



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

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**MEETING AGENDA**

**1:30 – 3:30pm**

**Tuesday, December 9, 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](mailto:amarino@sccrtc.org) (see end of the agenda for more information)

**Join the online meeting to see presentations:**

<https://us02web.zoom.us/j/82217044415>

**Meeting ID: 822 1704 4415**

**Dial by your location: +1 669 900 9128**

- 1. 1:30pm — Call to Order**
- 2. 1:30pm — Introductions**
- 3. 1:32pm — 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)**
- 4. 1:35pm — Oral communications**
- 5. 1:40pm — Additions or deletions to the consent or regular agenda**

**CONSENT AGENDA**

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the 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.

**6. Receive Information Items**

- a. E&D TAC letter of Support for 2025 SCBRL South County Climate Resilience Plan—pg. 5**
- b. E&D TAC letter of Support for WATRAS Study—pg. 7**

**7. Receive 2026 E&D TAC Calendar—pg. 9**

**8. Receive 26-27 TDA Claim Calendar—pg. 10**

**9. Receive RTC November 2025 Meeting Highlights— pg. 11**

**10. Approve Minutes from October 14, 2025— pg. 14**

**REGULAR AGENDA**

**11. Draft 2050 Santa Cruz County Regional Transportation Plan— pg. 19**

**12. Draft 2026 State and Federal Legislative Program— pg. 24**

**13. Rural Highway Safety Plan: Milestone 3 - Draft Safety Enhancement Concepts— pg. 38**

**14. Receive Program Updates— pg. 54**

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
- d. SCCRTC
- e. Pedestrian Ad-hoc Subcommittee
  - i. Pedestrian Hazard Report

**3:30 pm — Adjourn**

**Next meeting: 1:30 pm, February 10, 2026, hosted in person at the SCCRTC office located at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060.**

**Visit [www.sccrtc.org](http://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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

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

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

- 1. Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.*
- 2. Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.*

- Government Code Section 54953(j) defines "just cause" as:*
  - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
  - a contagious illness that prevents a member from attending in person;*
  - a need related to a physical or mental disability as defined by statute; or*
  - travel while on official business of the RTC or another state or local agency*
- Government Code Section 54953(j) defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The E&D TAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.*

- 3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.*

**4. Under any circumstance that a member is participating remotely:** *The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.*

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

## **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 laborales de anticipo al (831) 460-3200 para hacer los arreglos necesarios.*

*Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.*

## **TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue Suite 250, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • [info@scrtc.org](mailto:info@scrtc.org)

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November 17, 2025

Sarah Christensen, Executive Director  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Ave, Suite 250  
Santa Cruz, CA 95060

RE: Support for 2025 SCBRL South County Climate Resilience Plan

Dear Ms. Christensen,

On behalf of the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC), I am writing to extend our support for the Santa Cruz County Regional Transportation Commission's (SCCRTC) grant application for Caltrans FY26-27 Sustainable Transportation Planning Grant funding for the 2025 SCBRL South County Climate Resilience Plan.

The E&D TAC understands that the SCCRTC has identified two separate vulnerable segments along the Santa Cruz Branch Rail Line (SCBRL) as priority areas for climate resilience planning, those being Gallighan Slough and the Pajaro River Floodplain. These sections of the rail corridor have suffered repeated storm damage and flooding in the past, with the most recent one during the 2023 winter storms. This has caused widespread erosion, embankment failures, operational disruptions. These impacts have not only freight service and public safety but also the feasibility of the transformation of the corridor into the larger Zero Emission passenger Rail and Trail (ZEPRT) project.

To address these challenges, SCCRTC is applying for grant funding to conduct site-specific assessments to analyze climate vulnerabilities, flood risk, hydrology, soil studies, and overall infrastructure resilience. The approach will impact the design through adaptative measures that will protect the project area from future climate impacts.

Additionally, the project will emphasize public engagement with under-resourced communities within South County, specifically Watsonville and Pajaro, where residents have been greatly impacted by flood events, limited transit options, and constrained emergency access. The plan's

focus on equitable adaptation and reliable multimodal connectivity aligns with current state and regional goals mentioned in the California Climate Adaptation Strategy, CAPTI, and the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. In doing so, this project will develop both practical and community informed adaptation strategies to enhance transportation safety and ensure long-term environmental and economic resilience.

By addressing these vulnerabilities, the 2025 SCBRL South County Climate Resilience Plan will protect vital infrastructure but also deliver much needed public benefits like improved mobility improvements, reduction of greenhouse gas emissions, and an overall stronger regional coordination. The proposed project represents an investment that supports not only the environment but also the residents who make up the community.

This region contains a great deal of affordable housing, serving many county residents who seek employment in the north of Santa Cruz County, in Monterey County and beyond. It is vital that this population has the ability to travel to and from places of employment, medical services, recreation and other county services. Without a vital and sustainable Zero Emission Passenger rail and trail service, the transportation challenges are greater, forcing more residents to either find less attractive employment and services, force residents to buy older cars which negatively impact climate or will force residents to leave the area altogether. This grant is vital as analyzing the climate vulnerabilities can allow the RTC to adapt the Santa Cruz Branch rail line to adequately meet the needs of many long-time residents who may face aging, disability, low income and discouragement if the future of their transportation network is uncertain at best.

The Elderly and Disabled Transportation Advisory Committee is proud to support this project that will, in the end, support the whole County of Santa Cruz, especially the population we represent.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Veronica Elsea', with a stylized flourish at the end.

Veronica Elsea, Chair  
RTC's Elderly and Disabled Transportation Advisory Committee



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November 17, 2025

Justin Meek

Assistant Community Development Director

250 Main Street

Watsonville, CA 95076

RE: Community support for efforts to reduce impacts of trucking routes on Watsonville residents

Dear Director Meek,

The RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) strongly supports the City of Watsonville's efforts to mitigate adverse impacts from trucking routes on Highways 152 and 129 within the city.

Watsonville exhibits a high concentration of pedestrian injury and fatality incidents. From 2017-2020, data show the city ranked among the very highest in the entire state for incidents involving "pedestrians under 15" and "pedestrians in general." A key factor is that current truck routes traverse the city center and are adjacent to multiple school sites, creating a significant conflict zone between freight and pedestrian movement, also generating particulate emissions that pose a risk to community health.

Potential conflicts for pedestrians and trucks include:

- Children and young people running out into streets at a speed which does not leave heavy trucks ample time to react.
- Truckers may not adequately judge the speed at which slower elderly or disabled pedestrians may be crossing the street.
- Heavy trucks intent on making freight deliveries may not notice pedestrians who are shorter, such as children or pedestrians using mobility devices.

The sound of the heavy trucks can make it more challenging for blind pedestrians to hear electric bicycles or vehicles which could pose significant hazards to them.

- The noise levels of these trucks may prevent young pedestrians from hearing warnings issued by adults.
- Emissions from these trucks may negatively impact the walking experience for those living with asthma or other breathing challenges.

Moving the trucking route out of the heart of the city will also provide significant benefits for freight system efficiency and reliability. Rerouting heavy trucks away from congested, multi-modal downtown streets means they can operate on pathways better designed for their size and speed, leading to faster, more predictable transit times and a reduction in fuel consumption. Furthermore, this move will lower the risk of severe vehicle-pedestrian interactions, ultimately creating a safer, more predictable operating environment for the freight industry itself. This change could also lead to lower cost for the trucking industry in the form of insurance rates and liability concerns.

This effort aligns with the recently adopted Downtown Watsonville Specific Plan, which envisions revitalizing the downtown and enhancing walkability/bikeability. The Specific Plan explicitly calls for removing the truck route designation from Main Street (Highway 152) to prioritize pedestrians and local destination traffic.

The planned truck route alternatives study will work with Watsonville's significant low-income community, other residents, and stakeholders to assess conditions and co-design solutions. This project is a crucial opportunity to truly transform the City's future by creating safer, healthier, and more people-oriented streets. Increasing the number of pedestrians safely walking can lead to better community connections, more opportunities for pedestrian and bicycle safety training and observation, as well as more opportunities to attend community events, seek medical and other services, and provide socialization for a fragile aging population.

The RTC's E&D TAC enthusiastically endorses this effort and looks forward to participating as stakeholders.

Sincerely,



Veronica Elsea, Chair  
RTC's Elderly and Disabled Transportation Advisory Committee





## Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2026

- Most meetings are held on the 2<sup>nd</sup> Tuesday of even numbered months at 1:30 pm in the SCCRTC Conference room or via teleconference as needed. One meeting held annually in an alternate location.
- This is a draft list of meeting topics. Additional transportation planning, policy and funding items and committee items are discussed, as needed. Please check the RTC website for the current packet agenda (posted at least 72-hours prior to the meeting).

<b>February 10</b>	Review Draft <b>Unmet Needs</b> Review <b>Roster/Membership update</b> <b>TDA Revenue Estimates</b>
<b>April 14</b>	Review <u>draft</u> <b>TDA Claims for Volunteer Center, Community Bridges and METRO</b> Elect <b>Chair and Vice Chair</b> Recommend <b>Final Unmet Needs list</b>
<b>June 9</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>August 11</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>October 13</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>December 8</b>	Review TDA Calendar Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>Info items:</b>	<b>Minutes</b> from last meeting <b>RTC Highlights</b> (w/o meeting list) <b>Letters</b> from the committee <b>Agency Updates</b> , including <b>Quarterly TDA reports</b> <b>Committee Appointments</b>
<b>As Needed:</b>	Recommend <b>TDA Claims from local jurisdictions</b> Review <b>Updates to Guide for Specialization</b> Review <b>Triennial Performance Audit (every 3 years)</b> Review <b>Coordinated Plan (update every 4 years)</b> <b>Other timely items that are within the purview of the committee</b>

**Parking:** The parking at the lot at Pacific Ave and Cathcart St. is under construction. Please refer to the [City of Santa Cruz Downtown Parking information](#) page for lot information.

**Bus:** The Pacific Station Metro Center is closed for redevelopment, but is scheduled to reopen in 2026. The interim station, River Front Transit Center, is on Soquel Ave., Front St, River St. and River St. South. METRO's Customer Experience Center will be open to assist customers in-person Monday – Friday, 8:00AM – 5:00PM or by phone at (831) 425-8600.

## FY 2026-27 Funding Cycle Calendar

### Article 8 Transportation Development Act

#### March, 2026

- 10 **Commission's Budget & Administration/Personnel Committee** considers preliminary FY 2025-26 budget including TDA estimates
- 31 **CTSA, Volunteer Center, and METRO** submit draft claims (including the claim form and back up materials) to the Regional Transportation Commission Staff (RTC Staff) to be included in the April E&D TAC packet.

#### April, 2026

- 2 **RTC** considers revised budget including TDA allocations
- 14 The **E&D TAC** reviews the *Volunteer Center, CTSA, and METRO* draft claims for expending the TDA funds along with back up materials
- 17 **RTC staff** notifies recipients if revisions to the FY 25-26 TDA claims are necessary
- 24 **CTSA, Volunteer Center and METRO** send the final claim materials to the RTC staff. **RTC staff** prepares the SCCRTC resolution and staff report for the RTC meeting. Recommendations of approval by RTC staff for CTSA and Volunteer claim recommendations will be contingent on approval from the City of Santa Cruz to act as the claimant.

#### May, 2026

- 7 **RTC** acts on the claims and the resolution prepared by SCCRTC staff approving the Article 8c TDA claims. The resolution will outline the amount of the claim, the payment amounts and schedule and the reporting requirements.
- 11 The **CTSA** and **Volunteer Center** submit to the City of Santa Cruz TDA materials and a request for the City of Santa Cruz to act as the claimant
- 26 The **City of Santa Cruz** acts to approve by resolution an authorization to direct the City Manager to execute an agreement with the Volunteer Center and CTSA allowing the City to act as a claimant for TDA funds obtained from the Commission.

#### June, 2026

- 1-12 **RTC fiscal officer** readies paperwork to begin payment of claims at the beginning of the fiscal year.

*[Bold italics indicate the responsible party.]*



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email: [info@sccrtc.org](mailto:info@sccrtc.org); website: [www.sccrtc.org](http://www.sccrtc.org)*

*CONTACT: Shannon Munz, Communications Specialist ([smunz@sccrtc.org](mailto:smunz@sccrtc.org))*

## **Santa Cruz County Regional Transportation Commission (RTC) November 6, 2025 Meeting Highlights**

### **Commissioner Report: Meeting with California Transportation Commission – Options for Active Transportation Program Cycle 6-Funded Coastal Rail Trail Segments 8 through 11 Projects**

Commissioners Fred Keeley, Manu Koenig, and Eduardo Montesino met with California Transportation Commissioner (CTC) Carl Guardino and staff from both agencies on October 20, 2025, regarding the Active Transportation Program (ATP) Cycle 6 grant award for the Coastal Rail Trail Segments 8 through 11 project. The meeting was held to discuss potential options for delivery of the Segments 8 through 11 project in light of significant construction cost escalation since the time of the original grant award. Commissioners 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. Segment 11 represents approximately 2.5 miles of the total 6.7-mile project, and the CTC indicated that a one-third reduction in length is significant and would be unlikely to retain the full funding award. CTC staff said that they could still consider this request but would need to review a side-by-side comparison of project benefits between the original project scope and the proposed reduced-scope project. CTC staff confirmed that no additional ATP or other program funding is available to address the unprecedented cost escalation affecting transportation infrastructure projects statewide. CTC staff also expressed an openness to creative delivery approaches, such as an interim trail, that could achieve cost savings.

### **Public Hearing: Adoption of the Consolidated Grants Program and Regional Transportation Improvement Program**

Following consideration of public and advisory committee input, the Commission adopted the 2025 Consolidated Grants Program and the 2026 Regional Transportation Improvement Program (RTIP), approving road, bike, pedestrian and transit projects to receive the region's anticipated formula share of certain state and federal funds totaling approximately \$15 million. RTC staff used metrics to evaluate the projects that align with regional, state, and federal goals in the areas of access, safety, infrastructure condition, system performance and reliability, sustainability, resiliency, health, equity, and deliverability.

Projects that received funding include:

- Coastal Rail Trail Segments 8-9 and 10-11
- Multimodal Projects on Soquel Drive, Freedom Blvd, and Bay Ave in Capitola
- Santa Cruz METRO 90X express bus service between Santa Cruz and Watsonville using the new red bus-only shoulders on Highway 1
- Pavement maintenance, roadway rehabilitation and traffic calming projects on local roads throughout the county
- New and upgraded bike/pedestrian facilities projects in Capitola, Scotts Valley, and Watsonville

The Commission also designated \$1 million in future State Transportation Improvement Program shares for the Zero Emission Passenger Rail and Trail Project. See the full project list [here](#).

### **Public Hearing: Measure D: Five-Year Programs of Projects for Regional Projects and Lift Line**

The Commission received input from the public and approved the Fiscal Years (FY) 2025/26-2029/30 Measure D five-year programs of projects for regional projects funded by Measure D, and Community Bridges Lift Line projects. Measure D regional projects include Active Transportation/Rail Trail, Highway Corridors, Rail Corridor preservation, Highway 17 Wildlife Crossing, and San Lorenzo Valley-Highway 9 Corridor Improvements. The approved Measure D 5-year plan adds funding to projects previously approved in the plan and shifts funds between years to match project delivery schedules and project expenditure needs for a variety of projects in the Measure D Active Transportation, Highway and Rail categories. Some of the Measure D regional projects under construction currently and into the next year include Highway 1 Auxiliary Lanes and Bus-on-Shoulder between Bay/Porter and State Park, including a new bicycle/pedestrian overcrossing at Mar Vista Avenue, and Segment 5 of the Coastal Rail Trail from Wilder Ranch to Davenport on the Santa Cruz County North Coast. No new projects were programmed funds.

Community Bridges Lift Line will continue to use its Measure D funds for three additional drivers, to support expanded weekday and weekend paratransit service, on vehicle operation costs, and on its new operations facility.

The approved 5-year plans for spending Measure D funds are on the RTC website: [www.sccrtc.org/move](http://www.sccrtc.org/move).

### **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**

The Commission received a presentation on two strategies for the implementation of the construction component of the Highway 1 Freedom Boulevard to State Park Drive Auxiliary Lanes and Bus on Shoulder, and Coastal Rail Trail Segment 12 Project. Final design and right of way is underway on the project which is scheduled to be construction-ready in fall 2026, and 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. RTC staff and Caltrans developed two strategies for implementation of the project – a hybrid implementation by Caltrans (highway portion) and the RTC (rail trail portion), or have the RTC implement the entire project.

The Commission approved the Caltrans/RTC hybrid implementation which would require splitting the project into two construction contracts. Staff has worked with Caltrans to develop a plan to split the two projects and will bring more information on the feasibility of the split to the Commission at a subsequent meeting for approval, as well as 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 two additional staff to the RTC's Capital Projects department.

### **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**

The Commission approved a resolution authorizing Executive Director Christensen to execute 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. The agreement is subject to approval by the RTC's contracted railroad operator, Saint Paul & Pacific Railroad, a subsidiary of Progressive Rail, Inc. The Commission directed staff to continue facilitating reviews and approvals by Progressive Rail for both the temporary use of the railroad bridge and the staging area. This temporary trail will provide a vital connection for community members to businesses in the Seabright and Harbor neighborhoods during construction of the Murray Street Bridge Project, which has an estimated duration of two years.

### **Upcoming RTC and Committee Meetings**

#### **Regional Transportation Commission Meeting**

Thursday, December 4, 2025, 9:00 a.m.

#### **Interagency Technical Advisory Committee**

Thursday, November 20, 2025, 1:30 p.m.

#### **Bicycle Advisory Committee**

Monday, December 8, 2025, 5:30 p.m.

#### **Elderly & Disabled Transportation Advisory Committee**

Tuesday, December 9, 2025, 1:30 p.m.

RTC and committee meetings are held in person. Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely, provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that prevent remote participation, the meeting will continue. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA). Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at [info@sccrtc.org](mailto:info@sccrtc.org) or by calling 831-460-3200.

*Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult [www.communitytv.org](http://www.communitytv.org) or call 831-425-8848 for schedule and station information.*



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

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**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](mailto: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, 5<sup>th</sup> 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, 4<sup>th</sup> 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**

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### **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](http://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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

Minutes respectfully submitted, Sierra Topp, Transportation Planning Technician

**AGENDA:** December 9, 2025

**TO:** Regional Transportation Commission Advisory Committees  
**FROM:** Tommy Travers, Transportation Planner  
**RE:** Draft 2050 Santa Cruz County Regional Transportation Plan

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission Advisory Committee receive information on the release of the Draft 2050 Regional Transportation Plan (RTP)

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## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-five years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, airports, and goods movement.

The 2050 RTP, through its goals and policies, sets forth a framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, efficient, and adapts to a changing climate. The goals and policies are used to define the priority list of projects. Individual projects listed in the RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

The draft RTP has been in development for three years, with public input and RTC approval along the way for each part of it:

- RTP Work Plan

- Public Participation Plan
- Goals, Policies, and Targets
- Financial Estimate
- Project List

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP)-Sustainable Communities Strategy (SCS) covering the tri-county Monterey Bay area.

The RTP is subject to the California Environmental Quality Act (CEQA). A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the MTP-SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the MTP-SCS/RTP Environmental Impact Report (EIR).

## **DISCUSSION**

### **2050 Regional Transportation Plan**

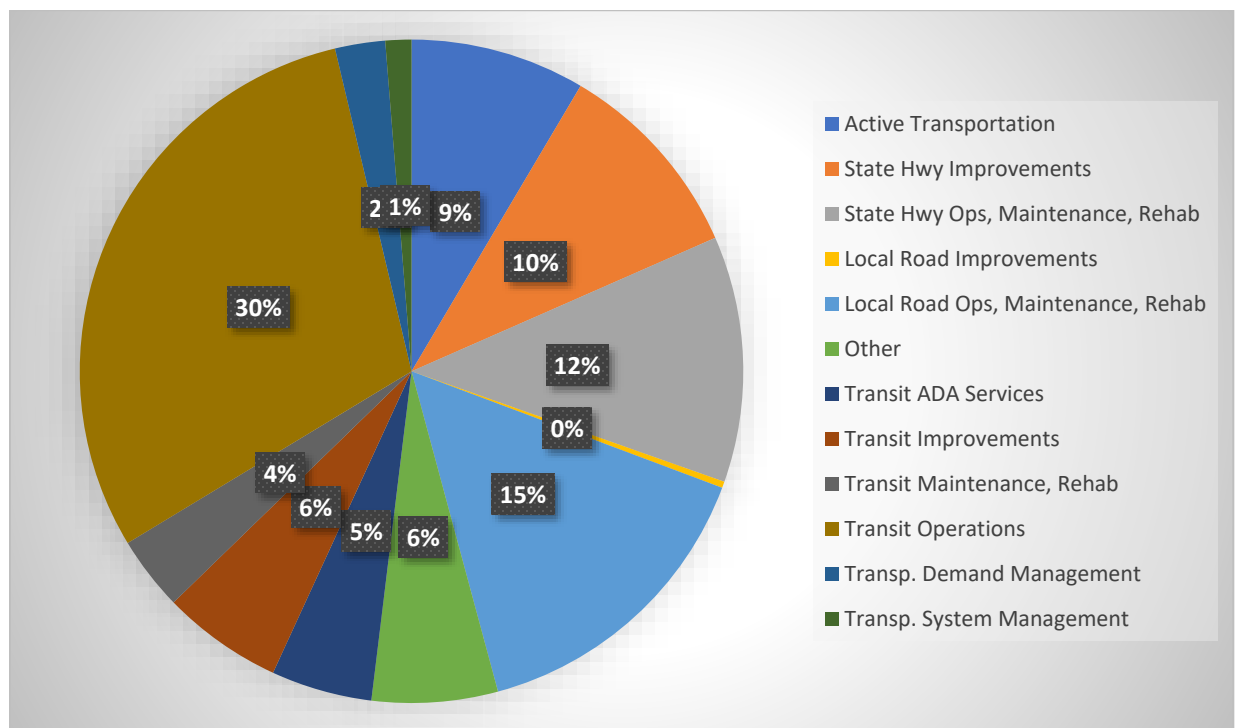
The Draft Regional Transportation Plan (RTP) consists of an Executive Summary and eight chapters:

1. Context - describes the population of Santa Cruz County, the sustainability approach of the RTP, the special challenges facing the county related to climate change, and the other related transportation needs (system preservation, safety, congestion, equity)
2. Transportation Network – describes the network in the county
3. Vision for 2050 (Policy Element) – identifies the Goals and Policies that guide transportation funding decisions and prioritization
4. Travel Patterns & Performance - organized by Goal and provides statistics and trends on numerous transportation topics in the county so as to measure progress towards the Targets. Modeling into the future is also performed in the MTP-SCS and EIR
5. Funding Our Transportation System (Financial Element) - identifies funds available to the region and lists the additional funding needs over the next 25 years. Just over \$6 billion in revenues from local, state and federal sources, including Measure D funds, are reasonably

anticipated to be available for transportation in Santa Cruz County in the 25-year RTP timeframe

6. Transportation Investments (Action Element) - identifies specific projects, programs, and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list (an appendix) shows which projects are intended to be funded with the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-five years (Unconstrained)

*Share of constrained cost spending planned through 2050, by type:*



7. Environmental and Air Quality Review - introduces the environmental report (available on the AMBAG website)

8. What's Next? - introduces emerging transportation technology changes

By December 15, 2025, RTC staff will post the Draft 2050 Regional Transportation Plan on the RTC website at <https://sccrtc.org/2050rtp>. The document will be released for a 45-day public review period from December 15, 2025 to January 30, 2026. A public hearing for the document will be included on the agenda for the RTC's January 15, 2026 meeting.

## Environmental Impact Report

The CEQA-required environmental review for the RTP is included in the EIR for AMBAG's MTP-SCS. The environmental review evaluates the potential environmental effects of implementing the MTP-SCS, including the RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the MTP-SCS/RTP EIR, AMBAG has the primary responsibility for approving the "project" (i.e., MTP-SCS including the RTP for Santa Cruz County). The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the RTP after the EIR is certified by AMBAG.

As a programmatic document, the MTP-SCS/RTP EIR presents a region-wide assessment of the impacts of the proposed MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The MTP-SCS/RTP EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed.

AMBAG released the Draft EIR, in concert with release of the Draft MTP-SCS, on November 17, 2025. The public comment period on the Draft EIR, which includes environmental review of the RTP, will close on January 30, 2026. The Draft EIR is available online at [www.ambag.org](http://www.ambag.org). AMBAG will virtually host a public hearing/workshop on the draft EIR focusing on Santa Cruz County on January 27, 2026.

### **Next Steps**

Notices about the availability of the document will be sent to the media and community groups. After the public comment period, staff will prepare edits to the document and expect to bring changes to the RTC board at its March 2026 meeting. In June, RTC will adopt the final RTP and final EIR, and AMBAG will adopt the final MTP-SCS and certify the EIR.

Advisory committees are encouraged to provide input on any part of the draft plan.

## **SUMMARY**

AMBAG released the 2050 MTP-SCS and associated EIR on November 17, 2025. The draft RTP is scheduled for release on December 15, 2025, starting a 45-day review period which will end on January 30, 2026. The draft RTP will be available to review on the RTC website, and the EIR is available now on the AMBAG website. Notices will be sent to interested parties. A public hearing on the RTP will be held at the January 15, 2026 RTC meeting.

Sharepoint - Planning/Shared Documents/2050 RTP (2026)/Staff Reports/Advisory/Bike/SR-2050RTP-Draft RTP.docx

**TO:** RTC Advisory Committees

**FROM:** Max Friedman, Transportation Planner

**REGARDING:** Draft 2026 State and Federal Legislative Program

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## **RECOMMENDATIONS**

Staff requests that committee members provide input and inform staff of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2026.

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## **BACKGROUND**

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Measure D, and priority transportation projects in Santa Cruz County. Working with local jurisdictions, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, and other transportation entities, the RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

## **DISCUSSION**

**Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2026. Committee members can provide suggestions by emailing [mfriedman@sccrtc.org](mailto:mfriedman@sccrtc.org) by December 23, 2025.**

Initial proposed updates to the previous 2025 Legislative Program are underlined in Attachment 1. The RTC board is scheduled to consider the 2026 State and Federal Legislative Programs at its January 2026 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution, and retain money in the local economy;



reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost-effectively, equitably, and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission and advisory committees directly (e.g. Commission responsibilities, policies, or operations)

For the 2026 legislative platform, staff recommends prioritizing items in the RTC's Legislative Program that are anticipated to be focus areas for Congress, the California Legislature and federal and state agencies in 2026. Additional modifications will be made based on committee input and coordination with partners statewide. These include:

- **Increase Funding for Active Transportation and Transit:** Staff recommends that the RTC continue to strongly support efforts to increase funding for active transportation, transit and other projects that reduce emissions, improve climate resilience, and expand multimodal access, including funds allocated to local jurisdictions, the State Highway Operation and Protection Program (SHOPP), Cap-and-Invest (formerly Cap-and-Trade), Active Transportation Program (ATP), and federal programs.
- **Federal Infrastructure Investment and Jobs Act (IIJA) Reauthorization:** With IIJA set to expire on September 30, 2026, Congress has begun working on federal reauthorization of the IIJA. RTC should work to ensure that the next federal bill supports RTP goals and critical multimodal transportation priorities in Santa Cruz County and ensure that previously approved funding is not reduced. RTC should also oppose federal actions or proposals that undermine sustainable, equitable, or climate-resilient transportation goals or that weaken programs supporting active transportation, transit, and safety-based projects.
- **Vehicle Speed Reduction Legislation:** Support legislation that expands the tools available to reduce vehicle speeds in high-injury corridors, school

zones, rural highways, and areas with high pedestrian and bicycle activity. This includes supporting data-driven speed limit setting reforms, automated speed enforcement authority, and emerging technologies that limit excessive speeds. Support reasonable efforts to study, pilot, or implement these technologies where appropriate, while ensuring local and regional agencies maintain flexibility in how they are applied.

- **[SB 375 Cleanup](#):** The RTC will work with Association of Monterey Bay Area Governments (AMBAG) and partners statewide to address ambiguities and practical challenges in the implementation of SB 375 land use/transportation/vehicle miles reduction sustainable communities requirements.
- **Reduce Bureaucracy:** Monitor and support reasonable efforts to streamline government processes and reduce bureaucratic hurdles to expedite and reduce the cost of planning and project delivery.
- **[SB 960 Implementation](#):** Support implementation of the provisions of SB 960, which prioritizes “complete streets” planning and requires Caltrans to prioritize the needs of pedestrians, bicyclists, and transit users in state highway projects.
- **Autonomous Vehicle and Drone Technology:** Monitor state and federal legislation related to autonomous vehicle, vertical take-off and landing, and drone technology to assess potential impacts on transportation systems and develop appropriate policies and regulations.
- **E-Bike Safety and Education:** Support legislation that increases safety and education surrounding e-bikes while still promoting their usage. Advocate for policies that improve rider safety, expand safe infrastructure for e-bike travel, and ensure that any new requirements do not unintentionally restrict equitable access to e-bikes.
- **State Highway System Responsibilities:** Support legislation prohibiting Caltrans from shifting responsibility to local or regional entities for funding and maintaining improvements on the State highway system and related infrastructure within State-owned Right-of-Way.
- **[SB 743 VMT banking](#):** Monitor and track implementation of SB 734 and any follow-up legislation related to VMT mitigation programs, including VMT credit or banking systems, to understand potential benefits for regional planning and project delivery.

## SUMMARY

Committee members are encouraged to review the preliminary draft 2026 Legislative Program and email staff by December 23, 2025, of any changes the RTC should consider.

Attachment 1: Preliminary Draft 2026 Legislative Program

Attachment 2: [Summary of bills passed in 2025](#)



## **DRAFT Santa Cruz County Regional Transportation Commission**

### **2025 STATE Legislative Program**

#### **Focus Areas in 2026**

*Proposed additions/deletions from 2025 shown in underline/strikeout.*

*Minor text edits are not shown.*

- **Protect and increase state funding for transportation projects and services** in Santa Cruz County, including active transportation, safety, transit capital and operations, local road system preservation, equity, climate adaptation and recovery, and other local/regional priority transportation projects. Oppose proposals that could reduce transportation funding.\*
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy, zero-emission vehicle adoption, and equity. \*
- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, wildfires. Support funding for emergency repairs and flexibility to integrate complete streets elements into reconstruction projects.
- Support funding, programs and policy changes to **reduce greenhouse gas emissions (GHG), improve mobility, and** reduce bureaucratic burdens.
- **Increase funding for active and sustainable transportation** and support equitable access to **zero-emission vehicles** and infrastructure.
- ~~Support modifications to the **Brown Act** and state funding programs to maximize and enhance public and committee member participation in virtual and in-person meetings, reduce vehicle miles traveled (VMT), and alleviate barriers to serving on advisory committees.\*~~
- Ensure legislative and administrative actions **support the implementation of priority transportation projects and programs**, including Measure D projects. Support streamlining and other actions which could expedite delivery of projects and oppose efforts that could hinder or increase the cost to implement priorities.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including **speed limit reductions** and Caltrans policies related to **complete streets**, especially where state highways serve as main streets.

*\*Starred items are also on the Central Coast Coalition's legislative platform.*



## **Ongoing Priorities**

### **Transportation Funding**

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
  - Stable formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other state programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
  - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the state, regions, and local agencies to maintain, protect, and improve existing transportation funds dedicated to transit, safety and mobility on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.\*
  - Monitor the implementation efforts related to Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact the implementation of the voter-approved Measure D Expenditure Plan.
  - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public-private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged individuals and rural areas.
  - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
  - Support actions to increase the flexibility of use of Transit and Intercity Rail Capital Program (TIRCP) funds.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
  - Projects on Highway 1
  - Local Street and Roadway Preservation and storm damage repairs
  - Transit projects and operations, including funding for project development
  - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and those located in the San Lorenzo Valley
  - Santa Cruz Branch Rail Line preservation
  - Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs
  - Soquel Avenue-Freedom Boulevard Corridor
  - Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
- **Ensure Fair Distribution of Funding:** Ensure state and federal funds are made available for projects in Santa Cruz County and are not disproportionately distributed to large regions. Ensure



competitive programs make funding reasonably available for multimodal projects in Santa Cruz County and address local and regional priorities.

- *Local Role:* Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the state making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs, and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
- *State Transportation Improvement Program (STIP):* Ensure equitable programming and allocation of STIP funds.
- *"Disadvantaged Communities" Definition:* Ensure that legislation and programs aimed at incorporating equity considerations and/or benefiting people that have been historically and/or systematically marginalized use a definition of disadvantaged communities (DACs) or priority populations that applies to low-income and other transportation disadvantaged population groups in Santa Cruz County and does not preclude RTC and local agencies from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support the implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, pedestrian and bike projects, transit-oriented development, specialized transportation, and general transit projects (which are important for people with disabilities).
  - **New Funding Systems:** Phase in new funding systems which are tied to system use rather than fuel consumption or fuel prices. This approach could include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
  - **Expand Local Revenue-Raising Opportunities:** Support innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
    - **Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
    - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing and transfers, gross receipts taxes, payroll taxes, and infrastructure financing districts.
    - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (*SB83 cleanup*)
  - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban, and rural funding pots. Support efforts to simplify the Active Transportation Program



(ATP) application and project delivery, build local capacity to deliver transformative projects and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap-and-Trade:**

- Increase the percentage of Cap-and-Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
- Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations.
- Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
- Ensure continued funding for low and zero-emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
- Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- Cap and Trade Renewal: Support the renewal of the state's cap-and-trade program that limits the amount of emissions and encourages investment in cleaner technologies and to ensure robust funding for transit and other projects that reduce emissions.

- **Prop 4 Implementation:**

- Monitor the implementation of Proposition 4 and support funding for new trails, restoration and protection of coastal areas from the effects of rising sea levels, adding trees to protect pedestrians from extreme heat, water conservation and water quality improvement projects, wildfire prevention, and vans to transport farmworkers and other transportation projects in Santa Cruz County.
- Support implementation of the State Rail Plan and innovative projects, including improvements at the Pajaro Station in north Monterey County, improvements along the Santa Cruz Branch Rail Line, and a new state-supported intercity passenger rail service on the planned Coast Route between the SF Bay Area and Southern California.
- Support actions that would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).

- **Transportation Development Act (TDA):**

- Monitor potential modifications to the TDA. Ensure that funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County is not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning.
- Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery.
- Support the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
- Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

## **Project Implementation**

- **Streamlining, Expediting, and Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite the delivery of priority projects.





This includes actions that streamline funding applications, simplify program administration, and efforts that modernize and accelerate project delivery, including additional allowances for funds to be used for pre-construction activities.

- Support greater efficiencies that streamline development and delivery of priority transportation and transit projects, and eliminate any unnecessary, overly burdensome and/or duplicative mandates. Includes California Environmental Quality Act (CEQA) reform, simplifying stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board, and California Public Utilities Commission permit and approval processes. This will aid in the implementation of local and regional Measure D projects, the SR1-Scotts Creek Bridge replacement, and implementation of the Regional Conservation Investment Strategy (RCIS).
- Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
- Support a permanent cap for Caltrans indirect cost rates on locally-funded state highway projects.
- Support opportunities to expedite transportation project delivery, such as increasing contracting and financing options, increased flexibility in the early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
- Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide streamlined project delivery for transit projects that fulfill the goals of AB32 and SB375, as well as other state and federal air quality mandates and mobility performance measures.
- Support the delegation of federal fund allocation responsibilities to Caltrans.
- Allow advance payment of programmed funds and other efforts to expedite project delivery and resolve cash flow challenges faced, including small and non-governmental agencies.
- **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support the creation of a low-interest loan program to support advanced mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
- **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
  - Speed limits: Support implementation of AB43 (2021), which allows local jurisdictions and Caltrans to reduce motor vehicle speed limits on local roads and state highways and work with Caltrans to reduce speed limits on state highways that function as main streets, especially in business and school zones to address findings, and support implementation of other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
  - Traffic Laws & Enforcement: Support modification of traffic laws to better protect pedestrians and bicyclists, including proposals to expand and make permanent automated speed enforcement, limits to local laws banning reasonable bicycling on sidewalks where no bike facilities exist, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
  - Education: Support commercial driver, bus driver, motorist, bicyclist, e-bikes, and Safe Routes to Schools training and education programs which reduce collisions.



- E-bikes and other motorized micro-mobility vehicles: support clarification and regulation based on speed, weight, or presence of hand throttle due to their safety and comfort impacts on pedestrians, walkability, and operator safety.
- Support legislation that increases safety and education surrounding e-bikes while still promoting their usage.
- **Active Transportation Facilities:** Support modifications to rules, regulations, and government codes that will make roadways and neighborhoods more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures; increasing funds to provide resources necessary for First/Last Mile improvements, Safe Routes to School Programs, and new pedestrian and bicyclist bridges and access points to address network barriers and reconnect communities; making it legal for people on bikes to treat stop signs as yields (bike safety stop); providing additional direction and consistency for accessible pedestrian design; and allowing agencies to integrate complete streets into any disaster repairs.
- **Land Use/Housing/Transportation Coordination:**
  - Support efforts to reduce vehicle miles traveled (VMT) and promote job-housing balance, which also protects locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Ensure SB743 (2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
  - Encourage new developments to incentivize active transportation and transit use and to include public access easements within and across large housing and commercial projects.
  - Support state goals to reduce homelessness, including the use of excess state or other public lands for short-term emergency homeless shelter.
  - Support efforts to streamline SB375 implementation and address ambiguities and practical challenges in the implementation of SB 375 land use/transportation/vehicle miles reduction sustainable communities requirements. Support legislation to increase the availability of funding for cities, counties, and regions to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- **Federal Transportation Act Implementation:** Support state legislation and administrative strategies to implement the federal authorization bill (Infrastructure Investment and Jobs Act) in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:**
  - Support Caltrans' efforts to provide more outreach regarding the State Highway Operation and Protection Program (SHOPP) and to encourage the enhancement of measurable targets to better reflect the needs expressed by communities. Support the clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
  - Support actions to require Caltrans to fund maintenance to Caltrans-owned facilities, including complete street elements, regardless of which agency funded or constructed the improvement.
  - Support implementation of the provisions of SB 960 (2024), which prioritizes "complete streets" planning and requires Caltrans to prioritize the needs of pedestrians, bicyclists, and transit users in state highway projects.



- Support changes to the SHOPP program to address the high cost and project development challenges of implementing climate resiliency projects on state highways.
- Encourage Caltrans to strongly support efforts to increase funding for active transportation projects and climate adaptation and resiliency through the SHOPP program.
- Support legislation prohibiting Caltrans from shifting responsibility to local or regional entities for funding and maintaining improvements on the State highway system and related infrastructure within State-owned Right-of-Way.
- **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband and incentives to facilitate telecommuting, expanding park and ride lots, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles and Drone Technology:** Monitor and engage in legislation and regulations to facilitate the deployment of connected vehicles, autonomous vehicles, and drone technology. Monitor state and federal legislation related to vertical take-off and landing to assess potential impacts on transportation systems. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity, and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification and Zero-Emission Vehicle (ZEV) Fleets:** Support funding and coordination, including policy, planning, and infrastructure, for low and zero-emission vehicles.
  - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission. Support reduced utility pricing for public transit ZEVs.
  - Support proposals that provide funding for local agencies and colleges to build infrastructure (including chargers, trenching, and upgrading electrical capacity) and provide incentives for zero-emission vehicle purchases, considering the cost of increased usage of electricity, electric power storage capacity, proper safety protocols and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and the utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut-off events, wildfires, and sea level rise.

- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- ~~**Modernization of the Brown Act:** Enact legislation to expand public and committee member participation in board and committee meetings.~~
  - ~~Provide long term flexibility for regional and multijurisdictional agencies, especially advisory committees, to conduct their business remotely outside of emergency conditions as a means of increasing public, board and committee member participation, while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.~~
  - ~~Eliminate the requirement to notice all remote board or committee member locations.~~
  - ~~Modify funding regulations to allow agencies to provide subsidies and incentives for participation in meetings from underrepresented groups and individuals.~~





## Santa Cruz County Regional Transportation Commission 2026 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line preservation
  - Transit operations and capital projects
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
  - Local street and roadway preservation and storm damage repairs
  - 511 Traveler Information
  - Coastal resiliency and climate adaptation projects, including Scotts Creek Bridge replacement and other north coast creeks and the rail corridor
  - Highway 9/SLV Corridor Complete Streets
- **Pedestrian & Bicyclist Safety**
  - Support incentives and regulations to reverse trends of **heavier and taller motor vehicles**, which can cause more severe injuries and deaths to pedestrians and bicyclists as well as environmental impacts; and support adding pedestrian detection systems in new vehicles.
  - Vehicle Speed Reduction Legislation: Support legislation that would reduce vehicle speeds, especially in areas with high pedestrian and bicycle usage.
  - E-Bike Safety: Monitor legislation that impacts e-bike safety and classification.
- **Transportation Act Implementation**
  - Support the implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for the implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
- **Transportation Funding**
  - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and developing new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment in all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
  - **Federal Infrastructure Investment and Jobs Act (IIJA) Reauthorization:** Congress will begin federal reauthorization of the IIJA. RTC should work to ensure that the next federal bill supports RTP goals and critical multimodal transportation priorities in Santa Cruz County and ensure that previously approved funding is not reduced.
  - **Increase funding:** Support legislative actions that increase funding for priority projects in Santa Cruz County, including:
    - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP), funds allocated to local jurisdictions, the State Highway Operation and Protection Program (SHOPP), and Active Transportation Program.
    - **Transit:** Small Transit Intensive Cities Program (STIC), funding for the acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.



- **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
  - **Self-Help Counties:** Support programs that reward areas that have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
  - **Planning:** Federal planning funds to address increased planning, performance measures, monitoring, and model requirements.
  - **Transit Oriented Development (TOD):** Grants or pilot programs for comprehensive planning and infill development to connect housing, jobs, and mixed-use development with transportation options.
- **Support COVID Relief and Economic Recovery:** Support federal funding to support economic recovery, local and state responses to the public health crisis, and backfill any transportation revenue losses due to COVID-19.
  - **Climate and social spending bills:** If a funding package advances through the legislative process, support the inclusion of funding for sustainable transportation and system preservation projects in Santa Cruz County and addresses principles for the reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund, and not be offset by reductions to other federal programs serving Santa Cruz County residents.
  - **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnerships to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
    - **Funding:** Support the development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
    - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
    - **Mitigation:** Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and cap-and-trade programs.
    - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storms, wildfires, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
    - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.
  - **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that the U.S. Department of

Transportation (DOT) implementation of MAP-21, FAST Act, IIJA, and any new transportation act rules and regulations do not negatively impact local projects and programs.

- **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly RAISE and TIGER), Reconnecting Communities, Safe Streets for All (SS4A), and Capital Investment Grant programs.
  - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.
  - **Department of Transportation Budget and Annual Appropriations:** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. IIJA), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
  - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
  - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
  - **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
  - **Performance Measures:** Support the development of performance measures that are consistent with RTC-approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing, and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and Expand Transportation Fringe Benefits:** Reinstate the commuter benefits, which were eliminated under the 2017 tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
  - **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. Expand federal tax incentives to utilize alternatives to single occupancy travel to commute to work.
  - **Autonomous Vehicle and Drone Technology:** Monitor state and federal legislation related to autonomous vehicle and drone technology to assess potential impacts on transportation systems and develop appropriate policies and regulations.
  - **Streamline Project Delivery and Reduce Bureaucracy:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes to reduce project costs and delays. Support reasonable efforts to streamline government processes and reduce bureaucratic hurdles to expedite and reduce the cost of planning and project delivery.

**TO:** Regional Transportation Commission Elderly and Disabled  
Transportation Advisory Committee

**FROM:** Brianna Goodman, Transportation Planner

**RE:** Rural Highway Safety Plan: Milestone 3 - Draft Safety  
Enhancement Concepts

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## **RECOMMENDATIONS**

Staff recommend that the Regional Transportation Commission Elderly and Disabled Transportation Advisory Committee (E&D TAC):

1. Provide input on the draft safety enhancement concepts at priority project locations (**Attachment 1**) before inclusion in the Rural Highways Safety Plan (RHSP) Final Report.

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## **BACKGROUND**

The Santa Cruz County Rural Highway Safety Action Plan (RHSP) seeks to eliminate traffic related deaths 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.

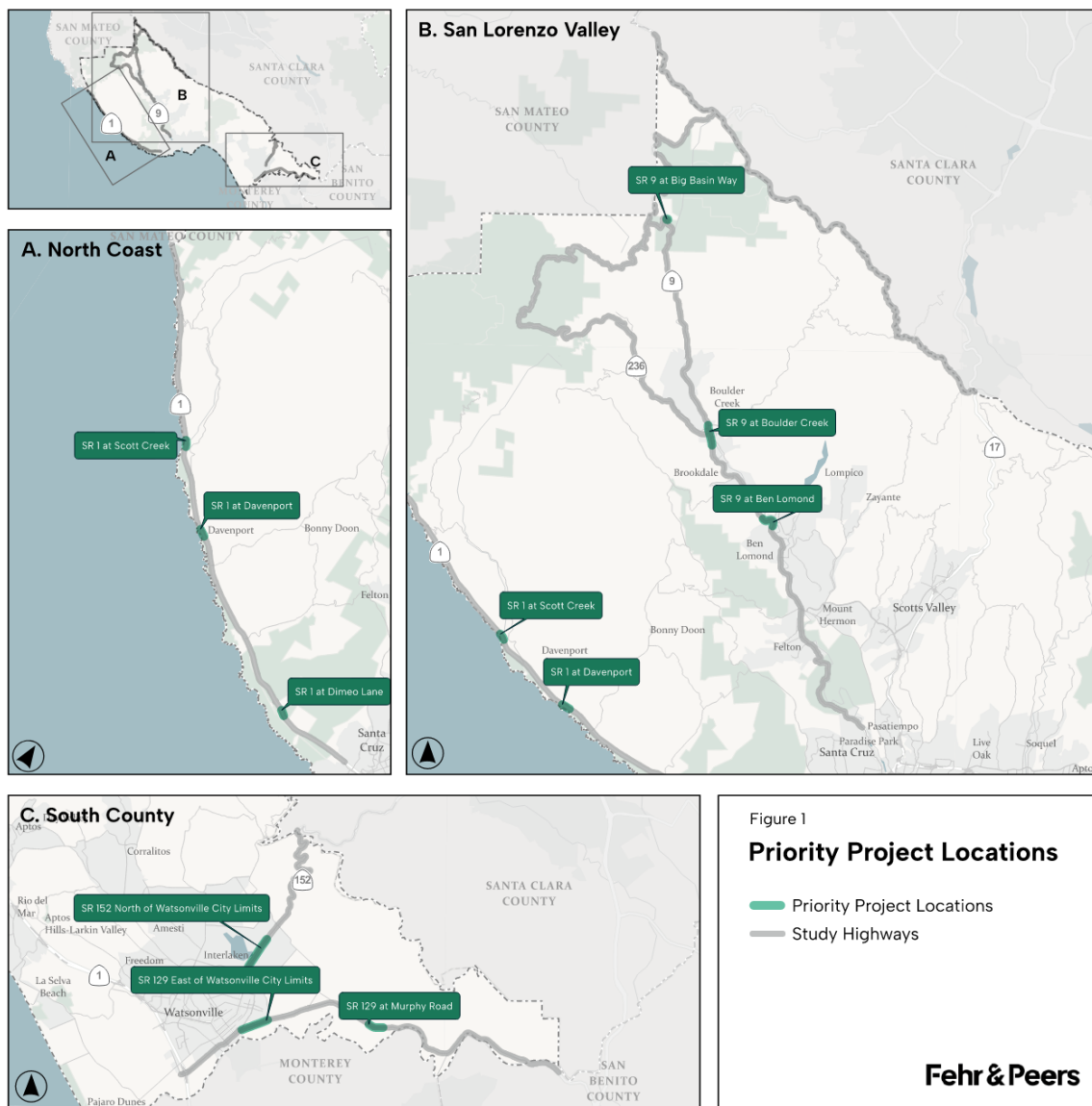
The objective of the RHSP is to identify crash patterns and use contextual data, such as surrounding land uses and roadway features, to generate and prioritize a suite of implementable countermeasures. The intent is to achieve zero traffic deaths and serious injuries on rural highways by 2050 with projects 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 Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) funding to implement critical safety enhancement projects.



## DISCUSSION

Informed by the safety needs identified through analysis and public input during Milestones 1: Vision and Objectives and 2: Transportation Strategy Development, the following Priority Project locations were identified for further project development as shown in **Table 1** and geographically in **Figure 1**.

**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
- 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 funding
- Aligned with crash data that underpins criteria for certain safety funding programs
- Presents a compelling case for funding

The 10 priority project locations identified do not represent a complete list of areas with safety enhancement needs. The Rural Highways Safety Plan Final Report will provide a full summary of all location identified both through data analysis and by the community throughout the project outreach process that would benefit from safety enhancements.

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 were available for public review and feedback at [sccrtc.org/rhsp](https://sccrtc.org/rhsp) from October 7 to November 19, 2025, and the concepts are now being updated for inclusion in the RHSP Final Report.

### **NEXT STEPS**

After receiving feedback from RTC TACs, the RHSP project team will complete refinement and finalization of the safety enhancement concepts for inclusion in the Rural Highways Safety Plan Final Report. This report, when approved by RTC in spring 2025, 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.

### **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 E&D TAC provide input on the draft safety enhancement concepts at these priority project locations (**Attachment 1**) before they are finalized as part of Milestone 3: RHSP Final Report.

### **ATTACHMENT:**

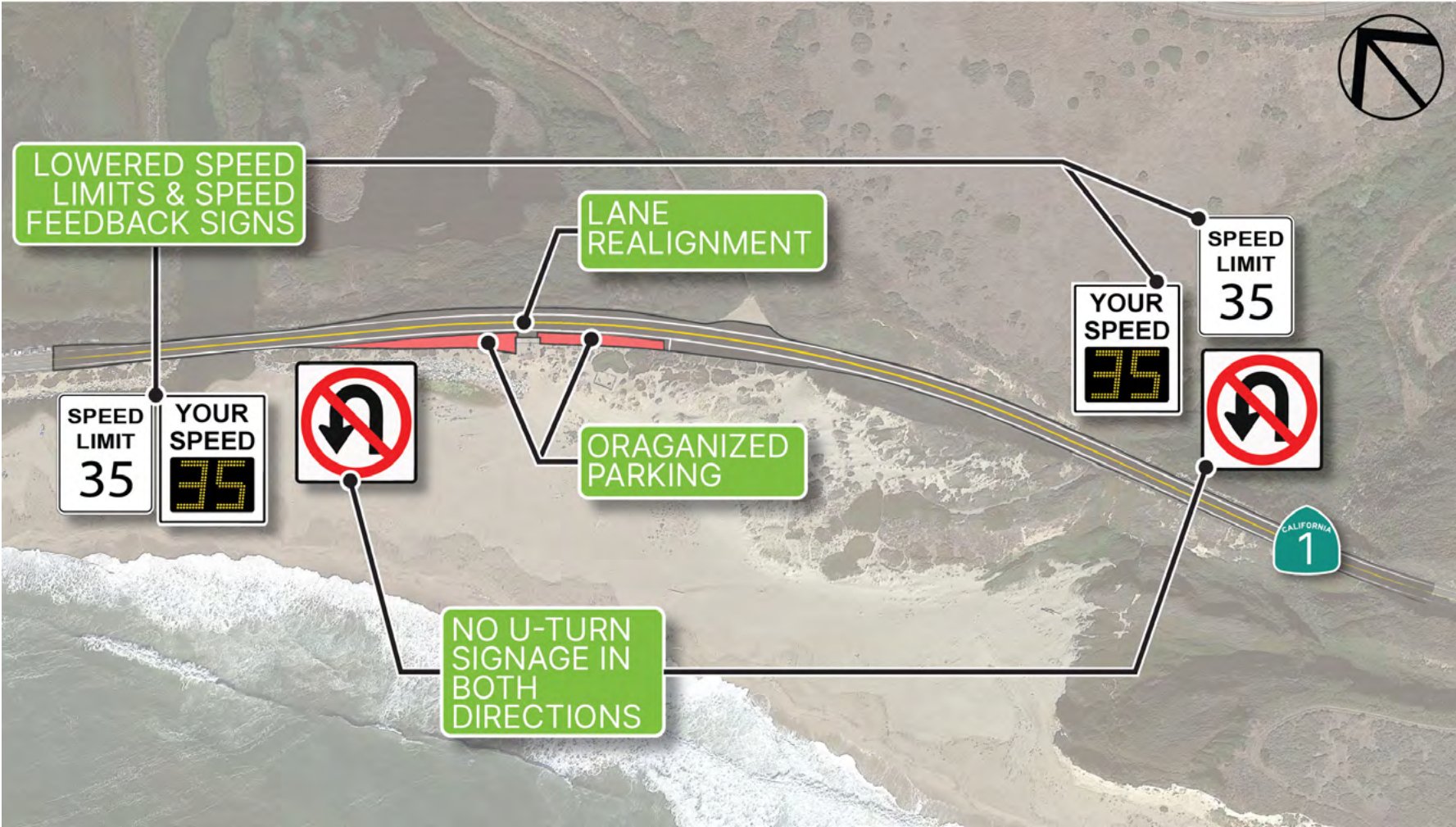
1. Draft Safety Enhancement Concepts at Priority Project Locations

FIGURE 1

# Highway 1: Scott Creek

Highway 1 at Scott Creek is designated as an Undeveloped Non-Mountainous place type and serves as a key access point to coastal parking areas. Like many other locations on Highway 1 in within the study limits, the parking areas are informal and can make it challenging to maneuver. The corridor experiences many crashes related to weekend driving that are associated with high volumes of recreational users driving, biking, and walking.

Attachment 1



## KEY ENHANCEMENTS

- Potentially formalize parking on the west side of Highway 1 with striping and an access lane
- Install speed feedback signs
- Realign vehicle through lanes to the east
- Remove informal parking on the east side to reduce pedestrians crossing the highway

## PLACE TYPE

Rural Non-Mountainous

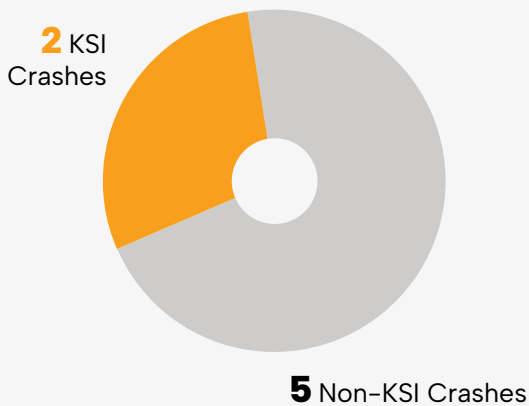
## SEGMENT LENGTH

1,000 Feet

## PROFILES ADDRESSED

Weekend Driving on Undeveloped Non Mountainous Roads

## CRASH OUTCOMES



## CRASH BY MODE

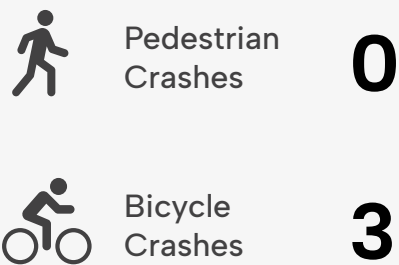
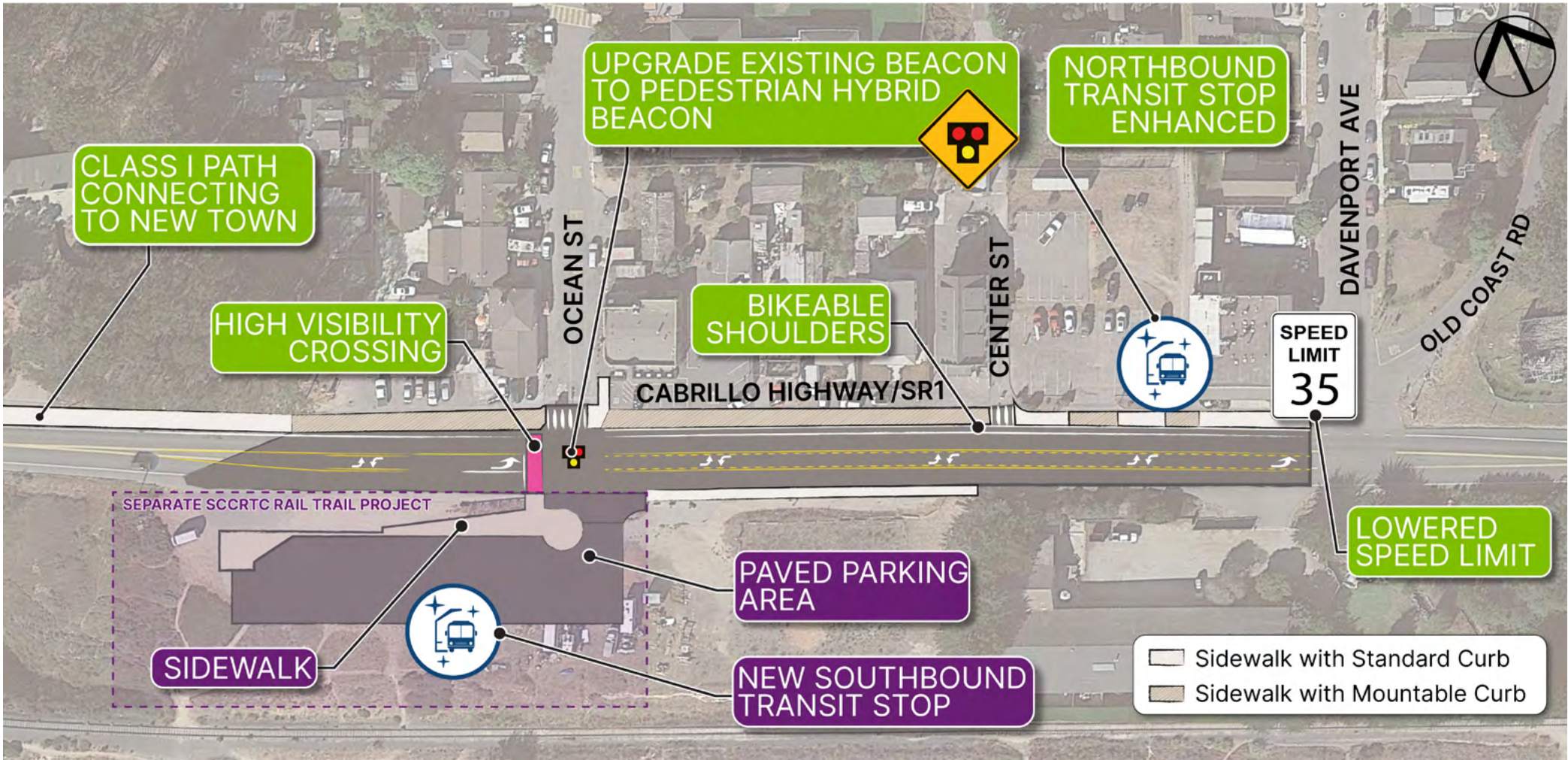




FIGURE 2

# Highway 1: Davenport

Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. This section serves as a main access point to Davenport shops and restaurants, elementary school, and beaches with frequent crossings across Highway 1. The corridor experiences many excessive speeding and lane departure crashes.



## KEY ENHANCEMENTS

- Provide gateway improvements and traffic calming measures
- Install rolled curbs with sidewalks to delineate pedestrian space
- Improve pedestrian crossing at Highway 1 and Ocean Street to increase visibility
- Enhance transit stops to support existing and future transit service
- Create connections for pedestrians and bicyclists through Davenport

## PLACE TYPE

Main Street

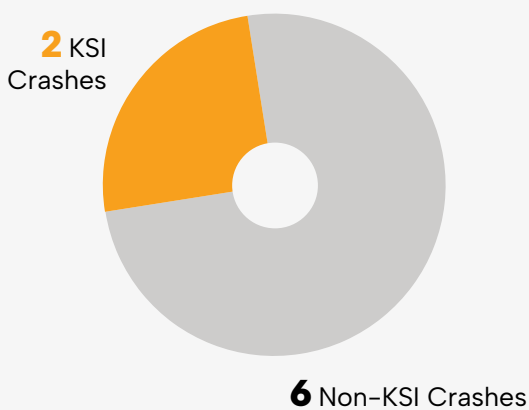
## SEGMENT LENGTH

1,500 Feet

## PROFILES ADDRESSED

Excessive Speed, Lane Departure

## CRASH OUTCOMES



## CRASH BY MODE

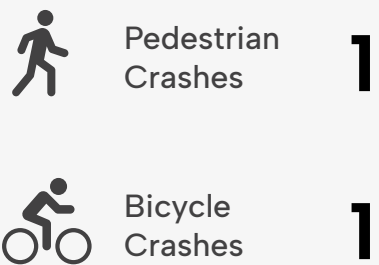
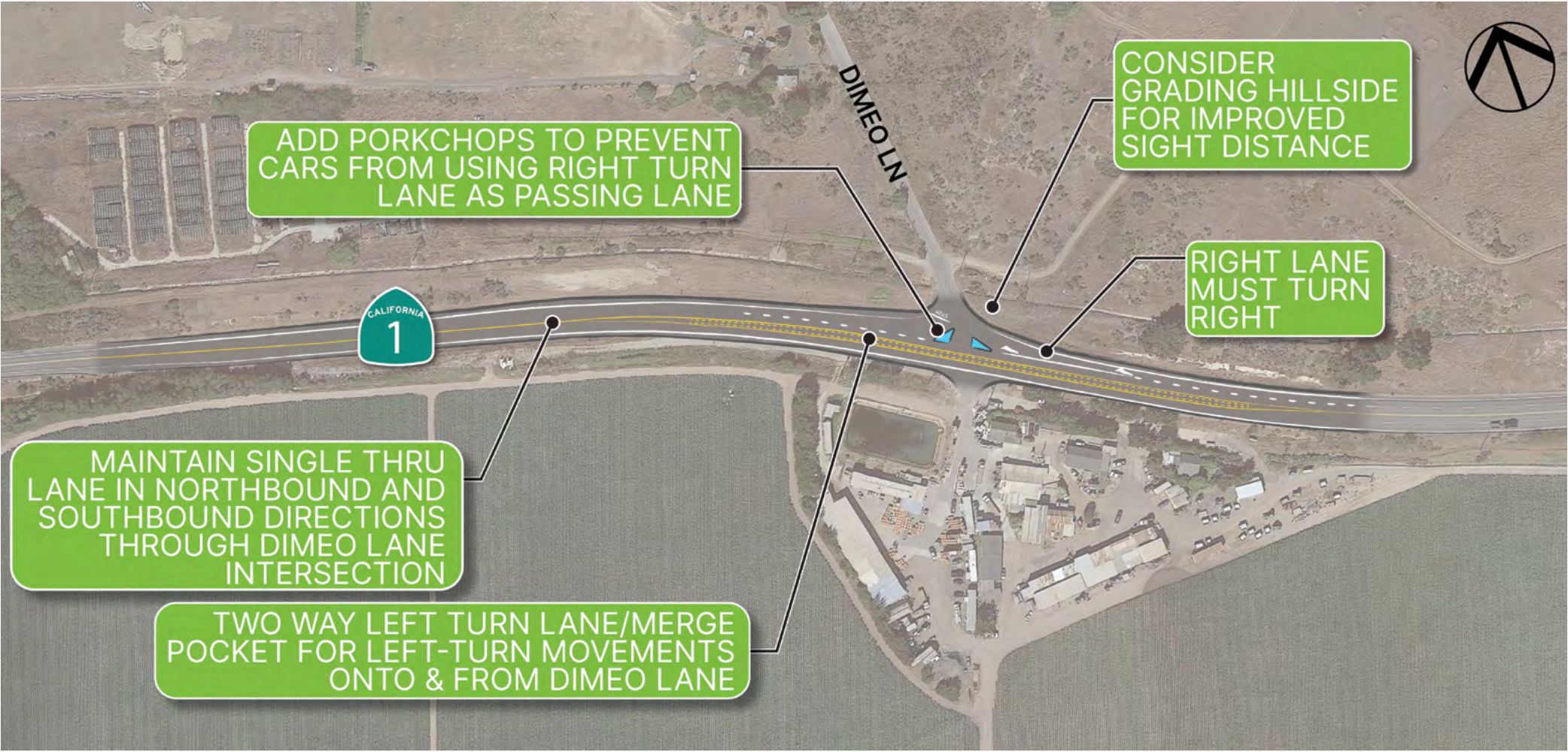




FIGURE 3

# Highway 1: Dimeo Ln/Transfer Station

Highway 1 at Dimeo Lane is designated as an Undeveloped Non-Mountainous place type and is primarily affected by excessive vehicle speeds and heavy vehicles traveling to/from the City of Santa Cruz Resource Recovery Facility. The intersection geometry of this location is representative of other areas on Highway 1 with visibility challenges and high vehicle and truck volumes.



## KEY ENHANCEMENTS

- Restripe turn lanes and passing lanes to discourage passing at the intersection and address sight distance concerns
- Add pork chop islands to help facilitate turn movements and improve visibility
- Narrow vehicle lanes
- Maintain shoulders for bike access

## PLACE TYPE

Undeveloped Non-Mountainous

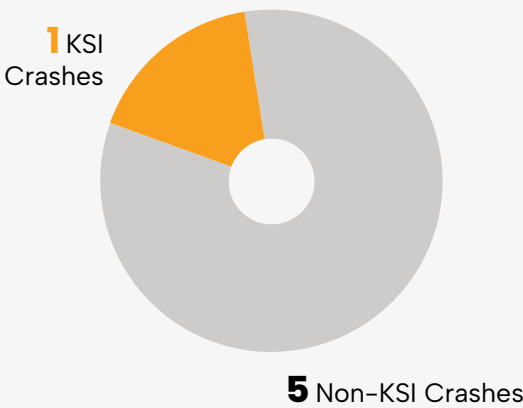
## SEGMENT LENGTH

1,000 Feet

## PROFILES ADDRESSED

Excessive Speed

## CRASH OUTCOMES



## CRASH BY MODE

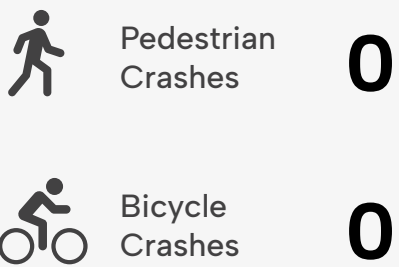
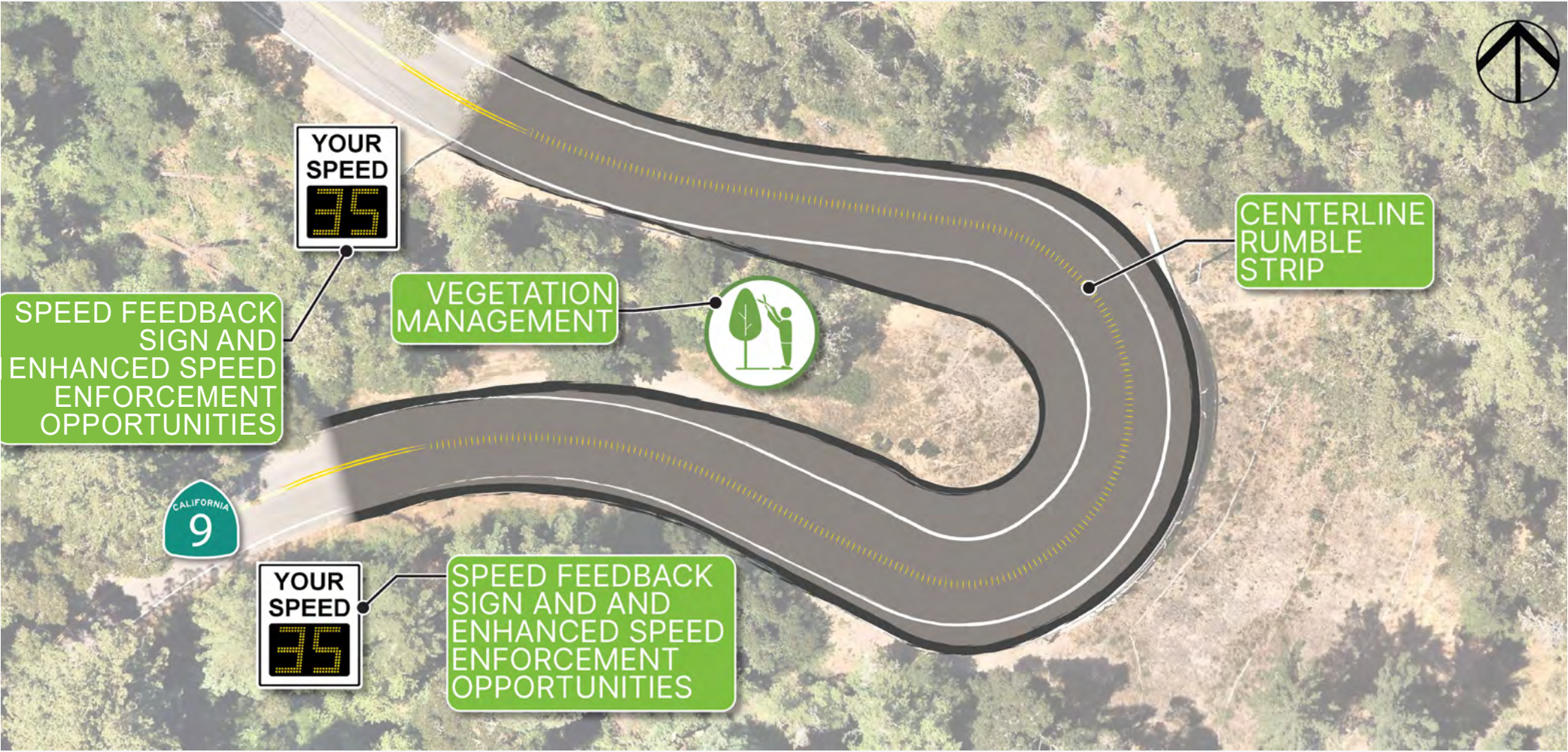




FIGURE 4

# Highway 9: Waterman Gap Hairpin Ccurve

This segment of Highway 9, located at a hairpin turn south of the intersection with SR 236 and north of Saratoga Toll Road, is classified as Undeveloped Mountainous. The road is narrow with horizontal and vertical curves that present challenges related to sight distance, especially navigating tight or compounding curves. Anecdotal reports of speeding and racing on this portion of Highway 9 were shared in the community feedback. Although observed speed data shows average speeds of approximately 30 MPH, the corridor has a history of lane departure and DUI-related crashes.



**KEY ENHANCEMENTS**

- Install centerline rumble strips
- Manage vegetation to maintain visibility
- Install speed feedback signs to encourage slower travel speeds
- Enhance speed enforcement opportunities

**PLACE TYPE**

Undeveloped Mountainous

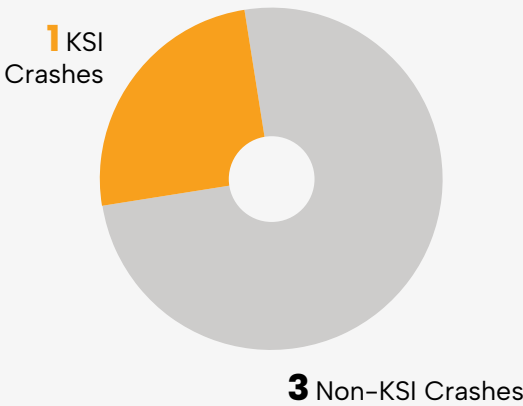
**SEGMENT LENGTH**

500 Feet

**PROFILES ADDRESSED**

Lane Departures, DUIs on Undeveloped Mountainous Roads

**CRASH OUTCOMES**



**CRASH BY MODE**

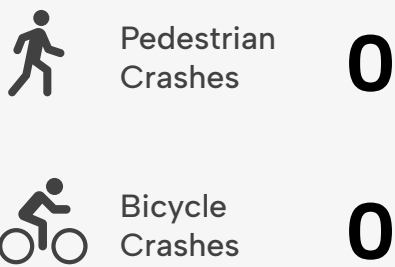




FIGURE 5

# Highway 9: Boulder Creek

Highway 9 through Boulder Creek, from Bear Creek Road to Mountain Street, is characterized as a Main Street place type with a mix of narrow roads approaching downtown Boulder Creek and a more generous right-of-way with on-street parking within downtown. The area generally has limited sight distances and high levels of pedestrian activity. The corridor experiences many crashes falling into the excessive speeding and pedestrian crashes at night crash profiles.

### KEY ENHANCEMENTS

- Provide gateway treatments such as medians, landscaping, and signage
- Install speed feedback signs to encourage slower travel speeds
- Enhance intersection and pedestrian crossings with Rectangular Rapid Flashing Beacons (RRFBs) and high-visibility crosswalks
- Improve transit stops by adding waiting areas and signage/furniture
- Build sidewalk connections to close gaps

### PLACE TYPE

Main Street

### SEGMENT LENGTH

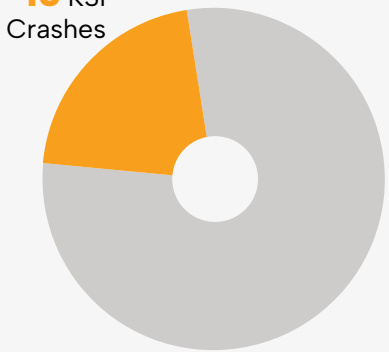
2,500 Feet

### PROFILES ADDRESSED

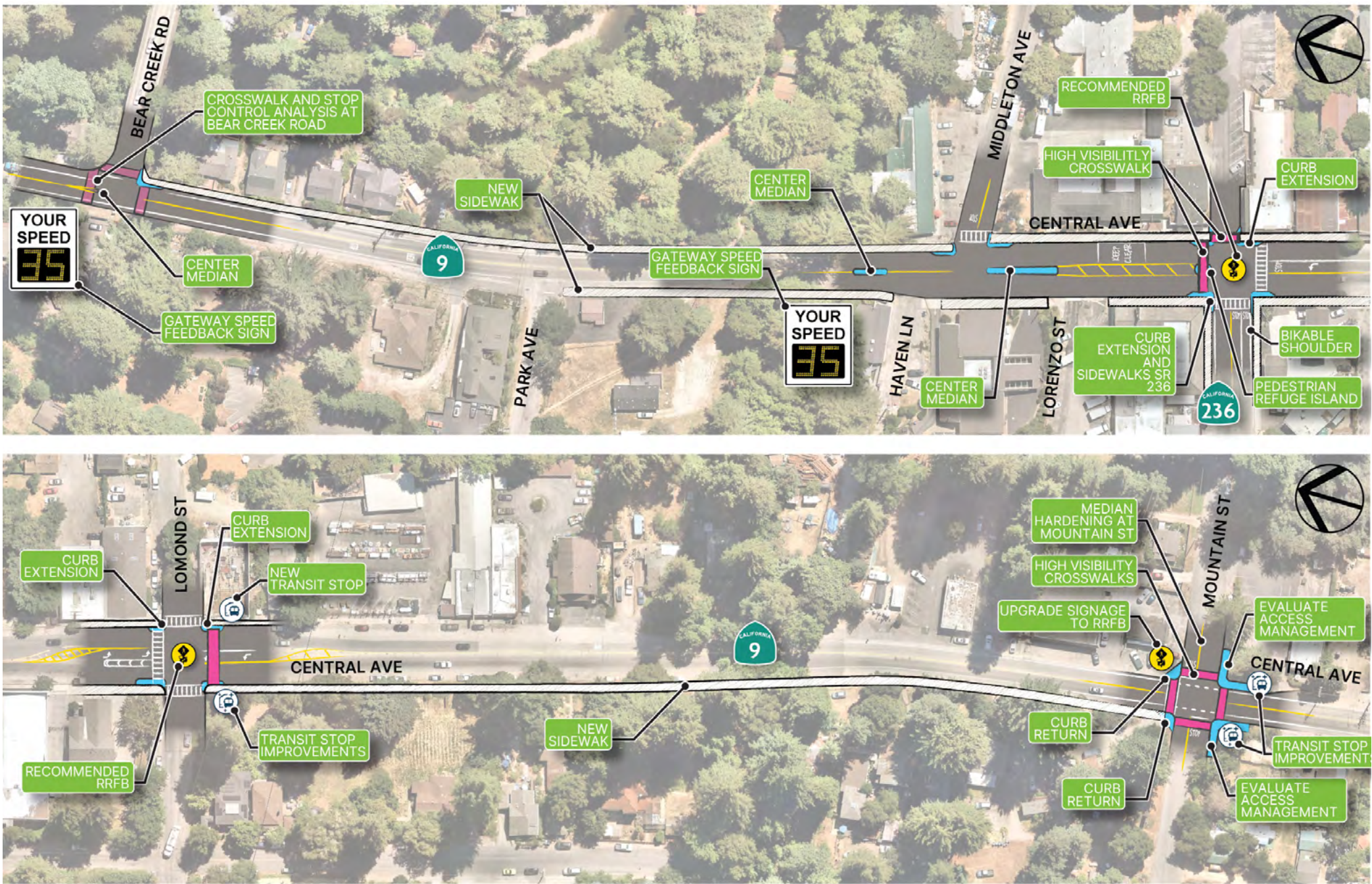
Excessive Speed,  
Pedestrian Crashes,  
Pedestrians at Night

### CRASH OUTCOMES

10 KSI Crashes



37 Non-KSI Crashes



### CRASH BY MODE



Pedestrian Crashes

16



Bicycle Crashes

44



FIGURE 6-1

# Highway 9: Ben Lomond (1 of 2)

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage/furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

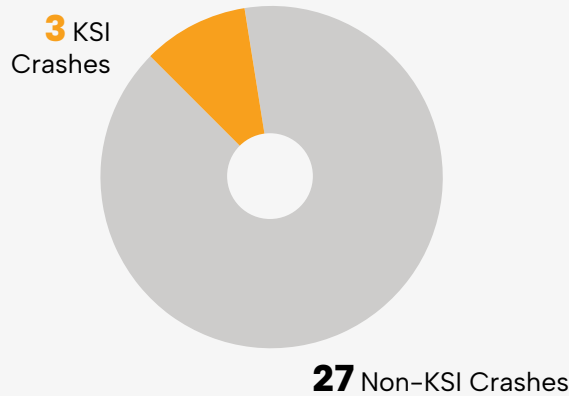
SEGMENT LENGTH

2,500 Feet

PROFILES ADDRESSED

Excessive Speed,  
Lane Departure

CRASH OUTCOMES



CRASH BY MODE

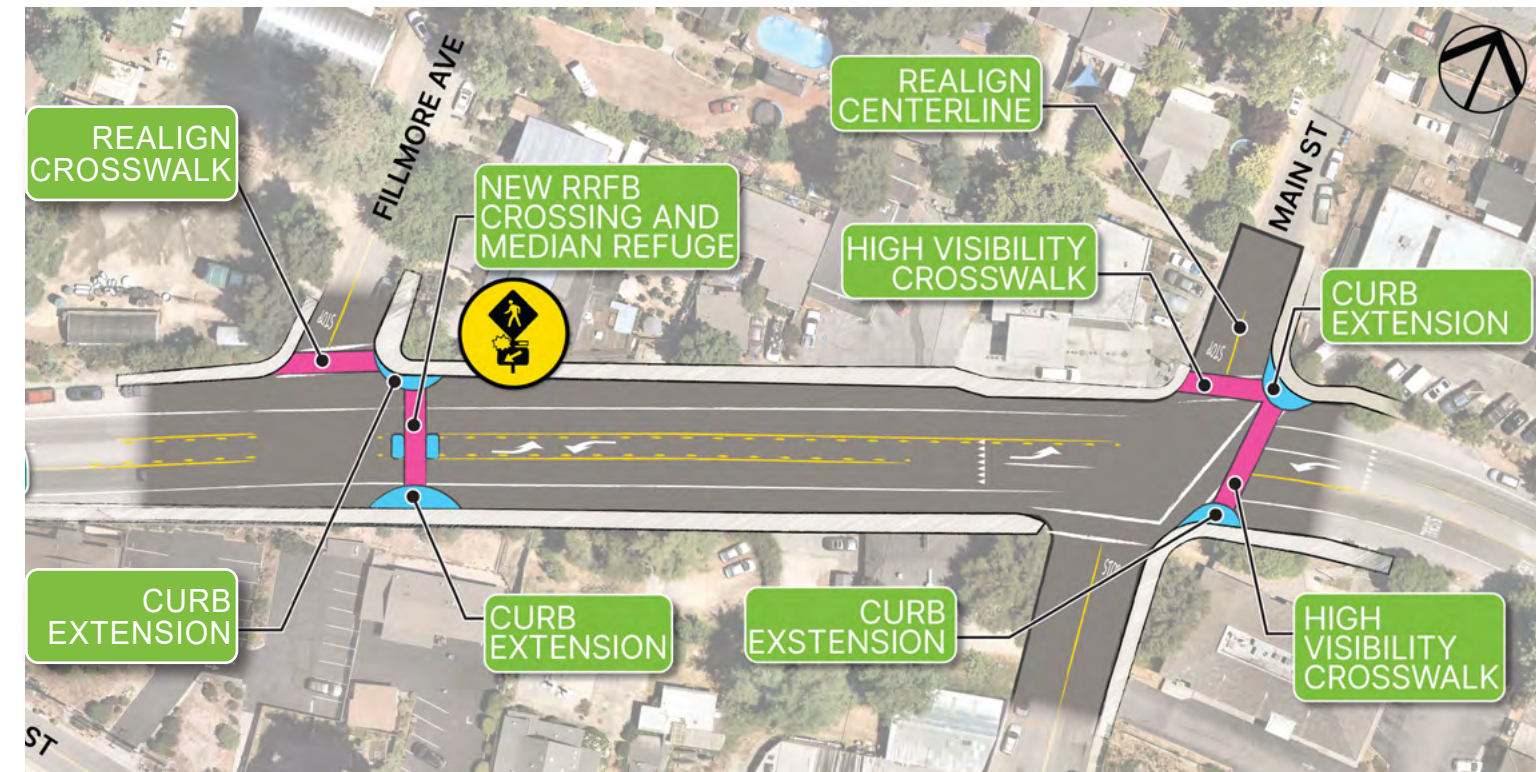
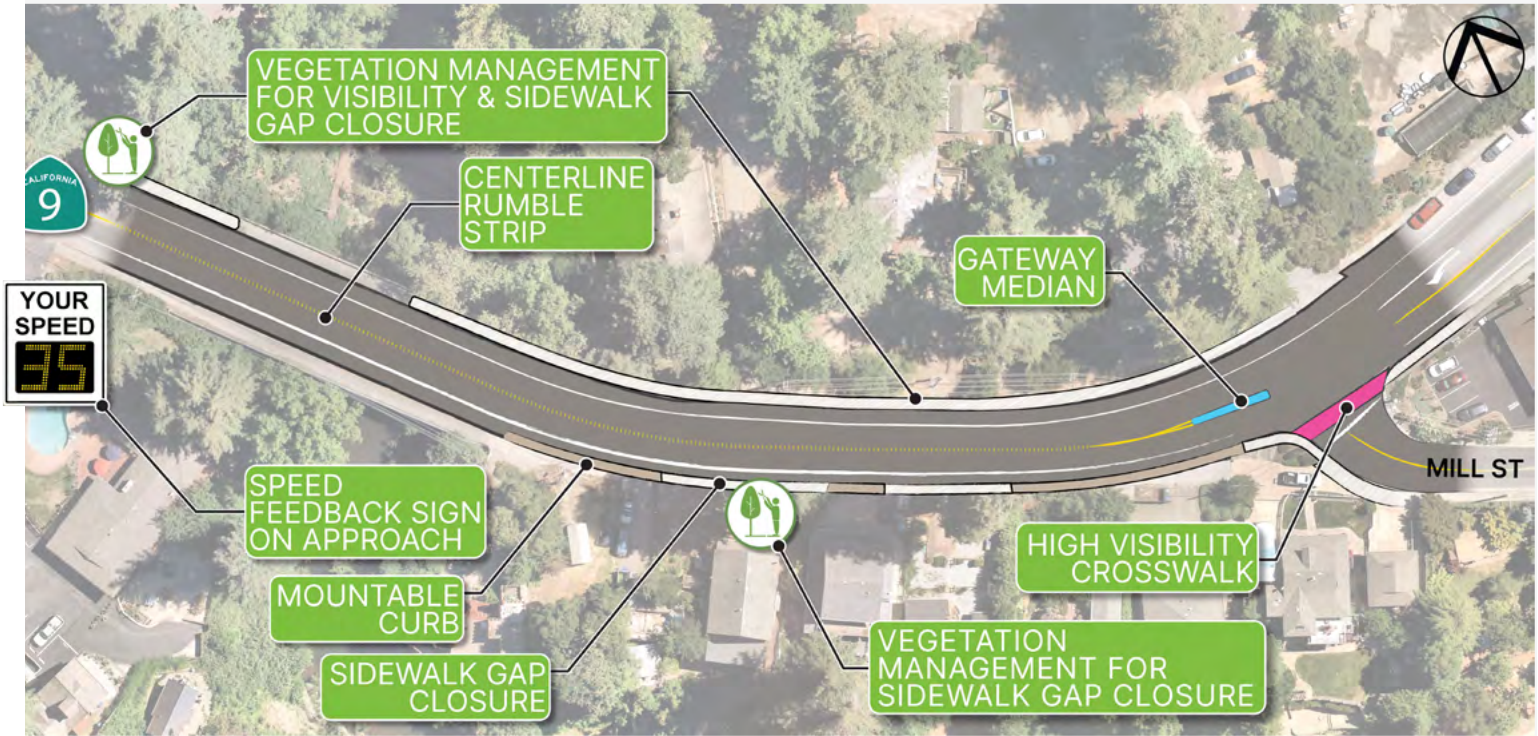
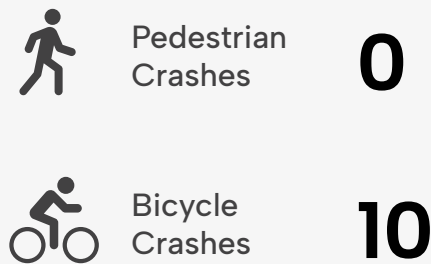




FIGURE 6-2

# Highway 9: Ben Lomond (2 of 2)

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

## KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage/furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

## PLACE TYPE

Main Street

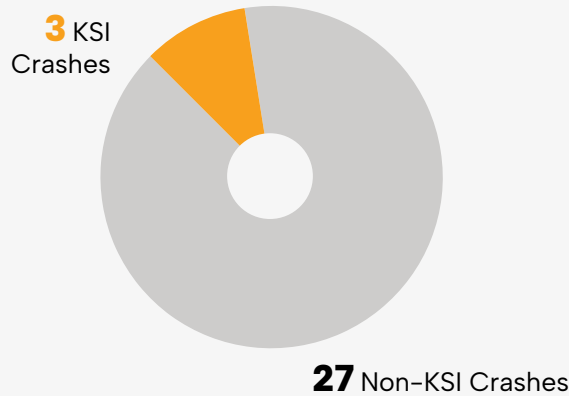
## SEGMENT LENGTH

2,500 Feet

## PROFILES ADDRESSED

Excessive Speed,  
Lane Departure

## CRASH OUTCOMES



## CRASH BY MODE

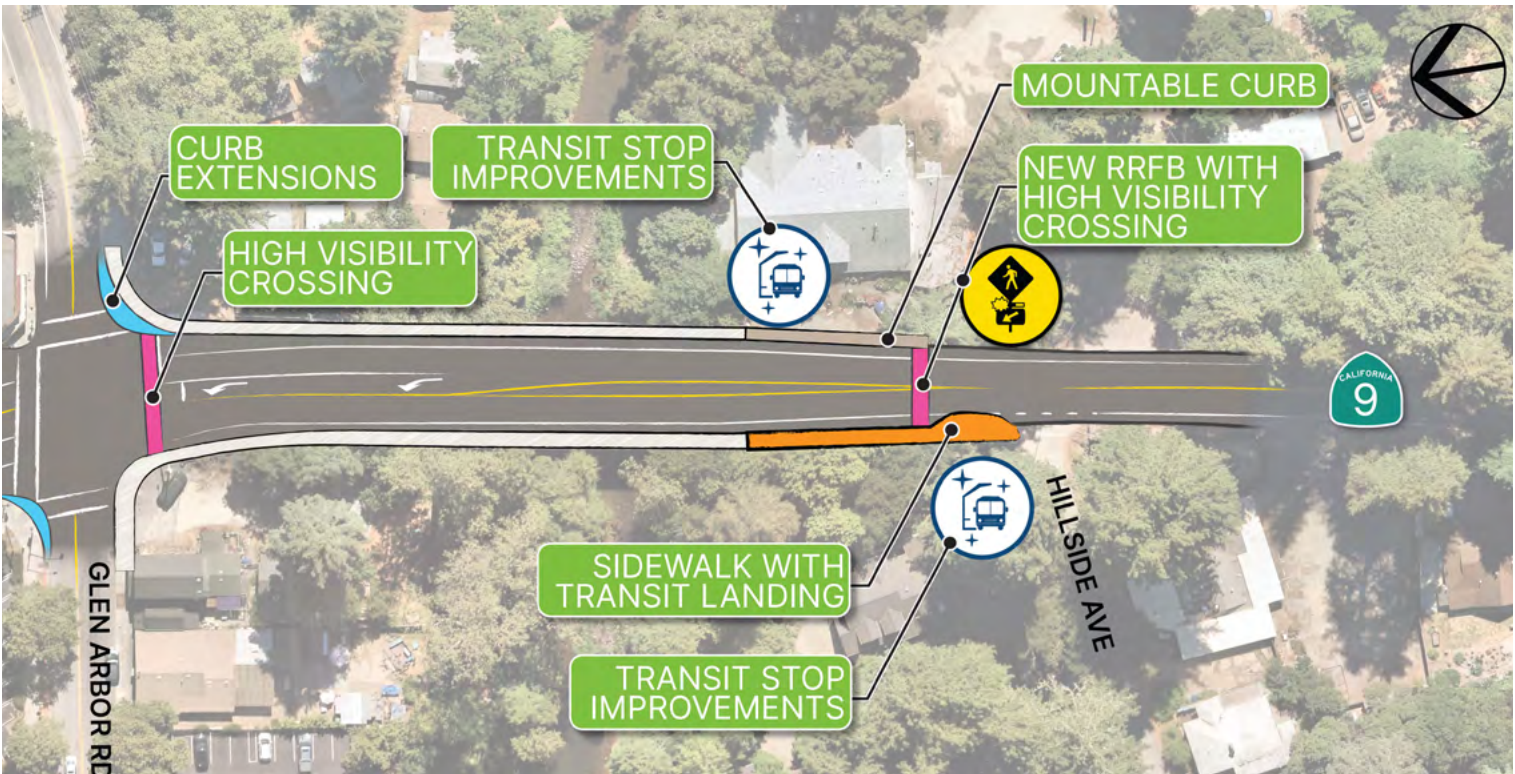
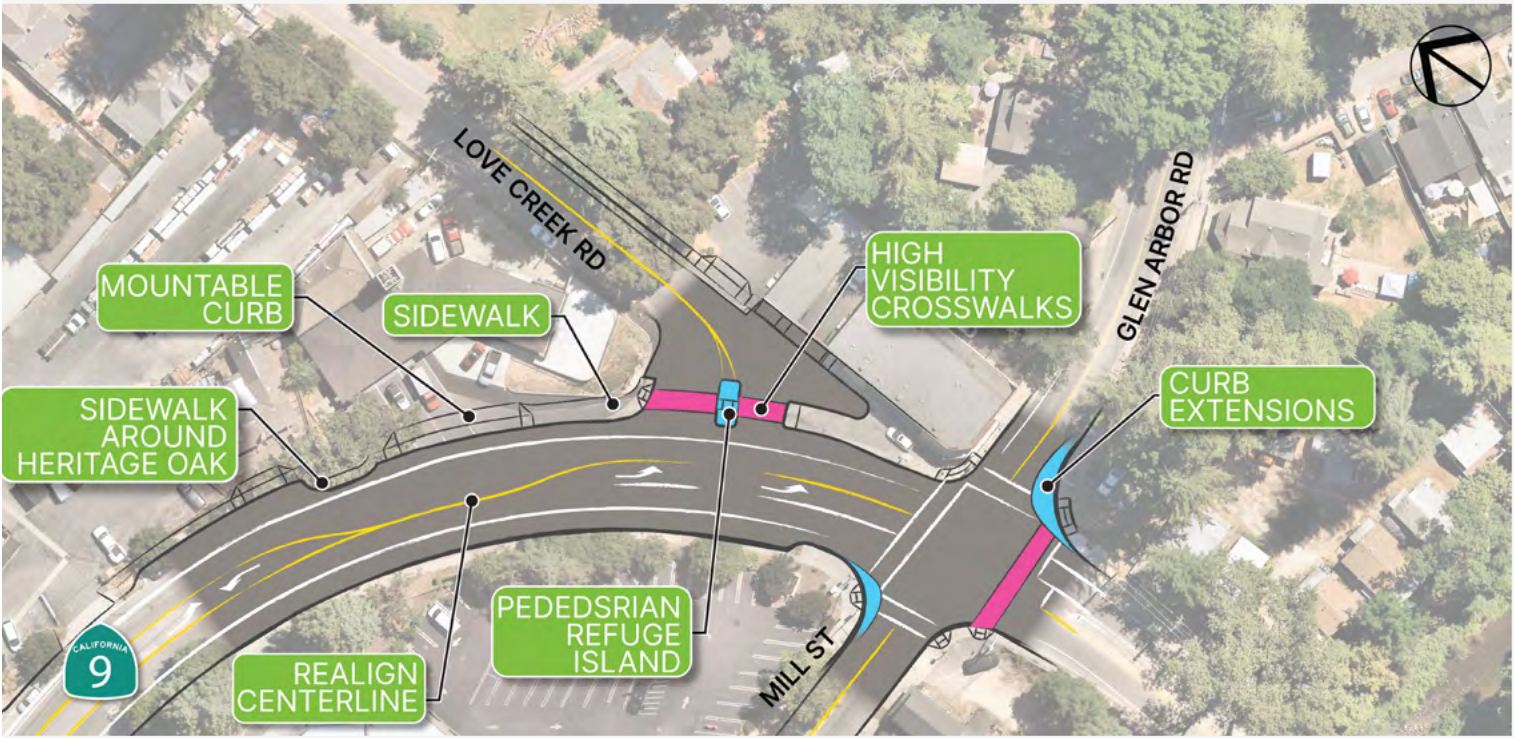
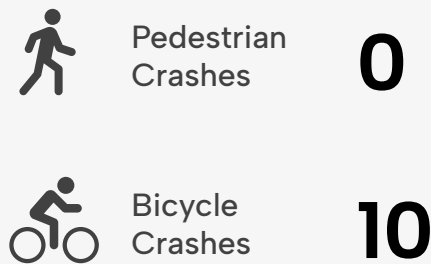
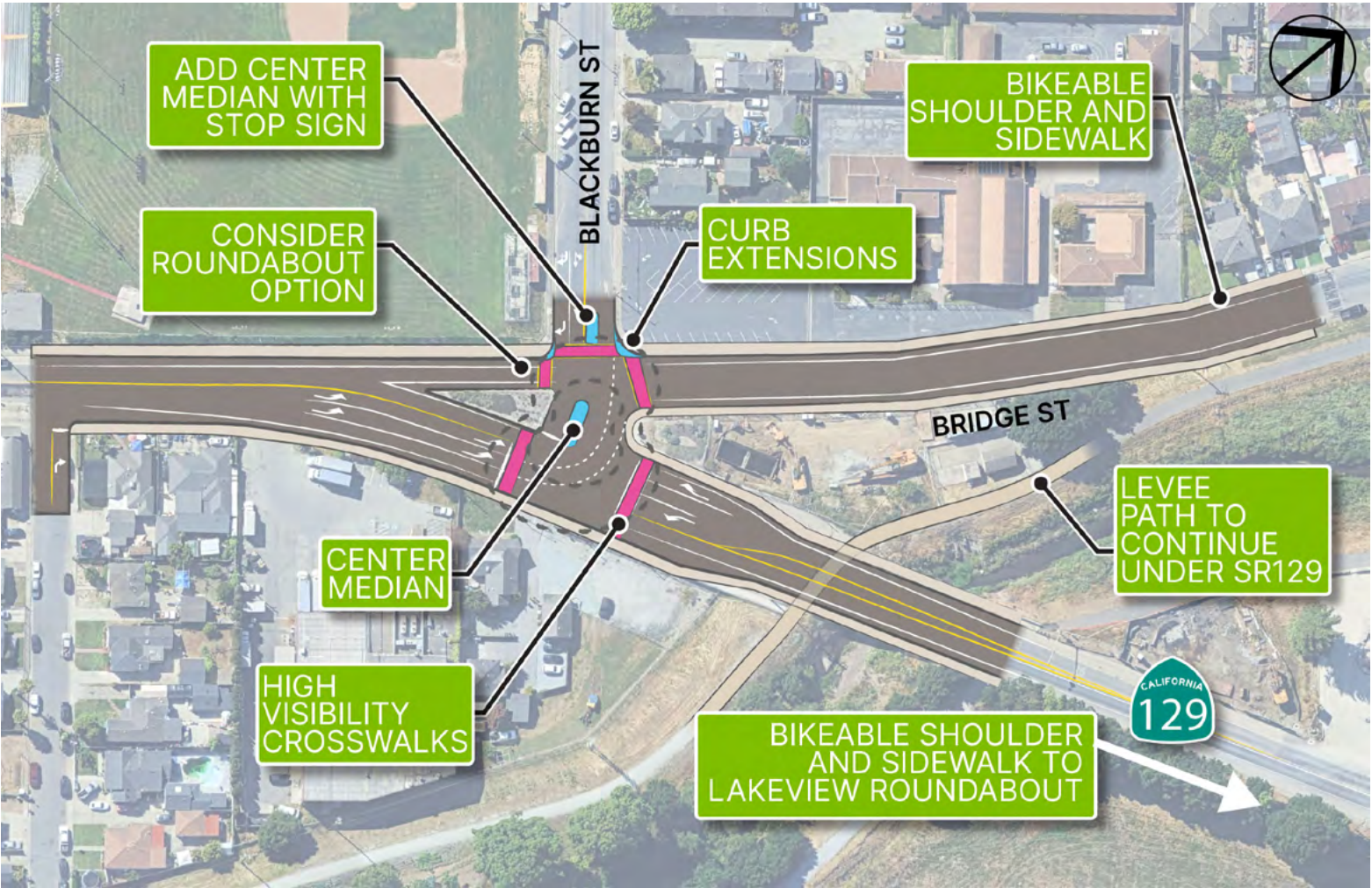




FIGURE 7

# Highway 129: Blackburn St/Bridge St

Highway 129 near the eastern edge of the City of Watsonville is a Transitional place type and designated truck route with a diverse vehicle mix. While the project location is within the City of Watsonville, intersection treatments here can help to systemically manage speeds throughout the corridor, particularly in the segment just east of the City limits between this intersection and the Highway 129/Lakeview Road intersection. This segment provides access to agriculture lands and sees higher than typical heavy vehicle volumes, including trucks and farm equipment. Pedestrians and bicyclists on the corridor are typically a mix of people traveling to employment sites or participating in recreational activities. There is a history of excessive speeding and pedestrian-involved crashes.



## KEY ENHANCEMENTS

- Provide bikeable shoulders
- Build sidewalk connections to close gaps
- Install center medians
- Add high-visibility crosswalks to help improve pedestrian visibility
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

## PLACE TYPE

Transitional

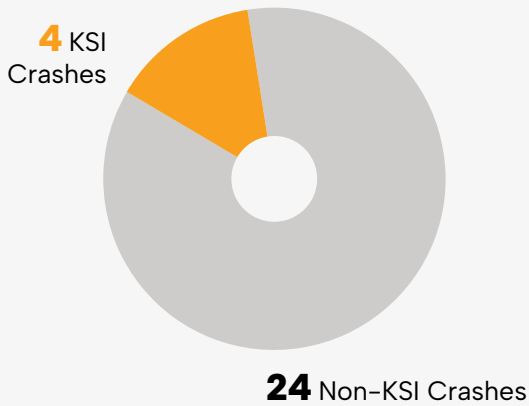
## SEGMENT LENGTH

5,000 Feet

## PROFILES ADDRESSED

Excessive Speed, Lane Departures

## CRASH OUTCOMES



## CRASH BY MODE

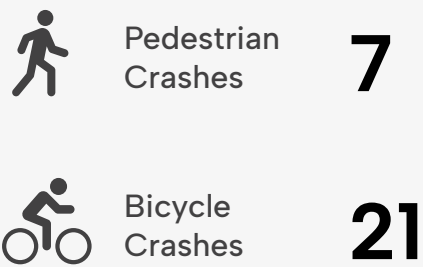
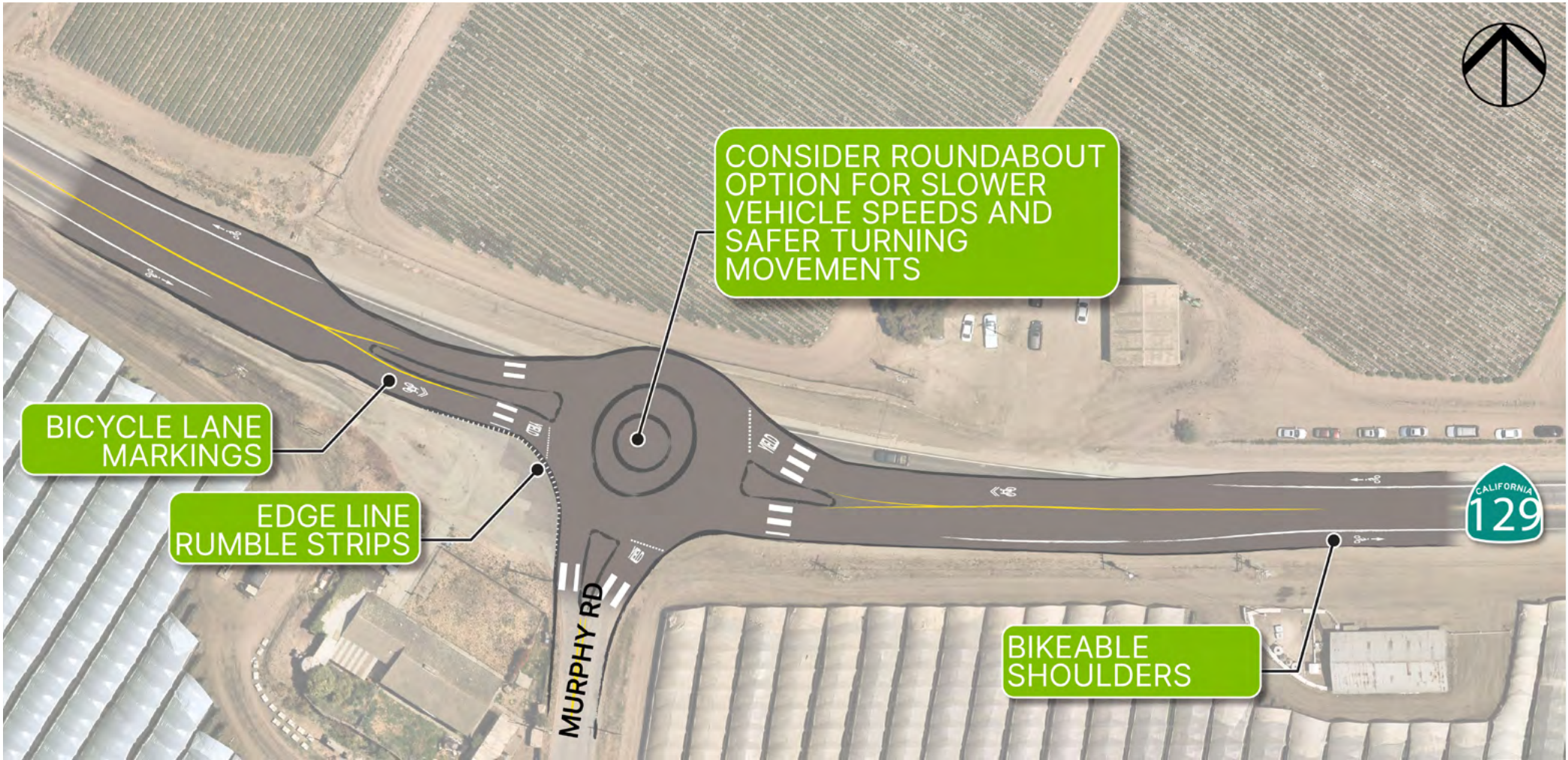




FIGURE 8

# Highway 129: Murphy Rd

Near Murphy Road, Highway 129 is characterized as an Undeveloped Mountainous place type with agricultural rural characteristics. At the intersection, historical realignments of Highway 129 have created excess pavement that is no longer required as part of the traveled way but is not suitably delineated or separate to discourage use. Feedback indicated that the large paved areas near the intersection can lead to higher travel speeds, especially for turns. The corridor is affected by excessive speeds and lane departure crashes.



## KEY ENHANCEMENTS

- Delineate or remove pavement outside the desired traveled way
- Install bike lane marking
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

## PLACE TYPE

Undeveloped Mountainous

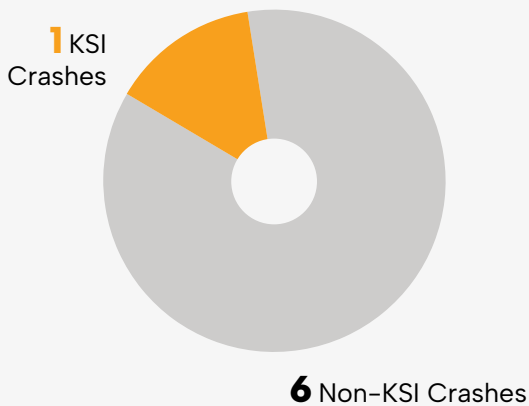
## SEGMENT LENGTH

1,500 Feet

## PROFILES ADDRESSED

Excessive Speed, Lane Departure

## CRASH OUTCOMES



## CRASH BY MODE

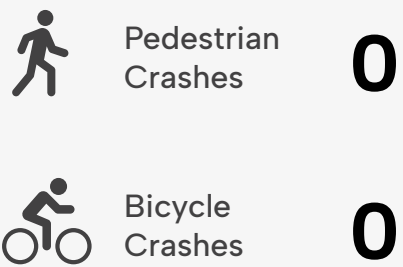




FIGURE 9

# Highway 152: Lakeview Middle School/St. Francis High

Highway 152 northeast of Watsonville includes two key segments with distinct safety concerns. The Holohan Road segment, from the edge of the City to St. Francis High School, is a Main Street corridor that experiences unpredictable driveway movements and lane departure crashes. This segment includes both a middle school and high school that generate high vehicle and pedestrian volumes. There are many pedestrians crossing midblock to access the school and the church.

The Fairgrounds segment is a Transitional corridor with concerns related to long queues and high vehicle volumes during Fairgrounds events. Enhancements and improvements are focused on ingress and egress for all modes, including enhanced active transportation access that may reduce demand for vehicular travel during events.

KEY ENHANCEMENTS

- Build a Class I multi-use path parallel to Highway 152 along the segment
- Add traffic control such as a Pedestrian Hybrid Beacon (PHB) or traffic signal with high visibility crosswalks at the driveway to St. Francis High School
- Enhance School Zone signage to notify drivers of multiple school locations and pedestrian activity
- Complete sidewalk gap closures, including Class I trail connections
- Consolidate driveways where feasible

PLACE TYPE

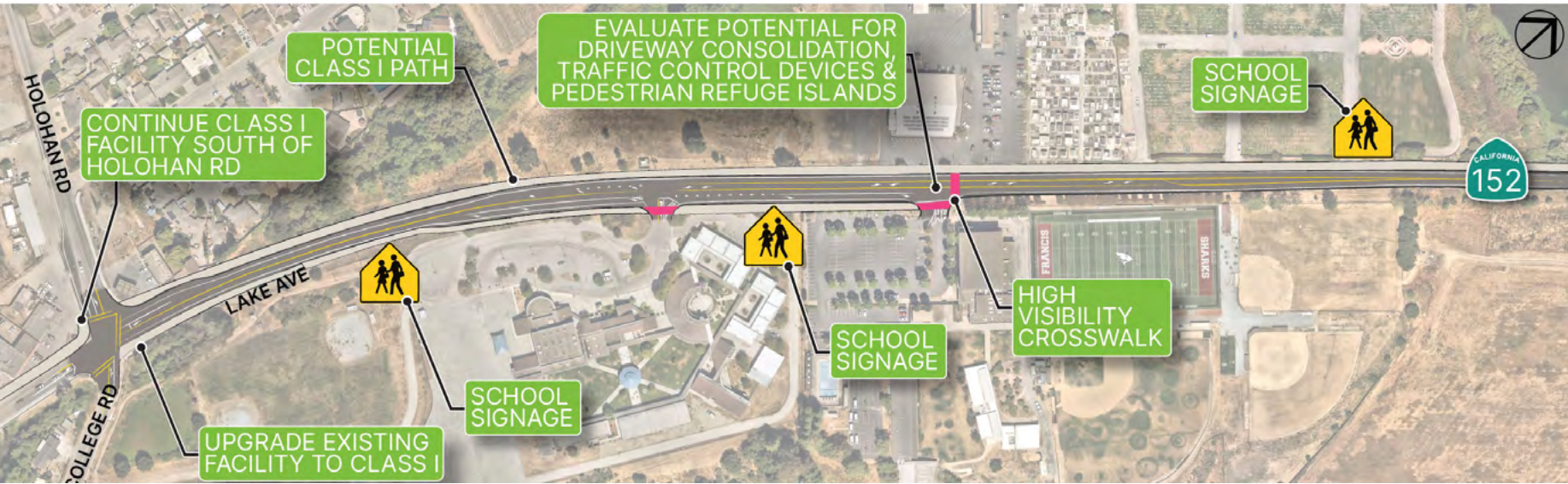
Main Street, Transitional

SEGMENT LENGTH

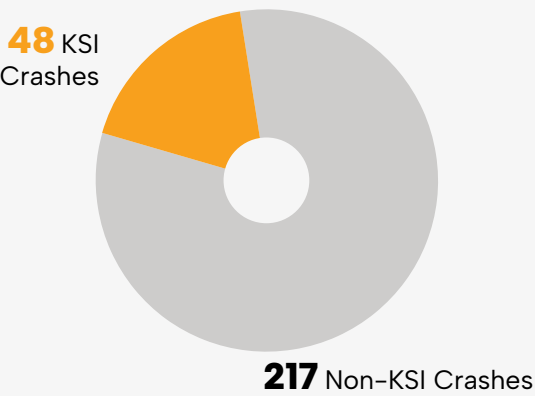
6,600 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departures, Bicyclists on Narrow Roads, Turns on Transitional Roads



CRASH OUTCOMES



CRASH BY MODE

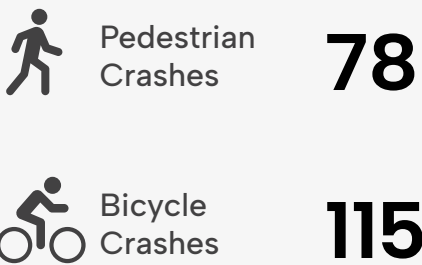




FIGURE 10

# Highway 152: Fairgrounds Access

Highway 152 northeast of Watsonville includes two key segments with distinct safety concerns. The Holohan Road segment, from the edge of the City to St. Francis High School, is a Main Street corridor that experiences unpredictable driveway movements and lane departure crashes. This segment includes both a middle school and high school that generate high vehicle and pedestrian volumes. There are many pedestrians crossing midblock to access the school and the church.

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- Build a Class I multi-use path parallel to Highway 152 along the segment
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- Enhance School Zone signage to notify drivers of multiple school locations and pedestrian activity
- Complete sidewalk gap closures, including Class I trail connections
- Consolidate driveways where feasible

PLACE TYPE

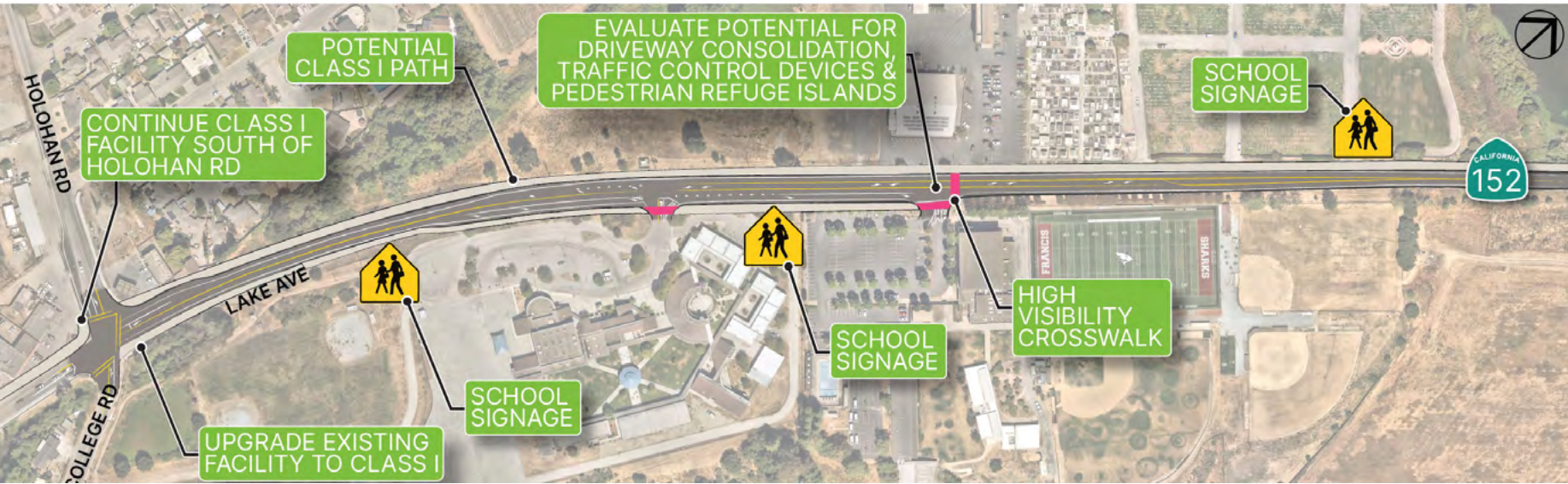
Main Street, Transitional

SEGMENT LENGTH

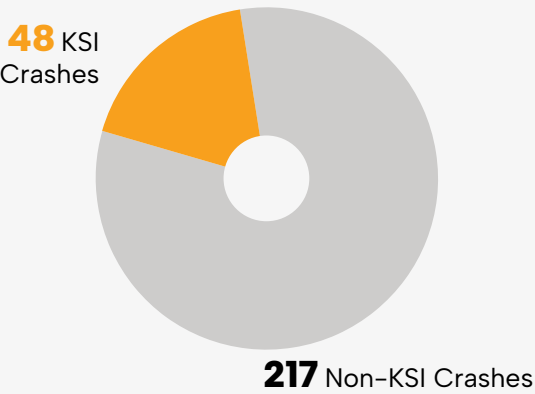
6,600 Feet

PROFILES ADDRESSED

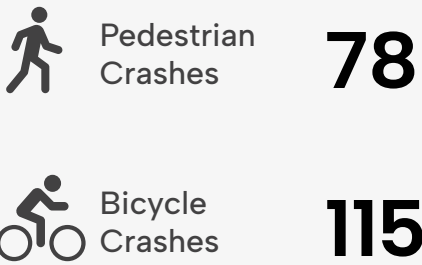
Excessive Speed, Lane Departures, Bicyclists on Narrow Roads, Turns on Transitional Roads



CRASH OUTCOMES



CRASH BY MODE



Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Maintenance Number	Response
11/28/25	Connor	Gillis	Ocean Ave	Jewell Ave	Santa Cruz	Ped: No Cross Walking or Striping	Residents living along Jewell St use the crosswalk daily for walking dogs. The crosswalk striping has faded, and the signs have no flashing indicators. There's been many near misses, with traffic not stopping for a pedestrian. Traffic speeds up after the bridge, and this is a highly unsafe situation and we desperately want this crosswalk improved! Please, repaint, do a traffic study, and add a flashing light indicator. Our lives depend on it!!	Dan Estranero, Joanna Edmonds	12/01/25		<b>12/01/25 Brittni Smrz:</b> Hello,  Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
11/28/25	Lisa	Mckight	Mt. Hermon Road		Scotts Valey	Ped: Railroad Hazard	Extension ladder in the number one lane of Highway 17 just north of the Mt Hermon onramp	Trish McGrath, Matt Spencer-Cooke	12/01/25		No response yet
11/26/25	Mike	Waller	Swift Street	Ingalls Street	Santa Cruz	Ped: Other	The flashing beacons at Swift and Ingles in Santa Cruz have faded lenses and are difficult to see on a sunny day	Dan Estranero, Joanna Edmonds	12/01/25		<b>12/01/25 Joanna Edmonds:</b> This has been forwarded to our Streets Maintenance crew to have a look at and resolve. Thanks,
11/21/25	Richard	Stover	King St	Laurel	Santa Cruz	Ped: Plant overgrowth or interference	<p>The address of the house is 1326 Laurel, Santa Cruz, but this house is on the corner of King St. and Laurel and the blockage is on King St.</p> <p>The very large bushes have overgrown the sidewalk on King Street and they block about half of the sidewalk. This is a busy section of sidewalk with pedestrians of all ages and children on bikes (some of them ebikes) coming from and going to the nearby Mission Hill Middle School. With only half of the sidewalk usable the potential for conflict is significant.</p>	Dan Estranero, Joanna Edmonds	11/24/25		<b>12/01/25 Joanna Edmonds:</b> This location has been added to the list for a site visit by Public Works staff to determine if we need to send a letter to the property owner requesting they trim back the vegetation.
11/10/25	Tina	Masciocchi	Graham Hill road at the bridge over Zayante Creek	N/A	Felton	Ped: Lack of sidewalk	<p>Graham Hill Road, as you pass San Lorenzo Lumber until you get to the Zayante bridge. There is a dirt footpath, no wider than 1.5 feet, within 1 foot of the traffic, that is unsafe and inadequate for the volume of people using it to walk to/from Roaring Camp.</p> <p>When large festivals are held at Roaring Camp, many people park at the Safeway on Graham Hill and walk into Roaring Camp. There is a footpath that has been beaten over time from families and children. The path is very narrow and very close to the traffic on Graham Hill. The footpath is unusable in the rain, presenting a dangerous</p>	DPW	11/13/25		<b>11/10/25 Brittni Smrz:</b> Hello Thank you for your email. I am forwarding to our Traffic division for review & response.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Maintenance Number	Response
11/06/25	Dave	Faulkner	41st Ave	Highway 1	Capitola	Ped: Traffic signal problem	During rush hour, traffic will use the southbound aux lane and exit on 41st ave. Traffic will then immediately enter Hwy 1 via the onramp across 41st Ave. We need to build a barrier that prevents this. Please see attached pdf for a diagram. I have waited up to 15 minutes at the exit trying to make a left turn onto 41st Ave. Please fix.	Kailash Mozumber	11/06/25		<p><b>12/01/25 Kailash Mozumber:</b> The City of Capitola Public Works Department has been coordinating with Caltrans on a road rehabilitation and safety improvement project along this corridor. We are currently working on final design and approval steps with Caltrans, hoping to go into construction in Summer of 2026. We are happy to report that part of the project design does directly address the concern brought up. For more information, please visit the link below and let me know if there are any other questions.</p> <p><a href="https://www.cityofcapitola.org/publicworks/page/41st-avenue-pavement-rehabilitation-multimodal-improvements">https://www.cityofcapitola.org/publicworks/page/41st-avenue-pavement-rehabilitation-multimodal-improvements</a></p>
11/04/25	John	Smith	Hubbard Street	May Avenue	Santa Cruz	Ped: Hazardous drain grate	Drain gate is completely gone. Large hole open to drain water.	Dan Estranero, Joanna Edmonds	11/06/25		<p><b>11/06/25 Joanna Edmonds:</b> This is on our list for a site visit and letter to the property owner if needed. The reporting party for this one requested no contact.</p>
10/29/25	Daniel	Story	East Side of Felix Street	Laurel Street	Santa Cruz	Ped: Plant overgrowth or interference	Beautiful, flowering plants that are currently (and often) way overgrown. The property owner does not seem willing or able to regularly trim these. Right now they are nearly obstructing the whole sidewalk.	Dan Estranero, Joanna Edmonds	10/30/25		<p><b>12/01/25 Joanna Edmonds:</b> This location has been added to the list for a site visit by Public Works staff to determine if we need to send a letter to the property owner requesting they trim back the vegetation.</p>
10/28/25	Julie	McLaren	Summit Road	Del Monte Way	Laurel	Ped: Rough pavement or potholes	<p>Pothole</p> <p>Pedestrian Crossing Sign fallen down in the grass</p>	DPW	10/30/25		<p><b>10/30/25 Brittini Smrz:</b> Good morning, Thank you for submitting a report. I am forwarding to our Road Maintenance division for review &amp; response.</p>
10/27/25	Natalya	Troyanker	318 Soquel Avenue	Riverside Avenue	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	Somebody put a tent blocking sidewalk creating hazardous conditions for pedestrians and wheelchairs	Dan Estranero, Joanna Edmonds	10/27/25		<p><b>12/01/25 Joanna Edmonds:</b> This tent is no longer in this location blocking the sidewalk.</p>
10/23/25	Ryan	Lawler	532 King St	Walnut Ave	Santa Cruz	Ped: Hazardous Drain Gate	Drain opening is completely invisible approaching from the uphill side of Walnut. I nearly blew out my knee because I couldn't see the dropoff. The narrowing of crosswalk markings doesn't convey that there is a hazard unfortunately. Please add rails or plastic delineators to better mark this hazard	Dan Estranero, Joanna Edmonds	10/23/25		<p><b>12/02/25 Joanna Edmonds:</b> This concern has been shared with our team and we are discussing possible solutions.</p>

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Maintenance Number	Response
10/16/25	Connie	Wilson	Broadway	Frederick St	Santa Cruz	Ped: Lack of Visability	Bike pedestrian pathway through Arana Gulch. Pass the church property. There is a curve in the pathway and no visibility to see any pedestrians or cyclist coming forward. It would be great to have a bike sign to slow down just for awareness to prevent any potential accident or confrontation with a pedestrian or cyclist. I have had many near Mrs. at that corner even when going slowly.	Dan Estranero, Joanna Edmonds	10/16/25		<b>11/4/25 Joanna Edmonds:</b> This feedback has been shared with City of Santa Cruz Parks staff.
10/13/25	Debbie	Bulger	Chanticleer Avenue	N/A	Live Oak	Ped: Lack of Sidewalk	With the new bike/ped bridge, active transportation is greatly increased on Chanticleer, already busy with Sutter and Gray Bears car traffic. Very dangerous for peds. Saw woman with baby carriage on this street today.	DPW	10/14/25		<b>10/14/25 DPW:</b> Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.
10/08/25	Melody	Lira	Windham Street	Cayuga Street	Santa Cruz	Ped: Plant Overgrowth	The tree is growing over the stop sign again blocking it from approach	Dan Estranero, Joanna Edmonds	10/13/25		<b>11/4/25 Joanna Edmonds:</b> Hi Daniel, This location has been added to the list for a site visit by Public Works staff to determine if we need to send a letter to the property owner requesting they trim back the vegetation.
10/08/25	Steven	Glascock	Beach Street	N/A	Watsonville	Ped: Railroad Hazard	N/A	Watsonville Public Works and Customer Service	10/09/25		<b>Railroad Hazard Report sent internally</b>
10/01/25	Heather	Harlan	Mission St	Center St	Santa Cruz	Ped: Traffic signal problem	One of the pedestrian crosswalk signs is out. The walk sign lights up but the do not walk sign does not	Dan Estranero, Joanna Edmonds	10/01/25		<b>12/01/25 Joanna Edmonds:</b> This has been forwarded to our Streets Maintenance crew to have a look at and resolve.
09/25/25	Misty	Wenisch	Soquel Dr	Paul Sweet Rd	Live Oak	Ped: Traffic signal problem	Stoplight only lets 3 to 4 cars through before abruptly turning red making it dangerous for pedestrians and cars.	Jonathan Wulff	09/26/25		<b>11/26/25 Jonathan Wuff:</b> Hello, Caltrans is aware of the proliferation of litter and debris along the highway in this area. We will continue to monitor and prioritize this area when time and workload allows as we attempt to stay ahead of the pervasive unlawful littering along our right of way.