



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, February 5, 2026
9:00 a.m.**

In-Person Meeting

Santa Cruz County Community Room (Basement)
701 Ocean Street, Room 020
Santa Cruz, CA 95060

Remote Participation (see page 5 for more information)

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

Accessibility: See last page for details.

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

Agendas Online: <https://www.sccrtc.org/meetings/regional-transportation-commission/agendas/>

COMMISSION MEMBERSHIP

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

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

1. Roll call
2. Receive SB 707 Just Cause requests
3. Additions or deletions to consent or regular agendas
4. Oral communications

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

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

CONSENT AGENDA

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

MINUTES

5. Approve draft minutes of the January 15, 2026 Regional Transportation Commission meeting
6. Accept draft committee meeting minutes
 - a. December 8, 2025 Bicycle Advisory Committee
 - b. December 18, 2025 Interagency Technical Advisory Committee
 - c. January 22, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

7. Approve amendments to the Regional Transportation Improvement Plan (RTIP) for previously programmed projects (**Resolution**)
8. Approve the 2026 State and Federal Legislative Program

9. Approve Real Property Easement Acquisitions for Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

10. Accept status report on Transportation Development Act (TDA) revenues
11. Accept status report on Measure D revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

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

REGULAR AGENDA

16. Commissioner Reports – oral reports
17. Director's Report – oral report
(Sarah Christensen, Executive Director)
18. Caltrans Report
 - a. Santa Cruz County project updates
19. Commissioner Committee Appointments – oral report
(Eduardo Montesino, Chair)

20. Response to Commission Requests from December 2025: Termination to the Administration, Coordination and License Agreement with Progressive Rail, Inc. to Assume Common Carrier Status for the Santa Cruz Branch Rail Line, and Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and 10 & 11
(RTC Staff)
 - a. Staff Report
 - b. Resolution – Administrative and License Agreement Termination
 - c. Resolution – Coastal Rail Trail Cooperative Agreements and Measure D 5-Year Plan Update
 - a. Cooperative Agreement for Coastal Rail Trail Segments 8 & 9
 - b. Amendment to Cooperative Agreement for Coastal Rail Trail Segments 10 & 11
 - d. Capitola Trestle Conversion Project Delivery
21. Review of items to be discussed in closed session

CLOSED SESSION

22. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(2))
Significant Exposure to Litigation: One case
23. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(4))
Initiation of Litigation: One case

OPEN SESSION

24. Report on items discussed in closed session
25. Next meetings

The next RTC meeting is scheduled for Thursday, March 5, 2026 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Drive, Scotts Valley, CA, 95066.

HOW TO REACH US

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

LIVE BROADCASTS

Meetings of the RTC are broadcast live by Community Television of Santa Cruz. More information about channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

AGENDA PACKETS

Complete agenda packets and all documents relating to items on the open session are posted online at <https://sccrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at sccrtc.org/about/esubscriptions/

COMMENTS FROM THE PUBLIC

Items on the agenda: Written comments received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. The opportunity to make oral comments is offered prior to the discussion period of each item.

Items not on the agenda: Written comments on topics within the RTC's jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the Correspondence Log of that month's meeting. The opportunity to make oral comments to the Commission on such topics is offered during Oral Communications.

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la perdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

ACCESSIBILITY

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

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

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

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer

RE: Receive SB 707 Just Cause Requests

RECOMMENDATIONS

Staff recommends that the RTC receive information regarding teleconference requirements and receive any Just Cause requests to participate remotely.

BACKGROUND

On October 3, 2025, California Governor Gavin Newsom signed into law [Senate Bill \(SB\) 707](#), the provisions of which apply to the SCCRTC went into effect on January 1, 2026 and replace the teleconferencing provisions of AB 2449. Overall, the statute reorganizes and expands the teleconferencing provisions of the Brown Act.

The [Brown Act](#) allows voting board members the use of teleconferencing with strict requirements. These requirements included the following:

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

There is no limit placed on the number of times a voting member may participate remotely under the Brown Act while following the above requirements, and this has not changed under SB 707.

DISCUSSION

Under SB707, Commissioners who wish to participate in Commission meetings and vote on items remotely due to a Just Cause may do so by notifying the legislative body at the earliest opportunity possible, including at the start of a regular meeting. There is no requirement for the legislative body to vote on a Just Cause need.

1. Just Cause, defined as:

- Physical or family medical emergencies.
- Childcare or caregiving obligations for a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner.
- A contagious illness that prevents a member from attending in person.
- Having an immunocompromised family member that necessitates remote attendance.
- A need related to a physical or mental disability.
- Military service obligations.
- Travel while on official business of RTC or another state/local agency.

Under SB 707, the following provisions apply to Just Cause:

1. A quorum of members must be in a physical location that is within the jurisdiction and is accessible to the public.
2. Votes must be taken by Roll Call.
3. Members participating remotely must not turn their camera off.
4. Members must publicly disclose whether any individual over the age of 18 is present with the member and disclose the general nature of the member's relationship with any such individual.
5. Use is limited to twice per year if the legislative body meets monthly, and five times per year if the legislative body meets twice monthly.

Need Related to Physical or Mental Disability

In addition, SB 707 authorizes voting members of a legislative body to participate remotely due to a need related to a physical or mental disability that is not otherwise reasonably accommodated pursuant to the federal Americans with Disabilities Act (ADA).

A voting member participating remotely due to disability counts as in-person attendance. The member must publicly disclose whether any individual over the age of 18 is present in the room with the member, and disclose the general nature of the relationship.

Staff recommends that the Regional Transportation Commission (RTC) receive information on SB 707 and receive Just Cause requests.

SUMMARY

Commissioners may participate and vote on items via teleconference under the Brown Act and SB 707 if certain requirements are met.

TO: Regional Transportation Commission
FROM: Yesenia Parra, Administrative Services Officer
RE: Regional Transportation Commission Meeting Minutes

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the meeting minutes (Attachment 1) for the January 15, 2026, Regional Transportation Commission meeting.

BACKGROUND

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

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

The Santa Cruz County Regional Transportation Commission (RTC) meets on the first Thursday of each month at 9:00 am. RTC meetings are held on a rotational schedule in locations where teleconference technology is available.

Agendas and meeting materials are posted on the RTC meetings webpage, <https://sccrtc.org/meetings/regional-transportation-commission/agendas/>, at least seventy- two hours (72) prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting committee members/alternates, or voting Committee members unable to attend in for just cause pursuant to Senate Bill 707, Brown Act update.

DISCUSSION

The Commission is asked to review and approve the January 15, 2026 meeting minutes ([Attachment 1](#)). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, January 15, 2026
6:00 p.m.**

In-Person Meeting

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

Remote Participation (see page 5 for more information)

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

1. Roll call. The meeting was called to order at 9:00 a.m.

Members present:

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Manu Koenig (Remote)
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Andy Schiffрин (Alt.)
County of Santa Cruz	Larry Pageler (Alt.)
County of Santa Cruz	Felipe Hernandez
Santa Cruz Metropolitan Transit District	Rebecca Downing
Santa Cruz Metropolitan Transit District	Donna Lind (Alt.)
Caltrans (ex-officio)	Kelly McClendon (Alt.)

Staff present:

Sarah Christensen	Yesenia Parra
Amin AbuAmara	Nisha Singh
Grace Blakeslee	Sierra Topp
Krista Corwin	Tommy Travers (Remote)
Amanda Marino	Steve Mattas (RTC Counsel)
Shannon Munz	

2. Received SB 707 Just Cause Requests

Administrative Services Officer Yesenia Parra stated that there were no SB 707 Just Cause Requests. She noted that Commissioner Koenig would be attending remotely using the regular teleconferencing provisions of the Brown Act and that his alternative remote location is noted on the agenda.

3. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra noted that replacement pages for the Agenda and for item 12 had been posted to the website, and handouts for items 7, 18, and 19 were also posted to the website.

4. Oral Communications

Received public comment from:

Lowell Hurst

Jessica Evans

Damon Meyer

Barry Scott

Saladin Sale

David Van Brink

Michael Saint

Brian Peoples, Trail Now

Fred Geiger

CONSENT AGENDA

Commissioner Hernandez made a motion and Commissioner Alternate Pageler seconded the motion to remove item 7 from the consent agenda and consider it on the regular agenda. The motion passed unanimously with Commissioners Downing, Koenig, DeSerpa, Hernandez, Montesino, Clark, Keeley, Jensen, and Commissioner Alternates Lind, Pageler, and Schiffrian voting "aye."

Commissioner Hernandez made a motion and Commissioner Clark seconded the motion to approve the consent agenda with the exception of item 7. The motion passed unanimously with Commissioners Downing, Koenig, DeSerpa, Hernandez, Montesino, Clark, Keeley, Jensen, and Commissioner Alternates Lind, Pageler, and Schiffrian voting "aye."

MINUTES

5. Approved draft minutes of the December 4, 2025 Regional Transportation Commission meeting and the December 18, 2025 Regional Transportation Commission special meeting
6. Accepted draft committee meeting minutes
 - a. December 9, 2025 Elderly & Disabled Transportation Advisory Committee

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

7. Approve authorizing the Executive Director to amend an agreement with HDR Engineering for Climate Resilience Planning on the Santa Cruz Branch Rail Line Right-of-Way – *Chair Montesino removed this item from the consent agenda for consideration on the regular agenda*
8. Approved authorizing the Executive Director to amend an agreement with RideAmigos and to amend an agreement with Miller Maxfield, Inc., for the Go Santa Cruz County program (**Resolution 32-26**)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

11. Approved appointment to the Bicycle Advisory Committee

INFORMATION/OTHER ITEMS

12. Accepted monthly meeting schedule
13. Accepted correspondence log
14. Accepted letters from committees and staff to other agencies
15. Accepted information items - *none*

REGULAR AGENDA

The Chair brought consideration of item 7 onto the regular agenda from the consent agenda. Commissioner Downing recused herself from consideration of the item and left the dais.

7. Approve authorizing the Executive Director to amend an agreement with HDR Engineering for Climate Resilience Planning on the Santa Cruz Branch Rail Line Right-of-Way (**Resolution 31-26**)

Transportation Planner Amanda Marino delivered the staff report and responded to Commissioners' questions regarding the study of preservation of the rail line alongside the trail; flooding in Harkins Slough; and analysis of the La Selva bridge.

Senior Transportation Planner Grace Blakeslee and Executive Director Sarah Christensen responded to Commissioners' questions regarding which segments of the Santa Cruz Branch Rail Line are included in the contract and climate hazards the impact the entire Santa Cruz Branch Rail Line.

Commissioners discussed: erosion along the Santa Cruz Branch Rail Line and impacts to public safety.

Received public comment from:

Matt Farrell
Saladin Sale
Jessica Evans
Anonymous Speaker
Trink Praxel
Barry Scott
Lowell Hurst
Michael Saint
Brian Peoples, Trail Now
David Van Brink

Commissioner Montesino made a motion and Commissioner Clark seconded the motion to approve the staff recommendation to adopt (**Resolution 31-26**) to:

1. Authorize the Executive Director to execute amendment 1 to the agreement TP 2205 with HDR Engineering Inc. to increase the contract by up to \$340,490 for a total not-to-exceed \$1,527,177 for tasks associated with developing design concepts resilient to climate hazards for an Interim Trail Configuration along the Santa Cruz Branch Rail Line;
2. Amend the Measure D Five-Year Plan Measure D Active Transportation (Coastal Rail Trail) category to increase funding for RTC ongoing

oversight, coordination, and assistance by \$340,490 in Fiscal Year (FY) 25/26 for this work; and

3. Amend the RTC FY 25/26 budget to add additional funds.

The motion passed unanimously with Commissioners Jensen, Keeley, Clark, Montesino, Hernandez, DeSerpa, Koenig, and Commissioner Alternates Schiffrian, Pageler, and Lind voting "aye."

Commissioner Downing returned to the dais at 6:42 p.m.

16. Commissioner Reports - *none*

17. Director's Report

Executive Director Sarah Christensen provided updates on the following items: the upcoming San Vicente-Waddell Coastal Resilience Community Workshop on January 27 at the Seymour Marine Discovery Center; the Capitola Avenue Overcrossing ribbon-cutting ceremony scheduled for mid-February; the call for applications to fill the District 4 vacancy on the Measure D Taxpayer Oversight Committee; and the completion of storm damage repairs to the New Brighton Railroad Bridge.

18. Caltrans Report

Caltrans Ex-Officio Kelly McClendon, Senior Planner from District 5, delivered updates on: emergency drainage project on Highway 9 just south of Boulder Creek nearing completion; drainage project between Brookdale and Boulder Creek will be scheduled around April; construction activities commenced for Felton pedestrian safety project and associated overnight lane closures.

Mr. McClendon responded to Commissioners' questions regarding Caltrans' response to a sinkhole and the collapse of the computer system for traffic lights at Granite Creek and Scotts Valley Drive.

Commissioners discussed: impacts of inoperable traffic lights on the Scotts Valley community; appreciation to Caltrans crew who responded and restored power to the intersection.

Mr. McClendon introduced Rob Cunningham, Regional Coordinator for the Central Coast for Caltrans Division of Rail, who delivered a presentation on the Federal Corridor ID program and how it relates to the Zero Emission Passenger Rail and Trail (ZEPRT) project.

Mr. Cunningham responded to Commissioners' questions regarding timing of environmental review of the passenger rail project; implementation of the interim trail on the SCBRL; factors that influence competitiveness for funds;

funding available for NEPA but not CEQA; application requirements for capital program funds; requirement to identify funding source for grant match requirements; Commission interested in receiving regular updates on Corridor ID Program as it relates to funding for the SCBRL

Received public comment from:

Matt Farrell, Friends of the Rail and Trail
Saladin Sale
Sally Arnold
Jessica Evans
Lowell Hurst
Brian Peoples, Trail Now
Michael Saint
Paula Bradley

19. PUBLIC HEARING: Draft 2050 Regional Transportation Plan (RTP)

Supervising Transportation Planner Grace Blakeslee delivered the staff report on behalf of Transportation Planner Tommy Travers.

Ms. Blakeslee responded to Commissioners' questions regarding the gap between Measure D projected revenues and project needs; local share cost assumptions; upcoming sales tax measures in Santa Cruz County; funding for local road resurfacing; inclusion of rail planning in the draft 2050 Regional Transportation Plan.

RTC Counsel Steve Mattas responded to Commissioner's questions regarding authority to place sales taxes on the ballot; headroom for sales taxes allowable under the law.

Commissioners discussed: need for public education on local share needs; correlations between housing and transit; regressive sales taxes; need for public understanding of alternative modes of transportation; hazard reports a useful tool for the public; Cruz511 public education.

The public hearing opened at 7:54 p.m.

Received public comment from:

Matt Farrell
Jessica Evans
Saladin Sale
Sally Arnold
Barry Scott
Trink Praxel
Tina Andreatta
Ilia Bulaich

Lowell Hurst
Brian Peoples, Trail Now
Michael Saint
Paula Bradley
Brett Garrett, Santa Cruz PRT
Rob Means, Loopworks
Bob Hickman
Sean

The public hearing closed at 8:13 p.m.

20. Review of items to be discussed in closed session

RTC Counsel Steve Mattas provided an overview of the items to be discussed in closed session, stating that there may be reportable action.

Received public comment from:

Brian Peoples

The Commission entered closed session at 8:25 p.m.

CLOSED SESSION

21. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(2))
Significant Exposure to Litigation: Two Cases
22. Conference with Real Property Negotiators
(Pursuant to Government Code Section 54956.8)
Property: Santa Cruz Branch Line Railroad Right-of-Way
Agency Negotiators: Sarah Christensen and Steve Mattas
Negotiating Parties: SCCRTC and St. Paul & Pacific Railroad, LLC, a Subsidiary of Progressive Rail Inc.
Under negotiation: Terms for Administration, Coordination, and License Agreement

OPEN SESSION

23. Report on items discussed in closed session

The Commission returned from closed session at 9:07 p.m. RTC Counsel Steve Mattas reported that upon a 10-0 vote, with Commissioners Koenig, DeSerpa, Hernandez, Jensen, Keeley, Clark, Montesino, and Commissioner Alternates Schiffrin, Pageler, and Lind voting "yes," and Commissioner Downing abstaining, the RTC authorized staff to issue a default and termination letter to Progressive Rail in relation to the Administration

Coordination and Licensing (ACL) agreement for the Santa Cruz Branch Rail Line.

The meeting adjourned at 9:08 p.m.

24. Next meetings

The next RTC meeting is scheduled for Thursday, February 5, 2026 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Fourth Floor, Watsonville, CA 95076.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Ilia Bulaich	Nick
Matt Farrell	Johanna Lighthill
Jessica Evans	Frank Rimicci
Saladin Sale	Brett Garrett
Sally Arnold	Micheal Saint
Barry Scott	David Morris
Trink Praxel	Nadene Thorne
Tina Andreatta	Nadene Thorne
Lowell Hurst	Guest Guest
Damon Meyer	Zoom user
Christina Watson, TAMC	Will Mayall
Elizabeth Malmborg	Barry Scott
Rick H	David ❤️ Public Transit
Michael Pisano	Jennie Dusheck
1(408)***0663	
Jim Helmer	
Paul Guirguis	
nasya	
Paula	
Sean	
Howard Cohen	
Gina Cole	
fred geiger	
Rob Means	
Don	
Max Chun	
Nancy	
TrailNow.org (Brian Peoples)	
Erica Williams	
Rachel M	

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive the draft meeting minutes for the Bicycle Advisory Committee (BAC) and the Interagency Technical Advisory Committee (ITAC).

BACKGROUND

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

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

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

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

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

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

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

Remote participation via Zoom is available for members of the public, non-voting committee members, alternates, and voting committee members unable to attend in person due to an emergency or for cause per AB 2449. If

there are no major items to be brought before a committee, the meetings are cancelled.

DISCUSSION

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

Attachments:

1. December 8, 2025 Bicycle Advisory Committee minutes
2. December 18, 2025 Interagency Technical Advisory Committee minutes
3. January 22, 2026 Interagency Technical Advisory Committee minutes



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

BICYCLE ADVISORY COMMITTEE

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

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

1. Call to Order: Chair Anna Kammer called the meeting to order at 5:36 pm.

2. Introductions

Members Present, in Person:

Scott Roseman, District 1
Jack Brown, District 2
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Rick Hyman, District 5
Theresia Rogerson, Dist. 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Vice Chair)
Matt Miller, Ecology Action
Alexander Yasbek, CTSC

Members Remote, Voting under Just Cause or Emergency:

Staff:

Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Brianna Goodman, Transportation Planner

Members Remote, Not Voting:

Corrina McFarlane, District 1 (Alt.)

Unexcused Absences:

Excused Absences:

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

Vacancies:

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

Guests:

Bill Cook, Member of the public
Tom Brady, Member of the public
Chuck Ross, Member of the public
Catherine Weber, Member of the public

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

Staff provided an announcement regarding an upcoming virtual community workshop for the North Coast Transportation Demand Management Plan.

Staff noted that the project team is soliciting public input on the draft TDM strategies.

Staff also announced that the RTC's Transportation Equity Action Plan has been released and that an item will be brought to the Committee for consideration at a future meeting.

5. Oral communications

Jack Brown provided an update on construction along Soquel Drive, noting that the project includes increased spacing between delineators.

Bill Cook, a member of the public, suggested the use of rubber grade crossings at the Boardwalk railroad tracks to reduce the risk of bicycles becoming stuck in the tracks and crashing. Tom Brady, a member of the public, raised concerns about bicycle safety along Freedom Boulevard in Watsonville, particularly in both directions near the intersection of Buena Vista Road and Freedom Boulevard.

6. Additions or deletions to consent and regular agendas:

Item 15 was moved to go first on the regular agenda before item 12.

CONSENT AGENDA

7. Approve draft minutes of the October 13, 2025, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports
9. Accept Committee Meeting Schedule for 2026
A committee member suggested scheduling more meetings at alternative locations in South County in 2026.
10. Recommend to the Regional Transportation Commission (RTC) the nomination of new committee appointments
11. Accept the direct appointment of new committee member

A motion was made (Hyman/Arnold) to approve the consent agenda. The motion passed unanimously with Roseman, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.

REGULAR AGENDA

15. Receive information and provide input on Rural Highway Safety Plan: Milestone 3 Draft Safety Enhancement Concepts – Brianna Goodman, RTC

Brianna Goodman, RTC, presented draft safety enhancement concepts as part of Milestone 3 of the Rural Highways Safety Plan (RHSP). Through previous analysis of crash patterns and community needs, the RHSP team has drafted 10 safety enhancement concepts at 10 different priority locations along rural highways in Santa Cruz County. Committee members provided input on the draft safety enhancement concepts, including questions regarding coordination with Caltrans, prioritization criteria, and the extent to which proposed improvements would maintain safe and accessible conditions for bicyclists along rural highways. Discussion focused on design considerations that could affect bicycle safety, such as signage placement, shoulder widths, curb extensions, and intersection treatments, and there were especially concerns about the concept design of a roundabout on Highway 129 at Murphy Road. Also discussed was how the ten priority concepts would be further prioritized based on factors including crash history, funding availability, and coordination with partner agencies.

Tom Brady, a member of the public, commented about the designs of new Scotts Creek parking along Highway 1.

12. Elect New Chair for Bicycle Advisory Committee – Committee Members

A nomination was made to elect Gina Cole for the position of Chair (Arnold/Bradley), and a second nomination was made to elect Matt Miller for the position of Chair (Roseman/Yasbek). The motion to elect Gina Cole as Chair passed (8-2) with Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor and Roseman and Brown voting in opposition. This action resulted in a vacancy in the position of Vice Chair.

A nomination was made to elect Matt Miller as Vice Chair (Kammer/Roseman). The motion passed unanimously with Roseman, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.

13. Review and provide input on 2025 State and Federal RTC Legislative Programs – Max Friedman, RTC

Max Friedman, RTC staff, presented an overview of the bicycle-related components of the proposed 2025 State and Federal RTC Legislative Programs and highlighted active transportation legislative priorities for the upcoming legislative year. Individual committee members provided input including favoring a target amount of state funding for the Active Transportation Program, opposing VMT-based fees, opposing a federal rail

trail bill, favoring vehicle automated detection of pedestrians and bicyclists, and favoring increasing local safety liability exposure caused by the lack of maintenance of bicycle paths.

14. Receive information on Draft 2050 Santa Cruz County Regional Transportation Plan – Tommy Travers, RTC

Tommy Travers, RTC staff, provided an overview of the Draft 2050 Santa Cruz County Regional Transportation Plan (RTP), including the Plan's policy, action, and financial elements and the development of a constrained project list. Committee members asked for a practical explanation of how the RTC uses the RTP, and staff explained that the RTP is used to support grant applications and to prioritize planning and funding.

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

Committee members provided updates from the Ad Hoc subcommittee on safety in construction zones and noted that the group is working to organize a meeting with County Public Works and planners and engineers from other local jurisdictions.

17. Adjourn
The meeting adjourned at 8:10 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for February 9, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

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



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

MINUTES

Thursday, December 18, 2025, 1:30 p.m.

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

Alternate Location: Caltrans District 5, Planning, San Luis Obispo

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Heather Adamson
California Department of Transportation	Paul Guirguis (online)
County Public Works	Casey Carlson (AB2449)
County Planning	Fernanda Dias-Pini
Ecology Action – Transportation Programs	Matt Miller
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works	Andrew Lee
Scotts Valley Planning Proxy	Cody Wentworth
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
University of California Santa Cruz (UCSC)	Georginia Arias

RTC Staff Present: Marshall Ballard, Tommy Travers, Rachel Moriconi, Brianna Goodman, Jason Thompson (online)

Others Present: Benjamin Finke (SCMTD SMART 0023), Oxo Slayer (UCSC), Stevan Servin (Bcycle Santa Cruz), Tai Bell (Bcycle Santa Cruz)

Others Online:

Caltrans District 5 - Malinda Gallaher
County of Santa Cruz Planning- Mark Connolly and Jacob Lutz
METRO - Derek Toups

- 1. Call to Order:** Chair Starkey called the meeting to order at 1:31 p.m.
- 2. Introductions** were made.
- 3. AB 2302/AB 2449 Remote Participation Requests:** Casey Carlson attended remotely due to "just cause". Paul Guirguis attended remotely via regular Brown Act noticing.
- 4. Additions, deletions, or other changes to consent and regular agendas:** Item #14 regarding Work Zone Data Exchange and Connected Work Zones was tabled to the next ITAC meeting. Slides for Items 10, 11,

and 12 were posted online.

CONSENT AGENDA

ITAC members unanimously approved a motion (Gallogly/Meek) approving the consent agenda with members Arias, Carlson, Dias-Pini, Fontes, Gallogly, Guirguis, Miller, Starkey, Adamson, Meek voting "aye". Members from Scotts Valley and METRO were not yet present at the time of the vote.

- 5. Approved amended Minutes of the October 16, 2025 ITAC meeting**
- 6. Received Notices about State and Federal Programs**
- 7. Received November and December 2025 Regional Transportation Commission Meeting Highlights, including list of projects approved for Consolidated Grants**

REGULAR AGENDA

- 8. Status of transportation projects, programs, studies and planning documents**

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

- SCMTD: John Urgo noted that in 2022 METRO set ambitious goals to double ridership in 5 years, build affordable housing, and transition to zero-emission fleet. METRO has seen 43% ridership increase; built housing at Pacific Station, submitted grants for housing development at the Watsonville Transit Center; and purchased new hydrogen fuel cell buses. He reported the board is evaluating option to address noise from the temporary hydrogen fueling station and a tax measure in 2026. They are hiring a design consultant for Rapid Corridors project, as well as hiring a new planner and intern.
- UCSC: Georgina Arias reported several new buses are being purchased. Oxo Slayer reported that several housing projects are underway, including on Delaware, Family Student Housing, and student housing off Heller.
- County of Santa Cruz: Casey Carlson reported that Jeff de los Santos is now leading the traffic section for public works. He also reported that the Soquel Multimodal phase one is nearing completion, with phase 2 starting design soon; Green Valley Path

finishing up; major resurfacing projects at Murrays Crossing and Rogge Lane, Seacliff and Swaton Road; upcoming multimodal projects on Soquel San Jose Road and resurfacing on Intercounty Routes including Lee Road, Beach, Trout Gulch and others planned for 2026. County staff is also focused on storm damage and bridge program projects.

- City of Santa Cruz: Claire Gallogly and Matt Starkey reported on Murray Street Bridge construction, with traffic management changes in February; Pacific Ave/Wharf/Beach St Roundabout bike lane realignment; Swanton-Delaware multi-use path (ATP-funded); Bay Corridor complete streets design at 60%; Active Transportation Plan open house on January 28.
- Ecology Action: Matt Miller reported that Ecology Action continues to implement education, encouragement, and planning projects. Through their Santa Cruz Bikeway pilot, an 11-mile low-stress route, bicycle trips shown in Strava on the routes increased by 43%, with some segments seeing 100% increase.
- Scotts Valley: Andrew Lee and Cody Wentworth reported that design work continues for the Scotts Valley Drive multimodal project; storm damage repairs on Glenwood Drive and street resurfacing projects are wrapping up.
- Watsonville: Murray Fontes reported on the Bridge Street rehabilitation and citywide roadway rehabilitation and slurry seal projects and the Harkins Slough/Highway 1 bike/pedestrian bridge. Construction on Lee Rd, West Beach, Clifford Drive, and Pennsylvania Ave path is scheduled for Summer 2026. Freedom Boulevard improvements, Lee Road Trail Phase 1 from Pajaro Valley High is being implemented in partnership with Land Trust. City staff appreciated Brianna Goodman's work on a planning grant application to address truck impacts on the community. John Urgo and Watsonville staff will meet to discuss Freedom Boulevard design and project coordination. Justin Meek reported that planning had a collaborative meeting with Ecology Action on road diets and is working to leverage SHOPP funds. Vision Zero Corridor planning, Freedom Boulevard traffic calming, closing one of the airport runways, and new metrics for the General Plan are other planning efforts underway.
- RTC: Rachel Moriconi noted highlights from recent RTC meetings included on the consent agenda, meetings on the North Coast TDM

plan, and the Capitola Avenue bridge over Highway 1 planned reopening in January.

- Caltrans: Paul Guirguis reported that Caltrans received 168 applications for planning grants, with five applications from agencies in Santa Cruz County. He also reported that the draft 2026 State Highway Operation and Protection Program (SHOPP) delays several projects due to updated revenue projections, though the Mission Street/Highway 1 and Highway 129 capital maintenance projects remains in FY26/27.

9. Rural Highways Safety Plan: Milestone 3 - Draft Safety Enhancement Concepts

Brianna Goodman presented draft safety enhancement concepts for the Rural Highways Safety Plan. The project team 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 provides. She requested input from the ITAC on the draft safety enhancement concepts before they are finalized. She noted that she has been working closely with Caltrans, METRO and staff from each agency with rural sections of highway in their jurisdictions. The draft report will be released for public review and comment in early 2026, and integrate feedback received from the public, at stakeholder and other meetings.

City of Santa Cruz Staff suggested modifications for the Dimio Lane/ Santa Cruz Landfill intersection on State Route 1, especially to address large trucks. **ITAC members should send any comments to Brianna by early January and review the draft plan when it is released for public comment in early 2026.**

10. Preparing for Storm Damage Season

Malinda Gallaher, Caltrans District 5 Local Assistance provided an overview of Federal Highway Administration Emergency Relief (FHWA-ER) program, eligibility, and application process. Key points included filing paperwork as soon as possible; taking photos of damaged areas; that minimum disaster thresholds apply to each storm event - not each facility; eligible facilities include all roadway elements, bike paths, pedestrian facilities, and stream channel work; tracking costs closely and invoicing every 6 months. Repair options include Emergency Opening (temporary) and Permanent Restoration.

Casey Carlson shared lessons learned from the CZU fire and storm events, including taking videos of damage sites.

11. Draft 2050 Regional Transportation Plan (RTP) for Santa Cruz County

RTC Planner Tommy Travers provided an overview of the Draft 2050 Regional Transportation Plan (RTP). The plan identifies \$6.2 billion in potential funding for transportation operations, maintenance, and new projects through 2050, but nearly \$18 billion in projects.

By January 30, 2026, ITAC members should review the project lists for accuracy, including project cost estimates; as well as funding estimates. Committee members discussed some of the financial assumptions, including the assumption that the gas tax would be replaced by some of funding mechanism in the future.

12. AMBAG Draft 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report

Heather Adamson, AMBAG, provided an overview of the Draft 2050 Metropolitan Transportation Plan (MTP) and Draft Environmental Impact Report (DEIR). The MTP includes information from the RTPs for Santa Cruz, Monterey and San Benito Counties. The MTP includes transportation and land use recommendations which would reduce greenhouse gas emissions in the region 8% by 2035. Several public workshops are scheduled to provide an opportunity to comment on the plan and DEIR. ITAC members should review the land use/place type maps (Appendix I) and major transit stop definition (Appendix G).

13. Draft Legislative Program

Rachel Moriconi solicited input on the RTC's draft 2026 Legislative Program. She reviewed focus areas, updates from 2025 and requested that ITAC members send any comments or suggested edits to Max Friedman by December 23.

ITAC members discussed e-bike regulation efforts, advocacy for reinstating statewide e-bike incentive program, increasing Active Transportation Program funding by at least \$200 million, support for automated speed enforcement expansion, and the transformative active transportation Mineta Transportation Institute recommendations.

14. Work Zone Data Exchange and Connected Work Zones - Tabled

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

16. Next Meeting and Future Items:

The next ITAC meeting is scheduled for 1:30 p.m. on **January 22, 2026**. **This is one week later than the regular ITAC schedule.** ITAC meetings will be canceled if there are no action items to be brought before the committee. Future agenda items:

- Zero Emission Passenger Rail and Trail Project (ZEPRT) Updates
- Planning for Climate Resilience of the Rail Corridor
- Construction Coordination
- Work Zone Data Exchange and Connected Work Zones (tabled from December meeting)

The meeting adjourned at 3:56 p.m.

Minutes respectfully submitted by Rachel Moriconi, Senior Transportation Planner

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

MINUTES

Thursday, January 22, 2026, 1:30 p.m.

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

Alternate Location: Caltrans District 5, Planning, San Luis Obispo

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis (online)
Capitola Public Works and Planning Proxy	Kailash Mozumder
County Public Works	Casey Carlson
County Planning	Fernanda Dias-Pini
Ecology Action – Transportation Programs	Matt Miller
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works and Planning Proxy	Andrew Lee
Watsonville Public Works	Miguel Lizzaraga
Watsonville Community Development	Justin Meek
University of California Santa Cruz (UCSC)	Georgina Arias

RTC Staff Present: Marshall Ballard, Max Friedman (online), Rachel Moriconi, Jason Thompson, Janine Ramirez, Riley Gerbrandt, Amin AbuAmara

Non-Voting Alternates Present: Murray Fontes (Watsonville DPW), Oxo Slayer (UCSC)

Others Online:

Caltrans District 5 - Lillian Bennetzen, Jason Kline, Bing Yu, Zach Coldwell, Tanner Reed
 Members of Public - Griffin McKenzie, Molly O'Dell, Michael Paisano, Nadene (no last name provided)
 Ecology Action: Bennett Williamson
 County Planning: Mark Connolly

- Call to Order:** Chair Starkey called the meeting to order at 1:31 p.m.
- Introductions** were made. It was announced that Marshall Ballard will be taking over as ITAC staff lead from Rachel Moriconi.
- Additions, deletions, or other changes to consent and regular agendas:** Item 8 (Work Zone Data Exchange) was moved to the start of

the regular agenda, followed by Item 7 (Project Status). A break was scheduled for after Item 7 to celebrate Rachel Moriconi's retirement and 26 years serving as the staff liaison to the committee.

CONSENT AGENDA

ITAC members unanimously approved a motion (Valentine/Gallogly) approving the consent agenda with members Mozumder, Carlson, Dias-Pini, Starkey, Gallogly, Lee, Lizzaraga, Meek, Guirguis, Valentine, Miller, Arias, voting "aye". Members from METRO were not yet present at the time of the vote.

- 4. Approved Minutes of the December 18, 2025 ITAC meeting**
- 5. Received January 2026 Regional Transportation Commission Meeting Highlights**
- 6. Received State Budget and Legislative Updates**

REGULAR AGENDA

- 7. Work Zone Data Exchange (WZDx) and Connected Work Zones (CWZ) and Construction Coordination**

RTC Planner Marshall Ballard presented information on the FHWA Work Zone Data Specification. The WZDx initiative provides a well-defined pathway towards harmonizing work zone data across agencies and jurisdictions. It supports improved safety and operational awareness for construction crews, and both human drivers and connected vehicle driving systems by enabling consistent, third-party usable feeds of work zone activity. Adoption of the WZDx standard positions Santa Cruz County to support improving traveler information, enhance safety and mobility through better visibility of work-zone operations, and prepare for emerging vehicle technologies.

Claire Gallogly asked about staff roles and who would implement the system. Paul Guirguis sought clarification on whether this system was intended to provide more detail than what is available on Caltrans' current system, QuickMaps and he asked if the system is specific to real-time closures and asked for clarity on the level of detail required. Kailash Mozumder asked if the data should apply to all road classifications or just major roadways and closures that could significantly impact traffic. Several ITAC members expressed concerns about additional workload and frequently changing construction and dynamic lane closure schedules. Casey Carlson spoke about the Santa Cruz County's current practices and

expressed concerns about setting up a new platform. Regina Valentine commented on the benefits of using the same system as Metropolitan Transportation Commission (MTC). Jason Kline discussed practices from other regions and explained the benefits of specifications requiring contractors to report planned closures. Several ITAC members discussed coordination with navigation applications and utilizing news releases and social media posts to share information with the public. Claire Gallogly recommended contacting MTC about joining their network. Kailash Mozumder recommended the data should be filtered by functional classification (arterial/collectors). Matt Starkey suggested possibly setting up a call center where contractors call in closures. Members also suggested coordinating with GIS and public information staff at each agency, as well as water, sanitation, utilities, the Office of Response, Recovery & Resilience (OR3), and others.

Marshall Ballard will reach out to MTC, provide additional information and responses to questions raised at a future meeting.

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

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

- City of Santa Cruz: Claire Gallogly and Matt Starkey reported that one lane on the Murray Street bridge will be temporarily reopened to traffic. Claire announced the completion of several traffic calming pilot projects, an open house on the Active Transportation Plan at Gault Elementary school on Wednesday 1/28 from 5-7 pm, and design work on the rail trail.
- Scotts Valley: Andrew Lee reported the Scotts Valley Drive and Mount Hermon Road Complete Streets projects are in design and will be going to bid this spring for construction this summer.
- Capitola: Kailash Mozumder noted the Local Roads Safety plan is almost complete, the Active Transportation Plan is starting, construction of the 41st Avenue Multimodal project is planned for Summer 2026, the 41st Avenue Corridor Visioning project received public feedback, and the Bay Avenue Corridor project design will be reinitiated.
- SCMTD: John Urgo reported minor delays to awarding the design contract for the Rapid Corridor project in order to meet California

Transportation Commission (CTC) funding requirements. John also gave an update on the temporary hydrogen fueling process for METRO's buses. METRO, in partnership with the Watsonville and Midpeninsula Housing received an AHSC grant for the Watsonville Transit Center/housing project, that also includes funding for bus route 2.

- Ecology Action: Bennett Williamson reported that Ecology Action is working with the cities of Santa Cruz and Capitola on Active Transportation Plans. Bennett also reported that the Watsonville Vision Zero Corridor Plan is almost ready for public review. Bennett noted the countywide Safe Streets For All public comment period was extended to January 23, 2026. Matt Miller provided updates on the CARB Grant (Adelante Watsonville) that includes an Earn an E-Bike program, and the Complete Streets Collaborative.
- County of Santa Cruz: Fernanda Dias-Pini reported the Pro-Housing designation application was submitted. Casey Carlson provided updates on storm damage and prioritization of the bridge program due to funding deadlines. He also provided updates on road operations projects, including the Green Valley Path ribbon cutting. Soquel Avenue/San Jose Road paving project will start Summer 2026 along with Trout Gulch Road and several local roads in San Lorenzo Valley. Casey reiterated that Jeff de los Santos is now leading the traffic section for public works. Casey reported the Soquel Multimodal project first phase is almost complete and the second phase is starting design.
- Watsonville: Murray Fontes provided updates on the ATP Cycle 6 Safe Routes for Downtown Watsonville project design; preliminary design for Main Street/Freedom Blvd. intersection which includes a roundabout. The Highway 1/Harkin Slough Road pedestrian bridge will go out to bid later in the year. Miguel Lizzaraga reported several paving projects were completed as part of the 2025 Pavement Rehabilitation project. The next phase will include Freedom Boulevard and Green Valley Road. Justin Meek reported AHSC grant was awarded, and the city is working on a new ATP grant application to implement the road diet concept and sections of the rail trail along Rodriguez and Beach Streets. City staff will be meeting the County Administrative Officer (CAO) and Supervisor Hernandez to collaborate on complete streets projects, including trails to the beach. Rachel Moriconi suggested County planning or public works staff participate in the meeting.

- UCSC: Georgina Arias reported UCSC is applying for the BUILD grant. Oxo slayer announced USCS initiated a public EV charging study. UCSC is analyzing a fleet Electric Vehicle (EV) charging plan and is installing EV chargers at the Silicon Valley campus. Oxo reported fleet chargers are planned to be installed on the northern campus. He reported UCSC is applying for a grant to install fast chargers at the campus entrance and announced the UCSC planning team is working on a network master plan, including coordination with METRO.
- AMBAG: Regina Valentine reported the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and draft Environmental Impact Report (EIR) are out for public comment. Public comments are due January 30, 2026. Regina also announced a public hearing on January 27, 2026.
- RTC: Rachel Moriconi reminded ITAC members to review the Regional Transportation Plan (RTP) project list and financial estimates. Rachel reported the RTC will support coordination meetings concerning the SB1-funded Soquel Drive and Rapid Corridors projects County and METRO and encouraged coordination with Watsonville staff regarding projects on Freedom Boulevard.
- Caltrans: Paul Guirguis reported the Equity and Engagement team will perform outreach on the draft Caltrans engagement playbook. He also announced the Complete Streets Climate Change and Equity Branch has been directed to set up a complete streets Advisory Committee and requested ITAC members identify potential contacts and complete the Caltrans SB960 survey.

Recess 2:42 – 3:10pm

9. Zero Emission Passenger Rail and Trail Project (ZEPRT) Updates

RTC Engineer Riley Gerbrandt presented an update on the Zero Emission Passenger Rail and Trail Project's Final Concept Report and next steps.

Riley Gerbrandt responded to questions from ITAC members regarding project cost estimates and peer review; next steps for design plans; areas identified in the Climate Adaptation Resilience project; environmental clearance and how it would relate to splitting the project; and asked about the NEPA and CEQA timing in relation to the Progressive Rail ACL

agreement termination.

10. Monterey Bay Sanctuary Scenic Trail (MBSST) Coastal Rail Trail Southern Segments Project Update

RTC Engineer Riley Gerbrandt and Janine Ramirez reported that the RTC issued a Request for Proposals (RFP 2603) for the MBSST Coastal Rail Trail Southern Segments Project Approval/Environmental Document (PA/ED), with proposals due January 27, 2026. They requested ITAC members provide input on interagency coordination needs and inform Riley if they would like to participate in the Project Development Team that will assist and advise project delivery.

Paul Guirguis asked for clarification on the timeline related to the climate resiliency grants. Matt Starkey suggested that costs and value engineering be a significant consideration during the preliminary design.

11. Oral Communications on Matters Not on the Agenda:

Email correspondence: The local Personal Rapid Transit Advocacy group provided information about their website and encouraged anyone who would like to contribute to PRT plans for Santa Cruz County to visit <https://santacruzprt.org>.

12. Next Meeting and Future Items:

The next ITAC meeting is scheduled for 1:30 p.m. on **February 19, 2026**. ITAC meetings will be canceled if there are no action items to be brought before the committee. Future agenda items:

- Construction Mitigation (Bike Committee)
- WZDx information from San Francisco Bay Area Metropolitan Transportation Commission
- Chair/Vice Chair Elections (March)
- Planning for Climate Resilience of the Rail Corridor (April)

The meeting adjourned at 3:43 p.m.

Minutes respectfully submitted by Jason Thomson, Transportation Planning Tech

<https://rtcsc.sharepoint.com/sites/Planning/Shared%20Documents/ITAC/2026/Jan/ITAC%20Minutes-Jan2026.docx>

AGENDA: February 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Regional Transportation Improvement Program (RTIP)
Amendments

RECOMMENDATION

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program (RTIP) and RTC Budget to amend previously programmed projects, as requested by project sponsors, to reflect scope and funding updates (Exhibit A to Attachment 1).

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated regional transportation planning agency for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. The Regional Transportation Improvement Program (RTIP) for Santa Cruz County includes transportation projects which have been selected by the RTC to receive State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (RSTPX), SB1-Local Partnership Program formula (LPP-f), and other RTC-discretionary funds. The RTIP is typically adopted every two years. Interim amendments are made as needed to support project implementation.

DISCUSSION

As project sponsors implement projects that have been approved for funds by the RTC, it is not uncommon for project costs, schedules, scope, and other information to change. **Staff recommends that the RTC adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program (RTIP) and RTC budget, as applicable, to update project information for several previously programmed projects, as summarized in Exhibit A to Attachment 1.**

The majority of the proposed amendments shown in Exhibit A to Attachment 1 are requests from project sponsors to shift funding, including cost savings

from projects approved by the RTC between 2021 and 2023, to projects that were approved for funds at the RTC's November 6, 2025 meeting.

Shifting Funds between Projects

Several project sponsors have requested that the RTC shift unspent balances of RSTPX funds between projects that have been approved by the RTC. The RTC can make cost savings available to program to other projects in a future competitive call for projects, as most grant funds were originally programmed on a competitive basis and the RTC is never able to approve all of the funding requests it receives. However, the RTC has regularly approved requests from project sponsors to instead shift funds to other projects that the RTC has approved for funding, in order to help fill funding gaps, cost increases, or integrate additional complete streets elements. In order support implementation of projects that were vetted and prioritized through the most recent competitive consolidated grants process, **staff recommends that the RTC approve these requests to shift funds between previously approved projects.** If the RTC does not approve shifting funds between projects, any unspent funds would instead be included in the RTC's next call for projects (estimated mid-2027).

FISCAL IMPACTS

There are no net fiscal impacts associated with staff's recommendations. RSTPX funds flow through the RTC Budget and amendments to projects funded by RSTPX funds will be reflected in the RTC Budget.

SUMMARY

Staff and project sponsors recommend that the RTC amend the Regional Transportation Improvement Program (RTIP) and RTC Budget to shift funding between previously programmed projects and update the scope of one project.

Attachments

1. Resolution
Exhibit A: Proposed RTIP Amendments

SP:programming/shared documents/2026 rtip/amendments/feb2026/rtip amends-feb2026-sr.docx

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AMENDING THE REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR SANTA CRUZ COUNTY**

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources in the *Regional Transportation Improvement Program*, consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), state law and guidelines; and in consultation and cooperation with local project sponsors, Caltrans District 5, and Commission's advisory committees;

WHEREAS the Commission adopts and periodically amends a budget and work program for each fiscal year to include certain funds programmed by the Commission; and,

WHEREAS project sponsors have requested scope, schedule, or other project information changes for several projects previously programmed to receive funds by the Commission.

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

The *Regional Transportation Improvement Program for Santa Cruz County* and the Regional Transportation Commission's Fiscal Year 2025-26 Budget and Work Program are hereby amended to update project information as summarized in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: RTIP Amendments

Distribution: RTC Programming, Fiscal, Project Sponsors

Regional Transportation Improvement Program (RTIP)
Amendments to Previously Approved Projects
Formal Amendments Proposed for the February 2026 RTC meeting

Action	Project #	Agency	Project(s)	Proposed Amendment
Shift funds between projects	CAP 21 & CAP 23	Capitola	Kennedy Drive Sidewalk Project" (CAP21) to Capitola Complete Streets Sidewalk Infill Project (CAP 23)	Reprogram \$17,559 RSTPX balance previously programmed by the RTC for the Kennedy Drive Sidewalk Project (CAP21) to the Capitola Complete Streets Sidewalk Infill Project (CAP 23) approved by RTC as part of 2025 Consolidate Grants. Design for the Sidewalk Infill is expected to be completed in Spring of 2026 with construction in Summer of 2026.
Shift funds between projects	SV 31 & SV 33	Scotts Valley	Bean Creek Road Resurfacing / Granite Creek Road Overcrossing	Reprogram \$429,769 RSTPX previously programmed to Citywide Roadway Resurfacing: Bean Creek Road Resurfacing (SV 31) to the Granite Creek Road Overcrossing (SV 33). The city completed construction on Bean Creek Rd as part of the city's street resurfacing project and did not end up submitting an invoice for that project.
Modify scope	VAR 02	Bike Santa Cruz County	Project PASEO: Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets, <u>Community Rides</u>	Modify project description allow remaining \$12,573 in RSTPX to be used to extend and expand Watsonville Community Bike Rides through 2026–2027. The rides promote safe cycling practices, physical activity, and health; greater bicycle use, reduce carbon emissions, and build community support for safer and more accessible biking infrastructure in a historically underserved community.
Shift funds between projects	WAT 43	Watsonville	Freedom Blvd Plan Line	Reprogram \$70,322 RSTPX balance to Clifford Ave Road Rehabilitation project (WAT 50)
Shift funds between projects	WAT 46	Watsonville	Ohlone Parkway Street Improvements	Reprogram \$249,085.60 RSTPX balance to Clifford Ave Road Rehab (WAT 50) and Pennsylvania Dr. Trail Rehabilitation (WAT 51) projects approved by RTC as part of 2025 Consolidate Grants.
Shift funds between projects	WAT 50	Watsonville	Clifford Ave Road Rehabilitation and Traffic Calming	Add \$160,000 RSTPX from Freedom Blvd Plan Line (WAT 43) and Ohlone Parkway (WAT 46) project balances.
Shift funds between projects	WAT 51	Watsonville	Pennsylvania Dr Trail Rehabilitation Project	Add \$159,407.60 RSTPX from Ohlone Parkway project (WAT 46) balance.

AGENDA: February 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Max Friedman, Transportation Planner

RE: 2026 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive updates on the Governor's 2026 proposed budget and federal legislative actions and adopt the RTC's 2026 legislative program ([Attachment 1](#)).

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts a legislative program 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, California Special Districts Association (CSDA), 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

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 affect:

- funding or funding mechanisms for transportation projects and programs
- the implementation of transportation and greenhouse gas emission reduction policies and programs
- transportation and land use
- the environmental review process
- changes to the way transportation projects are delivered
- the Commission 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.

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 for the Metropolitan Transportation Plan.

- **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. This could include streamlining the process for agencies to initiate projects with state funding, such as amending SB 184 to expedite project delivery and minimize delays due to California Transportation Commission (CTC) meeting dates and subsequent approvals.
- **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 743 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.

Staff recommends that the RTC approve the 2026 State and Federal Legislative Program (Attachment 1). Changes from the 2025 Legislative Program are minor, and additions or deletions from the previously adopted program are shown in underline and ~~strikeout~~. Staff presented the draft Legislative Program to the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and the Interagency Technical Advisory Committee (ITAC) in December 2025; several changes were incorporated into the draft program as a result of their input.

State Budget Outlook

Staff has been monitoring the evolving legislative and budgetary landscape and potential impacts on transportation operations and projects in Santa Cruz

County. The Governor released his proposed state budget for 2026-27 on January 9, 2026.

Due to stronger-than-expected state revenues, driven in part by continued growth in the AI sector, the Governor's 2026-27 budget proposal is largely balanced, with a projected deficit of about \$3 billion. This is a significant improvement over earlier estimates that projected an \$18 billion shortfall. While the budget reflects ongoing economic growth, it also notes potential risks ahead, including stock market volatility and rising inflation. The proposed \$349 billion budget includes \$248 billion from the General Fund and assumes roughly \$60 billion in reserves by the end of the fiscal year. While the shortfall is relatively small, the Governor's budget does not propose significant spending changes and warns that downward adjustments may be needed as revenue estimates become clearer in the spring.

Transportation: The budget maintains the transportation funding established in the previous budget at approximately \$18.6 billion total. The Governor's 2026-27 Proposed Budget also includes a four-year spending plan for the newly re-branded Cap-and-Invest program. The Cap-and-Invest Expenditure Plan implements the three-tiered spending plan outlined in 2025's Assembly Bill 1207 and Senate Bill 840, prioritizing funds for the State Responsibility Area Backfill, the High-Speed Rail Authority and the CAL FIRE General Fund shift over other programs such as Healthy and Resilient Forests and Safe Drinking Water. The Governor's proposals for transportation include:

- \$7.6 billion for high-priority transit and rail infrastructure projects. A portion of these funds can also be used to support transit operations.
- \$4.2 billion in Prop 1A funding for High-Speed Rail
- \$1.2 billion for projects that improve goods movement on rail and roadways at port terminals
- \$1.1 billion for Active Transportation Program projects
- \$410 million for the Zero Emission Transit Capital Program
- \$150 million for grade separation projects
- \$125 million for Transit Passes via the Greenhouse Gas Reduction Fund (GGRF)/Cap-and-Invest program
- \$200 million one-time to launch a new zero-emission vehicle (ZEV) incentive program meant to backfill lost federal clean vehicle rebates (previously up to \$7,500 per vehicle).

The Governor's 2026-27 Proposed Budget long-term funding strategy for the High-Speed Rail project, includes \$5 billion GGRF over the next five years; with the passage of SB 840, the High-Speed Rail Authority is provided \$1 billion per year through 2045 from the GGRF.

While the budget includes EV incentives and preserves major transit spending, it does not expand funding for the Active Transportation Program or fully maintain funds for the zero-emission transit capital program.

Federal Activities

As noted above, on the federal level staff recommends that the RTC oppose proposals and actions which are inconsistent with RTC goals and policies related to active transportation and transit, emissions reductions, climate change, equity, and system preservation. This includes opposing proposals that could reduce funding for local active transportation, transit, rail, highway, road, and zero emission vehicle projects, including local projects that were previously approved for BUILD and MEGA funding through the Infrastructure Reduction Act (IRA) and Infrastructure Investment and Jobs Act (IIJA). Staff will also provide input on the next federal transportation act (Infrastructure Investment and Jobs Act (IIJA) Reauthorization).

Federal priorities have shifted significantly under the second Trump administration. Previously, Former President Biden had prioritized intercity rail, reducing traffic deaths, zero emission vehicles, and equitable transit. The Trump Administration has outlined transportation priorities as:

- **Enhancing transportation safety**, including bridges, safety for transportation workers and pedestrians, truck parking, and autonomous vehicles.
- **Accelerating project delivery** for transportation projects, including reforming the National Environmental Policy Act (NEPA) and permitting, enhancing One Federal Decision, and increasing the use of technology.
- **Increasing opportunities** through investment in transportation infrastructure that promotes economic growth, including through expanded capacity and mobility, congestion relief, and more private sector investment.
- **Strengthening partnerships** with States and other key stakeholders to improve transportation outcomes, including prioritizing the federal interest, greater efficiencies, and research.

SUMMARY

Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide its analysis of state and federal legislative or administrative actions that could impact transportation projects in Santa Cruz County. The legislative program ([Attachment 1](#)) is used to support transportation-related statutes and guidelines that recognize Santa Cruz County's significant transportation funding, traffic congestion, maintenance, safety, active

transportation, and transit system needs, as well as the RTC's sustainability goals.

Attachments

1. Draft 2025 State and Federal Legislative Programs



Santa Cruz County Regional Transportation Commission

DRAFT 2026 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.*



DRAFT State Legislative Program-Page 1

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Ongoing Priorities

Transportation Funding

- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Watsonville-Santa Cruz Multimodal Corridor (Highway 1, Soquel Avenue-Freedom Boulevard Corridor, rapid transit corridors, Santa Cruz Branch Rail Line preservation and future transit, Monterey Bay Sanctuary Scenic Trail Network)
 - Local Street and Roadway Preservation and storm damage repairs
 - Transit project development and operations
 - Bicycle and Pedestrian facilities
 - Transportation projects in equity priority areas
 - Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs
 - Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
 - Complete Streets on State Highways that serve as main streets
- **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.
- **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:* Support legislation and programs that incorporate equity considerations but ensure that regional definitions of equity priority populations, disadvantaged communities (DACs), or priority populations can be used that accurately reflect low-income, communities of color and transportation-disadvantaged groups within Santa Cruz County. Ensure that state definitions do not rely solely on CalEnviroScreen or other designations which disproportionately exclude many local low-income neighborhoods.
- **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 that do not overburden low-income and rural residents.
 - **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.
- **Passenger Rail along the Central Coast:** 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.
- **Cap-and-Invest:**
 - Increase the percentage of Cap-and-Invest 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-Invest funding allocation to the Active Transportation Program.
 - Cap and Invest Renewal: Support the implementation of the renewal of the state's cap-and-invest 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 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, CA Coastal Commission, 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 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.
- Support streamlining processes and guidelines for Caltrans Local Assistance and Oversight project development.
- 1. 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.
- 2. Support streamlining the process for agencies to initiate projects with state funding, such as amending SB 184 to expedite project delivery and minimize delays due to California Transportation Commission (CTC) meeting dates and subsequent approvals.

3. **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects. 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 without discouraging the benefits of their use.
 - 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.

- **State Highways and 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 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 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 legislation prohibiting Caltrans from shifting responsibility to local, regional entities, or transit districts 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.
- **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.

Completed:

- ~~**Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.~~
- ~~**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

DRAFT 2026 FEDERAL Legislative Program

*Proposed additions/deletions from 2025 shown in underline/strikeout.
Minor text edits are not shown.*

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Watsonville-Santa Cruz Multimodal Corridor (Highway 1, Soquel Avenue-Freedom Boulevard Corridor, rapid transit corridors, Santa Cruz Branch Rail Line preservation and future transit, Monterey Bay Sanctuary Scenic Trail Network)
 - Local Street and Roadway Preservation and storm damage repairs
 - Transit project development and operations
 - Bicycle and Pedestrian facilities
 - Transportation projects in equity priority areas
 - Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs
 - Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
 - Complete Streets on State Highways that serve as main 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**
 - Protect transportation funding for projects in Santa Cruz County and oppose federal actions that could reduce funding available for local projects, including active transportation, transit, greenhouse gas reduction projects, and projects in equity priority communities.
 - **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.

- 4. **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.
- 5. **Air Quality:** Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and cap-and-invest programs.
- **Electrification and Alternative Fuels:** Support federal funding, tax credits, and coordination of vehicle electrification and alternative fuel vehicle adoption (including buses), planning and infrastructure. Oppose new drilling for fossil fuels along the Central Coast.
- **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.
- **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 for commuters to utilize alternatives to single occupancy travel to get 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. Monitor drone and other vehicle take-off and landing proposals
- **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.

AGENDA: February 5, 2026

TO: Regional Transportation Commission

FROM: Brian Zamora, Assistant Engineer, E.I.T, and Bella Kressman, Real Property Specialist

RE: Permanent Trail Easement Acquisitions for the Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1):

1. Authorizing the Executive Director to execute all necessary permanent trail easement agreements and related documents on behalf of the RTC, subject to review and approval of the RTC Counsel; and
2. Authorizing the Executive Director to accept the permanent trail easement property on behalf of the RTC and execute a certificate of acceptance for the permanent trail easements.

BACKGROUND

The Highway 1 Bus on Shoulder and Auxiliary Lanes from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (Project) is a multi-modal corridor improvement project that includes highway operational improvements and construction of approximately 1.25 miles of the Coastal Rail Trail along the RTC-owned Santa Cruz Branch Rail Line. Segment 12 of the Coastal Rail Trail extends from State Park Drive to just south of the Rio del Mar Boulevard overhead structure and is planned along the inland side of the rail corridor.

Delivering the trail in this configuration requires acquisition of limited real property interests from adjacent parcels in the form of permanent trail easements and temporary construction easements. The RTC is the implementing agency for the right of way component of the Project and has contracted with the County of Santa Cruz Real Property Division to provide real property acquisition services, including purchasing necessary permanent and temporary easements for the Project.

Permanent trail easements acquired for the Coastal Rail Trail portion of the Project will be owned by the RTC and a Commission Resolution is required to accept ownership of the properties. The temporary construction easements needed to construct the Project will be held by the County of Santa Cruz for their ~5-year term.

The RTC is the project sponsor who funds the property acquisitions needed through an agreement with the County of Santa Cruz (TP2165), along both Highway 1 and the branch line, to construct the project.

DISCUSSION

Preliminary engineering and final design development for Coastal Rail Trail Segment 12 identified the need for permanent and temporary easements on privately owned parcels to accommodate trail construction, drainage improvements, and construction access. These acquisitions are limited in area and have been designed to minimize impacts to private property while meeting design and safety requirements. Appraisals were completed to calculate the fair market value of property interests, and offers were made to the property owners. RTC staff, in coordination with the County's Real Property Division, successfully negotiated permanent trail easement agreements with two affected property owners.

Exhibit maps and legal descriptions of the permanent trail easements prepared by the project's engineer of record are included as Exhibit A to Attachment 1. The negotiated compensation reflects fair market value, temporary impacts, and agreed-upon reimbursements for site restoration and tree removal, where applicable and as established through the property appraisals. The easement acquisitions include:

Aptos Station LLC, APN: 041-561-11

Location: Aptos Station Commercial Area between Aptos Creek Road and Parade Street

The Aptos Station LLC property is located within the Aptos Village area and is directly adjacent to the Santa Cruz Branch Rail Line. This partial acquisition of an approximately 957 square foot parcel is needed to construct the Coastal Rail Trail.

Top Shelf LLC, APN: 041-011-41

Location: Near Parade Street

The property owned by Top Shelf LLC located near Parade Street within the Aptos Village area and is directly adjacent to the Santa Cruz Branch Rail Line. This partial acquisition of an approximately 264 square foot parcel is needed to construct the Coastal Rail Trail.

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to execute all necessary permanent trail easement agreements and related documents on behalf of the RTC, subject to review and approval of the RTC Counsel; and authorizing the Executive Director to accept the permanent trail easement property on behalf of the RTC and execute a certificate of acceptance for the permanent trail easements.

FISCAL IMPACT

The right of way capital component of the Project is funded by Measure D Active Transportation and Highway Categories. Sufficient capacity exists in the current fiscal year budget and 5-year program of projects for the Active Transportation Category to fund the acquisitions of permanent trail easements.

SUMMARY

Permanent trail easement acquisitions are necessary to construct the Coastal Rail Trail Segment 12. Staff recommends that the Commission approve the attached resolution authorizing the acquisitions and accepting the property interests.

ATTACHMENTS

1. Resolution
 - a. Exhibit A – Legal Descriptions and Plat Maps
 - APN 041-561-11
 - APN 041-011-41

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 5, 2025
on the motion of Commissioner
duly seconded by Commissioner

**AUTHORIZING ACQUISITION OF PERMANENT TRAIL EASEMENTS TOTALING 1,221
SQUARE FEET OVER PORTIONS OF APN 041-011-41 AND 041-561-11
(PROPERTY) FOR THE HIGHWAY 1 AUXILIARY LANES, BUS ON SHOULDER, AND
COASTAL RAIL TRAIL SEGMENT 12 PROJECT**

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Line (Branch Line) in October 2012 to provide regional multimodal transportation options for the public;

WHEREAS, Highway 1 is the most heavily traveled highway in Santa Cruz County, is often congested and has safety concerns;

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D, a ½-cent sales tax, in November 2016 to fund transportation improvements, and which was amended in 2020 to include auxiliary lanes and bus on shoulder facilities between State Park Drive and Freedom Boulevard interchanges and coastal rail trail Segment 12;

WHEREAS, construction of the Highway 1 Auxiliary Lanes and Bus on Shoulder from State Park Drive to Freedom Boulevard and Coastal Rail Trail Segment 12 Project (Project) will be constructed with funds awarded from the California Transportation Commission for The Watsonville to Santa Cruz Multimodal Corridor Program, Federal Mega, and Measure D funds, scheduled to begin in 2027;

WHEREAS, to receive construction allocation for the Project the RTC must demonstrate that necessary right-of-way is secured to certify the right of way;

WHEREAS, RTC will hold all permanent easements acquired for the Coastal Rail Trail Segment 12 which will be acquired, on behalf of the RTC, by the County of Santa Cruz (County) serving as the RTC's right-of-way agent under a contract approved by the Commission December 1, 2022, ;

WHEREAS, the right of way needs for the Project include easements on portions of APN 041-011-41 and 041-561-11, totaling 1,221 square feet on the inland side of the Branch Line, with the locations of such Easements shown on Exhibit A to this Resolution, attached hereto and incorporated herein;

WHEREAS, the Commission authorized staff and the County to negotiate

price and terms for the purchase of temporary easements, permanent easements, and fee simple acquisitions for the Project in August of 2024;

WHEREAS, in coordination with the RTC's consultant, RTC staff and the County of Santa Cruz have negotiated a fair purchase price for the permanent trail easements for the Project.

THEREFORE, BE IT RESOLVED THAT THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION HEREBY TAKES THE FOLLOWING ACTIONS:

1. Authorizes the Executive Director to execute all necessary permanent trail easement agreements and related documents on behalf of the RTC, subject to review and approval of RTC Counsel; and
2. Authorizes the Executive Director to accept the permanent trail easement property on behalf of the RTC and execute a certificate of acceptance for the permanent trail easements.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

A. Legal Descriptions and Plat Maps

- APN 041-561-11
- APN 041-011-41

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over portion of the lands of TOP SHELF, INC., a California corporation as described in the Grant Deed, recorded November 3, 2017, as Document Number 2017-0037060, Official Record of said County Records, more particularly described as follows:

BEGINNING at the southeasterly corner of said Grant Deed, said corner also being on the northerly Right of Way line of the Southern Pacific Railroad;

Thence along said northerly Right of Way and the southerly line of said Grant Deed, the following two (2) courses and distances:

- 1) North 75°20'57" West, 24.39 feet;
- 2) North 79°26'57" West, 14.09 feet to the southwest corner of said Grant Deed;

Thence along the westerly line of said Grant Deed, North 14°56'25" West, 11.08 feet;

Thence leaving said westerly line, the following six (6) courses and distances:

- 1) South 79°26'57" East, 4.30 feet;
- 2) South 07°31'41" West, 7.90 feet;
- 3) South 79°37'56" East, 19.17 feet;
- 4) North 73°39'12" East, 7.51 feet;
- 5) North 30°24'16" East, 7.88 feet;
- 6) Thence South 79°10'02" East, 10.00 feet to the easterly line of said Grant Deed and the westerly Right of Way line of Parade Street;

Thence along said easterly line and said westerly Right of Way, South 10°49'58" West 14.68 feet the **POINT OF BEGINNING**.

Containing 264 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

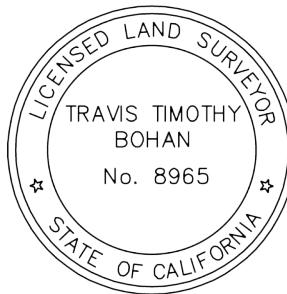
The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

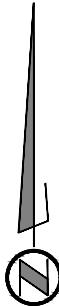


December 18, 2024

DATE

LEGEND

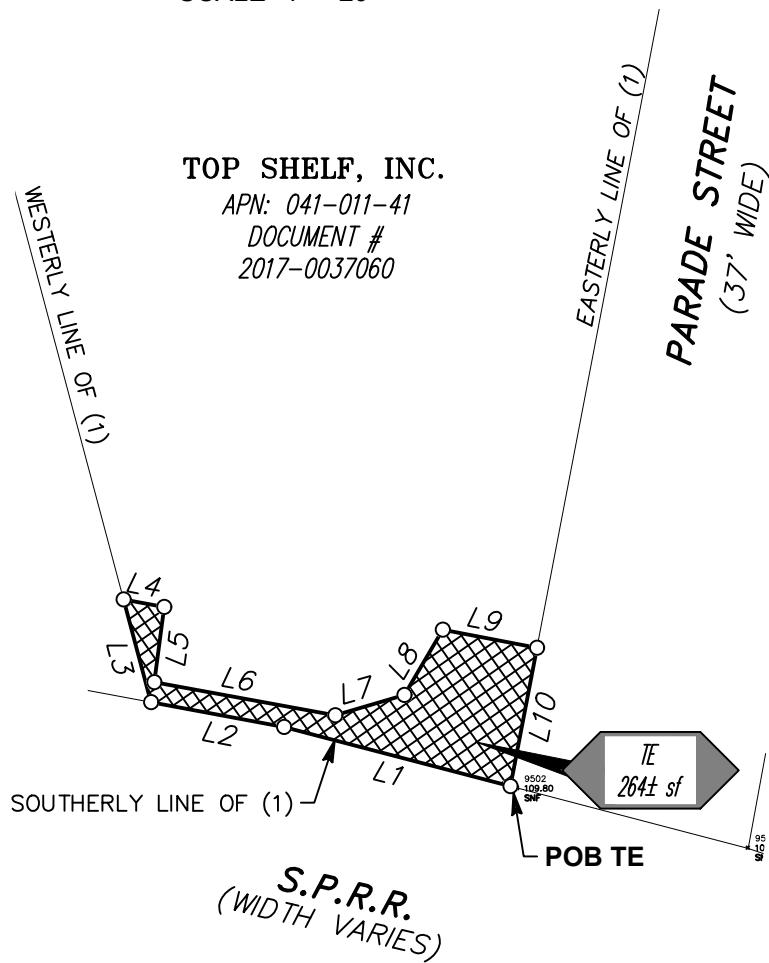
- DIMENSION POINT
- ☒ TRAIL EASEMENT
- POB POINT OF BEGINNING
- TE TRAIL EASEMENT
- (1) GRANT DEED 2017-0037060
- S.P.R.R. SOUTHERN PACIFIC RAILROAD



LINE TABLE

- L1 N75°20'57"W 24.39'
- L2 N79°26'57"W 14.09'
- L3 N14°56'25"W 11.08'
- L4 S79°26'57"E 4.30'
- L5 S07°31'41"W 7.90'
- L6 S79°37'56"E 19.17'
- L7 N73°39'12"E 7.51'
- L8 N30°24'16"E 7.88'
- L9 S79°10'02"E 10.00'
- L10 S10°49'58"W 14.68'

TOP SHELF, INC.
APN: 041-011-41
DOCUMENT #
2017-0037060



SHEET 1 OF 1



MARK THOMAS

Scale: 1" = 20'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 041-011-41
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

EXHIBIT "A"
LEGAL DESCRIPTION
TRAIL EASEMENT

All that property situate in the unincorporated area of the County of Santa Cruz, State of California, being an easement for trail purposes over a portion of the lands of APTOS STATION, a partnership, Grantee as described in the Grant Deed recorded on April 23, 1980 in Book 3189, of Deeds at Page 522, Official Records of said County, more particularly described as follows:

BEGINNING at the southeast corner of said Grant Deed, said corner also being on the northerly Right of Way line of Soquel Drive;

Thence along said northerly Right of Way and the southerly line of said Grant Deed, the following eight (8) courses and distances:

- 1) North 79°26'57" West, 35.89 feet;
- 2) North 83°55'57" West, 49.98 feet;
- 3) North 88°09'57" West, 49.98 feet;
- 4) South 87°42'03" West, 49.98 feet;
- 5) South 83°10'03" West, 49.98 feet;
- 6) South 79°12'03" West, 49.98 feet;
- 7) South 74°37'03" West, 49.98 feet;
- 8) South 70°30'03" West, 13.87 feet to the southwest corner of said Grant Deed, said corner also being on the easterly Right of Way line of Aptos Creek Road,

Thence along said westerly line of said Grant Deed, North 14°59'01" West, 26.72 feet;

Thence leaving said westerly line, the following twelve (12) courses and distances:

- 1) North 74°37'06" East, 4.92 feet;
- 2) South 31°27'28" East, 22.55 feet;
- 3) South 84°16'11" East, 5.73 feet;
- 4) North 74°37'03" East, 47.20 feet;
- 5) North 79°12'03" East, 50.13 feet;
- 6) North 83°10'03" East, 50.13 feet;
- 7) North 87°42'03" East, 50.13 feet;
- 8) South 88°09'57" East, 50.13 feet;
- 9) South 83°55'57" East, 50.13 feet;
- 10) South 79°37'56" East, 27.54 feet;

- 11) North 10°22'04" East, 7.91 feet;
- 12) South 79°26'57" East, 3.69 feet to the easterly line of said Grant Deed;

Thence along said easterly line, South 14°56'25" East, 11.08 feet to the **POINT OF BEGINNING.**

Containing 957 square feet of land, more or less.

End of Description

Shown graphically on Exhibit B, attached hereto and made a part hereof.

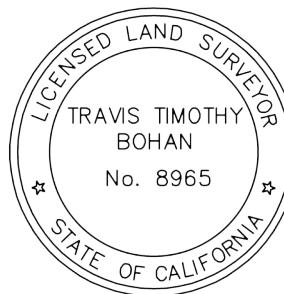
The Basis of Bearings for this survey is the grid bearing of North 30°57'08" West as measured between Continuously Operating Reference Stations (CORS) P171 and P534 in July 2020. This bearing is based on the California Coordinate System of 1983, Zone 3 (2017.50 version 2 epoch) as published by the California Spatial Reference Center (CSRC). Grid distances described or shown are in US Survey feet, divide grid distances by combined factor of 1.0000204756 to obtain ground distances.

This real property description and accompanied Exhibit "B" has been prepared at Mark Thomas & Company, Inc. by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Mark Thomas & Company, Inc.



Travis Timothy Bohan, LS 8965

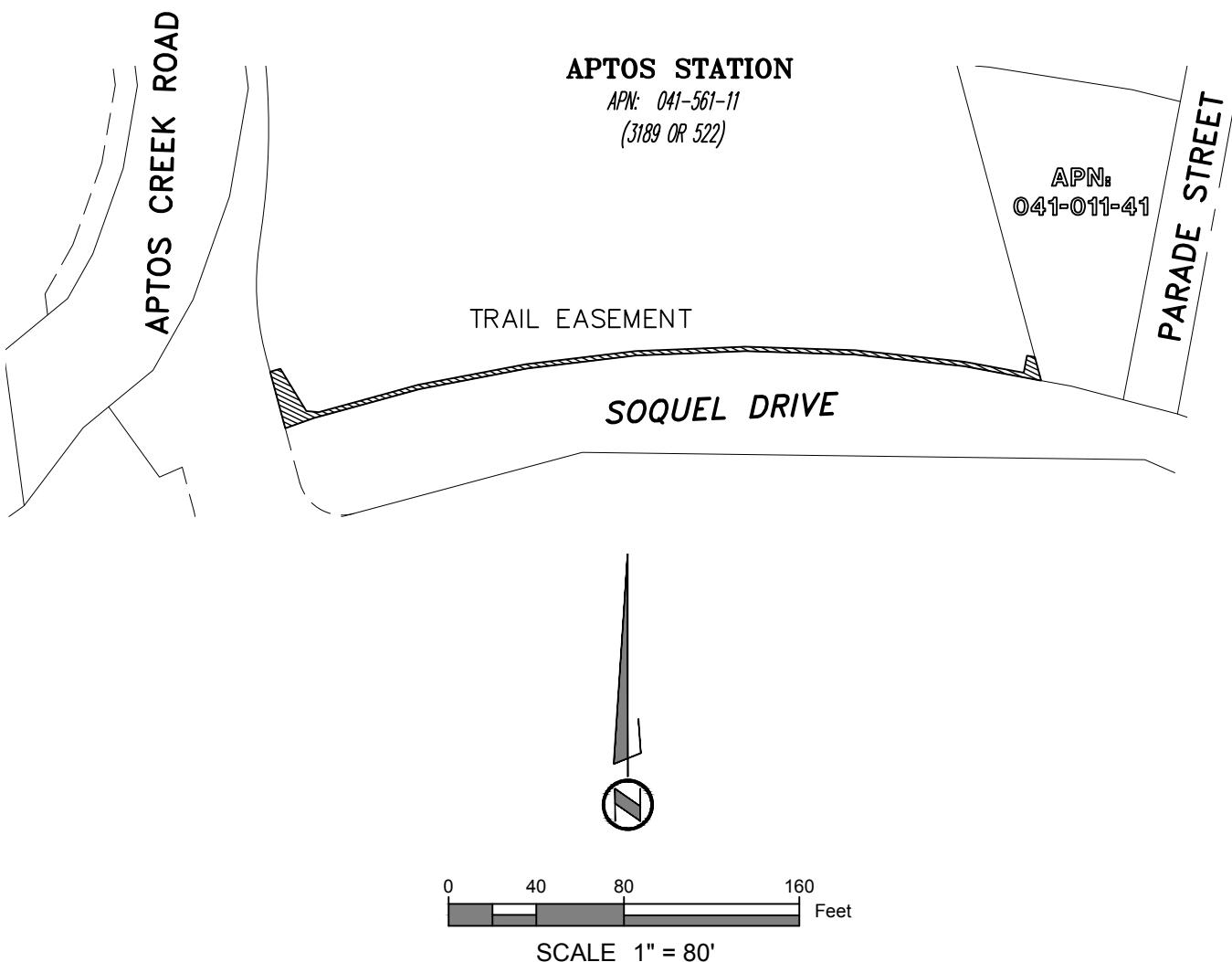


December 18, 2024

DATE

LEGEND

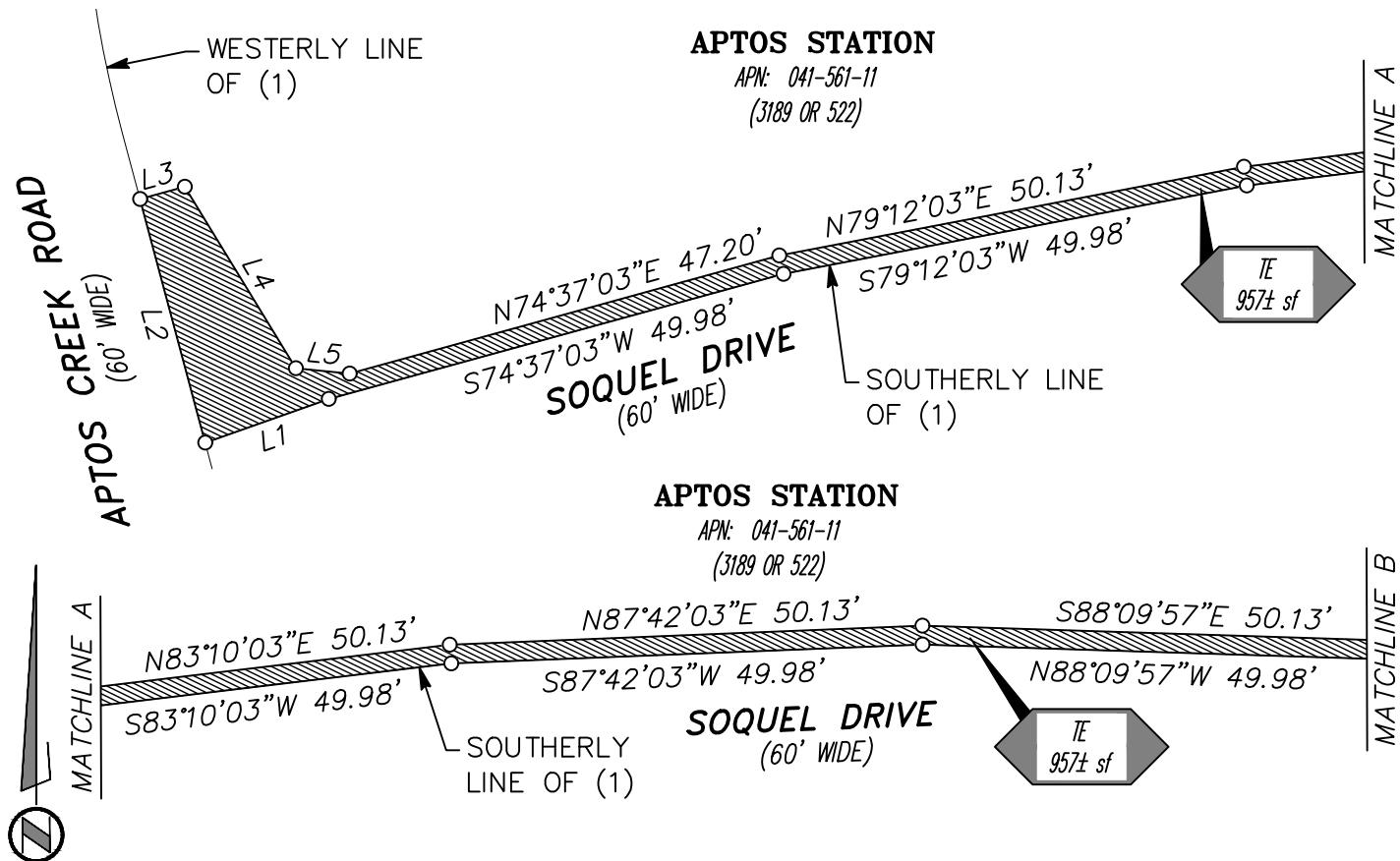
- DIMENSION POINT
- ▨ TRAIL EASEMENT
- POB POINT OF BEGINNING
- TE TRAIL EASEMENT
- OR OFFICIAL RECORDS OF SANTA CRUZ COUNTY
- (1) 3189 OR 522

**SHEET 1 OF 2****MARK THOMAS**

Scale: 1" = 80'
Date Oct., 2024
Drawn By JH
Checked By SW

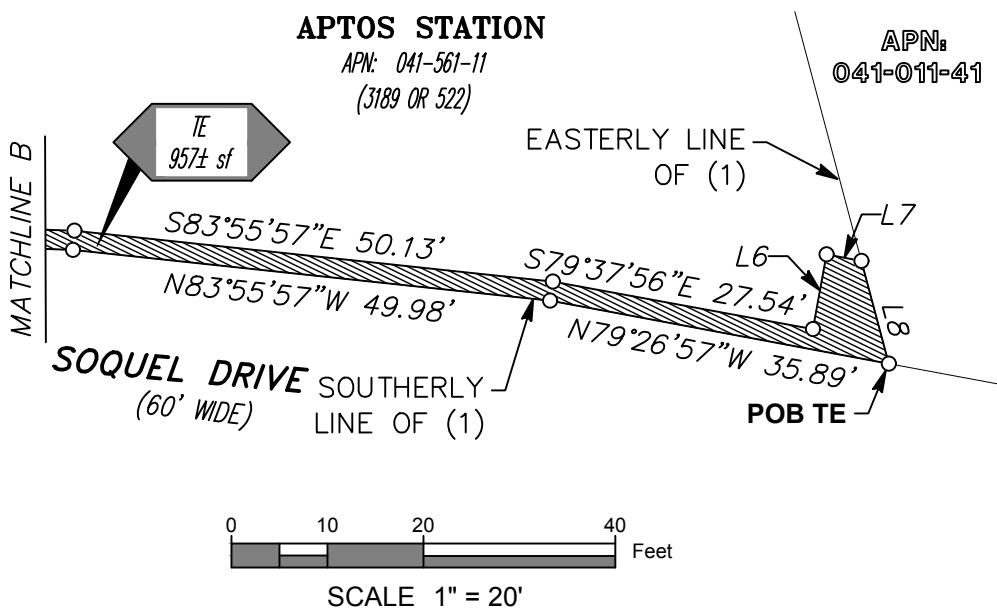
Exhibit B
Trail Easement
APN 041-561-11
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

SEE SHEET 1 FOR LEGEND



LINE TABLE

L1	S70°30'03"W 13.87'
L2	N14°59'01"W 26.72'
L3	N74°37'06"E 4.92'
L4	S31°27'28"E 22.55'
L5	S84°16'11"E 5.73'
L6	N10°22'04"E 7.91'
L7	S79°26'57"E 3.69'
L8	S14°56'25"E 11.08'



SHEET 2 OF 2



MARK THOMAS

Scale: 1" = 20'
Date Oct., 2024
Drawn By JH
Checked By SW

Exhibit B
Trail Easement
APN 041-561-11
Plat to Accompany Legal Description
In the Unincorporated Area of
Santa Cruz County, California

AGENDA: February 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Italo Jimenez, Budget and Finance Officer

RE: Status report on FY 2025-26 Transportation Development Act
Revenues from December 2025

BACKGROUND:

Transportation Development Act revenues are received monthly from the State of California Tax and Fee Administration. [Attachment 1](#) provides the Commission with the status of cumulative revenue receipts for December 2025 and compares the total to the same period in fiscal year (FY) 2024-25 in dollars and as a percentage.

Included in the attachment are the FY 2025-26 Transportation Development Act revenues. December FY 2025-26 revenues were 0.87% lower than December FY 2024-25. Actual revenues for December FY 2025-26 were 2.34% below the budgeted amount

Staff will continue to monitor revenues and provide recommendations at a future Santa Cruz County Regional Transportation Commission (RTC) meeting, if action is needed.

DISCUSSION:

As the Regional Transportation Planning Agency for Santa Cruz County, the RTC is responsible for receiving and managing funds, and processing Transportation Development Act apportionments. These revenues are generated at the "point of sale" for purchases made within the County of Santa Cruz. Revenues are collected by the California Department of Tax and Fee Administration and distributed each month to the TDA trust fund held at the Santa Cruz County treasury for the RTC as administrator.

FY 2025-26 Cash Receipts

Transportation Development Act FY 2025-26 budgeted revenues are projected to increase by \$295,229 (+0.57%) from \$12,322,348 in FY 2024-25 estimate to \$12,617,577 estimated for FY 2025-26. FY 2024-25 revenues came in lower than the estimated \$12,322,348 therefore, increasing the estimated growth projection for FY 2025-26 to \$313,852 (+3%). FY 2024-25 Transportation Development Act cash receipts for December 2025 are \$8,882 (.87%) lower at

\$1,009,951 compared to \$1,018,473 in December 2024. December 2025 cash receipts represent October 2025 sales tax revenues as shown in Attachment 1.

Actual Cash Receipts December 2025

FY 2024-25	FY 2025-26	Increase / (-) Decrease
1,018,473	1,009,591	-0.87% (8,882)

Budgeted to Actuals December 2025

Budgeted	Actual	Increase / (-) Decrease
1,033,750	1,009,591	-2.34% (24,159)

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter on an accrual basis. Q1 represents July 2025 through September 2025 revenues received from September 2025 through November 2025.

The December 2025 revenue distributions are considered an advance for October 2025 revenues. The table below provides revenue comparisons by quarter on an accrual basis between FY 2024-25 and FY 2025-26 revenues. On an accrual basis revenues are \$310,717 (10%) higher in FY 2025-26 than in FY 2024-25 for the same period. Quarter 2 is still in progress; therefore, there are no comparison available yet.

FY 2025-26 Year TDA Revenues - Quarterly Comparison
to FY 2024-25 Accrual Basis

	Q1 (July-Sep)	Q2 (Oct - Dec)	Q3 (Jan-Mar)	Q4 (Apr - June)	Fiscal YTD
FY 2024-25	3,016,503				3,016,503
FY 2025-26	3,327,220				3,327,220
\$ Difference	310,717				310,717
% Difference	10%				10%

FISCAL IMPACT:

This is a status report, there is no fiscal impact beyond reported TDA revenue.

Attachment

1. Status Report on Transportation Development Act Revenues as of December 2025

SCCRTC
TRANSPORTATION DEVELOPMENT ACT (TDA)
SUMMARY OF REVENUE RECEIPTS BY MONTH
FY2026 ENDING JUNE 30, 2026

ATTACHMENT 1

MONTH	FY2024-25 ACTUAL REVENUE	FY2025-26 BUDGETED REVENUE	FY2025-26 ACTUAL REVENUE	DIFFERENCE	AS % OF PROJECTION	CUMMULATIVE % OF PROJECTION	ACTUAL FY 2025-26 COMPARED TO ACTUAL FY 2024-25	
							\$ Increase (+) /Decrease (-)	% Increase (+) /Decrease (-)
JULY	1,012,225	1,331,358	1,111,944	(219,414)	-16.48%	83.52%	99,719	9.85%
AUGUST	1,239,451	1,258,043	1,127,676	(130,367)	-10.36%	86.49%	(111,775)	-9.02%
SEPTEMBER	994,204	1,009,117	1,044,944	35,827	3.55%	91.28%	50,741	5.10%
OCTOBER	901,646	915,171	1,082,956	167,785	18.33%	96.76%	181,309	20.11%
NOVEMBER	1,120,653	1,137,463	1,199,320	61,857	5.44%	98.51%	78,667	7.02%
DECEMBER	1,018,473	1,033,750	1,009,591	(24,159)	-2.34%	98.38%	(8,883)	-0.87%
JANUARY	878,510	877,975	-					
FEBRUARY	1,292,658	1,319,500	-					
MARCH	881,767	893,200	-					
APRIL	775,261	827,225	-					
MAY	1,297,651	1,065,750	-					
JUNE	1,037,186	949,025	-					
TOTAL	12,449,684	12,617,577	6,576,431	(108,471)	-0.86%	52.12%	289,779	2.33%
July 2025 through December 2025	6,286,652	6,684,902	6,576,431	(108,471)	-1.62% Cash		289,779	4.61%
September 2025 through December 2025	4,034,976	4,095,501	4,336,811	241,310	5.89% Accrual		301,835	7.48%

I:\FISCAL\7.TDA\MonthlyReceipts\FY2026\06. December 2025\[December FY2026 TDA Receipts.xlsx]FY2026

AGENDA: February 5, 2026

TO: Regional Transportation Commission (RTC)

FROM: Italo Jimenez, Budget and Finance Officer

RE: Measure D Revenues from December 2025

BACKGROUND

Measure D revenues are received monthly from the California Department of Tax and Fee Administration and distributed to the direct recipients.

Attachment 1 provides the Commission with the status of cumulative revenue receipts from July 2025 through December 2025 and compares the total to the same period in fiscal year (FY) 2024-25 in dollars and as a percentage.

Included in the attachment is the December 2025 Measure D revenue report, cash receipts are 2,264,652, (-.78%) lower than the receipts from December of 2024. Staff will continue to monitor revenues and provide updates monthly.

DISCUSSION:

Measure D FY2025-26 budgeted revenues were projected to decrease by \$20,706 (.0007%) from \$27,687,507 in FY2024-25 to \$27,666,801 in FY2025-26, effectively no change in the projection.

FY 2025-26 Cash Receipts

FY 25-26 Measure D cash receipts for December 2025 are \$17,807 (-.78%) lower at \$2,264,652 compared to \$2,282,459 in the same period in FY 2024-25. December 2025 cash receipts represent October 2025 sales tax revenues.

Nov. 2024	Nov. 2025	Increase / (-) Decrease
2,282,459	2,264,652	-0.78% (17,807)

FY 2025-26 Quarterly Sales Tax Revenues

The December 2025 distribution from the California Department of Tax and Fee Administration represents December 2025 sales tax revenues.

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter on an accrual basis. Q1 represents July 2025 through October 2025 revenues received from September 2025 through November 2025.

The table below reflects the April 2025 Measure D projection from Hinderliter de Llamas for FY 2024-25 quarter 1.

	Q1 (July-Sep)	Q2 (Oct-Dec)	Q3 (Jan-Feb)	Q4 (Mar - June)	Fiscal YTD
FY 2024-25	6,821,605	-			6,821,605
FY 2025-26	7,096,085				7,096,085
\$ Difference	274,480				274,480
% Difference	4.02%				4.02%

FY 2025-26 Year Meas D Revenues - Quarterly Comparison to FY 2024-25 Accrual Basis - Projected

	Q1 Projected (July-Sep)	Q2 Projected (Oct-Dec)	Q3 Projected (Jan-Mar)	Q4 Projected (Apr-Jun)	Fiscal YTD
FY 2024-25	6,865,876				6,865,876
FY 2025-26	7,025,727				7,025,727
\$ Difference	159,851	-		-	159,851
% Difference	2.33%				2.33%

Quarter 1 FY 2026 receipts were \$274,480 (4.02%) higher compared to the same quarter in FY 2025. There is no data comparison for Quarter 2 FY 2026 because quarter 2 ends February 28, 2026

As the administrator of Measure D, RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan. Measure D revenues are collected by the California Department of Tax and Fee Administration and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund and distributed to the separate fiduciary fund for each of the five investment categories. Each month the RTC distributes the revenues from the Neighborhood and Transit categories to the direct recipients based on actual revenues received.

FISCAL IMPACT:

This is a status report, there is no fiscal impact beyond reported Measure D revenue.

Attachments

1. Status Report on Measure D Revenues from December 2025.

SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY 2026 ENDING JUNE 30, 2026

GROSS BOE FEES	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	FY 2026 TOTAL	FY 2025 TOTAL	% Increase (+) /Decrease (-)	\$ Increase (+) /Decrease (-)	
		2,379,185.25	2,591,120.94	2,299,835.82	2,371,098.28	2,485,561.44	2,264,652.36	14,391,454.09 (120,820.00)	14,018,410.46 (88,540.00)	FY 2025 to FY 2026	FY 2025 to FY 2026	
NET		2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	14,270,634.09	13,929,870.46	2.45%	340,763.63	
ADMINISTRATION & IMPLEMENTATION - 729100/75381												
ADMINISTRATION - SALARIES & BENEFITS	1%	23,791.85	25,307.11	22,998.36	23,710.98	24,251.51	22,646.52	142,706.34	139,298.70	2.45%	3,407.64	
O/H ADMIN		25,153.46	26,755.44	24,314.55	25,067.96	25,639.43	23,942.58	150,873.42	104,993.61	43.70%	45,879.81	
SALARIES & O/H IMPLIME& OVERSIGHT		11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	70,721.40	60,119.62	17.63%	10,601.78	
SERVICES & SUPPLIES		11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	67,064.50	24,250.00	176.55%	42,814.50	
Subtotal		71,909.63	75,026.86	70,277.23	71,743.26	72,855.26	69,553.42	431,365.66	328,661.94	31.25%	102,703.73	
TO DISTRIBUTE TO INVESTMENT CATEGORIES		2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	13,839,268.43	13,601,208.52	1.75%	238,059.90	
1. NEIGHBORHOOD - 729200/75382	30%	692,182.69	736,705.22	668,867.58	689,806.51	705,688.85	658,529.68	4,151,780.53	4,080,362.56	1.75%	71,417.97	
SLV SR9	Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	166,666.67	166,666.67	0.00%	-	
HWY 17 Wildlife	Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	83,333.33	83,333.33	0.00%	-	
		41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	250,000.00	250,000.00	0.00%	-	
City of Capitola - V41597	4.8700%	31,680.13	33,848.37	30,544.68	31,564.41	32,337.88	30,041.23	190,016.70	185,240.50	2.58%	4,776.19	
City of Santa Cruz - V110467	22.4071%	145,761.99	155,738.21	140,537.74	145,229.56	148,788.34	138,221.32	874,277.16	865,972.48	0.96%	8,304.68	
City of Scotts Valley - V102713	4.8728%	31,698.12	33,867.60	30,562.03	31,582.34	32,356.25	30,058.29	190,124.63	192,128.86	-1.04%	(2,004.24)	
City of Watsonville - V111928	16.0085%	104,137.64	111,265.02	100,405.25	103,757.25	106,299.77	98,750.31	624,615.24	596,370.23	4.74%	28,245.01	
County of Santa Cruz	51.8416%	337,238.14	360,319.35	325,151.21	336,006.29	344,239.96	319,791.87	2,022,746.82	1,990,650.48	1.61%	32,096.33	
		100%	650,516.02	695,038.56	627,200.91	648,139.84	664,022.19	616,863.01	3,901,780.53	3,830,362.56	1.86%	71,417.97
2. HWY Corridors - 729300/75383	25%	576,818.91	613,921.02	557,389.65	574,838.75	588,074.05	548,774.73	3,459,817.11	3,400,302.13	1.75%	59,514.98	
3. TRANSIT/PARATRANSIT - 729400/75384	20%	461,455.12	491,136.82	445,911.72	459,871.00	470,459.24	439,019.79	2,767,853.69	2,720,241.70	1.75%	47,611.98	
Santa Cruz Metro (SCMTD) 16%	80%	369,164.10	392,909.45	356,729.37	367,896.80	376,367.39	351,215.83	2,214,282.95	2,176,193.36	1.75%	38,089.58	
Community Bridges - V127587 - 4%	20%	92,291.02	98,227.36	89,182.34	91,974.20	94,091.85	87,803.96	553,570.74	544,048.34	1.75%	9,522.40	
4. ACTIVE TRANSPORTATION - 729500/75385	17%	392,236.86	417,466.29	379,024.96	390,890.35	399,890.35	373,166.82	2,352,675.63	2,312,205.45	1.75%	40,470.18	
5. RAIL CORRIDOR - 729600/75386	8%	184,582.05	196,454.73	178,364.69	183,948.40	188,183.69	175,607.91	1,107,141.47	1,088,096.68	1.75%	19,044.79	
DISTRIBUTED TO INVESTMENT CATEGORIES	100%	2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	13,839,268.43	13,601,208.52	1.75%	238,059.90	
TOTAL ADMIN & IMPLLEM AND INVESTMENT CATEGORIES		2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	14,270,634.09	13,929,870.46	2.45%	340,763.63	

I:\FISCAL\6.Measure D\2Distribution To Investment Category\FY2026\06 December 2025 Measure D Distribution with YTD comparison.xlsx\Summary

AGENDA: February 5, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Monthly Meeting Schedule

The monthly meeting schedule is presented to inform the Commission and the public of upcoming Commission, Committee, and Advisory Committee meetings. The meetings are open to the public. Information needed to attend the meetings can be found on the first page of the meeting agenda. Agendas for the meetings will be posted to the appropriate webpage five to seven days prior to the meetings.

- Commission Meetings:
<https://sccrtc.org/meetings/regional-transportation-commission/agendas/>
- Budget and Administration/Personnel Committee:
<https://sccrtc.org/meetings/budget-administration-personnel-committee/>
- Bicycle Advisory Committee:
<https://sccrtc.org/meetings/bicycle-advisory-committee/>
- Elderly and Disabled Transportation Advisory Committee:
<https://sccrtc.org/meetings/elderly-disabled/>
- Interagency Technical Advisory Committee:
<https://sccrtc.org/meetings/inter-agency/>
- Traffic Operations System/SAFE on 17:
<https://sccrtc.org/meetings/traffic-operations-system-safe-on-17/>
- Measure D Taxpayer Oversight Committee:
<https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>

Attachments:

1. Three Month Meeting Schedule

Three Month Meeting Schedulewww.sccrtc.org**February 5, 2026 RTC Meeting**

February 2026-April 2026

Note: Please check website for most up-to-date information. All meetings are subject to cancellation when there are no action items to be considered.

Date	Day	Meeting Body	Time	Place
02/05/26	Thu	Regional Transportation Commission	9:00am	Community Room SC County Building *New Location*
02/09/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
02/10/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
02/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
03/05/26	Thu	Regional Transportation Commission	9:00am	Scotts Valley
03/12/26	Thu	Budget & Admin/Personnel Committee	1:30pm	RTC Office
03/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
04/02/26	Thu	Regional Transportation Commission	9:00am	Watsonville
04/13/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
04/14/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
04/16/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office

- *Community Room SC County Building – Basement, 701 Ocean St, Santa Cruz CA*
- *RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA*
- *Scotts Valley – 1 Civic Center Drive, Scotts Valley, CA*
- *Watsonville – 275 Main Street, Watsonville, CA*

AGENDA: February 5, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Correspondence Log

The Correspondence Log is included in the meeting packet to inform the Commission of correspondence from members of the public on matters within its jurisdiction and from members of the Commission and its staff to other agencies. The correspondence log and the accompanying Full Comments (linked in the upper right-hand corner of the first page of the log) demonstrate the value the Commissioner places on transparency and responsiveness.

Attachments:

1. Correspondence Log

TO							From			Link to Full Comments
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/06/25	Email	Incoming	S.Christensen 1.12.2026	Sarah	Christensen	SCCRTC	Jim	Tracey	Santa Cruz County Civil Grand Jury	Follow up on request for data regarding consultant fees associated with the rail project
01/12/25	Email	Incoming	RTC Staff 1.13.2025	RTC		SCCRTC	Frank	Remde	Resident	Two suggestions for the "bigger picture" - "Pajaro Valley Junction" and Santa Cruz County Line going to Monterey
01/13/25	Email	Incoming	RTC Staff 1.21.2026	Tommy	Travers	SCCRTC	Rob	Means	Loopworks	Advocacy for Personal Rapid Transit (SC-PRT) to Bicycle Advisory Committee
01/13/25	Email	Incoming	R.Moriconi 1.21.2026	Rachel	Moriconi	SCCRTC	Rob	Means	Loopworks	Advocacy for Personal Rapid Transit (SC-PRT) to Interagency Technical Advisory Committee
12/03/25	Email	Incoming	B.Zamora 1.6.2026	Brian	Zamora	SCCRTC	Anne	Vyorka	Dodge Construction Network	Questions about Highway 9 Roadway Improvements
01/05/26	Email	Incoming	RTC Staff 1.8.2026	Shannon	Munz	SCCRTC	Greg	Willis	Resident	Request for current estimated opening date of new Capitola Ave bridge
01/06/26	Email	Incoming	RTC Staff 1.8.2026	Bella	Kressman	SCCRTC	Damon	Meyer	Resident	Notice Regarding Potential Tree Removal Activity Along Santa Cruz Branch Line Corridor
01/07/26	Email	Incoming	K.Corwin 1.8.2026	Krista	Corwin	SCCRTC	Brenda	Rubio	Resident	Request for time, location, zoom link for 2050 Draft RTP public hearing
01/07/26	Email	Incoming	RTC Staff 1.8.2026	Shannon	Munz	SCCRTC	Manu	Koenig	Commissioner	Request for current estimated opening date of new Capitola Ave bridge
01/09/26	Email	Incoming	RTC Staff 1.9.2026	Shannon	Munz	SCCRTC	Elaine	Tringali	Resident	Request for information about Capitola Avenue Overcrossing re-opening date

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/12/26	Email	Incoming	RTC Staff 1.12.2026	Riley	Gerbrandt	SCCRTC	Andrea	Boyd	HDR	Questions regarding RFP2603
01/13/26	Email	Incoming	RTC Staff 1.22.2026	Brianna	Goodman	SCCRTC	Andy	Dashwood	Resident	Comment on San Vicente-Waddell Coastal Resilience In-Person Community Workshop
01/13/26	Email	Incoming	RTC Staff 1.13.2025	Tommy	Travers	SCCRTC	Andy	Dashwood	Resident	Comment on the 2050 draft Regional Transportation Plan (RTC 1/15/2026 item)
01/13/26	Email	Incoming	RTC Staff 1.13.2025	Tommy	Travers	SCCRTC	Tom	Kellogg	Resident	Comment on the 2050 draft Regional Transportation Plan (RTC 1/15/2026 item)
01/13/26	Email	Incoming	R.Gerbrandt 1.13.2026	Riley	Gerbrandt	SCCRTC	Kayleigh	Davis	Construct Connect	Questions about the ZEPRT project
01/13/26	Email	Incoming	T.Travers 1.22.2026	Tommy	Travers	SCCRTC	Narendra	Dev	Resident	Question about applications for Measure D Oversight Committee
01/14/26	Email	Incoming	RTC Staff 1.15.2026	RTC		SCCRTC	Patrick	Mottram	Resident	Comment on Statement by SCCRTC Executive Director Sarah Christensen
01/14/26	Email	Incoming	RTC Staff 1.15.2026	Tommy	Travers	SCCRTC	MM	.	Resident	Link to application to Measure D Oversight Committee not working
01/14/26	Email	Incoming	RTC Staff 1.15.2026	Riley	Gerbrandt	SCCRTC	Frank	Rimicci	Resident	Comment on the ZEPRT project

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/14/26	Email	Incoming	RTC Staff 1.15.2026	Riley	Gerbrandt	SCCRTC	Tina	Andreatta	Resident	Comment on the ZEPRT project
01/14/26	Email	Incoming	RTC Staff 1.15.2026	RTC		SCCRTC	Teresa	Buika	Resident	Comment on Statement by SCCRTC Executive Director Sarah Christensen
01/14/26	Letter	Incoming	n/a	Sarah	Christensen	SCCRTC	Wendy	King	Caltrans Division of Local Assistance	Re: Grant funding award for Lift Line CTSA EV Charge Expansion Project
01/15/26	Email	Incoming	RTC Staff 1.15.2026	Tommy	Travers	SCCRTC	Doug	Oreck	Resident	Comment on the Regional Transportation Plan
01/15/26	Email	Incoming	pending	Amanda	Marino	SCCRTC	Michael	Pisano	Resident	Suggestion to add a mobile charger to the Highway 17 Freeway Service Patrol program
01/15/26	Email	Incoming	K.Corwin 1.15.2026	Krista	Corwin	SCCRTC	John	Benito	Resident	Questions about the correspondence log
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Tommy	Travers	SCCRTC	Jim & Kathy	Helmer	Resident	Comments on the Regional Transportation Plan
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	PDF attachment titled "CTC-State-Rail-First-1"
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments re: Proposition 116 and trail only (Subject line "Document 1")
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Additional comments re: Proposition 116 (Subject line "Document 2")

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments re: CalSTA state funds (Subject line "Document 3")
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments re: Proposition 116 and the California Transportation Commission (Subject line "Document 4")
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments re: "Statement of record and compliance," Proposition 116 and passenger rail
01/15/26	Email	Incoming	RTC Staff 1.16.2026	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments re: "Additional Notice Regarding Expenditures and Deed-Based Constraints"
01/16/26	Letter via Certified Mail	Outgoing	A. Dobbelmann 1.22.2026	Andrea	Dobbelmann	Progressive Rail	Sarah	Christensen	SCCRTC	Notice of Termination of ACL Agreement
01/16/26	Email	Incoming	RTC Staff 1.16.2026	Max	Friedman	SCCRTC	Kaitlyn	Hogue	Resident	Comments for the Safe on 17 Taskforce - reporting danger on Hwy 17 at Crescent Road
01/16/26	Email	Incoming	K. Corwin 1.16.2025	Yesenia	Parra	SCCRTC	Matt	Farrell	Resident	Questions regarding the vote on the closed session item on January 15, 2026
01/17/26	Email	Incoming	pending	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments about clarifying prior communication re: railbanking
01/18/26	Email	Incoming	pending	Shannon	Munz	SCCRTC	Damon	Meyer	Resident	Comments about placing the RTC on notice that expenditures deviating from rail-purpose restriction may be subject to review and scrutiny
01/18/26	Email	Incoming	RTC Staff 1.22.2026	Grace	Blakeslee	SCCRTC	Doug	Rosener	Resident	Questions about Wilder to Davenport Rail Trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/19/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Jennifer	Young	Resident	Comments on rail and trail
01/19/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Barbara	Hanson	Resident	Comments on rail and trail
01/19/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Frank	Rimicci	Resident	Comments on rail and trail
01/19/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Myles	Corcoran	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Meghan	Arnold	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Eric	Madison	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Will	Bachar	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Tem	Kuechle	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Taylor	Lahey	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Dieter	Siegmund	Resident	Comments on rail and trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Isabelle	Herbert	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Ian	Applegate	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Eric	Cortinas	Resident	Comments on rail and trail
01/20/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	F. John	LaBarba	Resident	Comments on rail and trail
01/21/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Christian	Gupta	Resident	Comments on rail and trail
01/21/26	Email	Incoming	RTC Staff 1.21.2026	RTC		SCCRTC	Sam	Bahu	Resident	Comments on rail and trail
01/21/26	Email	Incoming	RTC Staff 1.22.2026	RTC		SCCRTC	Michael	Barnes	Resident	Comments on rail and trail
01/21/26	Email	Incoming	RTC Staff 1.22.2026	RTC		SCCRTC	Alan	Moore	Resident	Comments on rail and trail
01/22/26	Letter	Incoming	RTC Staff 1.22.2026	Tommy	Travers	SCCRTC	Stacie	Brownlee	Ben Lomond Fire Protection District	Comment letter on the draft 2050 Regional Transportation Plan
01/22/26	Email	Incoming	RTC Staff 1.22.2026	RTC		SCCRTC	Zach	White	Resident	Comments on rail and trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/23/26	Email	Incoming	RTC Staff 1.26.2026	Tommy	Travers	SCCRTC	Mikey	Cohen	Bike Santa Cruz County	Comment letter on the draft 2050 Regional Transportation Plan
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Russell Weisz	Judith Carey	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Natalie	Goff	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Neil	Waldhauer	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Kaki	Rusmore	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Tem	Kuechle	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Owen	Arden	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	John	Cardoza	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Charles	Hicks	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Forrest	Collins	Resident	Comment on rail and trail
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Richard	Vennerbeck	Resident	Comment on rail and trail

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/23/26	Email	Incoming	RTC Staff 1.26.2026	RTC		SCCRTC	Mitchell	Wexler	Resident	Comment on rail and trail

AGENDA: February 5, 2026

TO: Regional Transportation Commission
FROM: Sarah Christensen, Executive Director
RE: Caltrans Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a report generated by Caltrans on their active projects within Santa Cruz County.

BACKGROUND

Caltrans provides a project update report listing all active project locations, brief description, construction timeline, cost, assigned project manager, construction contractor (as applicable) and comments with updates to the Commission for each RTC meeting.

DISCUSSION

The February 5, 2026 Caltrans report includes updates on projects in construction and under development. Changes since the last project update are shown in bold-face font. Each project location is listed by route and postmile, which can be found using the Caltrans postmile services website query tool: postmile.dot.ca.gov. The types of projects range from storm damage repairs, pavement preservation, drainage upgrades, bridge rehabilitation or replacement, and safety upgrades. Resources for general Caltrans inquiries can be found after the project update report.

FISCAL IMPACT

There are no fiscal impacts associated with receiving a report generated by Caltrans on their active projects within Santa Cruz County.

ATTACHMENTS

1. Caltrans Project Update Report



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

REPORT PURPOSE: This report lists high profile or moderate to high impact to the traveling public projects on the State Highway System (SHS) in Santa Cruz County (SCR). This report does not necessarily list all projects or encroachment permit activities. To be included in the SCCRTC's agenda packet, this report generally begins compiling information two to three weeks in advance of the SCCRTC's board meeting. Please refer to Caltrans' News Releases and social media posts for the most up to date road closure information and activity notices.

For information on current roadway conditions and active closures: <https://quickmap.dot.ca.gov/>

For a 7-day look-ahead on planned lane closures, updated each Friday: <https://lcswebreports.dot.ca.gov/searchdistricts?district=5>

Given the sheer number of Caltrans projects in Santa Cruz County, and to assist in providing satisfactory responses: If a Commissioner/Commissioner's Alternate of the SCCRTC intends in advance to ask about a particular project at the Board meeting, it is kindly requested that they submit their inquiry in advance so that Caltrans staff have time to research details & nuances on the matter.

The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are two tables of projects displayed:

1. "Projects in Construction" (Milestone range: Construction Contract Approval to Construction Contract Acceptance);
2. "Projects in Development" (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW));

The Right of Way phase often overlaps with the Plans, Specifications, & Estimates (PS&E) phase. Oversight Projects are usually only included below when Caltrans is the Lead Agency for a given phase or activity. Maintenance activities are not generally included. Generally, updates since the last publication of the project update list are in **bold** type.

Please see a list of Caltrans resources available to the public at the end of this document.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

Projects in CONSTRUCTION

Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners	
C1	Drainage Improvements 1K640	<p>State Route: 1</p> <p>PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7</p> <p>From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd</p>	<p>Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.</p>	<p>February 2025 – April 2026</p>	<p>Construction Capital: \$5.9 million</p> <p>Total: \$12 million</p> <p>SHOPP- Drainage</p>	Ryan Caldera	Granite Construction	<p>Construction in progress. Please watch for Caltrans News Releases and social media posts regarding specific construction updates. Due to procurement issues, construction completion has been pushed to March, with construction contract acceptance anticipated in early April.</p>
C2	Auxiliary Lanes & BOS from State Park Dr to Bay/Porter 0C733	<p>State Route: 1</p> <p>PM: 10.4 to 13.3</p>	<p>Construct auxiliary lanes between State Park Dr & Bay/Porter interchanges. Construct Bus-on-shoulder elements. Reconstruct the Capitola Ave overcrossing.</p>	<p>July 2023 – September 2028</p>	<p>Construction Capital: \$82.3 million</p> <p>Total: \$94.1 million</p> <p>SCCRTC Project- Caltrans Lead for Construction</p>	Madilyn Jacobsen	Granite Construction Company	<p>Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCR's constant contact list. Both publications use identical information.</p>
C3	Aux Lanes & BOS 41 st to Soquel Ave 0C732	<p>State Route: 1</p> <p>PM: 13.4 to 14.9</p>	<p>Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.</p>	<p>November 2022 – March 2026</p>	<p>Construction Capital: \$34.6 million</p> <p>Total: \$39.1 million</p> <p>Oversight Project: SCCR Project - Caltrans Lead for Construction</p>	Madilyn Jacobsen	Granite Construction Company	<p>The project held a ribbon cutting ceremony on July 30, 2025. Minor construction activities will continue through Spring 2026.</p>

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Projects in CONSTRUCTION

Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C4 FLAP N. Coast Rail Trail 1N610	State Route: 1 PM: 26.45 to 28.78	Formalize two parking areas along Highway 1 with toilet facilities and other amenities. Add turn-pockets on Highway 1 for entry into parking lots. Install a crosswalk with high-visibility striping across Highway 1 in Davenport. Convert existing pedestrian beacon to Rectangular Rapid Flashing Beacons on existing poles.	April 2024 – August 2026	Construction Capital: \$31.9 million Oversight Project: Federal Highway Administration: Central Federal Lands	Madilyn Jacobsen	Joseph J. Albanese Inc.	FHWA awarded the construction contract in late April 2024. Construction is underway and estimated to be complete in late summer 2026. Construction activities focused on the Davenport Beach parking lot has begun, with the area now closed to informal parking while crews work.
C5 Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	November 2025 – August 2027	Construction Capital: \$5.8 million Total: \$17.6 million 010 Safety Funds	Kelli Hill	Granite Rock Company	The project approved a Construction contract in late November 2025. This project will use some overnight one-way reversing traffic, but will keep at least one lane in each direction open during the day. Please watch for updates via Caltrans News Releases.

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C6	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control at 17 spot locations along Highway 9	July 2025 – August 2027	Construction Capital: \$11.1 million Total: \$19.5 million SHOPP- Sustainability / Climate Change	Kelli Hill	Gordon N. Ball	Please watch for Caltrans News Releases and social media posts for specific construction updates. This project features several full and partial closures both at night and during the day. This project will feature a temporary signal for reversing traffic between Brookdale & Boulder Creek anticipated to begin around April.
C7	Prospect Ave Retaining Wall (Emergency Project) 1S360	State Route: 9 PM: 12.14 Between Prospect Ave and Lorenzo Ave, just south of Boulder Creek	Replacement of a fractured culvert system, failing retaining wall, and long-term restoration of the structural integrity of the roadway.	January 2025 – January 2025	Construction Capital: \$4.7 million Total: \$6.25 million SHOPP- Emergency Restoration	Victor Devens	Granite Construction	This emergency project is using a temporary signal for reversing traffic. Please watch for Caltrans News Releases for additional project information as it becomes available. Construction is now anticipated to be completed by the end of January with the temporary signal removed shortly after. Unless a delay occurs, this project will be removed from this list after the March publication.

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Projects in CONSTRUCTION								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C8	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5	Replace two bridges on North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project has approved a construction contract & will mobilize crews in 2026. This project will feature temporary signals for reversing traffic at each bridge location, targeted to begin around April 2026.
C9	Semitruck Spillage Repair (Emergency Project) 1T390	State Route: 17 PM: 8.4	Grind and replace damaged pavement. Repair retaining wall. Reconstruct guardrail South of Sugarloaf Rd, Scotts Valley. Southbound lanes.	October 2025 – February 2026	Construction Capital: \$1.18 million Total: \$1.48 million SHOPP- Emergency Restoration Director's Order	Victor Devens	Granite Construction	Following a semitruck turning over, this project repairs damage caused. Please watch for Caltrans News Releases for notification of overnight lane closures. Construction activities are anticipated to be wrapped up by early February.

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Projects in CONSTRUCTION

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C10	Struve Slough Sidewalk Repair 1S380	State Route: 152 PM: T1.35 to T1.59 Along SR-152 westbound	Repair the sidewalk and supporting embankment located along Highway 152 westbound at Struve Slough.	October 2025 – July 2026	Construction Capital: \$5.17M Total: \$6.395M SHOPP- Permanent Restoration Director's Order	Madilyn Jacobsen	Granite Rock Company	As a project responding to the failure of the existing sidewalk, this project is on an accelerated timeline under a Director's Order. This project will look to address the near-term conditions necessary to reopen the sidewalk. Construction began after the contract was awarded to Granite Rock. Please watch for Caltrans News Releases and social media posts for specific construction updates.

Please continue to the next page for Projects in Development

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 1, 17, 152 PM: SR-17 0.15 to 0.55 NB lanes; SR-1 fish hook; SR-152 east of Carlton Rd	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip at 4 locations in Santa Cruz County	Summer 2027 – Summer 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PA&ED	This project is working through the Environmental Phase (PA&ED) and anticipates completing this phase in Winter 2025-26. After adding additional locations to the project's scope for environmental clearance, this project's Capital Costs are beyond the Minor A Program limits. This project will evaluate funding strategies after PAED is completed to maximize implementation options.
D2	Pajaro Flood Management Bridges 1Q980	State Routes: 129 & 152 PMs: 1.841 & 2.028	Raise levees along the Pajaro River and Salsipuedes Creek and raise & replace the SR-152 (36-0001) and SR-129 (36-0034) bridges over Salsipuedes Creek.	Fall 2028 – Winter 2030-31	Local Funds Oversight Project: Pajaro Regional Flood Management Agency	Ryan Caldera	PA&ED	The local agency developed a Project Initiation Document (PID) using a consultant. The final document was approved and signed. Caltrans will continue to serve as the oversight agency through the Environmental Phase (PA&ED), anticipated to begin in early 2026.

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D3	Harkins Slough Bike-Ped Overcrossing 1G490	State Route: 1 PM: 1.86 to 2.73	Widen overcrossing to accommodate the widening of the sidewalk and addition of a Class 4 two-way bikeway on the north side of the bridge.	Fall 2026 – Summer 2028	Construction Capital: \$10.54 million Total: \$15.8 million Active Transportation Program Funds Oversight Project: Caltrans completing PS&E and RW on behalf of City of Watsonville.	Madilyn Jacobsen	PS&E/RW	<p>City of Watsonville and Caltrans have completed Design plans. The CTC allocated Construction Phase funds on March 21, 2025. The project team will continue to prepare and seek bids from contractors. This project is experiencing delays due to utility relocation needs.</p> <p>Note: This project is part of the City's ATP Project called the "Safer Access to Pajaro Valley High School and Beyond".</p>
D4	Freedom to State Aux Lanes 0C734	State Route: 1 PM: 8.1 to 10.7	Construct auxiliary lanes between State Park Dr and Freedom Blvd at ramps. Construct bus-on-shoulder facilities, bridge replacements, and the Class 1 Rail Trail	Spring 2027 – Fall 2029	Construction Capital: \$165 million Total: \$221 million SCCRTC Project-Caltrans CEQA/NEPA Lead Agency	Madilyn Jacobsen	PS&E/RW	<p>The team is working on the Plans, Specifications and Estimates (Design) and Right-of-Way phases. The 95% Plans milestone was met in November 2024. Final design continues.</p> <p>This project's construction will be split into two separate efforts, one led by Caltrans for elements within the State's right-of-way (RW), and one led by SCCRCC for elements outside the State's RW.</p>

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D5	Roadside Safety 1J962	State Route: 1 PM: 10.6 to 26 From State Park Dr to Laguna Rd (North)	Rehabilitate drainage systems, enhance highway worker safety including paving select gores, replace lighting, and install TMS	Winter 2026-27 – Spring 2028	Construction Capital: \$9 million Total: \$12 million SHOPP- Drainage	Mark Leichtfuss	PS&E/RW	Due to the State budget's funding constraints, this project's construction schedule is being pushed out.
D6	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Summer 2026 – Spring 2027	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	The project reached milestone "Ready to List" in early January 2026 and will now prepare to seek and award a construction contract.

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D7	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	Construction Capital: \$9.9 million Total: \$16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The design continues to consider public comments received regarding project features from the environmental phase. The 95% Design milestone was reached in December 2025. Final design continues.
D8	Cotoni-Coast Dairies NM Hwy 1 Overpass 1S850	State Route: 1 PM: 26.764 to 26.764 Over State Route 1 north of the entrance to the Yellowbank Parking lot.	Construct a pedestrian overcrossing over State Route 1, connecting BLM lands known as the Cotoni-Coast Dairies to the MBSST. This project is also known as Segment 5, Phase 3 of the North Coast Rail Trail.	Fall 2029 – Summer 2031	Construction Capital: \$2.195M Total: \$5.4M Oversight Project: SCCRCC and FHWA Central Federal Lands	Madilyn Jacobsen	PA&ED	SCCRTC and Caltrans kicked off this oversight project in January 2025. Preliminary (30%) plans and relevant environmental documents were reviewed. Coordination continues on the project's environmental and preliminary engineering phase.

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D9	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with an 800-foot bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Fall 2034 – Winter 2037-38	Construction Capital: \$151 million Total: \$190 million SHOPP- Bridge Health Potentially other funding sources	Kristen Langager	PA&ED	This project is conducting studies and related work as part of the Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project. The project team continues to seek funding opportunities for future phases and ways to reduce overall construction costs. This project plans to hold a multi-agency stakeholder meeting in early 2026.
D10	Waddell Creek Bridge Replacement 1R420	State Route: 1 PM: 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	Development of this bridge replacement project's Project Initiation Document has been put on a long-term pause to allow the SCCRCC's Coastal Resiliency study to be completed prior to the project moving forward. Although no updates are anticipated, this project will be kept on this list for awareness.

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D11	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyd Heights Dr	Pavement Preservation, Drainage, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	Spring 2028 – Spring 2030	Construction Capital: \$14.7 million Total: \$25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRCC	Kelli Hill	PS&E/RW	The project completed its environmental phase in April 2025. The Design phase has now begun with the first design milestone, "60%" anticipated to be reached in late January. This project will continue in close partnership with the SCCRCC to deliver additional complete streets scope.
D12	Hwy 9 Complete Streets: Seg 5- Boulder Creek: River St to Bear Creek Rd 1M555	State Route: 9 PM: 12.45 to 13.239 On Hwy 9 in Boulder Creek from River St to Bear Creek Rd	This project proposes at select locations: curb extensions; widened and new sidewalk; traffic calming measures; enhanced crosswalks.	Summer 2029 – Summer 2031	Oversight Project: SCCRCC Project. SCCRCC leading PA&ED phase	Kelli Hill	PA&ED	Following the completion of the RTC-funded Project Initiation Document by Caltrans in 2022, RTC has opened & funded the PA&ED phase for the segment of Hwy 9 through Boulder Creek. RTC will conduct the primary PA&ED work. Caltrans will be the CEQA and NEPA lead-agency. A draft environmental document is anticipated to be available to the public in Winter 2026-27.

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D13	Boulder Creek Pedestrian Safety Enhancement Project 1T340	State Route: 9 PM: 12.78 to 12.92 On Hwy 9 in Boulder Creek between Mountain St and Forest St	This project proposes to construct: a sidewalk on the southbound side of Hwy 9 from the Lomond St bus stop to Mountain St; mid-block crossing & RRFB between Mountain St and Lomond St; curb extensions across Hwy 9 on the north side of the Lomond St intersection; curb extensions on the north & south side of Forest St intersection	Spring 2029 – Fall 2029	Construction Capital: \$3.25 million Total: To be estimated during the PID phase 010 Safety Funds	Kelli Hill	PID	This is a Reactive Safety project. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to enhance pedestrian safety in the area. This project is coordinating with SCCRCC's 1M555 Boulder Creek Complete Streets project.
D14	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Winter 27-28 – Winter 28-29	Construction Capital: \$7.5 million Total: \$13.15 million SHOPP-Pavement	Kelli Hill	PS&E/RW	The project has submitted 100% plans to the Office Engineer for final review. However, due to the State budget's funding constraints, this project's construction period has been pushed out.

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D15	Waterman Gap Fish Passage 1K901	State Route: 9 PM: 19.2 to 19.2	The project is a “child” of the 1K900 pavement project. This project proposes to replace a culvert identified as a fish passage barrier with a bridge structure. This project is in partnership with the CA State Parks.	Winter 26-27 – Fall 2028	Construction Capital: \$9.17 million Total: \$14.65 million SHOPP- Sustainability/ Climate Change Federal Grant + State Parks Contribution	Kelli Hill	PS&E/RW	This project is progressing its Design in tandem with “parent” project 1K900. Although this project’s “parent” (1K900) is being pushed out due to funding constraints, this culvert to bridge component will continue to target construction beginning in the 2026-27 fiscal year to remain in alignment with outside funding components.
D16	SR-17 Drainage Improvements 1K670	State Route: 17 PM: 0 to 12.5 At various locations within the project limits	Stormwater mitigation by replacing and restoring culverts and drainage systems at 13 locations.	Winter 28-29 – Winter 29-30	Construction Capital: \$4.6 million Total: \$9.5 million SHOPP- Stormwater Mitigation	Linda Baker	PS&E/RW	The design phase (PS&E) began in March 2024, with the milestone, 60% Design, reached October 30, 2025. Due to the State budget’s funding constraints, this project’s schedule is being pushed out. The project now targets reaching 95% Design in Fall 2027, and a construction period beginning in Spring 2029.
D17	SR-17 Replace Culverts 1R980	State Route: 17 PM: 7.31 & 11.96	Replace 2 drainage systems currently in poor condition.	Winter 27-28 – Summer 2028	Construction Capital: \$1.25 million Minor A Program	Aaron Wolfram	PA&ED	The Project is on schedule for an approved Project Report and Environmental Document in Summer 2026 .

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D18	Hwy 129 & Hwy 1 Ramp Roundabout Project 1T330	State Route: 129 PM: L0.12 to L0.12 On Hwy 129 at the Hwy 1 northbound on- and off-ramp	This project proposes to construct: a one-lane roundabout with bypass lanes	Spring 2029 – Fall 2029	Construction Capital: \$7 million Total: To be estimated during the PID phase 010 Safety Funds	Aaron Wolfram	PID	This is a new Reactive Safety project responding to the determination that the location has a Traffic Safety Index of greater than 230. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to improve the project area's statistics.
D19	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and near Watsonville from the Hwy 1/129 junction to Salsipuedes Creek Bridge. This project includes curb extensions at select locations on SR-152.	Pavement Preservation (grind and repave), Lighting, Sign Panel Replacement and TMS Elements improvements	Spring 2026 – Summer 2027	Construction Capital: \$8.4 million Total: \$17.1 million SHOPP-Pavement	Madilyn Jacobsen	PS&E/RW	The milestone, Ready to List, was reached in June 2025 and construction funding was authorized at the August CTC Meeting. The project was advertised on October 13, 2025, and the contract was awarded in early January 2026. Construction contract approval is expected in February 2026, and work will have a delayed start into Spring 2026.

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D20	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and repave pavement, refresh striping. Replace degraded culverts.	Winter 31-32 – Summer 2033	Construction Capital: \$16 million Total: \$21.3 million SHOPP-Pavement	Aaron Wolfram	PID Completed (Candidate for Programming)	This project completed its Project Initiation Document (PID) in June 2025 and is now a candidate project to be funded to begin its environmental (PA&ED) phase. This project is anticipated to begin PAED in Spring 2026. Due to the State budget's funding constraints, this project's schedule is being pushed out.
D21	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek culvert/bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	Construction Capital: \$28.3 million Total: \$44.7 million SHOPP-Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is anticipated to be ready in late Fall 2026. The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027.

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D22	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-27 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	Design work reached the 95% Design milestone on October 29, 2025. The project continues toward 100% final design.
D23	Watsonville Downtown Gateway Intersection Redesign 1S400	State Route: 152 PM: T2.5 to T2.5 In Watsonville, at the intersection of Hwy 152 & Freedom Blvd	Perform an intersection control evaluation and consider conceptual redesigns, including a roundabout, of the intersection that are consistent with adjacent & overlapping State & Local projects & plans.	Spring 2031	To be developed during the PID phase. This project's Project Initiation Phase is funded and led by Caltrans with the understanding that further development must be carried forward by a local agency.	Kelli Hill	PID	This project, identified in the Watsonville Downtown Specific Plan, won State-sponsored Project Initiation Document (PID) development. The State-sponsorship program only covers the project's first phase, at which point a local agency will need to lead it forward. Members of the project team have met with City of Watsonville's Public Works and Planning representatives to discuss concepts and configurations to ensure that the City supports the early progress and options under consideration. The project team will be soliciting concept feedback from Watsonville's Traffic Advisory Committee on January 27.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D24	Scour Mitigation (Bridge No. 36-0006) 1P240	State Route: 236 PM: 4.27 to 4.27 On Hwy 236 over Boulder Creek at Branson Ranch Rd	Place a reinforced concrete curtain wall along the footing of one abutment; patching "spalls and rock pockets" to prevent scour from undermining the bridge structure.	Summer 2026 – Winter 2027-28	Construction Capital: \$1.1 million Total: \$3.3 million SHOPP Minor A	Linda Baker	PS&E/RW	PS&E package has been submitted to the Office Engineer for review. The milestone Ready to List (RTL) is anticipated to be reached in February 2026.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Active Caltrans “Sustainable Transportation Planning Grant Program” Projects

Awardee	Sub-Awardee(s)	Grant Project Title	Grant Expiration	Grant Category
SCCRTC		Santa Cruz County Transportation Equity Action Plan	Dec 31, 2025 This project is in Closeout and will be removed after the March publication of this report.	Strategic Partnerships, FTA 5304
SCCRTC		Santa Cruz County Rural Highways Safety Plan	Jun 30, 2026	Strategic Partnerships, FHWA SPR Part 1
SCCRTC		Santa Cruz County North Coast Transportation Demand Management Plan	Jun 30, 2026	Strategic Partnerships, FHWA SPR Part 1
SCCRTC	Resource Conservation District of Santa Cruz County (RCD)	Planning for Coastal Resilience along the Highway 1 Corridor at Waddell and San Vicente Creeks	Jun 30, 2027	Climate Adaptation Planning, SHA-CAP
SCCRTC		Planning for Climate Resilience of the Zero Emission Passenger Rail and Trail Corridor	Jun 30, 2027	Climate Adaptation Planning, SHA-CAP
City of Santa Cruz	Ecology Action	City of Santa Cruz Active Transportation Plan Update	Apr 30, 2026	Sustainable Communities, RMRA
City of Watsonville	Ecology Action	City of Watsonville Vision Zero Corridor Study	Apr 30, 2026	Sustainable Communities, RMRA
City of Capitola	Ecology Action	Capitola Active Transportation Plan	Jun 30, 2028	Sustainable Communities, RMRA
Santa Cruz METRO		Santa Cruz METRO Bus Stop Master Plan	Jun 30, 2028	Strategic Partnerships, FTA 5304

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance (formal end of Construction activities)
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
DOE	District Office Engineer (conducts review of final design plan packages for completion)
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
Hwy	Highway
ISOAP	Intersection Safety & Operational Assessment Process
MBSST	Monterey Bay Sanctuary Scenic Trail
PIR	Project Initiation Report- a type of PID and a product of the PID phase
PM	Postmile or Post Mile or Project Manager (based on context)
PSR-PDS	Project Study Report-Project Development Support- a type of PID and a product of the PID phase
RRFB	Rectangular Rapid Flashing Beacon

RTL	Ready to List- when project design is complete, and efforts begin to take the project to Bid
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System
VMT	Vehicle Miles Travelled

Project Phases

PID	Project Initiation Document (<i>development of the project scope</i>)
PA&ED	Project Approval and Environmental Document (<i>study of environmental impacts of project scope; development of a Project Report; determination of project's permit, right-of-way, and mitigation needs</i>)
PS&E	Plans, Specifications, and Estimates (<i>the Design phase</i>)
RW	Right-of-Way
CON	Construction, as a phase title



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

-Resources-

COMMUNICATIONS:

For General Caltrans' Inquiries, or to be added to the Santa Cruz County News Release Distribution List:

Public Information Office, District 5

Info-d5@dot.ca.gov

General Phone: (805) 549-3318

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Public Information Office who will assist with coordinating your inquiry.

REQUESTS:

Customer Service Requests:

To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a Customer Service Request through the following website: <https://csr.dot.ca.gov/>

Examples of Customer Service Requests:

Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Graffiti
- Trash on the roadway
- Any other highway concern or maintenance issue

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

Public Records Requests:

For all public records requests, please submit your request through the Public Records Request portal:

[https://caltrans.mycusthelp.com/WEBAPP/rs/\(S\(4iui15cbqujv3ppvenlmgvx1\)\)/supporthome.aspx](https://caltrans.mycusthelp.com/WEBAPP/rs/(S(4iui15cbqujv3ppvenlmgvx1))/supporthome.aspx)

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"

- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: <https://quickmap.dot.ca.gov/>

Caltrans Lane Closures Reporting System: <https://lcswebreports.dot.ca.gov/>

- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)

Caltrans' Postmile Tool

- Postmiles or Post Miles are used to specify locations on California's State Highway System.
- Postmiles may have prefixes or suffixes and may use up to three decimal places.
- Use this website to locate or determine postmiles along the State Highway System (SHS) or to determine the closest highway postmile to a location off the system.
- <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>

Caltrans CCTV Camera Map: <https://cwwp2.dot.ca.gov/vm/iframemap.htm>

- Allows the public to see current conditions along the State Highway System

The Caltrans District 5 Office of Local Assistance: <https://dot.ca.gov/programs/local-assistance/>

- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: <https://dot.ca.gov/caltrans-near-me/district-5>

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized January 23, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **February 5, 2026**

Caltrans District 5 serves the locale of San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara Counties

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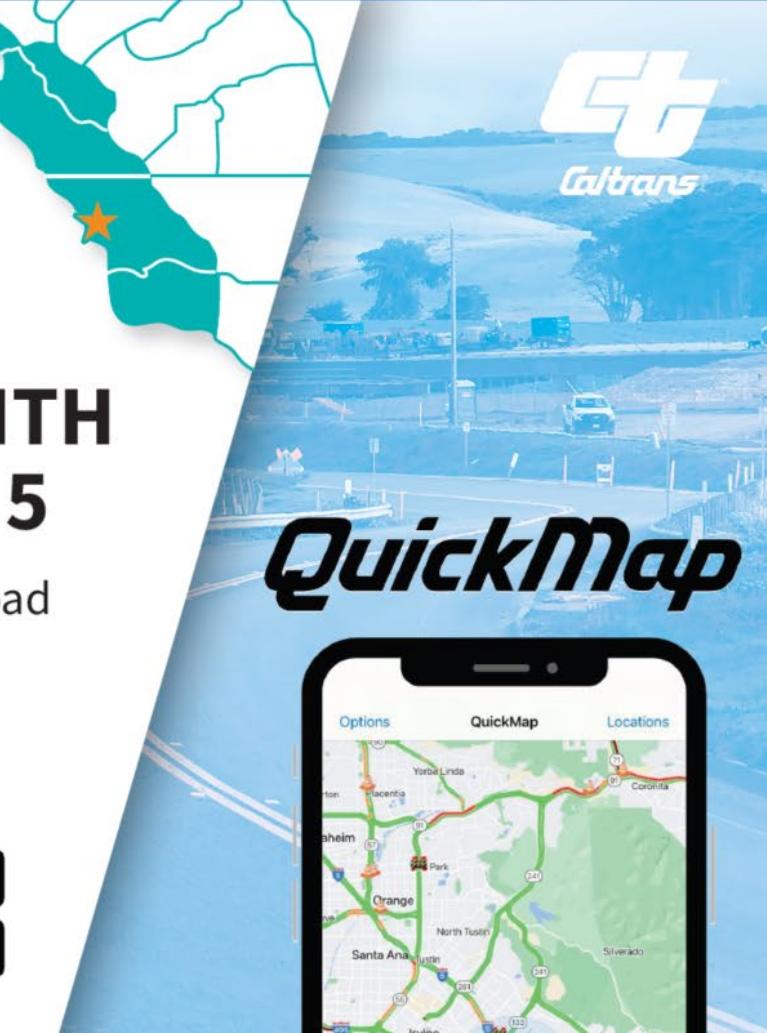


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DATE: February 5, 2026

TO: Regional Transportation Commission

FROM: RTC Staff

RE: Response to Commission Requests from December 2025: Termination to the Administration, Coordination and License Agreement with Progressive Rail, Inc. to Assume Common Carrier Status for the Santa Cruz Branch Rail Line, and Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and 10 & 11

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept information in response to requests made at the December 4, 2025 RTC meeting, including:
 - a. An approach to continue planning and state-wide coordination activities for passenger rail in the long-term between Pajaro and Santa Cruz as envisioned by the Zero Emission Passenger Rail and Trail (ZEPRT) Project Concept Report;
 - b. An approach to construct the Interim Trail in the near-term without the need for adverse abandonment of the freight easement or railbanking; and,
 - c. A project delivery approach for retrofitting and preserving the Capitola trestle and converting the railroad bridge to an interim bicycle and pedestrian bridge as a separate future project in the near term.
2. Adopt a Resolution ([Attachment 1](#)) to formally terminate the Administration, Coordination, and License agreement with St. Paul & Pacific Railroad, a subsidiary to Progressive Rail, Inc., and authorize the Executive Director to take necessary administrative steps to have the RTC or its designee become the common carrier of the Santa Cruz Branch Rail Line.
3. Adopt a Resolution ([Attachment 2](#)) authorizing the Executive Director to:
 - a. Enter into a three-way Cooperative Agreement with the City of Santa Cruz and County of Santa Cruz for the environmental, design, and right of way components of the Coastal Rail Trail

Segments 8 & 9 (Exhibit A to Attachment 2) and make non-substantive changes as appropriate;

- b. Amend the Cooperative Agreement with the County of Santa Cruz for environmental, design and right of way components of the Coastal Rail Trail Segments 10 & 11 (Exhibit B to Attachment 2) and make non-substantive changes as appropriate; and,
- c. Amend the Measure D 5-year plans and FY25/26 budget to add \$70,000 for RTC oversight of Segments 8 & 9 and Segments 10 & 11 based on anticipated work associated with delivery of the Coastal Rail Trail Interim Trail Configuration.

BACKGROUND

The Monterey Bay Sanctuary Scenic Trail (MBSST) is separated into 20 segments for planning and project delivery. Fifteen of these segments are located along the 32-mile Santa Cruz Branch Rail Line and are referred to as the Coastal Rail Trail. RTC is working closely with partner agencies to develop the Coastal Rail Trail projects in segments and phases over time. The RTC's Measure D Active Transportation category 5-year plans program funding for the development of Coastal Rail Trail Projects. In addition, Coastal Rail Trail projects have been awarded state and federal funding for project delivery.

The City of Santa Cruz is the project sponsor and implementing agency for Coastal Rail Trail Segments 8 & 9 located between Pacific Avenue in Santa Cruz and 17th Avenue in Live Oak. The County of Santa Cruz is the project sponsor and implementing agency for Coastal Rail Trail Segments 10 & 11 located between 17th Avenue and State Park Drive in Aptos.

Two alignments for the Coastal Rail Trail were included in the environmental review led by the City of Santa Cruz and County of Santa Cruz for both projects. These alignments are referred to as the Ultimate Trail Configuration (Trail Next to Railroad Track Alignment), whereby the trail is constructed next to the railroad track alignment, and an optional first phase referred to as the Interim Trail Configuration (Trail on the Railroad Track Alignment), whereby the trail is constructed on the centerline of the existing railroad tracks.

At the September 4, 2025, meeting, RTC received information regarding updated construction cost estimates for both projects in the Ultimate Trail Configuration. Despite efforts to identify cost reduction strategies, including a value engineering analysis and considerations for project scope revisions, the cost estimates for construction of these segments in the Ultimate Trail

Configuration exceed expected available resources. A significant portion of the project cost is associated with construction of retaining walls and new bicycle and pedestrian bridges and viaducts.

For full construction of the Ultimate Trail Configuration, the estimated costs are far beyond what can be supported by Measure D and other secured funding sources. Funding 100% of the additional project costs with Measure D alone is not feasible, as there is insufficient Measure D funds to do so. Covering about 60% of the costs would completely use up Measure D Active Transportation funds over the remaining life of the measure, leaving no remaining funds for other trail projects in the southern part of Santa Cruz County. RTC considered potential options for modifying the project scope to deliver the projects within awarded grants through consultation with our funding partners and found that a portion, if not all, of the previously awarded state grant funding would be lost.

At their November 6, 2025 meeting, Commissioners received information about delivering the project in the Interim Trail Configuration at a lower cost and within existing resources based on current cost estimates. At the December 4, 2025 RTC meeting, the Commission accepted the Project Concept Report for Zero Emission Passenger Rail and Trail (ZEPRT) between Pajaro and Santa Cruz, and pledged their commitment to implementing passenger rail in the long-term. The Commission directed staff to bring back for consideration a proposal to allow the construction of an interim trail in the near-term without the need for adverse abandonment of the freight easement or railbanking. The Commission requested a project delivery approach for retrofitting/preserving the Capitola trestle and converting the railroad bridge to an interim bicycle and pedestrian trail as a separate future project. The RTC also directed staff to pause project activities on the Ultimate Trail Configuration of Coastal Rail Trail Segments 9-11, and investigate where the tracks can be preserved along or adjacent to the trail.

At the January 15, 2026 meeting the Commission received a presentation from the Caltrans Division of Rail about the Federal Railroad Administration's Corridor Identification Program. The RTC-owned branch line continues to be included in the central coast corridor, one of five corridors statewide selected for the service development planning process, which will result in the corridor being eligible and more competitive for future Federal Railroad Administration grants in the long-term.

DISCUSSION

The two main actions before the Commission today advance the region's vision for implementation of transportation projects along the RTC-owned

branch line, being the coastal rail trail implemented in the near-term and zero emission passenger rail in the long-term. This approach is in alignment with decades of regional and statewide planning including the 2014 Monterey Bay Sanctuary Scenic Trail Master Plan, the 2024 California State Rail Plan, and the 2025 ZEPRT Project Concept.

Termination of the Administration, Coordination, and License Agreement

The RTC acquired the SCBRL from Union Pacific Railroad in 2012 for \$14.2 million following years of negotiations. At the time of purchase, active freight on the line was declining and the line was falling into a state of disrepair with serious neglect to its infrastructure. The purchase established the SCBRL as a publicly owned right-of-way intended to support future multi-modal transportation options in Santa Cruz County. As a condition of the state funding granted for the acquisition, the RTC committed to maintaining recreational and freight rail service as long as its required by the Surface Transportation Board (STB).

The acquisition included the underlying property and railroad facilities, with a freight easement reserved for a designated common carrier to serve freight customers along the SCBRL. In 2018, the RTC entered into an ACL agreement with Saint Paul and Pacific Railroad (SPPR), a subsidiary of Progressive Rail Incorporated (PGR), for a 10-year term. Today, the line supports limited freight operations in Watsonville for three customers and recreational rail service by Roaring Camp on a 0.4 mile section of the branch line in Santa Cruz. There are no freight customers north of Watsonville, and most of the branch line is inoperable to heavy freight due to the poor condition of the railroad infrastructure, with repairs exceeding available funds into the foreseeable future. Long-term public vision for the branch line corridor includes a multiuse trail and passenger rail—concepts developed through multiple studies and culminating in the ZEPRT Project Concept accepted by the Commission in December of 2025.

The ZEPRT Peer Review completed last fall made recommendations for the Commission to investigate such as modifying the operating agreement to reflect the current freight and beach train limits, or becoming the common carrier to have control over operations along the RTC-owned branch line. It is not uncommon for public agencies who own rail lines to serve as the designated common carrier for freight, which allows for direct and cooperative coordination of freight and passenger rail operations. One example of this arrangement is the Sonoma-Marin Area Rail Transit (SMART) in northern California.

There are options on how the RTC could utilize the inoperable portions of the corridor temporarily until rail infrastructure is repaired or replaced in the long-term through development of the passenger rail project, including alternative out of service designations. Progressive Rail has not responsibly managed the freight easement by formally putting the line out of service where it is not available to freight customers. Further, contract disputes with Progressive Rail have resulted in the RTC using public funds to manage and maintain a portion of the line that Progressive was responsible for.

Negotiations to amend the ACL agreement with Progressive Rail to resolve outstanding issues have been unsuccessful. On January 15 following months of uncooperative negotiations, the RTC issued a notice of termination of the ACL agreement, with the intent of becoming the common carrier of the branch line.

This change is a necessary step in developing transportation solutions along the branch line, protecting the public's interest, preserving existing freight in Watsonville, and continuing recreational rail use by Roaring Camp's Beach Train at the Santa Cruz Beach Boardwalk. Staff released a request for proposals on January 15 to solicit services by rail operators interested in serving customers in Watsonville and is committed to continuation of service for the 3 shipping customers currently being served. To memorialize this change, **staff recommends the Commission adopt a resolution (Attachment 1) to formally terminate the Administration, Coordination, and License agreement with St. Paul & Pacific Railroad, a subsidiary to Progressive Rail, Inc., and authorize the Executive Director to take necessary administrative steps for the RTC or its designee to become the common carrier of the Santa Cruz Branch Rail Line.**

Becoming the common carrier of the Santa Cruz Branch Line enhances our ability to implement the region's vision for the corridor. It makes the passenger rail concept more competitive for state and federal grants by demonstrating to funding and delivery partners, including the Federal Railroad Administration and the Caltrans Division of Rail, that RTC has full discretion over the right of way it owns. Staff will continue to pursue competitive state and federal grants to fill the \$15 million funding gap to complete the environmental component of the ZEPRT project, and will return to the Commission when funding opportunities arise to seek their approval prior to submitting grant applications.

Cooperative Agreements for Coastal Rail Trail Projects 8-11

The Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and Segments 10 & 11 need to be executed or amended to continue the work

required to develop the Coastal Rail Trail projects by implementing agencies and to define roles and responsibilities for project delivery. The proposed Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and Segments 10 & 11, as shown in Attachment 2: Exhibit A & Exhibit B, address the following preconstruction phases: project approval and environmental document (PA&ED); plans specification and estimates (PS&E); and right-of-way (ROW) components. These agreements do not address construction or maintenance components which will be subject to future agreements.

The proposed Cooperative Agreements for Segments 8 & 9 and Segments 10 & 11 support the RTC's direction to staff at the December 4, 2025 meeting to bring back to the Commission for consideration a final design for and take any other actions to implement the Interim Trail on Segments 9-11 as expeditiously as possible. The Coastal Rail Trail Interim Trail Configuration described in the proposed Segments 8 & 9 and Segments 10 & 11 Cooperative Agreements locates the trail within the Santa Cruz Branch Rail Line in place of the existing railroad track alignment and assumes removal of the existing tracks to construct the trail. As part of the design process, the City of Santa Cruz and County of Santa Cruz, in consultation with staff, will consider options for preserving the existing tracks where feasible or that do not require removal or complete covering of the tracks.

Cooperative Agreement for Coastal Rail Trail Segments 8 & 9

The proposed Cooperative Agreement for Segments 8 & 9 preconstruction components (Attachment 2, Exhibit A) is a three way agreement between the RTC, the City of Santa Cruz and the County of Santa Cruz. The City of Santa Cruz is the Implementing Agency although the project spans the City of Santa Cruz and County of Santa Cruz jurisdictions. The Coastal Rail Trail Segment 8 & 9 project includes 0.6 miles of Class IV on-street bicycle system and pedestrian sidewalk improvements between Pacific Avenue/Beach Street intersection and the San Lorenzo River and 1.6 miles of multi use path between San Lorenzo River and 17th Avenue. All of Segment 8 is located within the City of Santa Cruz and Segment 9 is approximately 50/50 split within the City of Santa Cruz and County of Santa Cruz jurisdictions.

Amendment to Cooperative Agreement with County of Santa Cruz for Coastal Rail Trail Segments 10 & 11

RTC and the County of Santa Cruz entered into a Cooperative Agreement for preconstruction components for work associated with development of Coastal Rail Trail Segments 10 & 11 in June 2020. The project is located

within the County of Santa Cruz and City of Capitola jurisdiction and the County of Santa Cruz is the Implementing Agency. The project limits in the approved Cooperative Agreement remain the same and include 4.0 miles of paved multi use trail beginning at the 17th Avenue intersection and extending through Live Oak and past Jade Street Park and ending at 47th Avenue in Capitola, and Segment 11 beginning at the Monterey Avenue intersection and extending to State Park Drive. An amendment to the Cooperative Agreement is needed to update the Project Description to describe the Interim Trail Configuration and to update the Funding Summary.

Capitola Trestle

The Capitola Trestle is not included in the project scope or Cooperative Agreement, since that work will be developed independently as a separate future project. Attachment 3 includes background information on the near- and long-term possibilities for the Capitola Trestle. Staff suggests that the City of Capitola be the implementing agency for this project with technical support and oversight by the RTC.

Staff recommends that the RTC adopt a resolution (Attachment 2) authorizing the Executive Director to enter into a Cooperative Agreement with the City of Santa Cruz and County of Santa Cruz for work associated with development of the Coastal Rail Trail Segments 8 & 9 (Exhibit A to Attachment 2); amend the Cooperative Agreement with the County of Santa Cruz for work associated with development of Segments 10 & 11 (Exhibit B to Attachment 2); and make non-substantive changes to Cooperative Agreements, as appropriate.

RTC Oversight and Technical Assistance – Segments 8-11

Tasks associated with developing the trail projects require coordination with RTC staff for review and oversight. In Fiscal Year (FY) 2025/26 unanticipated tasks associated with this effort include, but are not limited to additional design review, regulatory permitting and associated approvals and public outreach. Therefore, **staff recommends that the RTC amend the Measure D 5-year plans and FY25/26 budget to add \$70,000 for RTC oversight of Segments 8 & 9 (\$30,000) and Segments 10 & 11 (\$40,000) based on anticipated work associated with delivery of the Coastal Rail Trail Interim Trail Configuration.**

FISCAL IMPACT

There is no new fiscal impact associated with issuing a formal notice of termination of the ACL Agreement. Staff will return to the Commission at a future date with more information about anticipated expenses associated with becoming common carrier for the SCBRL.

There is no new fiscal impact associated with adoption of the Cooperative Agreements for Segments 8 & 9 and Segments 10 & 11. The respective funding summaries included in the Cooperative Agreements identify funds previously approved by the RTC for pre-construction activities of these projects.

Additional funding is requested for RTC oversight and technical assistance in FY2025/26 to support development of Segments 8-11. This requires an amendment to the Measure D Active Transportation Program 5-year plans and FY2025/26 RTC budget and increases the total funds programmed for RTC Oversight and Technical assistance by a total of \$70,000.

SUMMARY

Taking steps to become the common carrier of the SCBRL advances the region's vision for implementation of transportation projects along the RTC-owned branch line, being the coastal rail trail implemented in the near-term and zero emission passenger rail in the long-term. Staff recommends that the RTC terminate the ACL Agreement with Progressive Rail and take actions to become the common carrier for the SCBRL to advance transportation projects while meeting freight service obligations. The Cooperative Agreements for Coastal Rail Trail Segments 8 & 9 and Segments 10 & 11 need to be executed or amended for the implementing agencies to receive RTC funds to continue the work required to develop the Coastal Rail Trail projects and to define roles and responsibilities for project delivery. Conversion of the Capitola Trestle is not included in the Segment 10 & 11 project funded by and would need to be pursued as a separate project.

ATTACHMENTS

1. Resolution – Administrative and License Agreement Termination
2. Resolution – Coastal Rail Trail Cooperative Agreements & Measure D 5-Year Plan Update
 - a. Cooperative Agreement for Coastal Rail Trail Segments 8 & 9
 - b. Amendment to Cooperative Agreement for Coastal Rail Trail Segments 10 & 11
3. Capitola Trestle Conversion Project Delivery

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 5, 2025
on the motion of Commissioner
duly seconded by Commissioner

**TERMINATING THE CURRENT ADMINISTRATION, COORDINATION, AND LICENSE
AGREEMENT WITH ST. PAUL & PACIFIC RAILROAD, A SUBSIDIARY TO
PROGRESSIVE RAIL, INC., AND TAKE ADMINISTRATIVE STEPS TO FILE AS
COMMON CARRIER**

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Line (SCBRL) in October 2012 to provide regional multimodal transportation options for the public and recreational and freight rail service as long as it is required by the Surface Transportation Board (STB);

WHEREAS, as part of the acquisition, Union Pacific retained the freight easement and common carrier status for the SCBRL, which has been passed to two operators since 2012;

WHEREAS, the current operator, St. Paul & Pacific Railroad, LLC, a Subsidiary of Progressive Rail Inc. (Progressive Rail), entered into an Administrative, Coordination, and License Agreement (ACL Agreement) with the RTC to serve current freight customers on the SCBRL;

WHEREAS, in 2013 the Monterey Bay Sanctuary Scenic Trail Network Master Plan (Coastal Rail Trail) was adopted, with segments of the anticipated Coastal Rail Trail currently in various stages between conceptualization and completion;

WHEREAS, in 2025 the Zero Emission Passenger Rail and Trail (ZEPRT) Project Concept Report which outlines the long-term public vision for multi-use trail and future passenger rail, was accepted by the RTC with a commitment to implementing passenger rail in the long-term;

WHEREAS, the ZEPRT Report recommended that the RTC pursue greater control over operations on the SCBRL to effectuate rail use, such as becoming the common carrier for the SCBRL;

WHEREAS, negotiations to amend the ACL Agreement to resolve the outstanding issues with Progressive Rail have been unsuccessful;

WHEREAS, Progressive Rail has failed to meet the regular freight services requirements set forth in the ACL for four years;

WHEREAS, Progressive Rail has (1) failed to perform routine maintenance obligations to maintain the SCBRL on the portions of the SCBRL that it is required

to maintain, causing expenditure of public funds for routine maintenance and upkeep, and (2) failed to cure the maintenance defaults after receiving notice of these defaults; and

WHEREAS, the RTC issued a Notice of Termination to Progressive Rail with the intent to become the common carrier for the SCBRL or designate a new common carrier for part or all of the SCBRL.

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

1. The Executive Director is hereby authorized to:
 - a. Formally terminate the current ACL Agreement with St. Paul & Pacific Railroad, a subsidiary to Progressive Rail, Inc.;
 - b. Take all necessary administrative steps to become the common carrier for the SCBRL or designate a new common carrier for part or all of the SCBRL;
 - c. Take action to create a special subsidiary or similar entity to be brought to the Commission for approval at a later date;
 - d. RTC or its designated entity(ies) to Accept all, or a portion of, the Freight Easement Property from Progressive.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: None

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 5, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE
A COOPERATIVE AGREEMENT WITH THE CITY OF SANTA CRUZ AND COUNTY OF
SANTA CRUZ FOR WORK ASSOCIATED WITH THE DEVELOPMENT OF THE
MONTEREY BAY SCENIC SANCTUARY TRAIL (MBSST) SEGMENT 8 & 9 AND AMEND
THE COOPERTATIVE AGREEMENT WITH THE COUNTY OF SANTA CRUZ FOR WORK
ASSOCIATED WITH DEVELOPMEN TO MBSST SEGMENT 10 & 11

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) in October 2012 for preservation, continuation of freight and recreational rail service, implementation of additional recreational rail service, potential future passenger rail service and construction of a bicycle and pedestrian trail;

WHEREAS, the RTC is charged with implementing the Santa Cruz County portion of the 2-county Monterey Bay Sanctuary Scenic Trail (MBSST) Network and the RTC adopted an award-winning MBSST Master Plan that defines the alignment and development of the Santa Cruz County's 50-mile bicycle and pedestrian trail system, and certified a programmatic Environmental Impact Report in November 2013;

WHEREAS, the spine of the trail will be built within or adjacent to the 32-mile RTC-owned railroad right-of-way from Davenport to Pajaro;

WHEREAS, the MBSST is separated into 20 segments for planning and project delivery purposes with 16 of these segments along the rail right-of-way;

WHEREAS, Segments 8 & 9 of the MBSST are located within the City of Santa Cruz and the County of Santa Cruz;

WHEREAS, Segments 10 & 11 of the MBSST are located within the County of Santa Cruz;

WHEREAS, the City of Santa Cruz will be the project sponsor for work associated with Segments 8 & 9 as defined in the draft Cooperative Agreement and the RTC and County of Santa Cruz are supporting agencies;

WHEREAS, the County of Santa Cruz will be the project sponsor for work associated with Segments 10 & 11;

WHEREAS, the Cooperative Agreements define roles and responsibilities for the project delivery and include a Funding and Expenditure Summary;

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

1. The Executive Director is authorized to enter into a three-way Cooperative Agreement with the City of Santa Cruz and County of Santa Cruz for the environmental, design, and right of way components of the Coastal Rail Trail Segments 8 & 9 (Exhibit A to Attachment 2) and make non-substantive changes as appropriate;
2. The Executive Director is authorized to amend the Cooperative Agreement with the County of Santa Cruz for environmental, design and right of way components of the Coastal Rail Trail Segments 10 & 11 (Exhibit B to Attachment 2) and make non-substantive changes as appropriate; and,
3. Amend the Measure D 5-year plans and FY25/26 budget to add \$70,000 for RTC oversight of Segments 8 & 9 (\$30,000) and Segments 10 & 11 (\$40,000) based on anticipated work associated with delivery of the Coastal Rail Trail Interim Trail Configuration.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Eduardo Montesino, Chair

Sarah Christensen, Secretary

Exhibit A: Draft Cooperative Agreement for Monterey Bay Scenic Sanctuary Trail (MBSST) Segments 8 & 9

Exhibit B: Amendment #1 to Cooperative Agreement for Monterey Bay Scenic Sanctuary Trail (MBSST) Segments 10 & 11

Distribution: RTC Fiscal
 RTC Project Manager
 City of Santa Cruz

**COOPERATIVE AGREEMENT
REGIONAL MONTEREY BAY SANCTUARY SCENIC TRAIL -
SEGMENTS 8 & 9**

maCity, County, and RTC may sometimes be referred to collectively herein as “PARTIES” or individually as “PARTY.”

TERMS OF AGREEMENT

PROJECT BACKGROUND

1. The PARTIES desire to enter into this AGREEMENT to apportion and assign various responsibilities among themselves in regard to the performance of the Regional Monterey Bay Sanctuary Scenic Trail Segments 8 & 9 project (the “PROJECT”). The PROJECT is better described in the attached Exhibit A, the “Project Description,” which is attached hereto and incorporated into this AGREEMENT by reference.
2. RTC purchased from Union Pacific Railroad and now owns that certain real property identified as the Santa Cruz Branch Rail Line right-of-way (RAIL LINE), which was intended by RTC for the following potential uses: right-of-way for preservation, continuation of freight and recreational rail service, implementation of additional recreational rail service, potential future passenger rail service, and construction of a bicycle and pedestrian trail.
3. RTC secured the services of St. Paul & Pacific Railroad, LLC (“RAILWAY”) for the purpose of maintaining and providing recreational and freight rail services on a FREIGHT EASEMENT of 10 feet from the centerline of any track on the RAIL LINE and entered into an Administration, Coordination and License Agreement (ACL) with RAILWAY, and the ACL, dated July 16, 2018, is incorporated herein by this reference.
4. All references to the ACL herein shall refer to the most current ACL and amendments available at the time of the design and approval of the PROJECT.
5. RTC produced and adopted the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan, as revised on February 6, 2014, and certified the MBSST Network Master Plan Final Environmental Impact Report (EIR) on November 7, 2013, which includes construction of a multi-use trail along the RAIL LINE right-of-way and is incorporated herein by this reference; and the MBSST Network Master Plan identifies design standards and guidelines.
6. All references to the MBSST Network Master Plan herein shall refer to the most current MBSST Network Master Plan and amendments available at the time of the design and approval of the PROJECT.

7. RTC has entered into a Remedial Action Agreement (RAA) for the RAIL LINE right-of-way with the County of Santa Cruz Environmental Health Division (CSCEHD) which assigns CSCEHD the role as regulatory oversight agency for characterization and potential remedial action under Sections 101480 through 101490 of the California Health and Safety Code, and the RAA is incorporated by this reference dated June 13, 2017.
8. All obligations and responsibilities as set forth in this AGREEMENT to complete the following items (PROJECT COMPONENTS) will be collectively referred to hereinafter as WORK:
 - PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)
 - PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)
 - RIGHT-OF-WAY

The term PROJECT COMPONENT is defined in the California Department of Transportation (CALTRANS) Workplan Standards Guide Version 13.0 dated March 2021 as a distinct group of activities/products in the project planning and development process. The Workplan Standards Guide shall be used as a guide for the activities contemplated under this AGREEMENT, and the WORK shall be consistent with the terms and conditions set forth herein. The Parties may elect, in writing, to waive the completion of certain activities listed in the Workplan Standards Guide when PROJECT circumstances warrant it. The term AGREEMENT, as used herein, includes this Workplan Standards Guide and any attachments, exhibits, and amendments.

9. The following work associated with this PROJECT has been completed or is in progress:
 - PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)
 - RIGHT-OF-WAY
 - PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)
10. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
11. CITY and COUNTY shall follow all requirements for the use, expenditure, and reporting of Measure D funds, as set forth in the RTC's most recently adopted Measure D Strategic Implementation Plan.

PARTIES' RESPONSIBILITIES

12. PARTIES hereby set forth the following terms, covenants, and conditions of this AGREEMENT:

Project Description

13. PARTIES agree that, for the purpose of this AGREEMENT, the details of the PROJECT are documented in the Exhibit A to this AGREEMENT.
14. PARTIES will amend this AGREEMENT by updating and replacing the Project Description, in its entirety, each time the details of the Project Description materially change. Project Description replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Project Description supersedes any previous Project Description created for the PROJECT.

Sponsorship

15. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK, as set forth herein. A SPONSOR may also be responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.
16. CITY, COUNTY, and RTC are the SPONSORS for the WORK in this AGREEMENT, as further specified in the Funding section of this AGREEMENT.

Implementing Agency and Supporting Agency

17. Generally, and subject to the exceptions set forth in this AGREEMENT, the IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.
18. Generally, and subject to the exceptions set forth in this AGREEMENT, the SUPPORTING AGENCY is the PARTY responsible for partnering with the IMPLEMENTING AGENCY to manage the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.
19. Any PARTY responsible for completing WORK will invite the other PARTY to participate in the selection of any consultant proposed to perform WORK on the PROJECT.

SCCRTC, City of Santa Cruz & County of Santa Cruz Cooperative Agreement

20. Any PARTY, after the Effective Date of this AGREEMENT, employing consultants, contractors and subcontractors to perform WORK shall require consultants, contractors and subcontractors to defend and indemnify the other PARTY, RAILWAY, and each of their respective officials, officers, employees and agents, from any claims demands and liability arising from such work to the fullest extent allowed by applicable law.
21. Any PARTY employing engineering firms to prepare plans, specifications, and estimates will ensure that the firms will not be employed by or under a contract for the construction of the PROJECT. However, an engineering firm may be retained during construction to check shop drawings, do soil foundation tests, test construction materials, perform construction surveys and address design changes.
22. Any PARTY responsible for completing WORK agrees to have its personnel and consultants that prepare WORK available, to the extent practicable, to help resolve WORK related problems and changes for the entire duration of the PROJECT, including WORK that may occur during the construction component of the PROJECT.

RTC's Review

23. RTC will provide review of WORK to ensure consistency with RTC policies and guidance and consistent with the RTC's Policy for Capital Projects Implemented by Others in the Santa Cruz Branch Rail Corridor Right-of-Way. Upon completion of construction of the Project (or any portion thereof if partial acceptance is permitted under the CITY's contract for construction) but prior to final acceptance by the CITY, the RTC and RAILWAY will be notified of completion and the RTC shall consider acceptance of the improvements consistent with the RTC's Policy for Capital Projects Implemented by Others in the Santa Cruz Branch Rail Corridor right-of-way. RTC review does not include any efforts necessary to develop or deliver WORK or any validation thereof by verifying or rechecking WORK. RTC's review and approval of the WORK as consistent with applicable standards shall not waive any claims or exonerate any contractor or subcontractor from liability for any defects in completion of any WORK component or in the design thereof whether patent or latent. Review and approval by RTC shall be completed within 30 days of request for approval by the CITY and/or COUNTY.

24. When RTC performs oversight of the WORK, it does so for its own benefit. No one can assign liability to RTC due to its oversight of the WORK; provided, however, that this provision shall not be construed as limiting a party's ability to mount any affirmative defense. Similarly, when CITY performs oversight of the WORK outside of its jurisdiction, it does so for its own benefit. No one can assign liability to CITY due to its oversight of the WORK outside of CITY's jurisdiction; provided, however, that this provision shall not be construed as limiting a party's ability to mount any affirmative defense. Similarly, when COUNTY performs oversight of the WORK outside of its jurisdiction, it does so for its own benefit. No one can assign liability to COUNTY due to its oversight of the WORK outside of COUNTY's jurisdiction; provided, however, that this provision shall not be construed as limiting a party's ability to mount any affirmative defense.
25. RTC, as the owner/operator of the RAIL LINE right-of-way, will accept completion of the WORK in accordance with RTC's policies and guidance and RTC Policy for Capital Projects Implemented by Others on the Santa Cruz Branch Rail Line and as indicated in this AGREEMENT. If RTC agreements, policies or guidance that pertain to the WORK are updated or amended while this AGREEMENT is effective, RTC shall provide current policy or guidance document to CITY and COUNTY.
26. CITY and COUNTY will provide WORK related products and supporting documentation, upon RTC's request, for the purpose of RTC review.
27. PROJECT changes shall be approved by RTC as the owner/operator of the RAIL LINE right-of way.

Environmental Permits, Approvals and Agreements

28. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTIES' responsibilities in this AGREEMENT.

Project Approval and Environmental Document (PA&ED)

29. Project Approval and Environmental Document (PA&ED) includes the completion of the Final Environmental Document (documenting the project alternative selection).
30. As further specified herein, CITY is the PA&ED IMPLEMENTING AGENCY for the PROJECT. COUNTY and RTC are PA&ED SUPPORTING AGENCIES for the PROJECT.

31. CITY is generally responsible for the PA&ED work, except as otherwise stated herein and subject to the following exceptions:
 - a. CITY is not responsible for those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.
 - b. COUNTY is responsible for final review and approval of the PROJECT and all PROJECT-related documents in its jurisdiction. As such, COUNTY is responsible for obtaining the necessary approvals for the PROJECT from the COUNTY Board of Supervisors.
 - c. RTC is responsible for obtaining the necessary approvals from RTC for the PROJECT.
 - d. COUNTY and RTC must make their staff available to CITY for support and oversight for the PROJECT, as needed.
32. CITY will notify RTC and CSCEHD of any planned activity within the RAIL LINE right-of-way that will result in soil disturbance. RTC is responsible for CSCEHD oversight cost as specified in the RAA during PA&ED.
33. The PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available, to the extent practicable, to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.
34. California Department of Transportation (CALTRANS) is the National Environmental Policy Act (NEPA) Lead Agency for the PROJECT.

California Environmental Quality Act (CEQA)

35. CITY is the California Environmental Quality Act (CEQA) Lead Agency for the PROJECT.
36. Environmental documentation was prepared in compliance with all applicable provisions of California Public Resources Code § 21000 et seq.

37. In consultation with RTC, the CEQA Lead Agency determined that an Environmental Impact Report was the type of CEQA documentation required for the PROJECT. The CEQA Lead Agency caused that documentation to be prepared in accordance with CEQA requirements.
38. The PARTY involved in the preparation of CEQA documentation prepared the documentation to meet CEQA requirements and followed the CEQA Lead Agency's standards that apply to the CEQA process.
39. CITY submitted CEQA-related public notices to RTC for review, comment, and approval prior to publication and circulation.
40. CITY submitted all CEQA-related public meeting materials to RTC for review, comment, and approval at least ten (10) working days prior to the applicable public meeting date.
41. The CEQA Lead Agency will attend all CEQA-related public meetings.
42. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process. That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.
43. The CEQA Lead Agency shall maintain final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.
44. This agreement shall not limit the choice of alternatives or mitigation measures that may be necessary as a result of future CEQA review, including the no project alternative.
45. This agreement includes no vested development entitlements, and no development entitlements shall be granted, prior to compliance with CEQA.
46. This agreement shall not bind any party, or commit to any definite course of action, prior to CEQA compliance.

Plans, Specifications, and Estimate (PS&E)

47. Plans, Specifications & Estimate (“PS&E”) includes the development of the plans, specifications, and estimate, including those needed for off-site environmental mitigation; and, obtaining any resource agency permits.
48. CITY is the PS&E IMPLEMENTING AGENCY for the PROJECT. COUNTY and RTC are the PS&E SUPPORTING AGENCIES for the PROJECT.
49. CITY is generally responsible for the PS&E work, subject to the following exceptions:
 - a. CITY is not responsible for those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.
 - b. COUNTY is responsible for final review and approval of all PS&E WORK within its jurisdiction, as well as obtaining Board of Supervisors approval of the final PS&E package.
 - c. RTC is responsible for final review and acceptance of all PS&E WORK within its right-of-way consistent with the RTC Policy for Capital Projects Implemented by Others in the Santa Cruz Branch Rail Corridor Right-of-Way.
 - d. COUNTY and RTC must make their staff available for PS&E support and oversight, as needed.
50. CITY will notify RTC and CSCEHD of any planned activity within the RAIL LINE right-of-way that will result in soil disturbance for the PROJECT. RTC is responsible for CSCEHD oversight cost as specified in the RAA during PS&E for the PROJECT.
51. All arrangements for the protection, relocation, or removal of all conflicting utility facilities will be addressed in the PROJECT plans, specifications, and estimate.
52. All third-party encroachment conflicts not resolved by the RTC will be addressed in the PROJECT plans, specifications, and estimate.
53. COUNTY and RTC shall coordinate with CITY when it comes to CPUC approvals and regulatory permit applications, as further specified below.
54. CITY, COUNTY, and RTC will be the applicants for all applicable California Public Utility Commission (CPUC) approvals for the crossings of the rail line within their respective jurisdictions.

55. CITY and/or COUNTY will prepare and transmit joint or singular regulatory permit applications as appropriate. CITY and COUNTY will provide a copy of all permit applications at least 10-days in advance of transmittal for RTC's review and concurrence. RTC shall review and respond within 10 days. Should RTC not respond within 10 days, RTC shall be deemed to have waived all objections. All permit conditions will be addressed in the PROJECT plans, specifications, and estimate.

Right-of-Way

56. RIGHT-OF-WAY includes coordination with utility owners for the protection, removal, or relocation of utilities; the preparation of utility agreements and notice(s) to owners to relocate; the acquisition of right-of-way interests, including those needed for off-site environmental mitigation; and post-construction work such as right-of-way monumentation/recordation for acquisitions outside of the rail line right-of-way and required for the PROJECT, relinquishments/vacations, and excess land transactions.

57. The RIGHT-OF-WAY component budget identifies the capital costs of right-of-way acquisition, which includes the PROJECT cost of utility relocations and off-site environmental mitigation and the cost of the staff work in support of the capital cost.

58. CITY is IMPLEMENTING AGENCY for Right-of-Way and will be responsible for completing the following RIGHT-OF-WAY activities:

- a. CITY will prepare Utility Conflict Maps identifying the accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT.
- b. CITY will Determine the cost to positively identify and locate, accommodate, protect, relocate, or remove any utility facilities whether inside or outside the RAIL LINE right-of-way in accordance with federal and California laws and regulations, and RTC's policies, procedures, standards, practices, and applicable agreements for utility facilities.
- c. CITY, in coordination with COUNTY and RTC, will make all necessary arrangements with utility owners for the timely accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT.

- d. CITY will provide a land surveyor licensed in the State of California to be responsible for surveying and right-of-way engineering for right-of-way needed for the development of the PROJECT. All survey and right-of-way engineering documents will bear the professional seal, certificate number, registration classification, expiration date of certificate, and signature of responsible surveyor.
- 59. CITY will provide RTC a copy of the utility conflict maps, relocation plans, proposed notices to owner, reports of investigation and utility agreements (if applicable) for PROJECT conflicts for RTC's concurrence prior to RTC issuing the notices to owner and executing any utility agreements.
 - a. CITY will submit a draft Right-of-Way Certification for the PROJECT to RTC six (6) weeks prior to scheduled Right-of-Way Certification milestone date for review.
 - b. CITY will submit a final Right-of-Way Certification to RTC for concurrence prior to advertising the construction contract.
 - c. CITY is responsible for the Caltrans Right-of-Way Certification for the PROJECT.
 - d. If new property rights outside of the rail line right-of-way need to be acquired for the project's construction, CITY will provide a Title Report to RTC, verifying that the title is free of all encumbrances and liens. Upon acceptance by RTC, CITY will provide RTC with a Policy of Title Insurance in RTC's name. RTC's acceptance of right-of-way title for property purchased for the PROJECT is subject to review of a Title Report provided by CITY.
 - e.
- 60. CITY shall only make offers for purchase right –of-way after RTC has approved purchase and sale agreement. If CITY acquires any right-of-way to be incorporated into the RAIL LINE right-of-way, CITY will acquire it in RTC's name.
 - a. The acquisition of property rights needed for off-site mitigation areas is the responsibility of the CITY or COUNTY and will be acquired in the name of the CITY or COUNTY. Property for off-site mitigation acquired in the City of Santa Cruz will be acquired by CITY in the name of CITY. Property for off-site mitigation acquired in the unincorporated County areas will be acquired by COUNTY in the name of COUNTY.

b. CITY is responsible for creating the plans and obtaining permitting approval of the off-site mitigation areas, and the COUNTY and RTC are responsible for cooperating and assisting the CITY in this regard. The PARTIES agree that the areas and habitat types selected for off-site mitigation should be equitably distributed between the CITY and COUNTY jurisdictions based on the project impacts within the CITY and COUNTY jurisdictions. Should areas or habitat types selected for mitigation not be equitably distributed between the CITY and COUNTY jurisdictions, the PARTY accommodating a greater share of the mitigation impacts within its jurisdiction will be compensated by the other PARTY through means as mutually agreed upon in writing by both PARTIES. Establishment of off-site mitigation areas, including but not limited to developing the PS&E for off-site mitigation and any property rights acquisition, will be funded as a Project cost under this Agreement. Maintenance and monitoring obligations for off-site mitigation areas shall be a PROJECT cost.

61. As the RIGHT-OF-WAY IMPLEMENTING AGENCY, CITY is responsible for all RIGHT-OF-WAY WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT. As the RIGHT-OF-WAY SUPPORTING AGENCIES, COUNTY and RTC are responsible for supporting CITY in RIGHT-OF-WAY WORK. RTC will be responsible for completing the following RIGHT-OF-WAY activities:
62. CITY shall be solely responsible for hearing and adopting Resolutions of Necessity for acquisitions of right-of-way.
63. RTC will provide a copy of Third-party (non-utility) encroachment maps and issue the notices to the Owner. RTC will make arrangement with property owners for the timely removal of any encroachments that conflict with the construction of the PROJECT.
64. IF RTC is unable to remove Third-part (non-utility) conflicting encroachments prior to construction of the PROJECT, RTC will notify CITY and CITY will, if legally permissible, include removal of encroachments in the construction of the PROJECT. CITY will not remove encroaching structures, no will City remove encroachments if the CITY is not legally authorized to do so. RTC will be responsible for all costs associated with removal of encroachments.
65. Title to the property purchased for the PROJECT will ultimately be vested in the name of RTC. RTC will accept title after the Right-of-Way Closeout activities, as identified in the CALTRANS Workplan Standards Guide, are complete.

66. RTC will provide CITY and COUNTY with a Boundary Survey. The Boundary Survey will identify the limits of the RAIL LINE right-of-way and identify potential Third-Party Encroachments and easements onto the RAIL LINE right-of-way. The Boundary Survey will include the placement of survey monuments at intervals sufficient for use by future survey crews.
67. All utility conflicts will be addressed prior to Right-of-Way Certification where practicable.
68. RTC will fully identify all no utility encroachments prior to Right-of-Way Certification.
69. When RIGHT-OF-WAY is funded with State or Federal funds, the acquisition of right-of-way will not occur prior to the approval of the environmental document.
70. A Maintenance Agreement must be executed prior to Right-of-Way Certification, unless PARTIES mutually agree to other arrangements in writing.
71. Physical and legal possession of the right-of-way must be secured prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
72. Right-of-way conveyances from third-parties must be completed prior to completion of the WORK unless PARTIES mutually agree to other arrangements in writing.

Maintenance

73. The PARTIES agree to maintain their respective jurisdictional area related to this PROJECT. The PARTIES may otherwise negotiate in good faith the terms of a separate Maintenance Agreement, which will govern maintenance of the PROJECT, including maintenance of required remediation activities, and funding for maintenance activities.

Funding

74. Funding sources, PARTIES committing funds and funding amounts are identified in Exhibit "B" - Funding and Spending Summary, attached to this AGREEMENT and incorporated herein by this reference.
75. As IMPLEMENTING AGENCY, CITY shall be the holder of funds for the PROJECT, as shown in the Exhibit "B" Funding and Spending Summary.

76. PARTIES will amend this AGREEMENT by updating and replacing Exhibit “B” in its entirety each time the funding details materially change. Funding and Spending Summary replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Funding and Spending Summary supersedes any previous Funding and Spending Summary created for this AGREEMENT.
77. PARTIES will not be reimbursed for costs beyond the funds obligated in this AGREEMENT, unless PARTIES mutually agree to other arrangements in writing.
78. If the IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the other PARTIES to this Agreement, and in that scenario, IMPLEMENTING AGENCY shall have no obligation to complete the WORK, unless and until funds are sufficient to complete the WORK.
79. Unless otherwise documented in the Funding and Spending Summary, any savings recognized within a PROJECT COMPONENT will be used to fund any cost overruns in a subsequent PROJECT COMPONENT, when allowed by policy and law. At PROJECT completion, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy and law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
80. Additional funding to cover WORK costs that exceed available funding, as documented in the Funding and Spending Summary or that arise during Construction, shall be secured by CITY and COUNTY, as SPONSORS, in proportion to the “final cost of construction” in each of their respective jurisdictions. The term “final costs of construction” as used herein shall not take into account the ROW costs associated with acquisition of property that is acquired in RTC’s name and the clearing of Third-Party (non-utility) encroachments by the PROJECT, the costs of which will be borne by RTC. RTC shall not be responsible for the costs associated with environmental mitigation. Nothing in this agreement shall prohibit the CITY and COUNTY from seeking additional funding to cover WORK costs from other sources, including RTC.
81. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding and Spending Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

Invoicing and Payment

82. A PARTY seeking reimbursement of costs related to the PROJECT will invoice the holder of the PROJECT funds , as documented in the Exhibit “B” - Funding and Spending Summary. If PROJECT funds are available, the holder of the PROJECT funds will pay invoices within forty-five (45) calendar days of receipt of invoice.
83. When a PARTY is reimbursed for actual cost, invoices will be submitted no more than quarterly for the prior expenditures actual incurred. After all PROJECT COMPONENT WORK is complete, the invoicing PARTY will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.
84. Invoices for RTC funds, including Measure D-Active Transportation funds, must follow the latest RTC template and include the following information:
 - a. Labor (staff name, hours charged, hourly billing rate, current charges and cumulative charges, indirect costs) performed during the billing period by task;
 - b. Itemized expenses incurred during the billing period;
 - c. Total invoice/payment requested, specifically noting the amount of retention, if any;
 - d. Total amount previously paid under this AGREEMENT; and
 - e. Report of expenditures by CONSULTANT and subconsultants and estimated percentage completion by such divisions of work.
85. The PARTIES will invoice according to the Exhibit “B” - Funding and Spending Summary.

Schedule

86. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.
87. The IMPLEMENTING AGENCY will keep RTC & County informed on the PROJECT schedule and status.

Measure D Requirements

88. CITY and COUNTY shall actively conduct public outreach, in partnership with RTC and/or its advisory committees, as a means of ensuring that the public has the ability to access information about which projects and programs are funded with Measure D funds.
89. The RTC shall prepare an annual report covering the prior fiscal year regarding the expenditure of regional Measure D-Active Transportation funds. The RTC shall annually adopt a five-year program of projects, programming Measure D-Active Transportation revenues; post the five-year plan on the RTC website; prepare an audit of regional funds; prepare an annual report that can be easily understood by members of the public; and description of expenditures of prior year funds.
90. CITY and COUNTY shall install or mount signage adjacent to Measure D-funded construction projects, so Santa Cruz County taxpayers are informed as to how CITY and COUNTY are using Measure D funds.
91. Pursuant to California Public Utilities Code Section 180001(e), CITY and COUNTY shall use Measure D funds to supplement and not replace existing local revenues used for transportation purposes. Measure D revenues also shall not be used to replace revenues used for existing agency indirect costs or overhead. As set forth in the RTC's Measure D Ordinance: Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure D Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies. CITY and COUNTY shall report on their compliance in the annual guidance.

Additional Provisions

Standards

92. PARTIES will comply with all applicable federal, California, and local laws, regulations, and standards during performance of the WORK; FHWA standards (when federal funds are used); CALTRANS standards AREMA Standards for railroad facilities or facilities affecting railroads; and, RTC Standards. In addition, PARTIES will comply with the Monterey Bay Sanctuary Scenic Trail 2013 Network Master Plan guidelines where feasible. RTC shall provide CITY and COUNTY with all applicable documents constituting RTC Standards applicable to performance of the WORK during the Term of this AGREEMENT.

Right of Entry Agreement(s)

93. CITY is responsible for obtaining a right of entry agreement from the RTC & RAILWAY prior to utilizing the RAIL LINE right-of-way to perform the PROJECT WORK
94. RTC shall grant CITY, their respective agents, consultants, and contractors a right of entry agreement(s) to enter the RAIL LINE right-of-way, upon CITY's agreement to meet all of RTC's requirements for obtaining such agreement.

Qualifications

95. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Encroachment Permits

96. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

97. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all other PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery in accordance with all applicable state and federal laws and regulations and PARTIES approve a plan for its removal or protection.

Disclosures

98. PARTIES will hold all preliminary drafts of final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law. Where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.
99. PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.
100. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public documents. PARTIES will consult with each other prior to the release of any public documents related to the WORK.

Hazardous Materials

101. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.
102. HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.
103. The management activities related to HM1 and HM2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM1 MANAGEMENT and HM2 MANAGEMENT respectively.
104. If HM1 or HM2 is found, the discovering PARTY will notify all other PARTIES as soon as reasonably practicable.
105. RTC, independent of the PROJECT, is responsible for any HM1 found within the existing RAIL LINE right-of-way. RTC will undertake, or cause to be undertaken, HM1 MANAGEMENT with minimum impact to the PROJECT schedule.
106. RTC will pay, or cause to be paid, the cost of HM1 MANAGEMENT for HM1 found within the existing RAIL LINE right-of-way with funds that are independent of the funds obligated in this AGREEMENT.

107. If HM1 is found within the PROJECT limits and outside the existing RAIL LINE right-of-way, responsibility for such HM1 rests with the owner(s) of the parcel(s) on which the HM1 is found. Such owner(s) of the parcel(s) must ensure that HM1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.
108. The cost of HM1 MANAGEMENT for HM1 found within the PROJECT limits and outside the existing RAIL LINE right-of-way will be paid from funds that are independent of the funds obligated in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.
109. The IMPLEMENTING AGENCY that disturbs HM-2 material within the RAIL LINE right-of way or properties acquired for the construction of the PROJECT is responsible for HM2 MANAGEMENT during performance of that WORK.
110. The cost of HM2 MANAGEMENT for HM2 found within the PROJECT limits or properties acquired for the construction of the PROJECT will be paid from funds designated for the WORK necessary to complete the PROJECT COMPONENT that disturbs the HM-2 hazardous material.
111. RTC's acquisition or acceptance of title to any property on which any HM1 or HM2 is found will proceed in accordance with direction provided by RTC's Executive Director.
112. In the event of discovery of unanticipated hazardous materials (not included under this section), during construction of the PROJECT, CITY shall be responsible to cause construction to stop in the immediate area and shall notify RTC and COUNTY within 24 hours of the discovery.

Claims

113. PARTIES will confer on any claim that may affect the WORK within their jurisdictional boundaries or PARTIES' liability or responsibility under this AGREEMENT during the PROJECT.
114. A PARTY may settle any claim related to this AGREEMENT during the PROJECT without the consent of the other PARTIES, so long as (i) such settlement results in a full and complete release of that claim at no cost to the other PARTIES, (ii) the settlement does not accept or acknowledge liability or fault on behalf of the non-settling PARTIES, and (iii) the settlement does not impose any immediate, ongoing, or future obligations on non-settling PARTIES. In all other cases, no PARTY shall settle any claim without the written consent of the other PARTIES to this AGREEMENT.

Accounting and Audits

115. If the WORK is funded by RTC with local, state, or federal funds, any PARTY seeking RTC reimbursement of indirect costs must submit an indirect cost rate proposal and central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 and Chapter 5 of the Local Assistance Procedures Manual. These documents are to be submitted annually to RTC for review and acceptance prior to RTC's reimbursement of indirect costs.
116. Travel, per diem, and third-party contract reimbursements for WORK are to be paid from the funds in this AGREEMENT only after the contractor performs the work and incurs said costs.
117. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.
118. PARTIES will maintain and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.
119. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.
120. PARTIES will retain all WORK- related records for three (3) years after the CLOSEOUT STATEMENT, Exhibit C.
121. PARTIES will require that any consultants hired to participate in the WORK will comply with GAAP.
122. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.
123. RTC, CITY, COUNTY or any other funding agency, including its consultants or agents, shall have access to all WORK -related records of each PARTY for audit, examination, excerpt, or transcription.

124. The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.
125. The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.
126. Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the audit findings.
127. Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.
128. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
129. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Caltrans Local Assistance Procedures Manual, Chapter 10 in effect at the time of procurement.
130. The auditors of the State of California or the Taxpayer Oversight Committee for Measure D may examine all records relative to the goods, services, equipment, materials, supplies or other assistance provided to PARTIES for the PROJECT. The PARTIES agree to allow the auditor(s) and Taxpayer Oversight Committee access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, PARTIES agree to include a similar right to the State auditor(s) and Taxpayer Oversight Committee to audit records and interview staff in any contract related to performance of this AGREEMENT.

Interruption of Work

131. If WORK stops for any reason, and the WORK could impair the safety or operation of the RAIL LINE, IMPLEMENTING AGENCY for the relevant PROJECT COMPONENT will place the RAIL LINE right-of-way in a safe and operable condition acceptable to RTC.

132. If WORK stops for any reason, each PARTY will continue to implement the obligations of this AGREEMENT, including the commitments and conditions included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Environmental Compliance

133. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

Independent Agreement

134. This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

Integration

135. This AGREEMENT is the final expression of the agreement between the PARTIES related to the WORK, and shall supersede any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT shall take precedence over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

Severability

136. If any term, provision, covenant or restriction of this AGREEMENT is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, provisions, covenants and restrictions of this AGREEMENT shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

Amendment

137. No changes to this AGREEMENT shall be effective except if made by written amendment executed by all PARTIES.

Closure Statement

138. PARTIES agree to sign the CLOSURE STATEMENT, Exhibit C, to terminate this AGREEMENT. RTC shall execute the CLOSURE STATEMENT within 60 days after all requirements noted in the CLOSURE STATEMENT have been met. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

Governing Law; Venue

139. In the event of a dispute between the PARTIES to this AGREEMENT regarding or related to the terms and provisions contained herein, the PARTIES mutually agree that the sole venue for any such dispute shall be the Superior Court of the County of Santa Cruz, and that the terms and provisions of this AGREEMENT shall be interpreted under the laws of the State of California.

Indemnification

140. As used in this AGREEMENT, “CLAIM(s)” shall mean any and all claims, demands, actions, liabilities, damages, judgments, or expenses, including attorneys’ fees and costs.

141. Neither RTC nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY or COUNTY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY and COUNTY under this AGREEMENT. It is understood and agreed that CITY and COUNTY, to the extent permitted by law, will defend, indemnify, and save harmless RTC and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CITY or COUNTY, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

142. Neither CITY nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by RTC or COUNTY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon RTC or COUNTY under this AGREEMENT. It is understood and agreed that RTC and COUNTY, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by RTC or COUNTY, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
143. Neither COUNTY nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by RTC or CITY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon RTC or CITY under this AGREEMENT. It is understood and agreed that RTC and CITY, to the extent permitted by law, will defend, indemnify, and save harmless COUNTY and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by RTC or CITY, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
144. All PARTIES agree to reasonably cooperate with one another in the defense of any CLAIM.
145. Any PARTY may, at its own expense, participate in the defense of any CLAIM in which it is named, regardless of which PARTY has primary responsibility for defending said CLAIM.
146. If one or more of the PARTIES are named in a PRE-CONSTRUCTION CLAIM then the Parties shall cooperate with each other and, if applicable, seek defense and indemnity from any consultants, contractors

Non-parties

147. PARTIES do not intend this AGREEMENT to create a third-party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.

148. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without the approval of the other PARTY formalized in a written amendment to this AGREEMENT.

Ambiguity and Performance

149. The PARTIES mutually represent and warrant that they have each had the opportunity to be represented by counsel of their choice in negotiating this AGREEMENT, and therefore this AGREEMENT shall be deemed to have been negotiated and prepared at the joint request, direction and construction of the PARTIES, at arm's length, with the advice and participation of counsel, and shall be interpreted in accordance with its terms without favor to either PARTY, and no presumption or burden of proof shall arise favoring or disfavoring either PARTY by virtue of the authorship of any of the provisions of this AGREEMENT. Headings are provided in this AGREEMENT for the convenience of the PARTIES only and shall not be used to interpret the provisions of this AGREEMENT.

150. A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

151. A delay or omission by a PARTY to exercise a right or power due to a default shall not negate that PARTY's ability to use of that right or power in the future.

Defaults

152. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate the dispute resolution procedure described herein.

Term

153. This AGREEMENT will begin on the EFFECTIVE DATE and remain in effect until the Work has been completed and a CLOSURE STATEMENT has been executed.

Termination

154. Notwithstanding any other provision of this AGREEMENT, this AGREEMENT may be terminated prior to completion of the Work in accordance with the provisions below; provided, however, that the Indemnification obligations contained in this Agreement shall survive any such termination according to the language of those provisions.

a. Termination for Convenience.

This AGREEMENT may be terminated by any PARTY for any reason, provided that the terminating PARTY gives not less than thirty (30) calendar days' written notice (delivered by certified mail, return receipt requested) of intent to terminate.

b. Termination for Cause.

If a PARTY fails to cure a breach of material term of this AGREEMENT within ten (10) days' notice by the non-breaching PARTY, then the non-breaching PARTY may immediately terminate or suspend this AGREEMENT for cause.

c. Condition of Right of Way Upon Termination

If this AGREEMENT is terminated prior to completion of the WORK, then the IMPLEMENTING AGENCY engaged in PROJECT WORK in the right-of-way at the time of termination will be responsible for restoring the PROJECT right-of-way to a safe and operable condition acceptable to RTC. Restoration of the right-of-way will be considered a PROJECT cost.

Dispute Resolution

155. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, any PARTY may make a written request sent to the RTC Executive Director, CITY MANAGER and COUNTY's Community Development and Infrastructure Director that the dispute be resolved among them. If PARTIES do not reach a resolution through that process, any PARTY may deliver a notice to the other PARTIES requesting that the PARTIES engage in non-binding mediation, using a mediator mutually acceptable to all PARTIES. PARTIES agree to participate in mediation and selection of a mediator in good faith and the costs of mediation will be apportioned equally between them.
156. Neither the dispute nor the mediation process shall relieve PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT.
157. No PARTY may file a lawsuit against any other PARTY regarding a dispute described in this section until the PARTIES to that dispute have engaged in at least one session of mediation, or unless forty-five (45) calendar days have passed after filing the written mediation request and the PARTIES have not agreed to a date-certain for that mediation; and the PARTIES have complied with the requirements of the California Tort Claims Act, Gov't Code section 800 et seq.

Attorneys' Fees

158. If a PARTY to this AGREEMENT brings any action, including arbitration or an action for declaratory relief, to enforce or interpret a provision of this AGREEMENT, each party shall bear its own attorneys' fees, except that if one party refuses upon demand to defend or indemnify the other when legally required to do so, the party entitled to defense or indemnity shall be entitled to its reasonable attorneys' fees expended to obtain its right to defense or indemnity.

Independent Agencies

159. PARTIES to this AGREEMENT are independent agencies. Nothing in this AGREEMENT shall be interpreted to render employees of RTC to be employees of CITY or COUNTY nor be interpreted to render employees of CITY to be employees of RTC.

Prevailing Wage

160. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.
161. Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.
162. If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.
163. When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

Notice

RTC

Grace Blakeslee, Senior Transportation Planner
1101 Pacific Avenue Suite 250
Santa Cruz, CA 95060-3911
Office Phone: [831-460-3200]
Email: gblakeslee@sccrtc.org

CITY

Mathew Starkey, Transportation Manager
801 Center Street
Santa Cruz, CA 95060-3911
Office Phone: 831-420-5182
Email: mstarkey@cityofsantacruz.com

COUNTY

Rob Tidmore, Principle Planner
979 17th Avenue
Santa Cruz, CA 95062
Office Phone: 831-454-7947
Email: Robert.Tidmore@santacruzcounty.us

SIGNATURES

PARTIES are empowered to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original or electronic signature. This AGREEMENT is not fully executed until all original signatures or electronic signature are attached.

CITY of SANTA CRUZ	SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:
Name: Matt Huffacker Title: City Manager Date:	Name: Sarah Christensen Title: Executive Director Date:
APPROVED AS TO FORM:	APPROVED AS TO FORM:
Name: Anthony Condotti Title: Santa Cruz City Attorney Date:	Name: Steve Mattas Title: General Counsel to SCCRTC Date:
APPROVED AS TO RISK:	APPROVED AS TO RISK:
Name: <u>[Insert]</u> Title: <u>[Insert]</u> Date:	Name: Yesenia Parra Title: Administrative Officer Date:

COUNTY of SANTA CRUZ	
Name: Matt Machado Title: Deputy CAO, Director of Community Development and Infrastructure Date:	
APPROVED AS TO FORM:	
Name: Justin Graham Title: Assistant County Counsel Date:	
APPROVED AS TO RISK:	
Name: Gina Borasi Title: Risk Manager Date:	

EXHIBIT A - PROJECT DESCRIPTION

Exhibit A: Project Description- Interim Trail Configuration

Segment 8

Segment 8 (0.6 mile) is composed of a Class IV on-street bicycle system and pedestrian sidewalk improvements. Beginning from the western end, Segment 8 begins at the Pacific Avenue/Beach Street roundabout and travels along Beach Street, with pedestrians using the existing sidewalk and bicyclists using the existing bike lanes (cycle track) in the roadway, both on the coastal side of the railroad tracks and both to be improved as part of the Project. At Cliff Street, the existing bikeway crosses the railroad tracks and continues along the roadway on the inland side of the rail. Segment 8 continues along Beach Street and the Santa Cruz Beach Boardwalk (Boardwalk) and ends at the San Lorenzo River Trestle Bridge.

Many of the trail elements already exist on Segment 8, including a dedicated bikeway for bicyclists along Beach Street and sidewalk facilities for pedestrians. Planned improvements include the following:

- High-visibility striping and surface improvements for bike facility, crosswalk, and mixing zone visibility
- Raised “curb” separators (~3–6 inches high) between bike lane and vehicle travel lane from Pacific Avenue to Third Street
- Improved loading zones to minimize bike-vehicle conflicts. Sidewalk widening from Cliff Street to 3rd Avenue.
- Short retaining wall (up to 24 inches tall, 670 feet long) along the Boardwalk side to protect landscaping and accommodate widened sidewalk.

There would be no improvements to the portion crossing the SLR Trestle Bridge because this section was completed in 2019, when the City replaced the existing 4-foot-wide wooden walkway with a new light weight, 10-foot-wide bicycle/pedestrian bridge along the inland side of the railroad tracks.

Segment 9

Segment 9 (1.6 miles) is composed of a multi-use bicycle and pedestrian trail on the rail line from just east of the SLR Trestle Bridge to the eastern side of 17th Avenue. The trail would be located generally along the Santa Cruz Branch Railroad centerline. All or a portion of the trail would be constructed on the rail line in approximately the same location of the railroad tracks. The method by which the interim trail is constructed will be determined as part of the final design process. .

The Interim Trail width typically would be 16 feet, including paved shoulders. The Interim Trail may be narrower at structures for stream crossings and areas with constrained ROW, which could include: the Leona Creek crossing, and the Woods Lagoon crossing.

Trail Connections. The design plans include the following trail connections to adjacent streets and facilities (presented from west to east).

- Hiawatha/Mountain View

- Bronson Connection
- West Harbor Connection
- Live Oak Avenue Connection
- El Dorado Avenue Connection (sheet CP-1.20)
- Simpkins Family Swim Center/Live Oak Community Resources Center/Twin Lakes State Beach

Retaining Walls. The design plans for the Interim Trail include retaining walls, ranging from approximately 1 foot to 8 feet in height, including but not limited to:

- SLR Trestle Bridge to East Cliff Drive overpass
- Bronson Street to Owens Street (1–5 feet high)
- West Harbor Connection (0.5–2 feet high, 200 feet long)
- East Harbor Connection (2 feet high, 45 feet long)
- Leona Creek (1–2 feet high, 260 feet long)
- Stream 1545 (1–2 feet high, 210 feet long)

Waterway Crossings. The trail crosses the waterways listed below (presented from west to east). Crossing designs are preliminary but are anticipated to use the existing railway culverts and bridges. Seismic retrofit of the Harbor Bridge will be evaluated and implemented in the project. The retrofit design will use the 20-year design-life of the project in anticipation that the long-term conditions at this crossing will be determined in the future . . .

- Pilkington Creek
- Santa Cruz Harbor
- Leona Creek
- Stream 1545

Roadway Crossings. The trail crosses several roads (presented from west to east). New signage and markings will be installed at the crossings, as appropriate. At 7th Avenue and 17th Avenue rapid rectangular flashing beacons (RRFBs) will be installed at the crossings.

- Mott Avenue
- Seabright Avenue
- 7th Avenue
- 17th Avenue

Additionally, there are existing rail line crossings at the end of Live Oak Avenue and El Dorado Avenue, located on the northern side of the railroad tracks, to access Twin Lakes State Beach on the southern side, and both crossings are expected to be retained.

Intersection Improvements. Improvements to the Seabright Avenue/Murray Street intersection will be required to accommodate the new trail crossing. A dedicated westbound right turn lane will be added so the turning conflicts across the trail can be managed through new signal phasing. The existing traffic signal will be modified to add phasing and equipment to accommodate the new trail crossing and dedicated right turn lane. The trail crossing will run separately from conflicting vehicular traffic, meaning dedicated bicycle signal and pedestrian equipment will be required for the trail and additional signal heads to control the westbound right turn lane will be needed.

Fencing and/or Guardrails: Fencing and/or guardrails would be installed for safety in areas where drop-offs are over 30 inches and in proximity to vehicular traffic. The fencing and guardrails are SCCRTC, City of Santa Cruz & County of Santa Cruz Cooperative Agreement

expected to be constructed using steel posts (4 feet, 8 inches, in height) and galvanized steel cable. To promote wildlife movement, the lowest cable of the fence would be 16 inches above finish grade. Guardrails would have no gaps exceeding 4 inches.

Other Amenities to be Installed, as feasible:

- Lighting and cameras would be installed along other portions of the trail for safety.
- Conduits for fiber/communications infrastructure will be installed to support public safety cameras and fiber networks.
- Trash receptacles, including recycling receptacles and dog waste stations;
- Benches are and Informational, educational, and directional signage would be placed at strategic locations along the trail.

Environmental Mitigation

It is anticipated that the Coastal Development Permit and other permits from environmental resource agency will require mitigation for the project's potential impacts to natural resources (wetlands, oak woodland, monarch butterfly habitat, tree replacement, etc.) as identified in the environmental documents and conceptual mitigation report. The majority of mitigation activities are anticipated to occur in Arana Gulch where habitat creation and restoration support the park's ongoing restoration efforts. The project may also pay for specific elements, like utilizing the City's Tree In-Lieu fee or funding monarch butterfly habitat creation with California State Parks at Natural Bridges or Lighthouse Field.

EXHIBIT B - FUNDING & SPENDING SUMMARY

FUNDING SUMMARY (IN THOUSANDS)

Funding Source	Funding Partner	Funding Type	PAED	PS&E	ROW (CAP & SUP)	Total Funding Type
RTC	RTC	Measure D - Active Transportation	\$770	\$1,750	\$1,100	\$3,620
	RTC	RTC Discretionary Funds (RSTPX)	\$0	\$0	\$0	\$0
	City	Measure D- Neighborhood (City)	\$0	\$750	\$0	\$750
	County	Measure D - Neighborhood (County)	\$0	\$0	\$0	\$0
CTC	CTC	Active Transportation Program Grant Funds - Cycle 3	\$2,600	\$400	\$0	\$3,000
CTC	CTC	Active Transportation Program Grant Funds - Cycle 6	\$0	\$0	\$500	\$500
	Private	Other	\$1,200	\$300	\$0	\$1,500
		Subtotals by Component	\$4,570	\$3,200	\$1,600	\$9,370

SPENDING SUMMARY

(IN THOUSANDS)

Description	Work Partner assigned by Scope Summary	Measure D - Active Transportation	Active Transportation Program Grant Funds - Cycle 3	CTC Active Transportation Program Grant Cycle 6	Measure D-Neighborhood (City)	Other	Total
PAED	CITY	\$770	\$2,600	\$0	\$0	\$1,200	\$4,570
PS&E	CITY	\$1,750	\$400	\$0	\$750	\$300	\$3,200
ROW CAP & SUP	CITY	\$1,100	\$0	\$500	\$0	\$0	\$1,600
Total		\$3,620	\$3,000	\$500	\$750	\$1,500	\$9,370

EXHIBIT C - CLOSURE STATEMENT & INSTRUCTIONS

Did PARTIES complete all scope, cost and schedule commitments included in this AGREEMENT and any amendments to this AGREEMENT?

YES / NO

Did RTC accept and approve all final deliverables submitted by other PARTIES?

YES / NO

Did the RTC Director of Budget and Finance verify that all final accounting for this AGREEMENT and any amendments to this AGREEMENT were completed?

YES / NO

If construction is involved, did the RTC Executive Director verify that all claims and third-party billings (utilities, etc.) have been settled before termination of the AGREEMENT?

YES / NO

Did PARTIES complete and transmit the As-Built Plans, Project History File, and all other required contract documents?

YES / NO

If ALL answers are “YES”, this form may be used to TERMINATE this AGREEMENT.

CLOSURE STATEMENT

PARTIES agree that they have completed all scope, cost, and schedule commitments included in Agreement [*insert number*] and any amendments to the agreement. The final signature date on this document terminates agreement [*insert number*] except survival articles. All survival articles in agreement [*insert number*] will remain in effect until expired by law, terminated or modified in writing by the PARTIES' mutual agreement, whichever occurs earlier.

The people signing this agreement have the authority to do so on behalf of their public agencies.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Name

Date

Executive Director

CITY of SANTA CRUZ

Name

Date

Title

COUNTY of SANTA CRUZ

Name

Date

Title

AMENDMENT 1

TO AGREEMENT NUMBER CO2083 BETWEEN
THE COUNTY OF SANTA CRUZ AND
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated June 30, 2020, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called RTC, and COUNTY OF SANTA CRUZ hereinafter called COUNTY, as follows:

- 10.** The following work associated with this PROJECT has been completed or is in progress:
 - Project Approval and Environmental Document
 - Plans, Specifications, and Estimates
 - Right-of-Way
- 13.** Replace Project Description (Exhibit A) with Exhibit A attached hereto.
- 28.** COUNTY will be the lead for the National Environmental Policy Act document.
- 74.** Replace Funding and Spending Summary (Exhibit B) with Exhibit B attached hereto.

All other provisions of said Agreement shall remain the same.

SIGNATURES

1. CONSULTANT:

By _____

Matt Machado
Community Development and
Infrastructure Director, County of
Santa Cruz

Date _____

701 Ocean Street
Santa Cruz, 95062
(831) 420- 5110
dpwweb@santacruzcountyca.gov

2. SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

By _____

Sarah Christensen
Executive Director

Date _____

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

3. APPROVED AS TO INSURANCE:

By _____

Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONSULTANT

EXHIBIT A – PROJECT DESCRIPTION

Exhibit A- Project Description - Interim Trail Configuration

Segment 10

Segment 10 (1.5 miles) is composed of a new multi-use bicycle and pedestrian trail on the rail line from the eastern side of 17th Avenue to the western side of 47th Avenue. The trail would be located generally along the Santa Cruz Branch Railroad centerline. All or a portion of the trail would be constructed on the rail line in approximately the same location of the railroad tracks. The method by which the interim trail is constructed will be determined as part of the final design process. with the removal of existing tracks and ties

The Interim Trail width typically would be 16 feet, including paved shoulders. The Interim Trail may be narrower at structures for stream crossings and areas with constrained ROW, which could include the Rodeo Gulch crossing.

Trail Connections. The design plans include the following trail connections to adjacent streets and facilities (presented from west to east), not including the roadway crossings presented further below:

- Chanticleer Avenue
- Corcoran Avenue
- Thompson Avenue
- Jade Street Park

Waterway Crossing. The trail crosses the waterways listed below (presented from west to east). Crossing designs are preliminary but are anticipated to use the existing railway culverts and bridges, which would be converted to bicycle and pedestrian use, if necessary. The trail alignment in Segment 10 also crosses a minor waterway (Stream 472), which is conveyed through subsurface storm drain pipes and is not expected to be modified by this project.

- Rodeo Gulch*
- Stream 472

*Alternatively, if conversion of the existing rail bridge at Rodeo Gulch is limited due to required seismic retrofits, a new prefabricated bicycle and pedestrian bridge would be constructed on the inland side of the existing rail bridge, similar to the Ultimate Trail Configuration.

Roadway Crossings. The trail crosses several roads (presented from west to east). New signage and markings will be installed at the crossings, as appropriate and

may include rapid rectangular flashing beacons (RRFBs).

- 30th Avenue
- 38th Avenue
- 41st Avenue
- 47th Avenue

Segment 11

Segment 11 (2.7 miles) is composed of a new multi-use bicycle and pedestrian trail on the rail line tracks from the eastern side of 47th Avenue to the western side of State Park Drive, excluding a roughly 0.5-mile between Opal Street and Monterey Avenue on either side of the Capitola Trestle from Opal Street to Monterey Avenue. The trail would be located generally along the Santa Cruz Branch Railroad centerline. All or a portion of the trail would be constructed on the rail line in approximately the same location of the railroad tracks. The method by which the interim trail is constructed will be determined as part of the final design process. The Capitola Trestle conversion will be part of a separate project. Trail improvements between Opal Street and Monterey Avenue, such as signage and striping to route trail users through Capitola Village until the Capitola Trestle conversion is completed, are not currently included in the project scope. These improvements could be added if requested by Capitola City Council.

The Interim Trail width typically would be 16 feet, including paved shoulders. The Interim Trail may be narrower at structures, stream crossings, or steep slopes and areas with constrained ROW, which could include: the Escalona Gulch crossing, the slopes above New Brighton State Beach parking lot, the New Brighton State Beach Road bridge, the Oak Trail, the slopes behind Pinetree Lane, Borregas Creek, Stream 633, and the Poplar House. The Interim Trail may also narrow at roadway crossings to slow trail users and improve safety.

Trail Connections. The design plans include the following trail connections to adjacent streets and facilities (presented from west to east), not including the roadway crossings presented further below.

- Opal Street
- Cliff Drive
- Park Avenue
- Washburn Avenue
- Coronado Avenue and New Brighton State Beach: a new accessible ramp connecting to crosswalks across Park Avenue and Coronado Street near the Park Avenue/Coronado Street intersection and a new staircase on the coastal side connecting to the New Brighton State Beach parking lot.
- Oak Trail
- New Brighton Fire Access Roads in Porter-Sesnon property

- Poplar Street; existing dirt trail to Poplar Street would be paved

Retaining Walls. The design plans for the Interim Trail include retaining walls, ranging from approximately 1 foot to 5 feet in height, at the following locations along the trail (presented from west to east). Retaining wall materials and color would blend with the surrounding environment:

- Cliff Drive Plaza (2–4 feet high, 160 feet long)
- Trail section between New Brighton State Beach Bridge and Oak Trail Crossing (2 feet high, 100 feet long) (sheets CP-1.29 through CP-1.30)
- Trail section between Oak Trail Crossing and New Brighton Road (2–4 feet high, 135 feet long)
- Trail section between Oak Trail Crossing and New Brighton Road (3–5 feet high, 125 feet long)
- Trail section between Oak Trail Crossing and New Brighton Road (1–2 feet high, 235 feet long)
- Trail section between Stream 633 and Poplar Street (1–3 feet high, 290 feet long)

Waterway Crossings. The trail crosses the waterways listed below (presented from west to east). Crossing designs are preliminary but are anticipated to use the existing railway culverts without any modifications.

- Escalona Gulch
- Tannery Gulch
- New Brighton Creek
- Borregas Creek
- Stream 633
- Flatiron Creek

Roadway Crossings. The trail crosses several roads (presented from west to east). New signage and markings will be installed at the crossings, as appropriate and may include rapid rectangular flashing beacons (RRFBs).

- Grove Lane
- New Brighton State Beach Access Road – At this location it is expected that the existing New Brighton State Beach Bridge railroad bridge will be converted to trail use, including removal of ballast, tracks, and ties, and addition of lightweight load-bearing filler material and HMA paving or FRP deck; however, other design options, including, but not limited to a new bridge or cantilevered bridge may be considered.
- New Brighton Road
- Estates Drive
- Mar Vista Drive

Segments 10 & 11

Fencing and/or Guardrails: Fencing and/or guardrails would be installed for safety in areas where drop-offs are over 30 inches and in proximity to vehicular traffic. The fencing and guardrails are expected to be constructed using steel posts (4 feet, 8 inches, in height) and galvanized steel cable. To promote wildlife movement, the lowest cable of the fence would be 16 inches above finish grade. Guardrails would have no gaps exceeding 4 inches.

Other Amenities to be Installed, as feasible:

- Lighting would be installed along portions of the trail for safety.
- Conduits for fiber/communications infrastructure will be installed to support public fiber and communication networks.
- Trash receptacles, including recycling receptacles and dog waste stations.
- Benches and bike racks.
- Informational, educational, and directional signage.

Environmental Mitigation

It is anticipated that the Coastal Development Permit and other permits from environmental resource agency will require mitigation for the project's potential impacts to natural resources (wetlands, oak woodland, monarch butterfly habitat, tree replacement, etc.) as identified in the environmental documents and conceptual mitigation report. The County of Santa Cruz, in coordination with environmental resource agencies, will identify where mitigation activities may occur.

EXHIBIT B - FUNDING & SPENDING SUMMARY

FUNDING SUMMARY (IN THOUSANDS)

Funding Source	Funding Partner	Funding Type	PAED	PS&E	ROW SUP & CAP	Total Funding Type
RTC	RTC	Measure D - Active Transportation	\$4,843	\$3,300	\$0	\$8,143

CTC	CTC	Active Transportation Program Grant Funds - Cycle 6	\$0	\$2,973	\$1,796	\$4,769
		Subtotals by Component	\$4,843	\$6,273	\$1,796	\$12,912

SPENDING SUMMARY

(IN THOUSANDS)

Description	Work Partner assigned by Scope Summary	Measure D - Active Transportation	CTC Active Transportation Program Grant Cycle 6	Total
PAED	COUNTY	\$4,843	\$0	\$4,843
PS&E	COUNTY	\$3,300	\$2,973	\$6,273
ROW (CAP & SUP)	COUNTY	\$0	\$1,796	\$1,796
Total		\$8,143	\$4,769	\$12,912

Description	Work Partner assigned by Scope Summary	Measure D - Active Transportation	CTC Active Transportation Program Grant Cycle 6	Total
PAED	COUNTY	\$4,843	\$0	\$4,843
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ROW (CAP & SUP)	COUNTY	\$0	\$1,796	\$1,796
Total		\$8,143	\$4,769	\$12,912

RTC Staff Response to Commission Direction at December 4, 2025 RTC Meeting Regarding Conversion of the Capitola Trestle to an Interim Trail

The Capitola Railroad Trestle is an existing 5-bridge complex made up of two concrete bridges, two timber trestles, and an iron truss as shown in Figure 1. The bridge is out of service to heavy freight and requires substantial repairs/retrofit of timber structures and complete replacement of the iron truss in order to serve heavy freight in the future, the cost of which exceeds available funding.



Figure 1 - Capitola Trestle Five-Bridge Complex, Looking Inland

The City of Capitola and RTC have expressed interest over the years of converting the existing Capitola Trestle to a bicycle and pedestrian trail temporarily, in the near-term. In the long-term, the 5-bridge complex requires complete replacement to accommodate a passenger rail facility and an adjacent trail, with estimated costs exceeding \$200 million based on the Zero Emission Passenger Rail & Trail Project Concept Report. This improvement is considered a long-term improvement to the corridor.

In 2021, RTC completed a [Capitola Railroad Bridge Repurposing Conceptual Study](#). Although the study recommended structural repairs and modifications for conversion to a trail and a planning-level cost estimate for that work, it did not include the costs of seismically retrofitting the structure to allow for trail use. Accurately determining the extents of seismic retrofit would require a full structural inspection, geotechnical testing, and a seismic analysis. These would occur as part of the early project development activities to convert the railroad bridge to a trail bridge.

Conversion of the Capitola Trestle is not included in the Segment 10 & 11 Project funded by the State Active Transportation Program. Conversion of the Capitola Trestle to an interim trail use was included in the California Environmental Quality Act (CEQA) environmental review for the Coastal Rail Trail Segment 10 and 11 Project, but additional CEQA review could be needed depending on the scope of the seismic retrofit. Additional environmental analysis is also required to satisfy the National Environmental Protection Act, if federal funding is used on the future project. The conversion of the Capitola Trestle to an interim trail project is not included in the Coastal Rail Trail Segment 10 & 11 project and no funding has been programmed to this project.

The [Capitola Trestle FAQ](#) provides additional information.