therefrom immediately upon receipt of an invoice therefor.

8. Preservation of Property. Licensee shall exercise due care to avoid damage to all rail infrastructure and other features of Property including but not limited to rails, ties, signal equipment, drainage facilities, ballast, and fencing. Licensee shall not drive or store any equipment, machinery, vehicle, or materials on or within four (4) feet of the nearest rail, except as required to construct the temporary pedestrian path as shown in the attached exhibit A-2. The Licensee shall install suitable safeguards to protect the infrastructure from damage. If the infrastructure or other features are damaged by reason of the Licensee's operations, the

objects or other features shall be replaced or restored at Licensee's expense to a condition as good as when the Licensee entered upon the start of work.

9. Permits/Approvals. Licensee shall be responsible for obtaining any necessary permits, approvals, or inspections that may be required for any work performed on the SCCRTC Property, expressly including but not limited to any and all regulatory oversight of the work by the County of Santa Cruz Environmental Health Division, and all costs thereof.

10. Rail Safety. The Licensee agrees to abide by all safety laws, regulations and requirements associated with working on and in the vicinity of a railroad track, and all conditions of entry that may be required by St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.) to avoid interference with its rights, including but not limited to all terms and conditions set forth in the attached **Exhibit C**, incorporated herein. If St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.) requires Licensee to have a Right of Entry agreement, 30-45 days are needed for St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.) to process this request. Licensee must contact the St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.) employees as specified in **Exhibit C**. Licensee and its contractors shall, at a minimum, comply with SCCRTC's then current safety standards located at the below web address ("SCCRTC's Safety Standards"). Any safety training required by SCCRTC or SPPR must be completed prior to commencing work within the Property, and proof of completion must be produced on demand to any agent of SCCRTC, SPPR, or Federal Railroad Administration. As a part of Licensee's safety responsibilities, Licensee shall notify SCCRTC if it determines that any of SCCRTC's Safety Standards are contrary to good safety practices. Licensee and its contractor shall furnish copies of SCCRTC's Safety Standards to each of its employees before they enter the Property.

<https://railpros.com/training>

Navigate to "Online Training" and then to "Select Courses"

Select "SCCRTC Basic Safety Training for Railroad Workers & Volunteers" course

Or utilize the following direct link: <https://www.bistrainer.com/store/railpros-store/productdetails/sccrtc-basic-safety-training-for-railroad-workers-volunteers>

11. Right to Terminate; Effect of Termination. SCCRTC or Licensee shall have the right to terminate this Agreement, at any time, without cause, by providing the other party with ten (10) days' prior written notice, unless an emergency situation warrants immediate termination and Licensee to cease use. Upon such termination, this Agreement shall become **null** and void and neither party shall have any further rights or duties hereunder, except that obligations under Sections 11 and 12 shall survive as set forth therein. Upon termination of this Agreement, Licensee shall commence to remove all of its personal property from the Property and restore the Property to the condition it was in before the commencement of this Agreement within thirty (30) days, reasonable wear excepted.

12. Materials on Property. Licensee shall not engage in any activity on or about the Property that violates any Federal, State or local laws, rules or regulations pertaining to hazardous, toxic or infectious materials, and shall promptly, at Licensee's expense, take all investigatory and/or remedial action required or ordered for clean-up of any contamination of the Property or the elements surrounding the same created, released, or exacerbated by Licensee. Licensee shall indemnify and hold SCCRTC, its agents and employees harmless from any and all costs, claims, expenses, penalties and attorney's fees arising out of any matter within the purview of this Section, including, but not limited to, the investigation, remediation and abatement of any contamination therein involved. No termination, cancellation or release agreement entered into by SCCRTC and Licensee shall release Licensee from its obligations under this Section, unless said

13. Indemnification. Licensee (here, and later throughout this paragraph, as defined in Paragraph 1 of this Agreement) agrees to indemnify, defend, protect and hold SCCRTC, St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.), Progressive Rail, Inc., and the Property, free and harmless from any and all loss, liability, claims, action, suit, proceeding, deficiency, fine, penalty, damages and expenses (including, but not limited to, reasonable attorneys' fees, expert witness fees and costs) (collectively "Losses") arising directly or indirectly from Licensee's entry upon and/or use of the SCCRTC Property pursuant to this Agreement. The foregoing obligation shall expressly apply to any claims or liability arising from disturbance or release of hazardous materials, as defined by applicable law, on the Property by Licensee. It is understood that the duty of Licensee to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by SCCRTC of insurance certificates and endorsements required under this Agreement does not relieve Licensee from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any Losses whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Licensee acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. This clause shall survive expiration or termination of this Agreement.

14. Insurance. During the full term of this Agreement, Licensee shall maintain, at its sole cost and expense, insurance coverage as detailed in **Exhibit B**, Insurance Requirements, attached hereto and incorporated herein. Licensee shall provide required certificates of insurance to SCCRTC prior to issuance of this Agreement. Licensee shall require that all contractor and subcontractor agreements obligate Licensee's contractors, subcontractors, and any others acting under Licensee's authority on the Property to maintain the type and amount of insurance coverage provided in Exhibit B and to name (a) the SCCRTC, its officials, employees, agents and volunteers and (b) St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.), their officials, employees, agents and volunteers as additional insureds on such policies, unless such coverage amounts are modified or waived by SCCRTC in advance and in writing. Licensee shall review its contractors' and subcontractors' certificates of insurance prior to commencing work to verify such coverage is in place. In the event that Licensee does not require its contractors, subcontractors, or others acting under its authority to maintain the insurance coverage specified in **Exhibit B**, then Licensee shall be liable to SCCRTC for any coverage shortfalls.

15. Licensee's Payment of Expenses.

A. Licensee shall bear the entire cost and expense of the design, construction, maintenance, modification, reconstruction, repair, renewal, revision, relocation, or removal of SCCRTC or Licensee's Facilities included in the Project Description.

B. Licensee shall fully pay for all materials joined, affixed to and labor performed on Property in connection with the construction, maintenance, modification, reconstruction, repair, renewal, revision, relocation, or removal of SCCRTC or Licensee's Facilities included in the Project Description, and shall not permit or suffer any mechanic's or materialman's lien of any kind or nature to be enforced against the Property for any work done or materials furnished thereon at the instance or request or on behalf of Licensee. Licensee shall promptly pay or discharge all taxes, charges, and assessments levied upon, in respect to, or on account of SCCRTC or Licensee's Facilities, to prevent the same from becoming a charge or lien upon any property of SCCRTC, and so that the taxes, charges, and assessments levied upon or in respect to such property shall not be increased because of the location, construction, or maintenance of SCCRTC or Licensee's Facilities or any improvement, appliance, or fixture connected therewith placed upon such property, or on account of Licensee's interest therein. Where such tax, charge, or assessment

may not be separately made or assessed to Licensee but shall be included in the assessment of the property of SCCRTC, then Licensee shall pay to SCCRTC an equitable proportion of such taxes determined by the value of Licensee's property upon property of SCCRTC as compared with the entire value of such property.

C. SCCRTC shall have the right, if it so elects, to provide, with its own staff and/or with contractors, any construction observation, inspection, and supervision SCCRTC deems necessary before, during, and after Licensee's design, construction, maintenance, modification, reconstruction, repair, renewal, revision, relocation, or removal of SCCRTC or Licensee's Facilities as included in the Project Description. In the event SCCRTC provides such services, SCCRTC shall submit an itemized invoice of such work by SCCRTC and/or its contractors to Licensee's notice recipient listed in Section 16 Notices. Licensee shall pay to SCCRTC the total amount listed on such invoice within thirty (30) days of Licensee's receipt of such invoice.

16. Compliance with Applicable Law. Licensee will comply with all applicable laws, regulations, rules and permits pertaining to the Property, including, but not limited to, the Occupational Health & Safety Act and all applicable environmental laws, health and safety laws and regulations, whether federal, state or local during the term of this Agreement.

17. Notices, As-Builts and Emergency Contact.

A. Except Licensee's commencement of work notice(s) required under subparagraph B, subsequent hereto this subparagraph A, all notices hereunder shall be in writing and shall be given by (i) established national courier service which maintains delivery records, (ii) hand delivery, or (iii) certified or registered mail, postage prepaid, return receipt requested to the addresses contained herein. Notices are effective upon receipt, or upon attempted delivery if delivery is refused or if delivery is impossible because of failure to provide reasonable means for accomplishing delivery.

If to SCCRTC:

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
Attn: **Riley Gerbrandt**

If to Licensee:

City of Santa Cruz
Public Works Department
809 Center Street, Room 201
Santa Cruz, CA 95060
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
ATTN: **Nathan Nguyen**
With a copy to: Kevin Crossley

B. At least ten (10) days prior to any entry or commencement of work on the Property associated with this Agreement by the Licensee, Licensee's contractors or subcontractors, Licensee must

contact the SCCRTC's representative and freight operator St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.)'s representative, or its successor, ("SCCRTC's Field Representatives") to provide notice of when entry and/or commencement of work will occur. Any reference to St. Paul & Pacific Railroad, LLC (a subsidiary of Progressive Rail, Inc.) herein shall be deemed to include any successor freight operator.

C. During the entire duration of Licensee's, Licensee's contractor's or subcontractor's entry and/or work on the Property associated with this Agreement, the Licensee or Licensee's contractor shall designate an emergency contact person(s) who can respond to the Property within two (2) hours of any emergency situation. Together with the notice of commencement described in preceding subparagraph B, the Licensee or Licensee's contractor shall provide to the SCCRTC's representative the name(s) and contact number(s) of the designated emergency contact person(s).

D. If, at any time, an emergency arises from Licensee's, Licensee's contractor's or subcontractor's entry and/or work on the Property associated with this Agreement, the Licensee and Licensee's contractor or subcontractor shall immediately contact the SCCRTC at (831) 460-3200 and SPPR at (844) 886-2177.

E. Upon completion of all entry to and work at and/or on Property associated with this Agreement, Licensee is required to provide Notice of Completion to SCCRTC within ten (10) days and request a final inspection for acceptance and approval by the SCCRTC. Licensee must not give final construction approval to its contractor until final acceptance and approval by the SCCRTC is obtained. Within twenty (20) days of completion and acceptance of the work, Licensee shall provide as-built plans of the completed work associated with this Agreement to the SCCRTC. The as-built plans will show all changes in the work on the plans that were issued with the Agreement, including changes approved by any Amendment(s), and each sheet of the as-built plans (i) will be prominently stamped or otherwise noted "AS-BUILT", (ii) will be signed by the Licensee's representative who was responsible for overseeing the work, and (iii) must contain the Santa Cruz Branch Rail Line Mile Post number. Notices of Completion and As-Builts can be sent to: 1101 Pacific Ave, Suite 250, Santa Cruz, California 95060 or maintenance@sccrtc.org. Failure to comply with the requirements of this subparagraph may result in the SCCRTC retaining sureties, the SCCRTC's denial to issue future right of entry agreements and/or utility occupancy license agreements to Licensee, and/or inclusion into future right of entry agreements and/or utility occupancy license agreements of provisions requiring Licensee to supply the SCCRTC with additional sureties.

18. No Real Property Interest. It is expressly understood that this Agreement is non-possessory and does not in any way grant or convey any permanent easement, lease, fee or other interest in the Property to Licensee.

19. Attorneys' Fees. In the event any proceeding or action is brought in connection with the enforcement of this Agreement, the prevailing Party shall be entitled to recover reasonable attorneys' fees and costs, including those on appeal.

20. Modification. This Agreement may be modified only in writing, signed by the Parties to this Agreement.

21. Entire Agreement. SCCRTC and Licensee agree that this Agreement contains **all** of the agreements, promises and understandings between SCCRTC and Licensee with regard to the right of entry granted

herein and the preconstruction and/or construction work relating to the Project. Any addition, variation or modification to this Agreement shall be void and ineffective unless made in writing and signed by the parties hereto.

22. Partial Invalidity. If any term of this Agreement is found to be void or invalid, then such invalidity shall not affect the remaining terms of this Agreement, which shall continue in full force and effect.

23. Governing Law and Venue. This Agreement will be performed entirely within California and shall be construed in accordance with the laws of the State of California and any action to enforce the terms of this Agreement must be brought in the court of competent jurisdiction in the County of Santa Cruz, State of California.

24. Assignment. This Agreement may not be assigned without the express written consent of the non-assigning Party, which consent shall not be unreasonably withheld.

25. Counterparts. The Parties may execute this Agreement in two or more counterparts, which shall, in the aggregate, be deemed an original but all of which, together, shall constitute one and the same instrument. A scanned, electronic, facsimile or other copy of a party's signature shall be accepted and valid as an original.

25. Warranty of Authority. The signatories to this Agreement warrant and represent that each is authorized to execute this Agreement and that their respective signatures serve to legally obligate their respective representatives, agents, successors and assigns to comply with the provisions of this Agreement.

In WITNESS WHEREOF,

This Agreement has been executed as of the _____ day of _____, 20____.

Right of Entry accepted as stipulated herein: CITY OF SANTA CRUZ _____ Matt Huffaker, City Manager Date	Right of Entry granted as stipulated herein: Sarah Christensen, Executive Director Santa Cruz County Regional Transportation Commission _____ Date
APPROVED AS TO :: _____ Office of the City Attorney Date	APPROVED AS TO FORM: _____ SCCRTC Counsel Date
	APPROVED AS TO INSURANCE: _____ Risk Management Date
	RECOMMENDED FOR APPROVAL: _____ Engineer Date

EXHIBIT A

PROJECT DESCRIPTION, WORK PLAN, SITE PLAN, ACCESS PLAN and SPECIFICATIONS

Project Description:

This Right of Entry Agreement covers the following projects:

A-1. Murray Street Bridge Seismic Retrofit and Barrier Replacement Project

The City of Santa Cruz Murray Street Bridge Seismic Retrofit and Barrier Replacement Project aims to enhance public safety, improve seismic resilience, and upgrade traffic barriers on the bridge. The project will install new piles, extend the existing pile caps to incorporate the new piles, construct a new line of columns, place new bent caps, and widen the bridge deck.

A-2. Temporary Pedestrian Path

The Temporary Pedestrian Path will provide a temporary path for pedestrians and cyclists along the RTC rail line from Seabright Ave to 7th Ave. The pathway will be 8 feet wide and meet ADA requirements. The pathway will include three segments with varying design and use of SCCRTC right-of-way and existing rail.

Work Plan:

A-1. Murray Street Bridge Seismic Retrofit and Barrier Replacement Project

Ending approximately January 2028.

A-2. Temporary Pedestrian Path

To be utilized for a term not extending one (1) year without prior coordination with and approval from SCCRTC.

In accordance with Section 6, prior to constructing Temporary Pedestrian Path, City will provide to the SCCRTC for approval, plans and/or specifications that address:

1. *Protection of Rail Road Bridge and Rail Infrastructure.*
2. *Public Safety Plan.*
3. *Emergency Access Plan.*
4. *Additional Engineering Concerns as Flagged by the SCCRTC.*

Site Plan:

A-1. Murray Street Bridge Seismic Retrofit and Barrier Replacement Project:

This Right of Entry Agreement includes permission to utilize the area of the SCCRTC ROW identified on Attached A-1 for staging and construction, including but not limited to material storage, aerial access for an overhead crane, site access for Project work, and security around the area to prevent unauthorized access to the construction site, materials, and equipment. Licensee shall restore the area(s) utilized as a construction staging area to the condition in which it existed prior to the Licensee's and/or a Contractor's use of the area(s) in association with the activities authorized by this Agreement.

Note: The use of the properties described in A-1 was previously covered in the Possession and Use

A-2. Temporary Pedestrian Path:

This Right of Entry Agreement includes permission to utilize the area from MP 19.15 (Seabright Ave) to MP 18.59 (7th Ave) for a Temporary Pedestrian Path. See Exhibit A-2 for Temporary Trail Plans.

The pathway will include three segments with varying design and use of SCCRTC right-of-way and existing rail.

1. Seabright Ave to Woods Lagoon – Path will be installed adjacent and to the north of existing rail line.
2. Woods Lagoon RR Bridge – Path will be constructed on top of the existing rail line, using aggregate base and asphalt concrete. Free-standing chain-link fence with sandbag supports will be located on both sides of path, in front of existing RR bridge railing.
3. Woods Lagoon RR Bridge to 7th Ave – Path will be constructed on top of the existing rail line, using aggregate base and asphalt concrete.

Licensee shall restore the area(s) utilized as a temporary pedestrian path and staging area to the condition in which it existed prior to the Licensee's and/or a Contractor's use of the area(s) in association with the activities authorized by this Agreement.

Access Routes:

A-1. Murray Street Bridge Seismic Retrofit and Barrier Replacement Project:

Access from Murray Street, as shown in Exhibit A-1.

A-2. Temporary Pedestrian Path:

MP 19.15 (Seabright Ave), and MP 18.59 (7th Ave) at-grade crossing.

Relevant Specifications:

A-1. Murray Street Bridge Seismic Retrofit and Barrier Replacement Project:

This project is to follow the construction engineering plans titled "City of Santa Cruz, Public Works Department, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project" prepared by TRC and dated June 25, 2024. This project is also to follow the documents:

- "City of Santa Cruz, Public Works Department, Invitation for Bids, Specifications, and Contract Documents for the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated June 25, 2024 and first advertised dated June 27, 2024.
- "City of Santa Cruz, Public Works Department, Addendum 1, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated July 3, 2024.
- "City of Santa Cruz, Public Works Department, Addendum 2, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated July 31, 2024.
- "City of Santa Cruz, Public Works Department, Addendum 3, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated August 8, 2024.
- "City of Santa Cruz, Public Works Department, Addendum 4, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated August 16, 2024.

Right of Entry Agreement #42458

City of Santa Cruz, Public Works Department

Murray Street Bridge Seismic Retrofit and Barrier Replacement Project and Temporary Pedestrian Path

- “City of Santa Cruz, Public Works Department, Addendum 5, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated August 27, 2024.
- “City of Santa Cruz, Public Works Department, Addendum 6, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated August 28, 2024.
- “City of Santa Cruz, Public Works Department, Addendum 7, Murray Street Bridge Seismic Retrofit and Barrier Replacement Project, City Project No. c409321, State Project No. STPLZ-5025(084), prepared by the City of Santa Cruz, California and dated September 3, 2024.

A-2. Temporary Pedestrian Path:

This project is to follow the construction engineering plans titled “City of Santa Cruz, Public Works Department, Temporary Pedestrian Trail Construction Plan” prepared by City of Santa Cruz and dated October 6, 2025.

EXHIBIT __

TEMPORARY CONSTRUCTION EASEMENTS

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

to the

CITY OF SANTA CRUZ

SITUATE in the City of Santa Cruz, County of Santa Cruz, State of California; and

SCRTC TCE ONE:

BEING a portion of the lands granted by the Union Pacific Railroad to the Santa Cruz County Regional Transportation Commission (hereinafter "SCRTC") by Grant Deed recorded October 12, 2012 in Document No. 2012-0050155, Official Records of Santa Cruz County; and being more particularly described as follows:

BEGINNING at a point designated as Point "B" at the most Westerly corner of the Temporary Construction Easement described as SC PORT TCE TWO, said point also being a point on the Southerly boundary of said lands of the SCRTC; thence from said Point of Beginning along the common boundary of SC PORT TCE TWO and the said Southerly boundary of the SCRTC

1. N 87° 14' 54" E, a distance of 44.69 feet, to an angle point; thence
2. N 26° 56' 40" W, a distance of 4.94 feet, to an angle point; thence
3. N 89° 18' 20" E, a distance of 54.21 feet, to an angle point; thence leaving said common boundary
4. N 04° 11' 51" E, a distance of 28.13 feet, to an angle point; thence
5. N 89° 36' 10" W, a distance of 11.06 feet, to an angle point; thence
6. S 03° 13' 38" W, a distance of 25.31 feet, to an angle point; thence
7. S 89° 39' 45" W, a distance of 142.89 feet, to an angle point; thence
8. N 87° 27' 53" W, a distance of 38.34 feet, to an angle point; thence
9. S 87° 28' 42" W, a distance of 48.36 feet, to an angle point; thence
10. S 87° 21' 48" W, a distance of 34.79 feet, to an angle point; thence
11. S 84° 07' 13" W, a distance of 8.27 feet, to an angle point; thence
12. S 00° 41' 18" E, a distance of 4.77 feet, to an angle point on the Southerly boundary of said lands of the SCRTC; thence along said Southerly boundary on a curve to the right
13. Of radius 1,640.47 feet, from a tangent bearing of N 83° 41' 35" E, through a central angle of 0° 41' 41", for an arc length of 19.88 feet, to a point of tangency; thence
14. N 84° 23' 15" E, a distance of 27.84 feet, to an angle point; thence
15. S 88° 42' 04" E, a distance of 43.64 feet, to an angle point; thence
16. S 01° 17' 56" W, a distance of 4.00 feet, to an angle point; thence
17. S 88° 42' 04" E, a distance of 95.34 feet, to the Point of Beginning.

Contains 2,085 sq. ft., a little more or less
A.P.N. 011-171-40 (Portion)

SCRTC TCE TWO:

BEGINNING at a point designated as Point "C" on the Northerly boundary of the Temporary Construction Easement described as SC PORT TCE TWO, said point also being a point on the Southerly boundary of said lands of the SCCRTC; thence from said Point of Beginning leaving said common boundary

1. N 01° 49' 01" E, a distance of 53.64 feet, to an angle point; thence
2. S 86° 44' 22" E, a distance of 7.93 feet, to an angle point; thence
3. N 02° 37' 36" E, a distance of 14.75 feet, to an angle point on the Northerly boundary of said lands of the SCCRTC; thence along said Northerly boundary
4. N 89° 27' 56" E, a distance of 27.65 feet, to an angle point; thence leaving said Northerly boundary
5. S 01° 50' 15" W, a distance of 67.75 feet, to a point on the said common boundary of the SCCRTC and the SC PORT TCE TWO, thence along said common boundary
6. S 89° 18' 20" W, a distance of 35.77 feet to the Point of Beginning.

Contains 2,307 sq. ft., a little more or less
A.P.N. 011-171-40 (Portion)

SCRTC TCE THREE:

SITUATE in the unincorporated area of the County of Santa Cruz, State of California; and

BEING a portion of the lands granted by the Union Pacific Railroad to the Santa Cruz County Regional Transportation Commission (SCCRTC) by Grant Deed recorded October 12, 2012 in Document No. 2012-0050155, Official Records of Santa Cruz County; and being more particularly described as follows:

BEGINNING at a point designated as Point "A" on the Northerly boundary of the Temporary Construction Easement described as SC PORT TCE TWO, said point also being a point on the Southerly boundary of said lands of the SCCRTC; thence from said Point of Beginning along the common boundary of SC PORT TCE TWO and the said Southerly boundary of the SCCRTC

1. N 78° 42' 25" W, a distance of 83.50 feet to an angle point; thence leaving said common boundary
2. N 88° 52' 05" E, a distance of 67.92 feet, to an angle point; thence
3. N 89° 16' 09" E, a distance of 49.85 feet, to an angle point; thence
4. N 85° 03' 34" E, a distance of 126.77 feet, to an angle point; thence
5. N 85° 00' 14" E, a distance of 40.64 feet, to an angle point; thence
6. S 05° 07' 21" E, a distance of 14.56 feet, to an angle point on the Southerly boundary of the lands of the SCCRTC; thence along said Southerly boundary
7. S 84° 52' 39" W, a distance of 204.77 feet, to the Point of Beginning.

Contains 3,813 sq. ft., a little more or less
A.P.N. 027-031-17(Portion)

The basis of bearings of this description is Zone 3 of the California Coordinate System, Grid North.

Description prepared by Hogan Land Services, Inc., Soquel, California, in February, 2021.



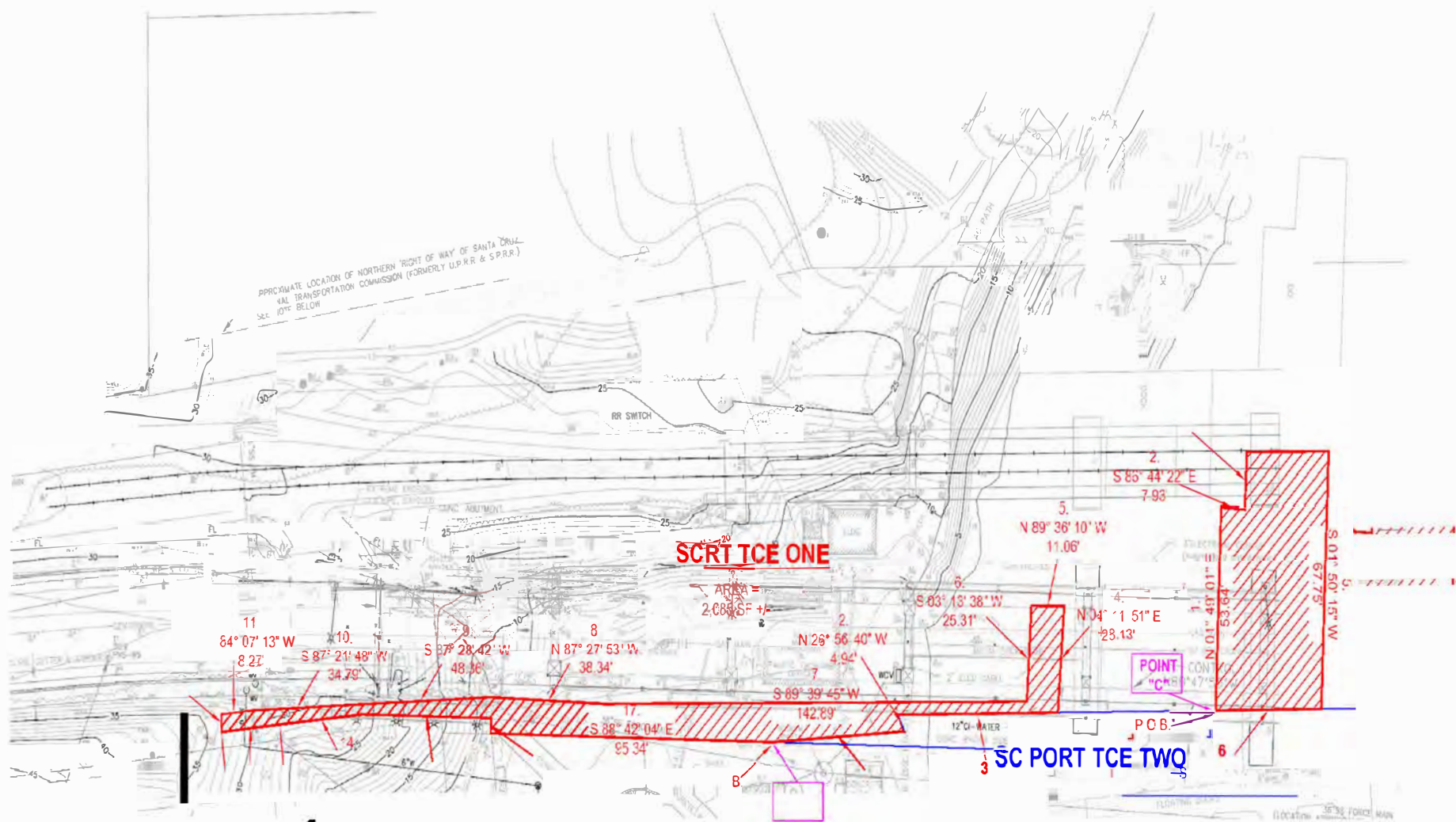
A handwritten signature in black ink, appearing to read "Robert L. DeWitt".

March 9, 2021

4431 TCE SCCRTC to CITY

EXHIBIT A-1

13

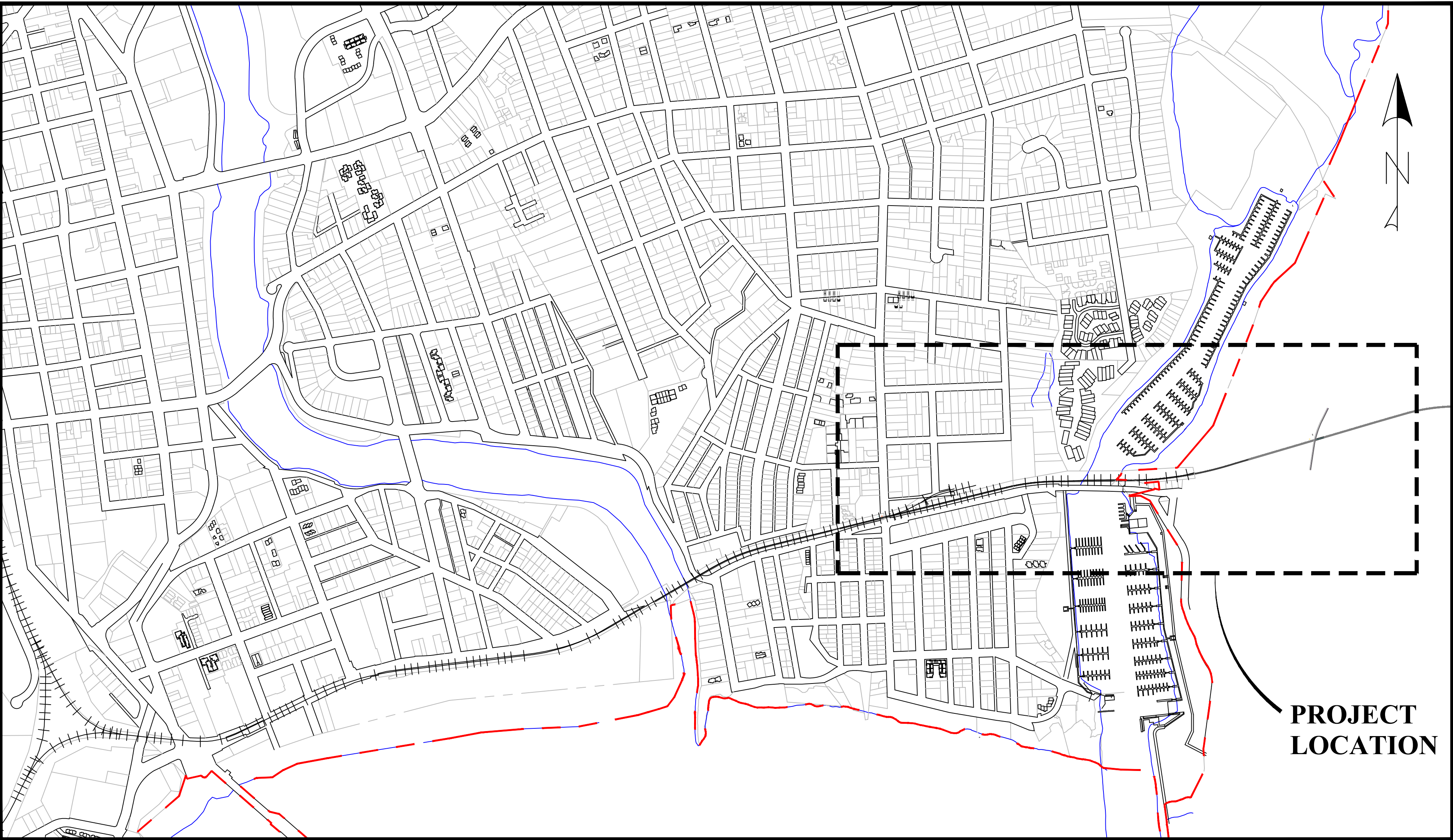


CITY OF

SANTA CRUZ

PUBLIC WORKS DEPARTMENT

TEMPORARY PEDESTRIAN TRAIL
CONSTRUCTION PLAN
SEABRIGHT AVE TO 7TH AVE



SHEET INDEX

1.

TITLE SHEET
2.

TEMPORARY TRAIL CONSTRUCTION
PLAN

GENERAL NOTES:

1.

ALL WORK AND MATERIALS SHALL BE PROVIDED IN ACCORDANCE WITH THE PROJECT'S SPECIFICATIONS, CITY OF SANT CRUZ STANDARD SPECIFICATIONS, LATEST CALTRANS STANDARD SPECIFICATIONS AND STANDARD DRAWINGS.
2.

UNLESS OTHERWISE NOTED, THE CONRCTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIALS, EQUIPMENTS AND LABOR AS SHOWN ON THESE DRAWINGS.
3.

CONTRACTOR SHALL LOCATE AND VERIFY UNDERGROUND UTILITIES PRIOR TO ANY TRENCHING OR EXCAVATION. CONTACT USA (811) FOR UTILITY LOCATION SERVICES.
4.

CONTRACTOR SHALL MAINTAIN THE PROJECT SITE IN A NEAT AND CLEAN CONDITION IN ACCORDANCE WITH SECTION 4.02 OF THE CITY OF SANTA CRUZ STANDARD SPECIFICATIONS.

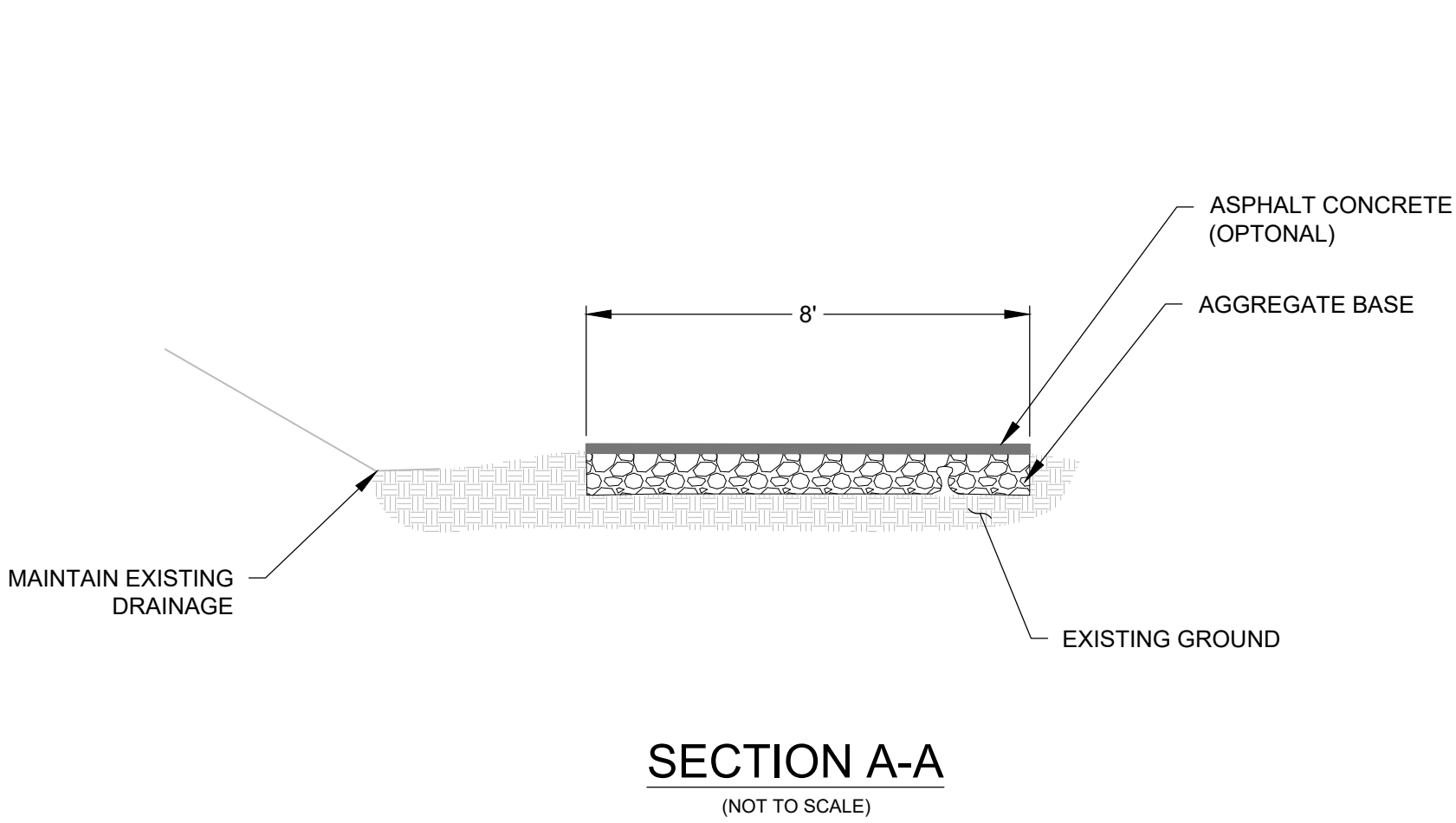
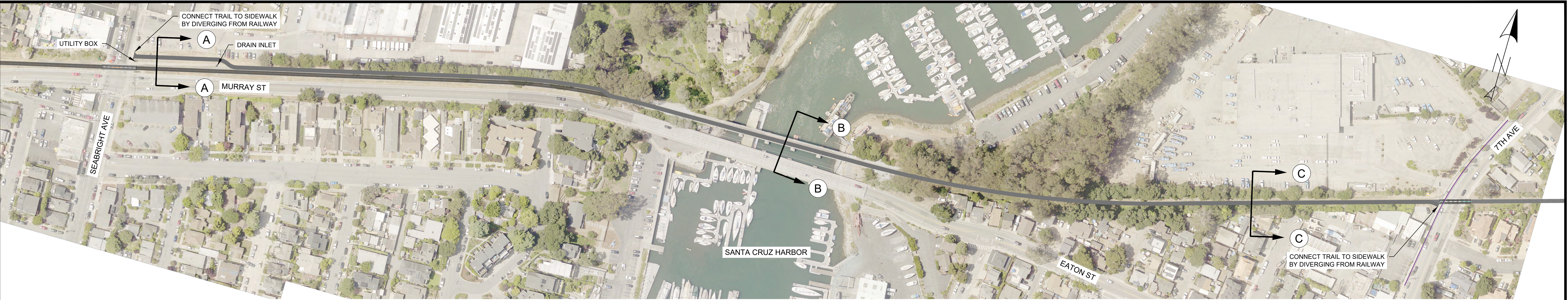
APPROVED BY:

PRELIMINARY NOT FOR CONSTRUCTION

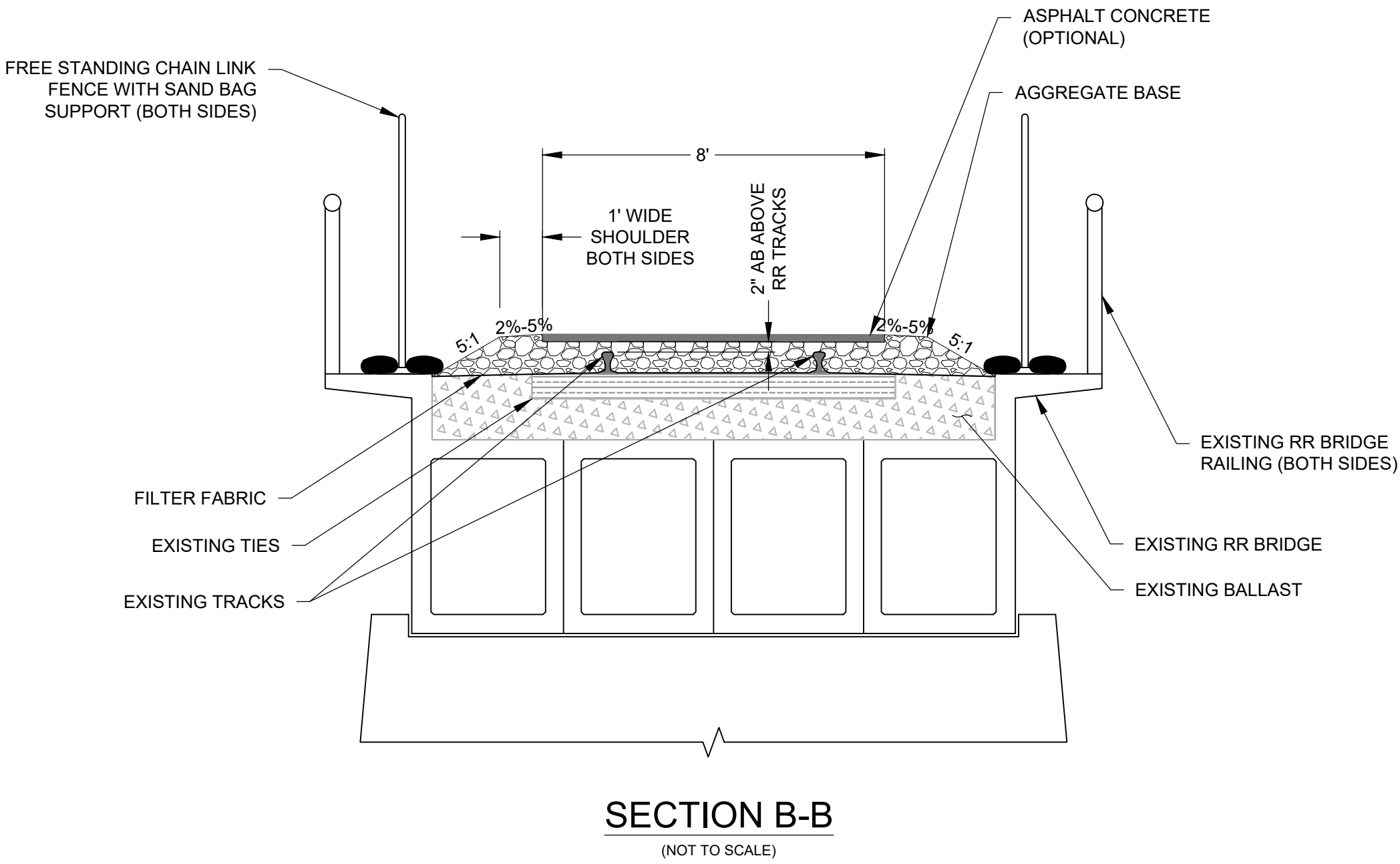
R.C.E. NO. XXXXXX

ASSISTANT DIRECTOR / CITY ENGINEER
CITY OF SANTA CRUZ

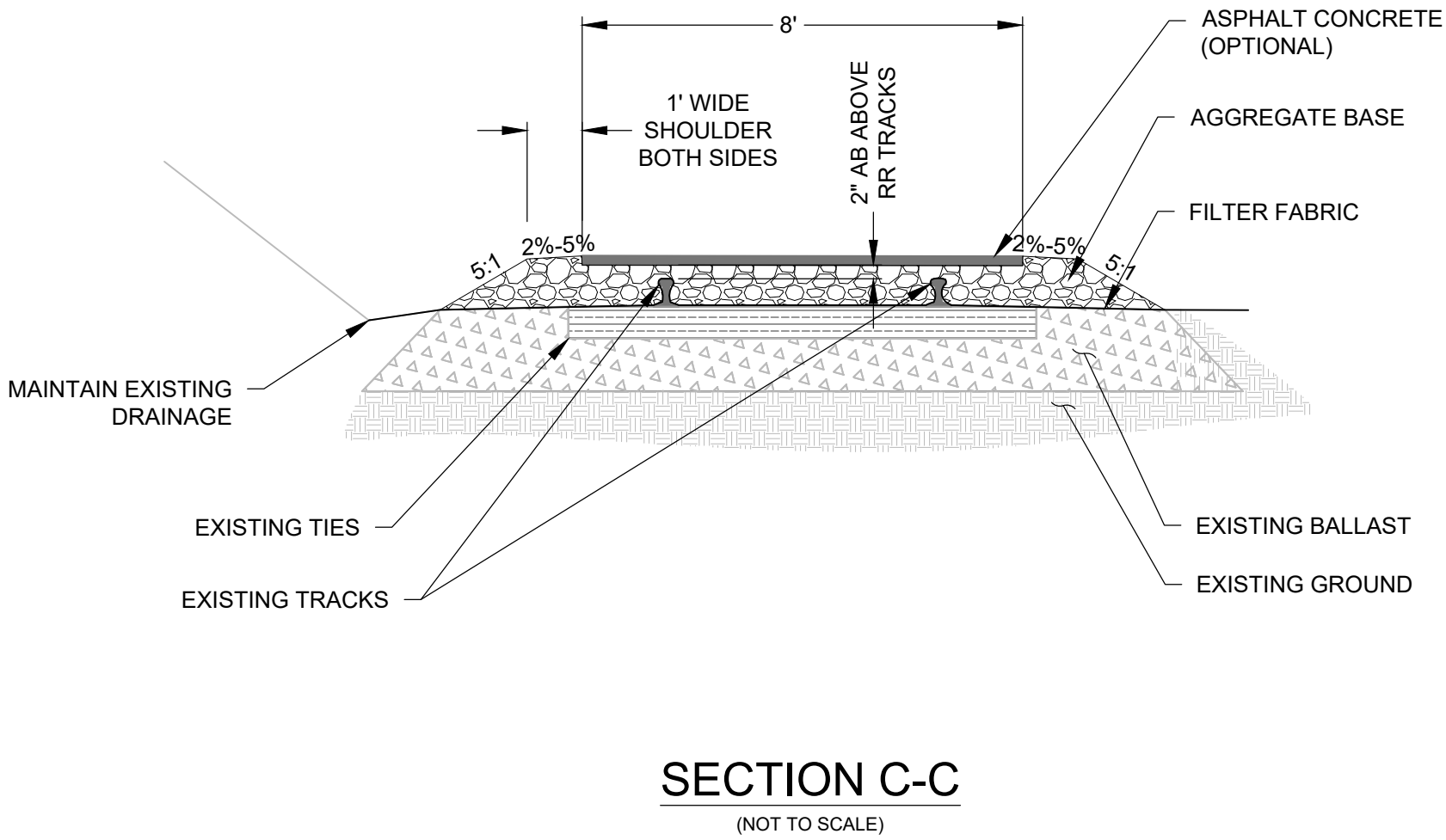
REFERENCES FIELD BOOK: FIELD-BOOK DRAWING #:	DATE	10/06/25	SCALE	N.T.S.
	DRAWN	DNC	SHEET	1 OF 2
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SEABRIGHT AVE TO WOODS LAGOON (HARBOR)
(APPROX. 1100')



WOODS LAGOON RR BRIDGE (HARBOR)
(APPROX. 425')



WOODS LAGOON RR BRIDGE (HARBOR) TO 7TH AVE
(APPROX. 1270')

CONSTRUCTION NOTES:

1. OBTAIN SEISMIC REPORT FOR MINIMUM OF 100YR SEISMIC EVENT PER CALTRANS POLICY FOR THE WOODS LAGOON RR BRIDGE.
2. INSTALL FILTER FABRIC, MARIFI HP370 OR APPROVED EQUAL OVER EXISTING RAILROAD TIES, TRACKS AND 12" BEYOND EXISTING BALLAST.
3. INSTALL 2" AGGREGATE BASE ABOVE EXISTING RAILROAD TRACKS.
4. OPTIONAL 2" THICK ASPHALT CONCRETE, 8' WIDE CENTERED OVER THE THE RAILROAD TRACKS.
5. ERECT TEMPORARY 6' CHAIN LINK FENCE WITH SAND BAG FOR SUPPORT ON THE RAIL ROAD BRIDGE.
6. CONTRACTOR TO REMOVE TEMPORAY TRAIL AFTER MURRAY STREET BRIDGE PROJECT (1/2028). CONTRACTOR TO RESTORE BALLAST TO PRE-EXISTING CONDITION AFTER CONSTRUCTION AND REMOVAL OF THE TEMPORARY TRAIL. CLEANING OF BALLAST MAY BE REQUIRED TO REMOVE FINES OR CONTAMINANTS THAT FOUL THE BALLAST,

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS				CITY OF SANTA CRUZ PUBLIC WORKS DEPARTMENT 809 Center Street, Room 201 Santa Cruz, CA 95060	TEMPORARY TRAIL CONSTRUCTION PLAN SEABRIGHT AVE TO 7TH AVE	REFERENCES FIELD BOOK: # DRAWING #: #	DATE	10/06/25	SCALE	AS SHOWN
							DRAWN	ENGR. TECH.	SHEET	2 OF 2
							DESIGN	STAFF	VAULT NO.	
							CHECKED	SUPV.	#	



21778 Highview Avenue
Lakeville, MN 55044

Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Ave. Suite 250
Santa Cruz, CA 95060

August 18, 2025

Dear Ms. Christensen,

This letter is in response to the recent request for temporary pedestrian and bicycle access to the railroad bridge at Santa Cruz Harbor during the ongoing construction of the Murray Street Bridge. We understand and appreciate the community's desire for increased connectivity during this time.

As you know, the rail bridge remains part of an active rail line and was not designed for pedestrian or bicycle use. As such, allowing pedestrian or bicycle traffic on the bridge would pose significant safety risks to those using the bridge, and would expose Progressive Rail to potential legal risks.

After careful consideration and consultation with our legal team, we have determined that, in order for us to meaningfully evaluate your request, we require the submission of detailed engineering and safety plans that address Progressive Rail's concerns and demonstrate how the proposed use could be implemented without compromising the safety of the public or the integrity of the rail infrastructure. Progressive Rail also requests a detailed report covering all regulatory requirements. Only with such documentation can we properly assess the feasibility of the request and associated risks.

We appreciate your understanding and look forward to receiving the requested plans for Progressive Rail's further consideration of the request.

Sincerely,

Andrea Dobbeltmann
CEO
Progressive Rail, Inc.



October 20, 2025

Subject: Request for Review of Plans for Temporary use of the Woods Lagoon Railroad Bridge at MP 18.84 and Approval of Right of Entry Agreement requested by the City of Santa Cruz

Dear Andrea Dobbelmann,

Thank you for your recent correspondence regarding the temporary use of the Woods Lagoon railroad bridge for bicycle and pedestrian access during the City of Santa Cruz's Murray Street Railroad Bridge Project. This proposed project by the City of Santa Cruz aims to improve transportation safety and connectivity for the community while addressing temporary impacts on local residents, businesses, and visitors as a result of the parallel roadway bridge closure. The City of Santa Cruz has developed proposed plans (Attachment 1) that reflect these temporary access needs, while also ensuring compliance with safety requirements.

We respectfully request that Progressive Rail review the City's proposed plans for these temporary improvements. Following your review, we ask that you approve a Right of Entry Agreement that will allow the City to move forward with the planned improvements.

Your partnership and timely consideration will be instrumental in keeping this project on schedule and in supporting the community's imminent transportation and safety needs. Please let us know if additional information, technical details, or coordination would be helpful as you review the proposed plans. We kindly request your review to be completed within two weeks to align with the RTC's proposed schedule for approval of a right of entry agreement from RTC for the temporary use of the bridge, at our next board meeting scheduled for November 6, 2025. Your attention to this matter is crucial in meeting these timelines so that the City can implement the much needed improvements during construction of their adjacent roadway bridge project.

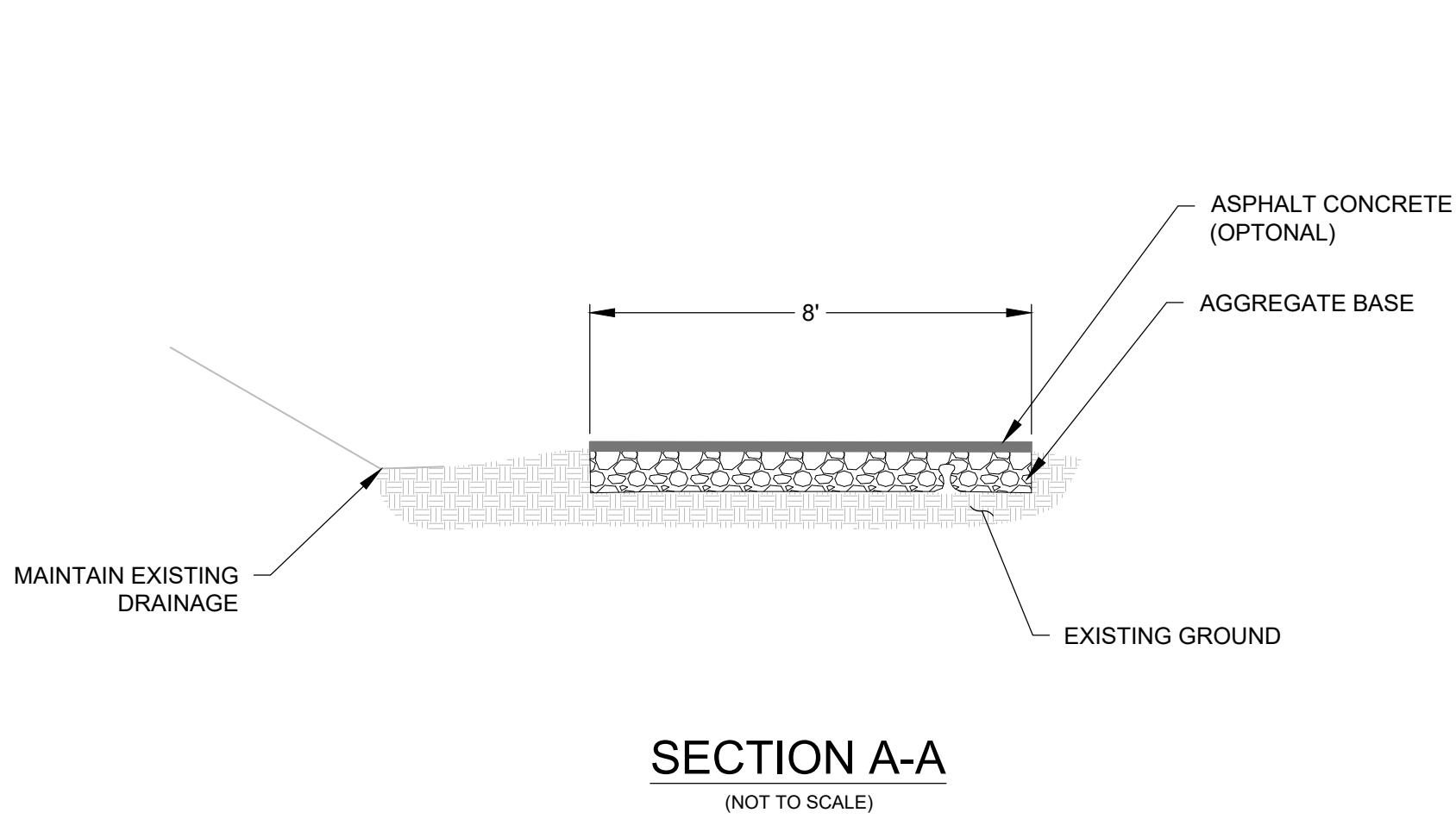
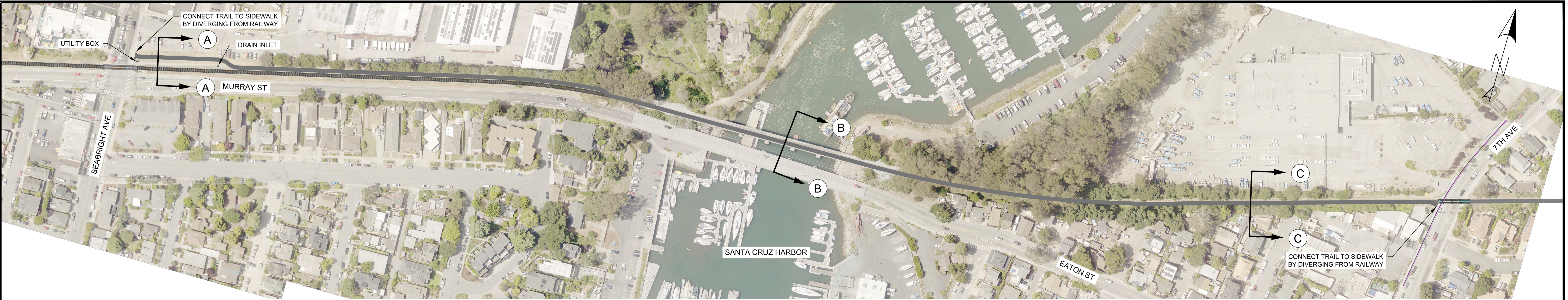
Thank you again for your ongoing collaboration in advancing transportation improvements that benefit both the rail corridor and the community. We look forward to your review and approval.

Sincerely,

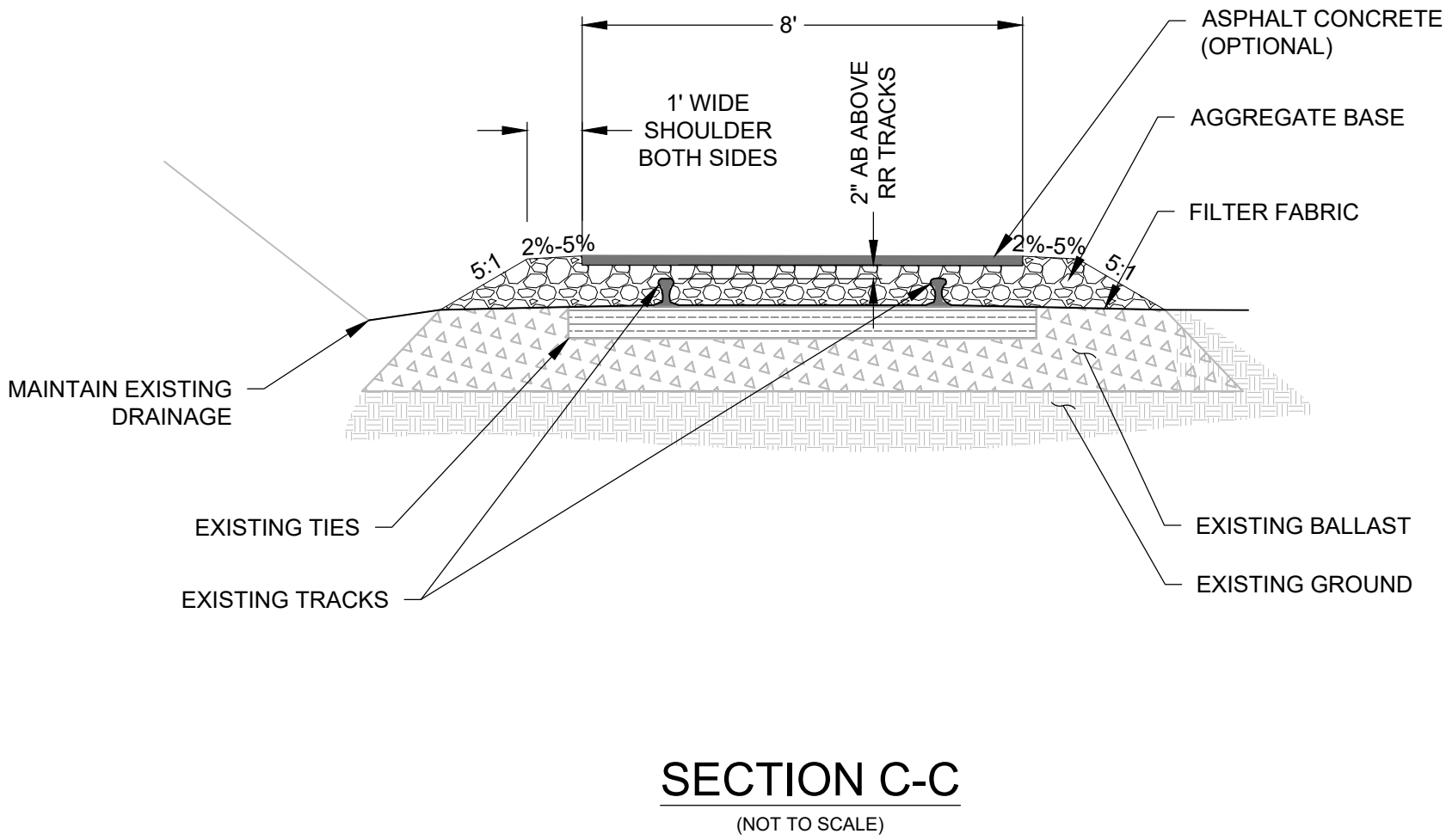
Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission

Attachments:

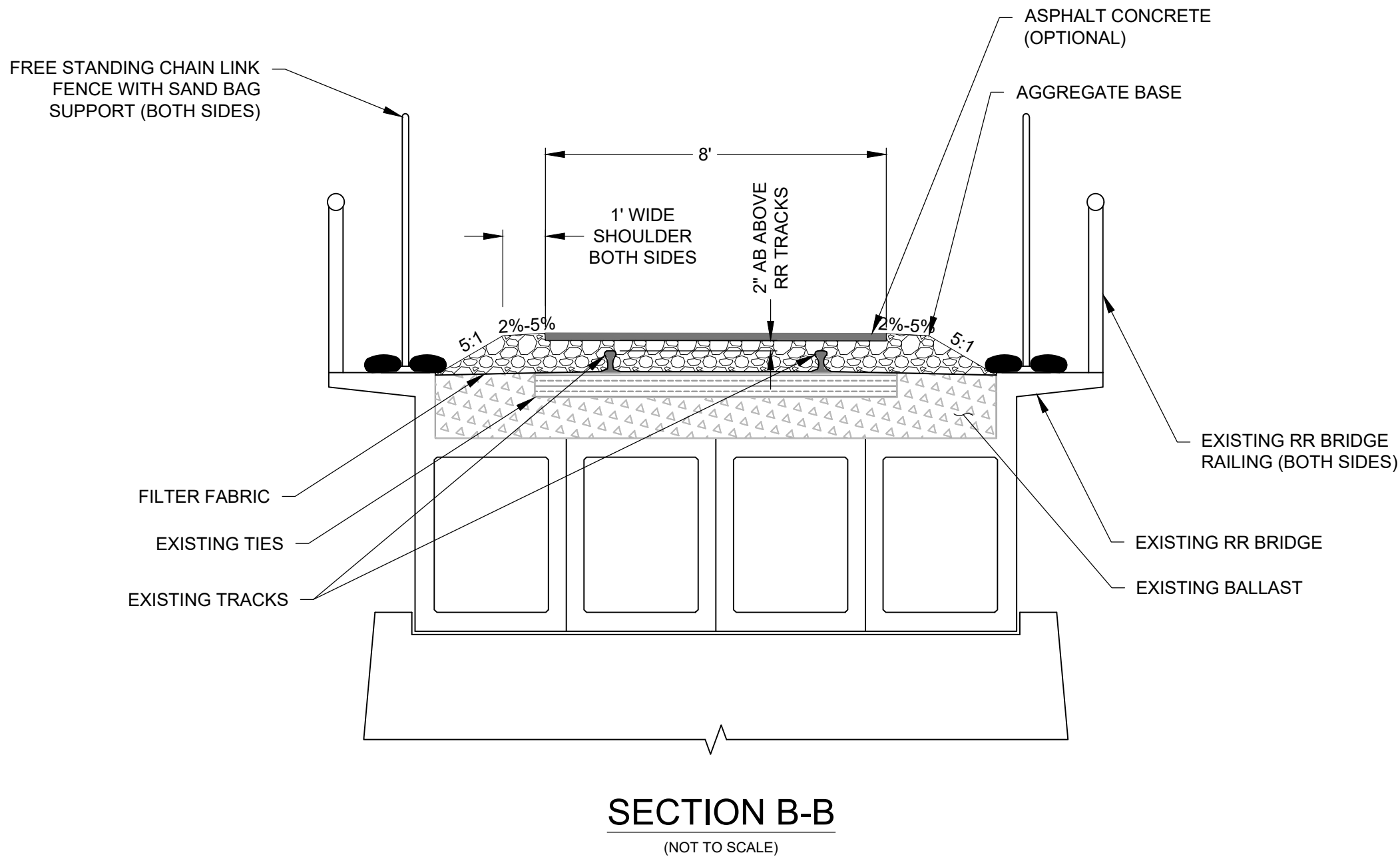
1. Plans for Temporary use of Woods Lagoon Railroad Bridge at MP 18.84



SEABRIGHT AVE TO WOODS LAAGOON (HARBOR)
(APPROX. 1100')



WOODS LAAGOON RR BRIDGE (HARBOR) TO 7TH AVE
(APPROX. 1270')



WOODS LAAGOON RR BRIDGE (HARBOR)
(APPROX. 425')

CONSTRUCTION NOTES:

- 1. OBTAIN SEISMIC REPORT FOR MINIMUM OF 100YR SEISMIC EVENT PER CALTRANS POLICY FOR THE WOODS LAAGOON RR BRIDGE.
- 2. INSTALL FILTER FABRIC, MARIFI HP370 OR APPROVED EQUAL OVER EXISTING RAILROAD TIES, TRACKS AND 12" BEYOND EXISTING BALLAST.
- 3. INSTALL 2" AGGREGATE BASE ABOVE EXISTING RAILROAD TRACKS.
- 4. OPTIONAL 2" THICK ASPHALT CONCRETE, 8' WIDE CENTERED OVER THE THE RAILROAD TRACKS.
- 5. ERECT TEMPORARY 6' CHAIN LINK FENCE WITH SAND BAG FOR SUPPORT ON THE RAIL ROAD BRIDGE.
- 6. CONTRACTOR TO REMOVE TEMPORAY TRAIL AFTER MURRAY STREET BRIDGE PROJECT (1/2028). CONTRACTOR TO RESTORE BALLAST TO PRE-EXISTING CONDITION AFTER CONSTRUCTION AND REMOVAL OF THE TEMPORARY TRAIL. CLEANING OF BALLAST MAY BE REQUIRED TO REMOVE FINES OR CONTAMINANTS THAT FOUL THE BALLAST,

REVISIONS			 CITY OF SANTA CRUZ PUBLIC WORKS DEPARTMENT 809 Center Street, Room 201 Santa Cruz, CA 95060	TEMPORARY TRAIL CONSTRUCTION PLAN SEABRIGHT AVE TO 7TH AVE		REFERENCES FIELD BOOK: # DRAWING #: #	DATE	10/06/25	SCALE	AS SHOWN
							DRAWN	ENGR. TECH.	SHEET	2 OF 2
							DESIGN	STAFF	VAULT NO.	
							CHECKED	SUPV.	#	



ATTACHMENT 4

21778 Highview Avenue
Lakeville, MN 55044

Sarah Christensen
Santa Cruz County Regional Transportation Commission
1101 Pacific Ave. #250
Santa Cruz, CA 95060

October 24, 2025

Dear Ms. Christensen,

I am in receipt of your letter dated October 20, 2025 and the City's construction plans regarding its proposal for temporary use of the railroad bridge at Santa Cruz Harbor during the ongoing construction of the Murray Street Bridge. Thank you for providing us with copies of the plans to assist us in evaluating the City's request.

After a detailed review of the plans, and further discussions with our legal team and insurance broker, I regret to inform you that we are not able to proceed with the project. Given the significant safety risks associated with the use of an active rail line by pedestrians and cyclists, we simply cannot find a path forward that would provide parties on our end with the liability assurances required for us to take on the risk.

We understand and appreciate the community's desire for increased connectivity during this time and regret that we are unable to assist. We wish the City the best in finding another way to help ease the burden of the Murray Street Bridge closure on the Santa Cruz community.

Sincerely,

Andrea Dobbeltmann
Chief Executive Officer
Progressive Rail Inc.