Santa Cruz County

Regional Transportation Commission's

Elderly & Disabled

Transportation Advisory Committee

Social Service Transportation Advisory Council

MEETING AGENDA

Tuesday, February 10, 2026
1:30 – 3:30pm

In-Person Meeting
1101 Pacific Avenue, Suite 250,
Santa Cruz, CA 95060

REMOTE PARTICIPATION
(see end of agenda for more information)
https://us02web.zoom.us/j/82217044415
Meeting ID: 822 1704 4415
Dial by your location: +1 669 900 9128

Accessibility: See end of agenda for details.
En Español: Para servicios de traducción al español, diríjase a la última página.
Agendas Online: www.sccrtc.org/meetings/elderly-disabled/

1:30pm — Call to Order

1:30pm — Introductions

1:32pm — Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)

1:35pm — Oral communications

1:40pm — Additions or deletions to the consent or regular agenda

CONSENT AGENDA

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

1. Receive Information Items — pg. 6
    a. Draft Rural Highways Safety Plan Report Available for Review
    b. SR 17 Corridor Workshop Flyer - English
    c. SR 17 Corridor Workshop Flyer - Spanish
2. Receive RTC Meeting Highlights — pg. 9
    a. December 4, 2025
    b. January 15, 2026
3. Receive TDA Revenue Reports — pg. 15
4. Approve E&D TAC Draft Minutes from December 9, 2025 — pg. 16

REGULAR AGENDA

5. County of Santa Cruz Soquel Drive/Robertson Street Signalization Project —pg. 22
6. Zero Emission Passenger Rail and Trail Project Update — pg. 34
7. Construction safety for roadwork and encroachments affecting bicyclists and pedestrians — pg. 70
8. Draft 2026 Unmet Transit and Paratransit Needs List — pg. 109
9. Committee Stipends — pg. 127
10. E&D TAC Member Appointments — pg. 134
11. Receive Program Updates — pg. 142
    a. Volunteer Center
    b. Community Bridges
    c. Santa Cruz Metro
    d. SCCRTC
    e. Pedestrian Ad-hoc Subcommittee

i. Pedestrian Hazard Report

Adjourn – 3:30 pm

NEXT MEETING: Tuesday April 14, 2026, at 1:30pm hosted in person at the SCCRTC office located at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060.

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

AGENDA PACKETS

Complete agenda packets and all documents relating to items on the agenda are posted online at www.sccrtc.org/meetings/elderly-disabled/ at least 72 hours prior to the meeting. Sign up for E-News updates at sccrtc.org/about/esubscriptions/

REMOTE PARTICIPATION – Committee Members (AB 2449)

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

1. *Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.*
2. *Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.*
    a. *Government Code Section 54953(j) defines "just cause" as:*
        i. *Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
        ii. *a contagious illness that prevents a member from attending in person;*
        iii. *a need related to a physical or mental disability as defined by statute; or*
        iv. *travel while on official business of the RTC or another state or local agency*
    b. *Government Code Section 54953(j) defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member*

must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The E&D TAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

3. *Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.*
4. ***Under any circumstance that a member is participating remotely:*** *The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.*

REMOTE PARTICIPATION – Public

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

PARTICIPACIÓN REMOTA – El público

El público puede participar en las juntas de la 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

ACCOMIDATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborales de anticipo al (831) 460-3200 para hacer los arreglos necesarios.

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

TITLE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue Suite 250, Santa Cruz, CA, 95060 or online at www.sccrtc.org. 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.

SCCRTC

Draft Rural Highways Safety Plan Report Available for Review

The draft report for the Rural Highways Safety Plan (RHSP) is now available for public review and comment at sccrtc.org/rhsp. As part of Milestone 3: Rural Highways Safety Plan Final Report, the project will propose Safety Enhancement Concepts for ten emphasis areas identified through crash pattern analysis and public input as part of Milestone 2: Transportation Strategy Development.

Please provide your feedback via email to info@sccrtc.org, and include "RHSP" in the subject line. Share your feedback on the Draft RHSP Report **by 12 noon on Tuesday, February 17.**

Milestone 3 is scheduled to be brought before the Commission in March 2026. See our Commission Agendas page for more information.

in partnership with Valley Transportation Authority SCCRTC SANTA CRUZ METRO

Join a Virtual Public Workshop to Learn About and Provide Input on the State Route (SR) 17 Comprehensive Multimodal Corridor Plan (CMCP).

- Thursday, February 19, 2026 at 6 p.m. PST
- Tuesday, February 24, 2026 at 6 p.m. PST

Join us via Teams for a virtual public workshop on the SR 17 CMCP. There will be one workshop on Thursday, February 19th at 6 p.m. and one workshop on Tuesday, February 24th at 6 p.m. Both workshop dates will have the same content. The workshops will be recorded and posted to the project website.

This meeting serves as an opportunity to learn more about the Plan and proposed projects, ask questions, and share your experiences traveling on the SR 17 corridor.

Interpretation will be available in Spanish and Chinese.

Meeting Information

https://teams.microsoft.com/meet/25242995577988?p=QPxEf9akg7zxG00Ua3
*Pre-registration is not required.

To join from a computer: open the link in a browser.

To join from a cell phone or tablet: download and install the Microsoft Teams app.

Dial-in: +1 279-895-7250,,267336722#

Meeting ID: 252 429 955 779 88

We will conduct an interactive Q&A during the meeting. We are interested in hearing from you - if you have any questions, comments, or discussion topics, please contact us at **stateroute17ra@dot.ca.gov** or by voicemail at **855-925-2801 (code 4936)**

For more information on the plan, visit the Caltrans SR 17 CMCP Project Website: **https://engage.dot.ca.gov/t31212**

en colaboración con

Participe en un taller público virtual para informarse y aportar sus opiniones sobre el Plan Integral del Corredor Multimodal de la Carretera Estatal 17.

- Jueves, 19 de Febrero a las 6 p.m. PST
- Martes, 24 de Febrero a las 6 p.m. PST

Únase a nosotros a través de Teams para un taller público virtual sobre el Plan de Gestión de la Congestión de la Carretera Estatal 17. Habrá un taller el jueves 19 de febrero a las 6 pm y otro el martes 24 de febrero a las 6 pm. Ambos talleres tendrán el mismo contenido. Los talleres se grabarán y se publicarán en el sitio web del proyecto.

Esta reunión es una oportunidad para obtener más información sobre el Plan y los proyectos propuestos, hacer preguntas y compartir sus experiencias al viajar por el corredor de la Carretera Estatal 17.

Habrá servicio de interpretación disponible en español y en mandarino.

Información de la Reunión

https://teams.microsoft.com/meet/25242995577988?p=QPxEf9akg7zxG00Ua3

*No es necesario registrarse préviamente.

Para unirse desde un ordenador: abra el enlace en un navegador.

Para unirse desde un teléfono móvil o tableta: descargue e instale la aplicación Microsoft Teams.

Marcar: +1 279-895-7250,,267336722#

ID de la Reunión: 252 429 955 779 88

Durante la reunión, realizaremos una sesión interactiva de preguntas y respuestas. Nos interesa conocer su opinión; si tienen alguna pregunta, comentario o tema de debate, no duden en contactarnos a través de la siguiente dirección de correo electrónico: **stateroute17ra@dot.ca.gov** o por correo de voz al **855-925-2801 (código 4936)**

Para obtener más información sobre el plan, visite el sitio web del proyecto Caltrans SR 17 CMCP: **https://engage.dot.ca.gov/t31212**

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1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060
phone: (831) 460-3200
email: info@sccrtc.org; website: www.sccrtc.org

CONTACT: Shannon Munz, Communications Specialist (smunz@sccrtc.org)

Santa Cruz County Regional Transportation Commission (RTC)
January 15, 2026 Meeting Highlights

Contract Amendment with HDR Engineering for Climate Resilience Planning on the Santa Cruz Branch Rail Line Right-of-Way

The Commission approved a contract amendment with HDR Engineering to add tasks to a previously approved contract that will analyze impacts of climate hazards on the Santa Cruz Branch Rail Line (SCBRL) at four locations – Capitola Bluffs, La Selva/Manresa Bluffs, Harkins Slough Rail Crossing, and the Pajaro River Rail Bridge. These locations were identified as highly vulnerable through a Climate Analysis Vulnerability Assessment planning effort that was completed. The approved amendment expanded the scope to include climate adaptation concepts for an Interim Trail Configuration in addition to the previously approved work to develop climate adaptation concepts for a Zero Emission Passenger Rail and Trail Project.

Presentation on the Corridor ID Program

The Commission received a presentation from Rob Cunningham, Regional Rail Coordinator for Caltrans Division of Rail on the Corridor Identification and Development (CID) Program. The Federal Railroad Administration (FRA) initiated the CID Program to provide a comprehensive intercity passenger rail planning and development process that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation. Caltrans is the sponsor of five corridors in the program, including the Central Coast Corridor which includes the SCBRL. All projects in the program go through a uniform planning process that will make them eligible for federal and state construction grants. Participation in the program does not mean project funding is guaranteed, but it would make it more competitive for funding.

There are three steps in the CID Program process. Step 1: Scoping the Service Development Plan includes the development of the scope, schedule and budget. This step has been completed for the SCBRL. Step 2: Preparing the Service Development Plan includes a Capital Project Inventory as part of the Phased implementation Plan. This step is expected to start in early/mid 2026 and finish in 2029-2030 and is being funded by the FRA and Caltrans. Step 3: NEPA/Preliminary Engineering will be done after Step 2 subject to funding availability and readiness criteria. Funding for this step will be 80% covered by the FRA, and Caltrans can assist the RTC in identifying state and local funding opportunities for the other 20%.

Cunningham stated that temporary track removal on the SCBRL would not result in Caltrans taking action to remove the SCBRL from the CID Program as long as the RTC is committed to building and operating intercity rail in the corridor.

Public Hearing: Draft 2050 Santa Cruz County Regional Transportation Plan
The Commission held a public hearing and received public input on the Draft 2050 Regional Transportation Plan (RTP). The RTP identifies transportation needs and priorities in Santa Cruz County over the next 25 years. It sets goals and policies for the transportation system that includes an emphasis on safety, climate resiliency, equity, system efficiency and preservation, and a reduction in vehicle miles traveled. The RTP includes the list of transportation needs in Santa Cruz County based on input from local jurisdictions, partner agencies and members of the public, and estimates the amount of funding that will be available for transportation projects in Santa Cruz County over the next 25 years. The transportation needs identified in the RTP far exceed the available projected funding and additional funding sources will be needed to implement some projects. The plan is an essential first step in securing funding from federal, state, and local sources. The Draft 2050 RTP is available for review at www.sccrtc.org/2050rtp. Comments can be submitted through Jan. 30, 2026, by email to info@sccrtc.org.

RTC to Become Common Carrier for Portion of the Santa Cruz Branch Rail Line to Advance Coastal Rail Trail Projects and Protect Community Interests
The Commission voted in Closed session to issue a notice of termination of the Administration, Coordination, and License Agreement with Progressive Rail Incorporated, which currently serves as the common carrier on the Santa Cruz Branch Rail Line. This decision marks a necessary step in the development of transportation solutions along the RTC-owned branch line, including the Coastal Rail Trail in the near-term and passenger rail in the long-term. This action also preserves the existing freight and recreational rail uses along the branch line, while allowing Coastal Rail Trail projects to be implemented along non-operational sections of the line. The RTC remains fully committed to continuing freight service for the three existing freight customers in Watsonville. Read more here.

Upcoming RTC and Committee Meetings

Regional Transportation Commission Meeting
Thursday, February 5, 2026, 9:00 a.m.

Interagency Technical Advisory Committee
Thursday, January 22, 2026, 1:30 p.m.

Bicycle Advisory Committee
Monday, February 9, 2026, 5:30 p.m.

Elderly & Disabled Transportation Advisory Committee
Tuesday, February 10, 2026, 1:30 p.m.

Budget, Administration & Personnel Committee
Thursday, February 12, 2026, 1:30 p.m.

RTC and committee meetings are held in person. Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely, provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that prevent remote participation, the

meeting will continue. Please check the RTC website [https://sccrtc.org/meetings/calendar/] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

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

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CONTACT: Shannon Munz, Communications Specialist (smunz@sccrtc.org)

Santa Cruz County Regional Transportation Commission (RTC) December 4, 2025 Meeting Highlights

Election of Chair and Vice-Chair for 2026

The Commission voted unanimously to select Commissioner Eduardo Montesino as Chair for a second year and Commissioner Steve Clark as Vice Chair of the Commission for 2026.

Release of Draft 2050 Regional Transportation Plan (RTP) and Draft Environmental Impact Report

The Commission received information on the release of the Draft 2050 Regional Transportation Plan (RTP) for public review. The RTP identifies transportation needs and priorities in Santa Cruz County over the next 25 years. It sets policy and a vision for the transportation system and estimates the amount of funding that will be available for planned transportation projects. The plan is an essential first step in securing funding from federal, state, and local sources. The Draft 2050 RTP will be available for review on Dec. 15, 2025 at www.sccrtc.org/2050rtp. Comments can be submitted through Jan. 30, 2026, by email to info@sccrtc.org or at a public hearing at the Jan. 15, 2026, RTC meeting.

Santa Cruz County Transportation Equity Action Plan

The Commission adopted the Santa Cruz County Transportation Equity Action Plan. The Plan documents transportation disparities in the county, updates the regional definition of "Disadvantaged Communities" or "Equity Priority Communities" used to identify communities and individuals that have faced greater barriers due to historic or systemic inequities or racism, identifies transportation priorities and engagement strategies that can reduce disparities, and includes an assessment of RTC policies, procedures and practices.

Amendments to the Fiscal Year (FY) 2025-26 RTC Budget & Work Program and Measure D Budget

The Commission approved amending the Fiscal Year (FY) 2025-26 RTC Budget & Work Program and Measure D budget to incorporate information from prior year-end balances, new projects or funds, updated estimates, and other necessary changes for regional programming and pass- through revenues, operating, and capital. Proposed budget changes to the RTC Budget and Overall Work Program include updates to specific line items including staffing resources for staffing of two new positions, administration increases due to salary, overhead and legal costs, and planning program budget for planning efforts. The proposed FY 2025-26 budget amendment for Measure D includes proposed amendments to programming for projects and programs that receive Measure D funds, including San Lorenzo/Highway 9, Highway 17 Wildlife Crossing, Rail, Active Transportation/Coastal Rail Trail and Highway.

Railbanking Overview
The Commission received an informational overview of railbanking as it relates to the RTC-owned Santa Cruz Branch Rail Line (SCBRL). Railbanking is the process of preserving a rail corridor for future rail use while removing freight service obligations. Staff provided a background of the SCBRL ownership and preservation strategy, an overview of the railbanking process, and how the railbanking process could apply to the SCBRL.

Zero Emission Passenger Rail and Trail Final Project Concept Report
The Commission received a presentation on the Zero Emission Passenger Rail and Trail (ZEPRT) Final Project Concept, and accepted the Final Project Concept Report. The report presents the project concept developed for the proposed implementation of a new daily passenger rail service and multi-use trail operating on the RTC-owned Branch Line corridor. The report also details the development and related background, analysis, assumptions, findings, and potential next steps. The next phase of the ZEPRT Project would be to complete preliminary engineering and environmental analysis. However, there is a $14 to $15 million funding gap for this work, and the work is on hold until additional funds are secured. The Commission also approved a Resolution of Support for future passenger rail and continued partnership with the Caltrans Division of Rail on Corridor Identification and Development, which aligns with the 2024 State Rail Plan.

Additionally, the Commission voted in favor of developing the Interim Trail (trail in place of existing tracks) for Coastal Rail Trail Segments 9-11 between the San Lorenzo River in Santa Cruz and State Park Drive in Aptos on the Santa Cruz Branch Rail Line while continuing long-term planning for future passenger rail on the line. This change is necessitated to reduce project costs and save significant grant funding for the Coastal Rail Trail, which otherwise would be eliminated or substantially reduced. The Commission directed staff to return within two months with a proposal to allow the construction of the Interim Trail without the need for adverse abandonment of the freight easement or railbanking. Staff were also directed to prepare the final design for and take any other actions needed to implement the Interim Trail on Coastal Rail Trail Projects as expeditiously as possible, and additionally requested that staff investigate a design alternative that does not require the removal of the tracks. Staff were also directed to pursue options to retrofit the Capitola Trestle for bicycle and pedestrian use either as part of the project already under development or as a separate future project.

Upcoming RTC and Committee Meetings

Regional Transportation Commission Meeting
Thursday, January 15, 2026, 6:00 p.m.

Bicycle Advisory Committee
Monday, December 8, 2025, 5:30 p.m.

Elderly & Disabled Transportation Advisory Committee
Tuesday, December 9, 2025, 1:30 p.m.

Interagency Technical Advisory Committee
Thursday, December 18, 2025, 1:30 p.m.

RTC and committee meetings are held in person. Non-voting members of the

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

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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	DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2025-26 COMPARED TO ACTUAL FY 2024-25 **$ Increase (+) /Decrease (-) FY2025 to FY2026**	**% Increase (+) /Decrease (-) FY2025 to FY2026**
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

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

DRAFT MEETING MINUTES

1:30 – 3:30pm

Tuesday, December 9, 2025

In-Person Meeting

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

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

Join the online meeting to see presentations:
https://us02web.zoom.us/j/83402772255

Meeting ID: 834 0277 2255

Dial by your location: +1 669 900 9128

1. Chair Veronica Elsea called the meeting to order at 1:35pm

Members Present

Michael Pisano, Vice Chair, Potential Transit User (60+)
Stephanie Auld, Social Services Provider – Disabled (County)
Caroline Lamb, Potential Transit User (Disabled)
Nadia Noriega, CTSA (Lift Line)
Tara Ireland, Social Services Provider – Persons of Limited Means
Jesus Bojorquez, CTSA (Lift Line)
Michael Bois, SCMTD (METRO)
Wells Shoemaker, 2nd District
Katie Nunez, 4th District
Portia Ramer, 5th District

Members Remote, voting under Just Cause or Emergency

Veronica Elsea, Chair, 3rd District
Clay Kempf, Social Services Provider – Seniors

Members Remote, not voting

Marc Yellin, Potential Transit User (Disabled)

Unexcused Absences

Elizabeth Byrd, Social Services Provider – Seniors (County)

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Brianna Goodman, Transportation Planner

Guests Present

Bobi Wood, SCMTD (METRO)
Rick H., Community Member
Unknown online community member

1. Introductions

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

Motion (Pisano/Shoemaker) to approve Veronica Elsea and Clay Kempf's AB2449 request to participate in the meeting remotely due to emergency circumstances. The motion passed with committee members Michael Pisano, Stephanie Auld, Caroline Lamb, Nadia Noriega, Tara Ireland, Jesus Bojorquez, Michael Bois, Wells Shoemaker, Katie Nunez, and Portia Ramer voting "aye".

3. Oral communications

Committee member Stephanie Auld shared appreciation for the E&D TAC stating it is one of the only groups in the county that represents disabled people.

Committee members requested for METRO to come to E&D TAC and other advisory groups when design changes are proposed on SCMTD buses.

Committee member Clay Kempf announced that– next week on Tuesday December 16 at 12:30 pm he is making a presentation before the Seniors Council of Santa Cruz County on the California Master Plan For Aging.

Committee Chair Veronica Elsea recognized the Caltrans maintenance crew for how fast and efficient they are in responding to maintenance requests.

RTC Transportation Planner, Tommy Travers, announced the release of the RTC's Equity Action Plan and that staff is bringing it to committees in February to discuss next steps.

4. Additions or deletions to the consent or regular agenda

RTC Transportation Planner, Amanda Marino, announced an additional handout for item 13 – Rural Highway Safety Plan: Milestone 3 - Draft Safety Enhancement Concepts replacement page for a table in the staff report.

CONSENT AGENDA

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

6. Receive Information Items

a. E&D TAC letter of Support for 2025 SCBRL South County Climate Resilience Plan

b. E&D TAC letter of Support for WATRAS Study

7. Receive 2026 E&D TAC Calendar

8. Receive 26-27 TDA Claim Calendar

9. Receive RTC November 2025 Meeting Highlights

10. Approve Minutes from October 14, 2025

Motion (Auld/Bojorquez) to approve minutes from October 14, 2025. Motion passed with committee members Michael Pisano, Stephanie Auld, Caroline Lamb, Nadia Noriega, Tara Ireland, Jesus Bojorquez, Michael Bois, Clay Kempf, Katie Nunez, Portia Ramer, and Veronica Elsea voting "aye" with Wells Shoemaker abstaining.

Motion (Auld/Pisano) to approve the December 9, 2025 Consent Agenda. The motion passed unanimously with committee members Michael Pisano, Stephanie Auld, Caroline Lamb, Nadia Noriega, Tara Ireland, Jesus Bojorquez, Michael Bois, Clay Kempf, Katie Nunez, Portia Ramer, Veronica Elsea, and Wells Shoemaker voting "aye".

REGULAR AGENDA

11. Draft 2050 Santa Cruz County Regional Transportation Plan

Tommy Travers, RTC Transportation Planner, provided an update on the release of the Draft 2050 Regional Transportation Plan. It will be released the week of Dec 15 with a physical copy available in the RTC office. The public hearing will be held at the January 15 RTC meeting in Watsonville.

The committee had questions about:

- RTP goal alignment with the safety of children and youth with active transportation
- Road improvement funding vs maintenance
- Reconfiguration of intersection at Soquel and Morrissey and where that falls with improvement vs maintenance funding
- To whom committee and community members may provide requests for specific projects
- The 6.2 billion for storm damage and emergency funding

Committee Chair, Veronica Elsea, commented on the process of reviewing the Draft RTP and advised that members identify input provided by the E&D TAC and whether it was incorporated.

No action taken

12. Draft 2026 State and Federal Legislative Program

Max Friedman, RTC Transportation Planner, provided updates on the draft legislative program including background, why this matters, continued focus areas, and what's new. Friedman requested feedback on the draft.

The committee had questions about

- Funding for pedestrian and bike trails in the county
- Who is responsible for certain intersections along Soquel
- Clarification requested on drone technology

No action taken

13. Rural Highway Safety Plan: Milestone 3 - Draft Safety Enhancement Concepts

Brianna Goodman, RTC Transportation Planner, shared information on Milestone 3 of the Rural Highway Safety Plan. Goodman explained how the 10 locations were chosen across the county and how they could be used as examples for enhancement ideas throughout other areas of the county.

The committee looked at specific design concepts in Watsonville, Davenport, and along Highway 9.

Concerns were raised around highway 9 concepts and whether sidewalks are included throughout. Specifically, around the schools.

The committee requested that the RHSP look closer at or expand on

- Blackburn Street and Bridge Street intersection.
- Boulder Creek concept plan.
- Visibility on Bear Creek Road for cars entering Hwy 9.

Committee members commented on how helpful the diagrams are and how knowledgeable staff are of the area.

Committee asked for next steps on the project which includes completing milestone 3 and providing a draft report to the RTC in March 2026.

14. Receive Program Updates

a. Volunteer Center
    i. Holiday event
b. Community Bridges

i. No updates

c. Santa Cruz Metro
   i. No updates
   ii. Introduced Bobi Wood, new Mobility Training Coordinator position
   iii. In process of looking into and rolling out tap to pay transit options

d. SCCRTC
   i. North Coast TDM Workshop
   ii. Guide to Specialized Transportation

e. Pedestrian Ad-hoc Subcommittee
   i. Pedestrian Hazard Report – most reports coming in are around plant overgrowth and interference in the ROW.

3:10 pm — Adjourn

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

Visit www.sccrtc.org for updates.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission

1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

Phone: (831) 460-3200
Fax (831) 460-3215
Email: info@sccrtc.org
Website: www.sccrtc.org

Minutes respectfully submitted by, Sierra Topp, Transportation Planning Technician

AGENDA: February 2026

TO: Bicycle Advisory Committee (BAC), Elderly & Disabled Transportation Advisory Committee (E&DTAC)

FROM: Tommy Travers, Transportation Planner

RE: County of Santa Cruz Soquel Drive / Robertson Street Signalization Project

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RECOMMENDATION

RTC Staff recommends that the advisory committees receive information and provide input on the design of the Soquel Drive / Robertson Street Signalization project

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BACKGROUND

As a condition of receiving funding from the RTC, project sponsors are required to solicit input from the Bicycle Advisory Committee and/or Elderly and Disabled Transportation Advisory Committee (E&DTAC), as applicable, prior to finalizing the design.

The County of Santa Cruz is in the process of finalizing the design and will present the plans to each committee at its February meeting.

DISCUSSION

The project will add a new traffic signal to the intersection of Soquel Drive and Robertson Street in Soquel. The intersection is currently the only all-way stop on Soquel Drive, and experiences significant motor vehicle backups particularly during the afternoon weekday commute.

Project construction will include installation of new striping along Soquel Drive to create new exclusive left turn lanes in each direction of Soquel Drive, reconstruction of curb, gutter, and sidewalk at the driveway on the north side of the intersection, traffic signal upgrades for installation of an Adaptive Signal System to link up with the rest of the signals on Soquel Drive, Transit Signal Priority (TSP) for Santa Cruz METRO buses, and Fiber Optic cabling. The project will also add green treatments to the bike lane on the westbound side of Soquel Drive, a bike box on Robertson Street, and green-backed sharrows on Robertson Street. The small islands at the intersection that currently have stop

signs installed in them will be removed. The project improvements will require no roadway widening, no new pedestrian ramps, and no new parking restrictions.

The plan set is included as Attachment 1. Please note that the last two pages are simplified versions of the current conditions and proposed signage and striping, for easier public consumption.

Funding for this project comes from the Regional Surface Transportation Program Exchange (RSTPX) ($1,596,000) and local road funds ($375,000).

The County plans put the project out for construction bids in spring 2026 and construct in summer.

Staff recommends that committee members provide input on the draft design to ensure it meets the needs of bicyclists and pedestrians.

SUMMARY

The County of Santa Cruz will present plans for the Soquel Drive / Robertson Street Signalization Project for input.

Attachments:

1. Plan Set and exhibits

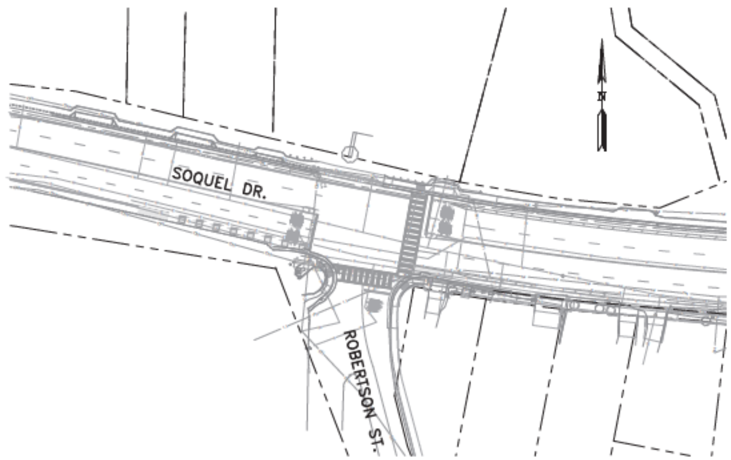
COUNTY OF SANTA CRUZ

PROJECT CONSTRUCTION PLANS FOR

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS DATED 2023 AND ALL APPLICABLE ERRATA.

INDEX OF SHEETS



VICINITY MAP

SCALE: 1"=40'

DESIGN ENGINEER
CELINA LEE, PE, TE

SENIOR DESIGN ENGINEER
LEO TRUJILLO, PE, TE

ASSISTANT DIRECTOR OF PUBLIC WORKS
STEVE WIESNER

DIRECTOR OF PUBLIC WORKS
MATTHEW J. MACHADO

CHAIR, BOARD OF SUPERVISORS

DATE APPROVED BY BOARD OF SUPERVISORS

GENERAL NOTES

1. THE EXISTING UNDERGROUND UTILITIES ARE SHOWN BASED ON INFORMATION SUPPLIED BY THE COUNTY AND/OR THE LOCAL UTILITY COMPANIES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND VERIFY ALL CONDITIONS ON THE JOB SITE. HAND DIG FOUNDATIONS UNTIL CLEAR OF ALL OBSTRUCTIONS.
2. THE CONTRACTOR IS TO CONTACT UNDERGROUND SERVICE ALERT (USA) (800)–227–2600 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, IN ORDER TO HAVE THE EXISTING UTILITIES MARKED IN THE FIELD.
3. TWO FULL WORKING DAYS (48–HOUR) NOTICE REQUIRED FOR ALL INSPECTIONS. ANY WORK DONE BY THE CONTRACTOR WITHOUT COUNTY INSPECTION WILL BE SUBJECT TO REMOVAL.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH COUNTY STAFF AND COUNTY'S ADAPTIVE SYSTEM VENDOR (RHYTHM ENGINEERING) AS NECESSARY TO FURNISH AND INSTALL IMPROVEMENTS SHOWN ON PLANS AND TO PROVIDE FULLY FUNCTIONAL ADAPTIVE SYSTEM OPERATIONS.
5. THE CONTRACTOR SHALL MAINTAIN ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, IN A CLEAN, SAFE AND USABLE CONDITION.

ABBREVIATIONS

APS	ACCESSIBLE PEDESTRIAN SIGNAL
BC	BACK OF CURB
BOW	BACK OF WALK
CAT6	CATEGORY 6
CONC	CONCRETE
DWY	DRIVEWAY
EX	EXISTING
EVP	EMERGENCY VEHICLE PREEMPTION
FL	FLOWLINE
LED	LIGHT–EMITTING DIODE
MIN	MINIMUM
NTS	NOT TO SCALE
OG	ORIGINAL GROUND
PCC	PORTLAND CEMENT CONCRETE
PPB	PEDESTRIAN PUSH BUTTON
R/W	RIGHT OF WAY
SIC	SIGNAL INTERCONNECT CABLE
SMFO	SINGLE MODE FIBER OPTIC
TC	TOP OF CURB
TYP	TYPICAL
VAR	VARIES / VARYING

Reviewed by:	Reviewed by:	Reviewed by:
Jeff de los Santos, PE Traffic Division	Alex Sandoval Road Superintendent	Carisa Duran, PE Construction Division

REVISION(S)

NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
VERT: NONE
JOB NUMBER: 23–015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY:
LEOPOLDO TRUJILLO
REGISTERED CIVIL ENGINEER
RCE 63950
EXP. DATE 9–30–24
SIGNATURE
1/16/26
DATE

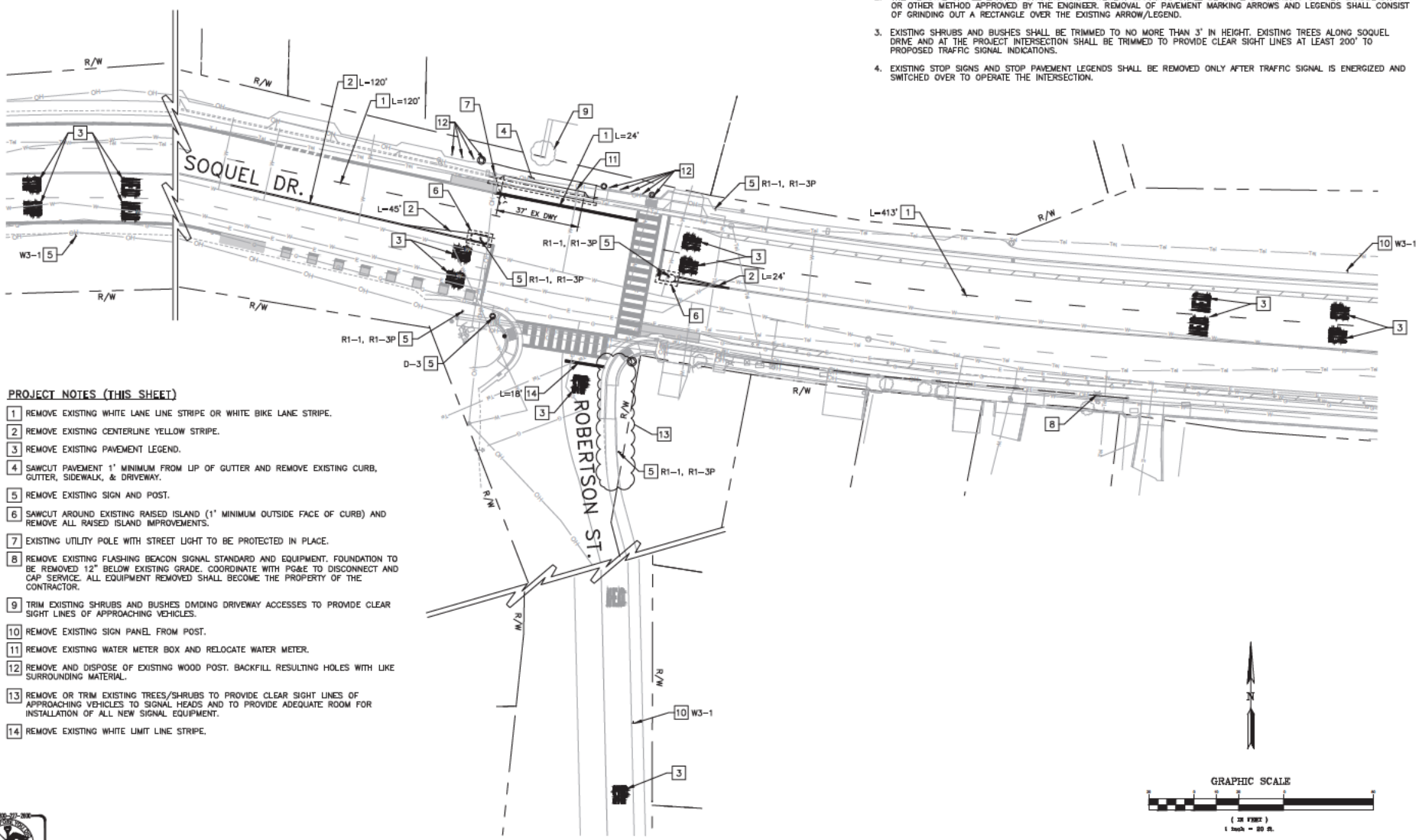
SOQUEL DRIVE / PORTER STREET
SIGNALIZATION PROJECT
TITLE SHEET

TS-1
SHEET NUMBER: 1 of 7

Drawing: C:\Users\tru\OneDrive – tlengineering.net\Work\23–015 Santa Cruz County, Soquel–Robertson\Drawings\Final\Plans\23–015 Soquel–Robertson Signal–CO #1.dwg
Jan 15, 2026, 2:27pm

DEMOLITION GENERAL NOTES:

1. ALL SAWCUT LINES SHALL BE AT LEAST ONE FOOT FROM THE LIP OF GUTTER (OR FACE OF CURB WHERE NO GUTTER IS PRESENT) FOR LIMITS OF CURB AND GUTTER REMOVAL.
2. THE REMOVAL OF ALL EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE DONE BY GRINDING OR WET SANDBLASTING OR OTHER METHOD APPROVED BY THE ENGINEER. REMOVAL OF PAVEMENT MARKING ARROWS AND LEGENDS SHALL CONSIST OF GRINDING OUT A RECTANGLE OVER THE EXISTING ARROW/LEGEND.
3. EXISTING SHRUBS AND BUSHES SHALL BE TRIMMED TO NO MORE THAN 3' IN HEIGHT. EXISTING TREES ALONG SOQUEL DRIVE AND AT THE PROJECT INTERSECTION SHALL BE TRIMMED TO PROVIDE CLEAR SIGHT LINES AT LEAST 200' TO PROPOSED TRAFFIC SIGNAL INDICATIONS.
4. EXISTING STOP SIGNS AND STOP PAVEMENT LEGENDS SHALL BE REMOVED ONLY AFTER TRAFFIC SIGNAL IS ENERGIZED AND SWITCHED OVER TO OPERATE THE INTERSECTION.



PROJECT NOTES (THIS SHEET)

1. REMOVE EXISTING WHITE LANE LINE STRIPE OR WHITE BIKE LANE STRIPE.
2. REMOVE EXISTING CENTERLINE YELLOW STRIPE.
3. REMOVE EXISTING PAVEMENT LEGEND.
4. SAWCUT PAVEMENT 1' MINIMUM FROM LIP OF GUTTER AND REMOVE EXISTING CURB, GUTTER, SIDEWALK, & DRIVEWAY.
5. REMOVE EXISTING SIGN AND POST.
6. SAWCUT AROUND EXISTING RAISED ISLAND (1' MINIMUM OUTSIDE FACE OF CURB) AND REMOVE ALL RAISED ISLAND IMPROVEMENTS.
7. EXISTING UTILITY POLE WITH STREET LIGHT TO BE PROTECTED IN PLACE.
8. REMOVE EXISTING FLASHING BEACON SIGNAL STANDARD AND EQUIPMENT. FOUNDATION TO BE REMOVED 12" BELOW EXISTING GRADE. COORDINATE WITH PG&E TO DISCONNECT AND CAP SERVICE. ALL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
9. TRIM EXISTING SHRUBS AND BUSHES DIVIDING DRIVEWAY ACCESSES TO PROVIDE CLEAR SIGHT LINES OF APPROACHING VEHICLES.
10. REMOVE EXISTING SIGN PANEL FROM POST.
11. REMOVE EXISTING WATER METER BOX AND RELOCATE WATER METER.
12. REMOVE AND DISPOSE OF EXISTING WOOD POST. BACKFILL RESULTING HOLES WITH LIKE SURROUNDING MATERIAL.
13. REMOVE OR TRIM EXISTING TREES/SHRUBS TO PROVIDE CLEAR SIGHT LINES OF APPROACHING VEHICLES TO SIGNAL HEADS AND TO PROVIDE ADEQUATE ROOM FOR INSTALLATION OF ALL NEW SIGNAL EQUIPMENT.
14. REMOVE EXISTING WHITE LIMIT LINE STRIPE.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

Or 1-800-227-2600
TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
VERT: NONE
JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY:
LEOPOLDO TRUJILLO
REGISTERED CIVIL ENGINEER
RCE 63050
EXP. DATE 9-30-26
SIGNATURE
63050 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA
1/16/26
DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT DEMOLITION PLAN

DE-1
SHEET NUMBER: 2 of 8

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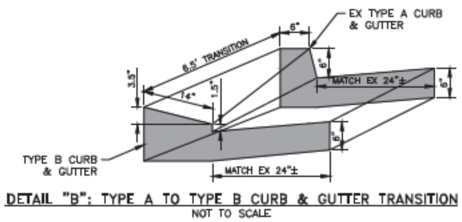
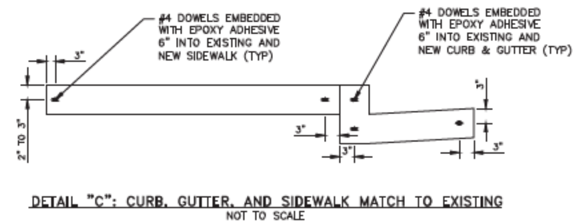
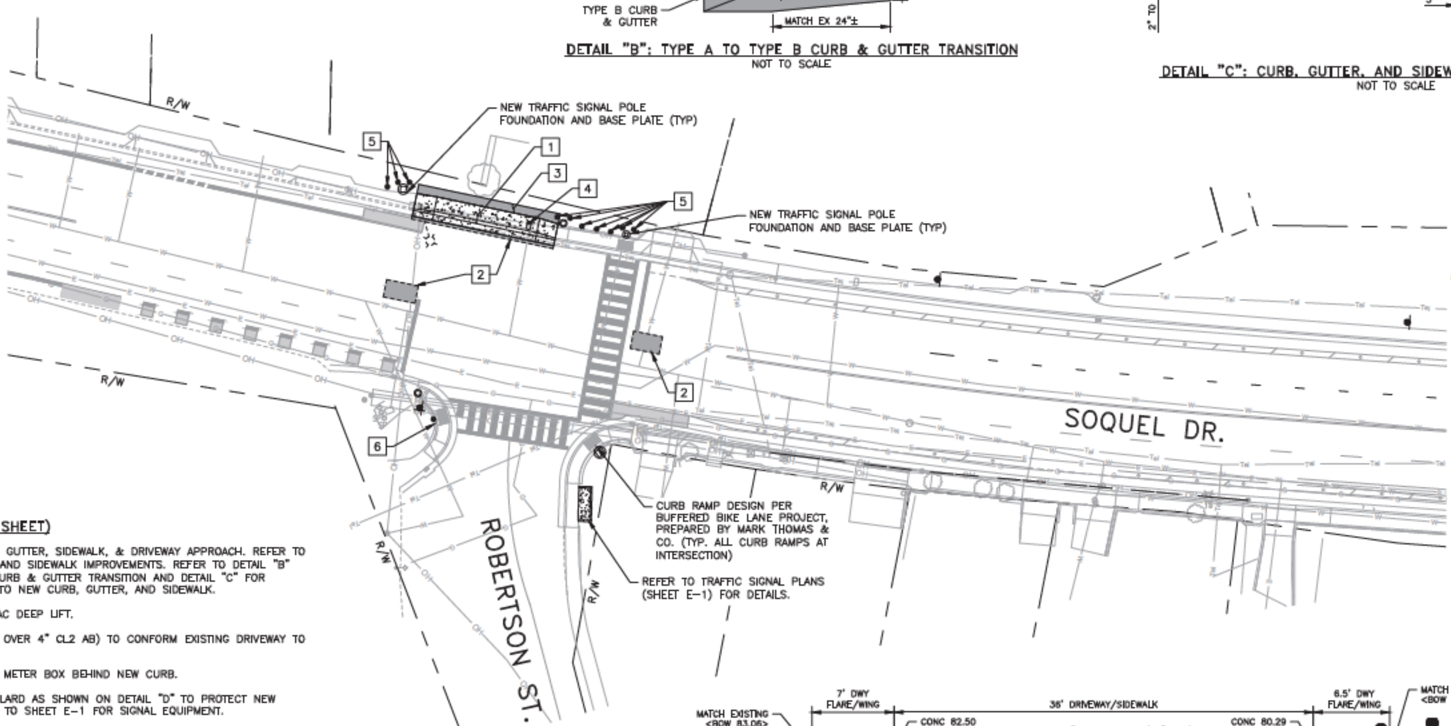
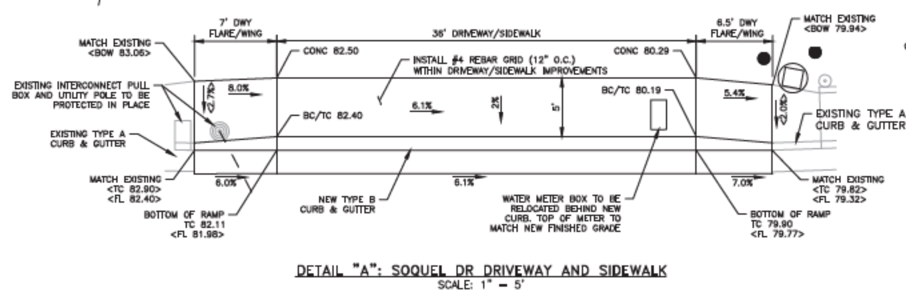


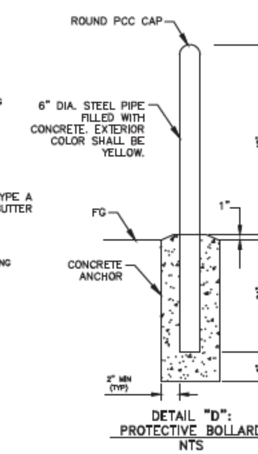




PROJECT NOTES (THIS SHEET)

1. CONSTRUCT TYPE B CURB, GUTTER, SIDEWALK, & DRIVEWAY APPROACH. REFER TO DETAIL "A" FOR DRIVEWAY AND SIDEWALK IMPROVEMENTS. REFER TO DETAIL "B" FOR TYPE A TO TYPE B CURB & GUTTER TRANSITION AND DETAIL "C" FOR CONNECTION OF EXISTING TO NEW CURB, GUTTER, AND SIDEWALK.
2. RE-PAVE AREA WITH 12" AC DEEP LIFT.
3. PROVIDE AC PAVING (4"AC OVER 4" CL2 AB) TO CONFORM EXISTING DRIVEWAY TO NEW SIDEWALK.
4. RELOCATE EXISTING WATER METER BOX BEHIND NEW CURB.
5. FURNISH AND INSTALL BOLLARD AS SHOWN ON DETAIL "D" TO PROTECT NEW SIGNAL EQUIPMENT. REFER TO SHEET E-1 FOR SIGNAL EQUIPMENT.
6. ADJUST LANDSCAPING WALL AS NECESSARY TO RESET WALL APPROXIMATELY FOUR (4) FEET BEHIND EXISTING LOCATION TO PROVIDE ROOM FOR AND CLEARANCE TO NEW SIGNAL POLE. REFER TO SHEET E-1 FOR PROPOSED SIGNAL IMPROVEMENTS.





REFER TO SHEET SS-1 FOR PROPOSED SIGNING & STRIPING IMPROVEMENTS

TWO DAYS BEFORE YOU DIG CALL USA TOLL FREE 811

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE | HOR: AS SHOWN
DESIGNED BY: CELINA LEE | VERT: NONE
CHECKED BY: LEO TRUJILLO | DATE: 1/16/2026 | JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY: LEOPOLDO TRUJILLO, REGISTERED CIVIL ENGINEER, RCE 63950, EXP. DATE 9-30-24
SIGNATURE — DATE 1/16/26

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT
LAYOUT PLAN

L-1
SHEET NUMBER: 3 of 8

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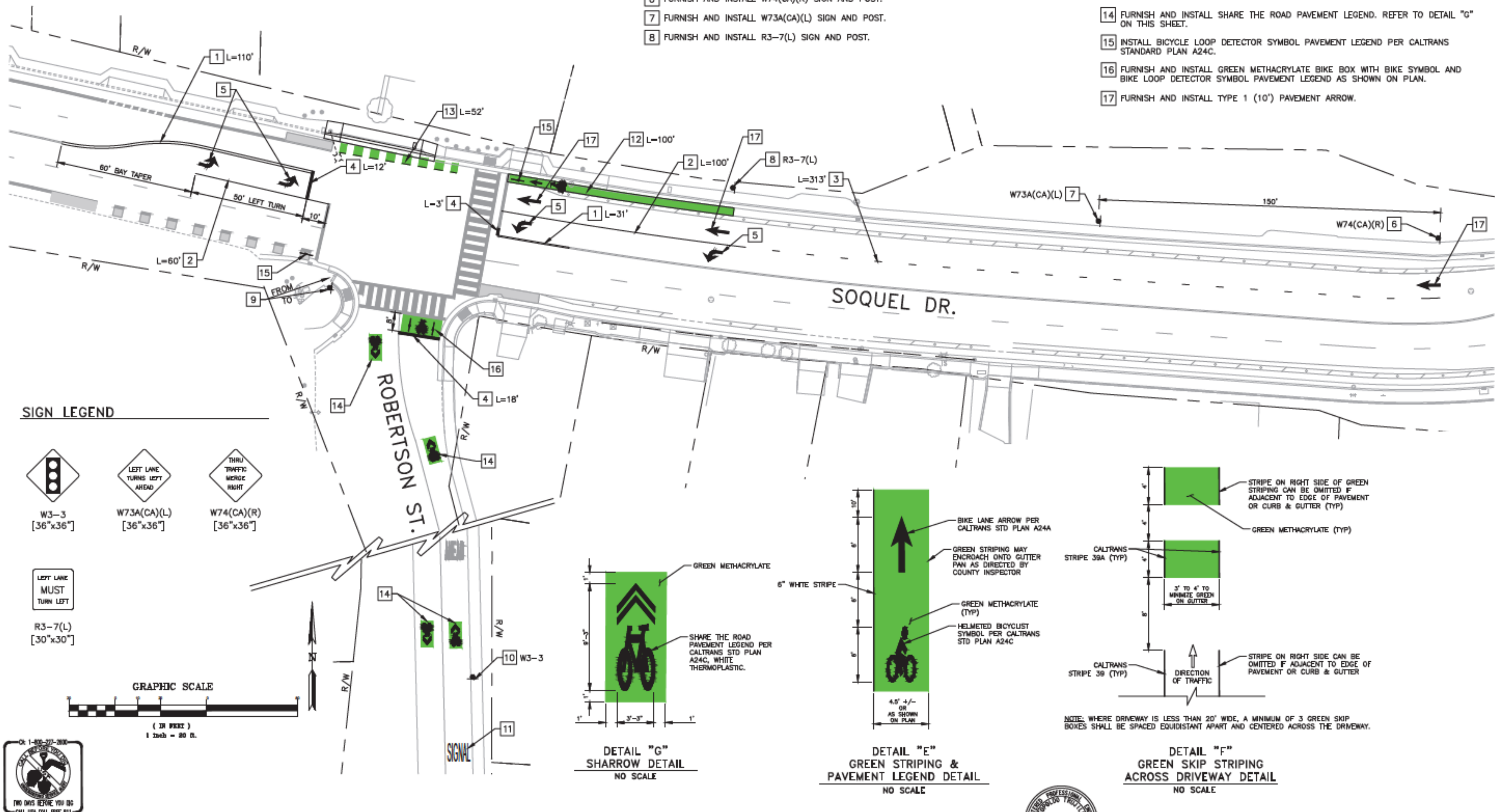
Jan 15, 2026, 2:27pm

GENERAL SIGNING & STRIPING NOTES:

1. ALL SIGNING, STRIPING, PAVEMENT DELINEATION, AND SIGNAL WORK SHOWN ON THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2023 AND THE LATEST REVISION OF THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
2. ALL LANE LINE TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. ALL PAVEMENT TRAFFIC STRIPING SHALL CONFORM TO CALTRANS STANDARD PLANS A20A THROUGH A24F.
3. ALL NEW SIGN PANELS SHALL BE RETRO-REFLECTIVE AND CONFORM TO THE CA MUTCD. SIGNS SHALL BE INSTALLED IN CONFORMANCE TO THE CALTRANS STANDARD PLAN RS1-RS6 AND THE CA MUTCD.
4. REFER TO E SHEETS FOR TRAFFIC SIGNAL IMPROVEMENTS.

PROJECT NOTES (THIS SHEET)

1. FURNISH AND INSTALL STRIPING DETAIL 22 (DOUBLE YELLOW CENTERLINE STRIPE). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
2. FURNISH AND INSTALL STRIPING DETAIL 38 (8" SOLID WHITE CHANNELIZING STRIPE). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
3. FURNISH AND INSTALL STRIPING DETAIL 37B (LANE DROP MARKINGS). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
4. FURNISH AND INSTALL 12" WHITE LIMIT LINE.
5. FURNISH AND INSTALL TYPE IV(L) PAVEMENT ARROW.
6. FURNISH AND INSTALL W74(CA)(R) SIGN AND POST.
7. FURNISH AND INSTALL W73A(CA)(L) SIGN AND POST.
8. FURNISH AND INSTALL R3-7(L) SIGN AND POST.
9. EXISTING STREET NAME SIGN AND POST TO BE RELOCATED BESIDE PROPOSED SIGNAL POLE. REFER TO SHEET E-1 FOR PROPOSED SIGNAL POLE LOCATION.
10. FURNISH AND INSTALL W3-3, "SIGNAL AHEAD SYMBOL," (36"X36") SIGN ON EXISTING POST.
11. INSTALL "SIGNAL" PAVEMENT LEGEND (8' TALL LETTERS) PER CALTRANS STANDARD PLAN A24D.
12. FURNISH AND INSTALL SOLID GREEN STRIPING WITH BIKE LANE LEGEND. REFER TO DETAIL "E" ON THIS SHEET.
13. FURNISH AND INSTALL SKIP GREEN STRIPING ACROSS DRIVEWAY. REFER TO DETAIL "F" ON THIS SHEET.
14. FURNISH AND INSTALL SHARE THE ROAD PAVEMENT LEGEND. REFER TO DETAIL "G" ON THIS SHEET.
15. INSTALL BICYCLE LOOP DETECTOR SYMBOL PAVEMENT LEGEND PER CALTRANS STANDARD PLAN A24C.
16. FURNISH AND INSTALL GREEN METHACRYLATE BIKE BOX WITH BIKE SYMBOL AND BIKE LOOP DETECTOR SYMBOL PAVEMENT LEGEND AS SHOWN ON PLAN.
17. FURNISH AND INSTALL TYPE 1 (10') PAVEMENT ARROW.



DETAIL "G"
SHARROW DETAIL
NO SCALE

DETAIL "E"
GREEN STRIPING & PAVEMENT LEGEND DETAIL
NO SCALE

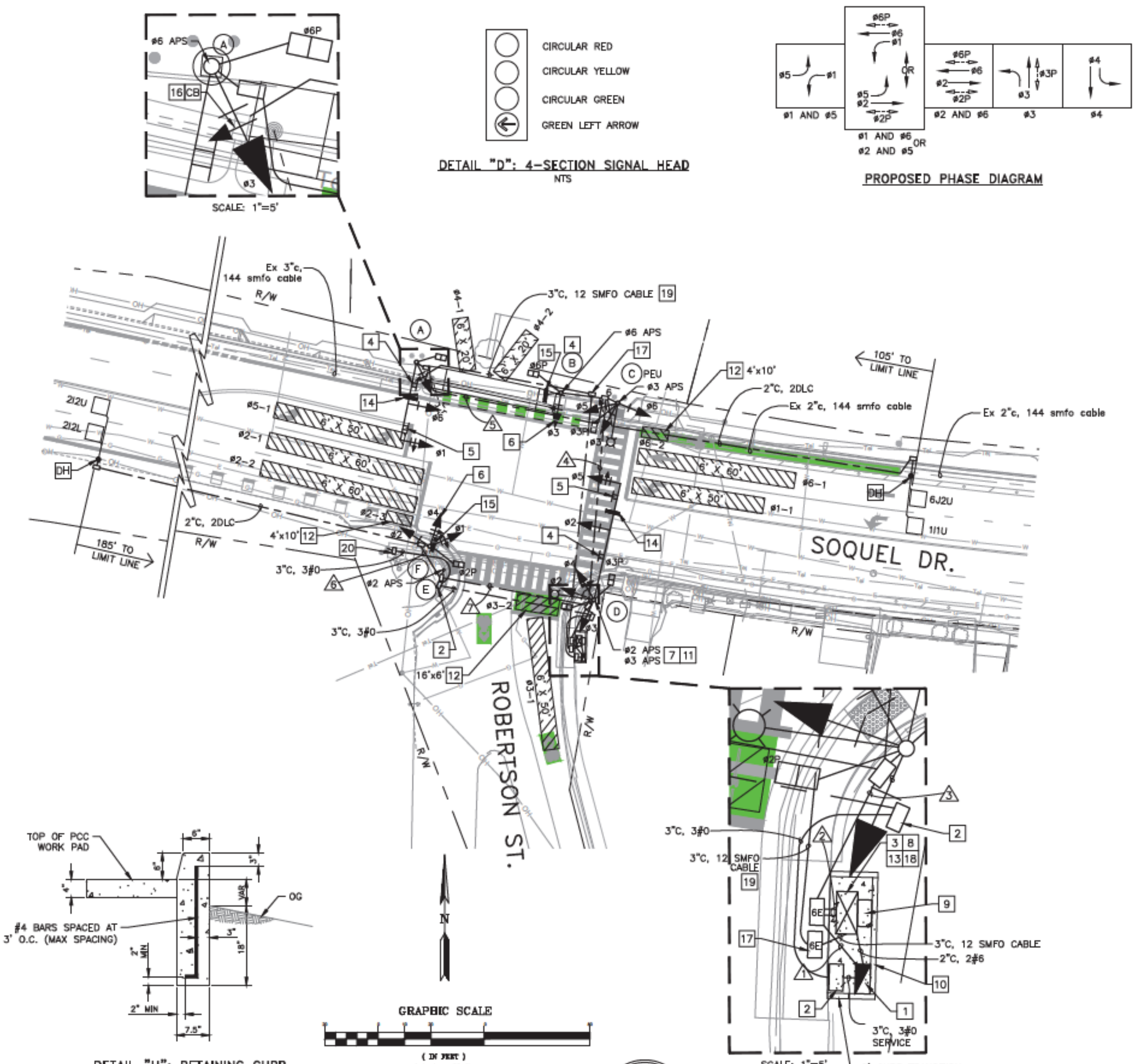
DETAIL "F"
GREEN SKIP STRIPING ACROSS DRIVEWAY DETAIL
NO SCALE

REVISION(S)				DRAWN BY: CELINA LEE	HOR: AS SHOWN	TL ENGINEERING	SUPERVISED BY: LEOPOLDO TRUJILLO, REGISTERED CIVIL ENGINEER, RCE 63950, EXP. DATE 9-30-24	SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT SIGNING & STRIPING PLAN	SS-1
NO.	DESCRIPTION	DATE	BY	DESIGNED BY: CELINA LEE	VERT: NONE	314 COLVILLE DRIVE, SAN JOSE, CA 95123, PHONE: (209) 829-1553	SIGNATURE		SHEET NUMBER: 4 of 8
				CHECKED BY: LEO TRUJILLO DATE: 1/16/2026	JOB NUMBER: 23-015		1/16/26 DATE		

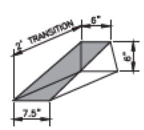
Drawing: C:\Users\tru\OneDrive - tlengineering.net\Work\23-015 Santa Cruz County, Soquel-Robertson\Drawings\Final\Plans\23-015 Soquel-Robertson Signal-C0 #1.dwg Jan 15, 2026, 2:27pm

PROJECT NOTES (SHEETS E-1 AND E-2)

1. FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT AND ENCLOSURE WITH ITEM NUMBERS 1 THROUGH 8, 10, 15 THROUGH 17, 20, 22, AND 23 PER CALTRANS STANDARD PLAN ES-2D. CONTACT PG&E TO COORDINATE SERVICE POINT CONNECTION.
2. FURNISH AND INSTALL NEW #5 PULL BOX FOR ELECTRIC SERVICE TO CONTROLLER. COVER ON THE PULL BOX SHALL READ "ELECTRIC", OR OTHER LEGEND AS DIRECTED BY SANTA CRUZ COUNTY.
3. FURNISH AND INSTALL NEW ECONOLITE COBALT RACK MOUNTED SIGNAL CONTROLLER WITH EOS SOFTWARE, CONFLICT MONITOR, EX78934E-0VB ETHERNET SWITCH, AND ALL NECESSARY EQUIPMENT TO PROVIDE A FULLY OPERATIONAL SIGNAL SYSTEM IN MODEL 332 TRAFFIC SIGNAL CONTROLLER CABINET. DOOR SHALL FACE SOUTH. FURNISH AND INSTALL ETHERNET SWITCH AND FIBER OPTIC INTERFACE (12-PORT FIBER OPTIC TERMINAL PANEL).
4. FURNISH AND INSTALL RETROREFLECTIVE STREET NAME SIGN (DOUBLE SIDED) AS SHOWN ON THESE PLANS AND DESCRIBED IN POLE AND EQUIPMENT SCHEDULE ON SHEET E-2. SIGNS SHALL BE WHITE LETTERS ON GREEN BACKGROUND. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ACCEPTABLE SIGN LEGEND, TEXT STYLE, AND COLOR WITH THE COUNTY PRIOR TO ORDERING EQUIPMENT. SIGN ON POLE (B) SHALL BE POLE-MOUNTED PER CALTRANS STANDARD PLAN RS4.
5. FURNISH AND INSTALL 24"x24" R3-4 SIGN ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES-7N DETAIL "U".
6. FURNISH AND INSTALL NEW 4-SECTION SIGNAL HEAD PER DETAIL "D" ON THIS SHEET.
7. FURNISH AND INSTALL GTT OPTICOM 3100 GPS RADIO UNIT ON TRAFFIC SIGNAL POLE. WIRE NEW RADIO UNIT USING OPTICOM 1070 GPS INSTALLATION CABLE TO THE CONTROLLER CABINET AND TERMINATE IN OPTICOM 768 AUXILIARY INTERFACE PANEL.
8. FURNISH AND INSTALL GTT OPTICOM 764 PHASE SELECTOR CARD IN 760 CARD RACK. PROVIDE CONNECTION BETWEEN THE CARD RACK AND OPTICOM 768 AUXILIARY INTERFACE PANEL.
9. FURNISH AND INSTALL EXTERNAL TESCO BATTERY BACKUP SYSTEM CABINET WITH TESCO MODEL 22-2000VA BATTERY BACKUP SYSTEM AND SIX 24V BATTERIES.
10. CONSTRUCT A 4'x11'x4" PCC WORK PAD (INSIDE DIMENSIONS) WITH RETAINING CURB FOR SIGNAL CONTROLLER CABINET AND SERVICE PEDESTAL ACCESS BEHIND SIDEWALK AS SHOWN ON PLAN. RETAINED CURB SHALL BE INSTALLED PER DETAIL "H" ON THIS SHEET, WITH 2' LONG CURB TRANSITIONS (PER DETAIL "I" ON THIS SHEET) TO MATCH EXISTING BACK OF SIDEWALK ELEVATIONS.
11. LUMINAIRE ARM SHALL BE ROTATED 90° FROM SIGNAL MAST ARM ON POLE (D).
12. PROGRAM 4'x10' OR 16'x6' BICYCLE DETECTION ZONE IN SIGNAL CONTROLLER AS SHOWN ON PLAN.
13. INSTALL COUNTY-PROVIDED ADAPTIVE SIGNAL SYSTEM ITEMS INCLUDING: ADAPTIVE SYSTEM PROCESSOR, INTERCEPT MODULE, EQUIPMENT PANEL, DIN RELAY, AND C1-Y CABLE IN CONTROLLER CABINET. MAKE ALL CONNECTIONS NECESSARY PER ADAPTIVE SYSTEM VENDOR SPECIFICATIONS.
14. INSTALL COUNTY-PROVIDED ADAPTIVE SYSTEM (INSYNC) IP CAMERA AND CAMERA ENCLOSURE ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES-7R DETAIL "A".
15. FURNISH AND INSTALL COUNTY OF SANTA CRUZ'S PRE-APPROVED ADAPTIVE SYSTEM VENDOR (RHYTHM ENGINEERING) IP CAMERA AND CAMERA ENCLOSURE ON TRAFFIC SIGNAL POLE PER CALTRANS STANDARD PLAN ES-7R DETAIL "D".
16. INSTALL SPLICE CLOSURE IN EXISTING N48 PULL BOX. SPLICE NEW 12-STRAND SMFO CABLE TO EXISTING 144-STRAND SMFO CABLE. PULL NEW 12-STRAND SMFO CABLE TO TRAFFIC SIGNAL CONTROLLER CABINET AS SHOWN ON PLAN. REFER TO SHEET FO-1 FOR FIBER OPTIC SPLICE DIAGRAM.
17. FURNISH AND INSTALL NEW #6E PULL BOX. COIL 50' OF THE NEW 12-STRAND SMFO CABLE INSIDE THE PULL BOX.
18. TERMINATE 12-STRAND SMFO CABLE AT NEW TERMINATION PANEL INSIDE CONTROLLER CABINET AND PROVIDE PATCH CORDS FROM TERMINATION PANEL TO NEW ETHERNET SWITCH. REFER TO SHEET FO-1 FOR FIBER OPTIC SPLICE DIAGRAM.
19. FURNISH AND INSTALL NEW 3" CONDUIT WITH NEW 12-STRAND SMFO CABLE AND #8 AWG TRACER WIRE INSIDE A 2-CELL FABRIC INNERDUCT. EACH INNER DUCT SHALL HAVE MULE TAPE. REFER TO SHEET FO-1 FOR FIBER OPTIC CONDUIT DETAIL.
20. FURNISH & INSTALL #2 SERVICE POINT PULL BOX. PG&E WILL SUPPLY 3#0 CONDUCTORS FOR ELECTRIC SERVICE FROM ADJACENT UTILITY POLE. CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUCTORS, CONDUIT, AND PULL BOX IMPROVEMENTS FROM THIS POINT ON.



DETAIL "H": RETAINING CURB
NTS



DETAIL "I": CURB TRANSITION
NTS

EXISTING UTILITY DISCLAIMER

UTILITY INFORMATION HAS BEEN INCORPORATED ON THESE PLANS BASED ON AVAILABLE INFORMATION FROM THE COUNTY, FROM UTILITY COMPANIES, AND BY FIELD MEASUREMENTS (FOR OVERHEAD UTILITIES). BUT UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY POTHOLING. CONTRACTOR SHALL FIELD VERIFY (AND POTHOLE AS NEEDED) LOCATIONS OF ALL EXISTING UTILITIES AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATION WORK AND PRIOR TO ORDERING ANY SIGNAL POLES. ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER/INSPECTOR AT THE CONTRACTOR'S EXPENSE.

TWO DAYS BEFORE YOU DIG
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REVISION(S)				DRAWN BY: CELINA LEE	HOR: AS SHOWN
NO.	DESCRIPTION	DATE	BY	DESIGNED BY: CELINA LEE	VERT: NONE
				CHECKED BY: LEO TRUJILLO — DATE: 1/16/2026	JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY: LEOPOLDO TRUJILLO, REGISTERED CIVIL ENGINEER, RCE 63950, EXP. DATE 9-30-24
SIGNATURE — DATE 1/16/26

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT SIGNAL & LIGHTING PLAN

E-1
SHEET NUMBER: 5 of 8

Drawing: C:\Users\jtruj\OneDrive - tlengineering.net\Work\23-015 Santa Cruz County, Soquel-Robertson\Drawings\Final\Plans\23-015 Soquel-Robertson Signal-C0 #1.dwg Jan 15, 2026, 2:27pm

CONDUCTOR & CONDUIT SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS RUN NUMBER 1	2	3	4	5	6	7
#14	ø1		6	6	3	3	3	3
	ø2		3	3			3	3
	ø3		3	3	3	3		
	ø4		3	3			3	3
	ø5		3	3	3			
	ø6		3	3	3	3		
	ø2P		2	2			2	2
	ø3P		2	2	2			
	ø6P		2	2	2	2		
	ø2 APS		4	4				2
	ø3 APS		4	4	2			
	ø6 APS		4	4	4	2		
	PEU	3		3	3			
	PPB COMMON		6	6	3	1	1	1
	SPARES		3	3	3	3	3	3
	TOTAL #14	3	48	51	31	17	15	17
#8	LUMINAIRES (240V)	4		4	2			
	SIGNAL COMMON		2	2	1	1	1	1
	TOTAL #8	4	2	6	3	1	1	1
DLC	ø1		1	1	1			
	ø2		2	2			2	2
	ø6		1	1	1			
	TOTAL DLC		4	4	2		2	2
ADAPTIVE SYSTEM CAMERA CABLE	CAMERA CABLE		4	4	2	1		
	POWER CABLE		4	4	2	1		
	TOTAL CABLES		8	8	4	2		
EVP	EVP CABLE		1	1				
	NUMBER OF CONDUITS	1	2	2	1	1	1	1
	CONDUIT SIZE (INCHES)	2	3	3	3	3	2	2
	CONDUIT FILL (%)	9	15	17	19	9	16	17

POLE & EQUIPMENT SCHEDULE

	STANDARD TYPE	STANDARD SIG. MAST (FEET)	STANDARD LUM. MAST (FEET)	VEHICLE SIGNAL MOUNTING MAST ARM (XX)="F" DIM.	VEHICLE SIGNAL MOUNTING POLE	PED SIGNAL MOUNTING	PPB ø	LED LUMINAIRE (WATTS)	REFLECTIVE STREET NAME SIGN	SPECIAL REMARKS
(A)	18-4-100	30	——	MAS / MAS (14')	SV-1-T	SP-1-T	6 →	——	4 6' RSNS "← Robertson St" (FRONT) "Robertson St →" (BACK)	5 14
(B)	TYPE 15-FBS	——	——	——	SV-1-T	SP-1-T	6 ←	——	4 6' RSNS "Soquel Dr"	6 15
(C)	TYPE 15TS	——	15	——	SV-3-TB	SP-1-T	3 ←	90		
(D)	29-5-100	45	15	MAS / MAS (18')	SV-3-TC	SP-2-T	2 → / 3 ←	90	4 6' RSNS "Robertson St →" (FRONT) "← Robertson St" (BACK)	5 7 11 14
(E)	PPBP	——	——	——	——	——	2 →	——		
(F)	TYPE 15-FBS	——	——	——	SV-3-TB	SP-1-T	—	——		6 15

GENERAL TRAFFIC SIGNAL CONSTRUCTION NOTES

1. THESE PLANS ARE ACCURATE FOR ELECTRICAL WORK ONLY.
2. TRAFFIC SIGNAL & ELECTRICAL WORK SHALL CONFORM TO THE STATE OF CALIFORNIA STANDARD PLANS AND SPECIFICATIONS (DATED 2023 AND ANY APPLICABLE ERRATA / REVISIONS), AND THE PROJECT SPECIAL PROVISIONS; EXCEPT FOR THE SIGNAL CONTROLLER CABINET AND FOUNDATION, WHICH SHALL ADHERE TO THE 2018 CALTRANS STANDARDS AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND VERIFY ALL CONDITIONS ON THE JOB SITE. HAND DIG FOUNDATIONS UNTIL CLEAR OF ALL OBSTRUCTIONS.
4. THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EXACT POLE LOCATIONS FROM THE COUNTY ENGINEER OR HIS DESIGNATED REPRESENTATIVE A MINIMUM OF 2 WORKING DAYS PRIOR TO ANY SIGNAL STANDARD FOUNDATION WORK.
5. ALL SIGNAL HEADS SHALL BE 12" LENSES WITH BACKPLATES. SCREWS SHALL BE PLACED IN ALL BACK PLATE SCREW HOLES.
6. ALL PULL BOXES ARE NO. 5 EXCEPT AS OTHERWISE NOTED ON PLANS. PULL BOXES SHALL HAVE A MAXIMUM SPACING OF 200'. ALL NEW PULL BOXES INSTALLED IN TRAFFIC AREAS (I.E. ROADWAY PAVEMENT) SHALL HAVE A TRAFFIC RATED STEEL LID PER CALTRANS STANDARD PLAN ES-8B.
7. ALL PULL BOXES WITH 4 OR MORE CONDUITS SHALL BE NO. 6.
8. ALL VIDEO CAMERA, APS, EVP, AND SIC CABLES/CONDUCTORS SHALL BE INSTALLED WITHOUT SPLICES.
9. ALL SIGNAL STANDARDS WITH A PEDESTRIAN PUSH BUTTON SHALL BE LOCATED WITHIN 5' OF THE NEAREST CROSSWALK/ACCESS RAMP AND A MINIMUM OF 3' FROM THE RAMP FLARE. INSTALL PUSH BUTTON EXTENSIONS AS NECESSARY TO PROVIDE MAXIMUM 10" REACH PER ADA STANDARDS FROM THE CURB RAMP.
10. ALL VEHICLE (RED, YELLOW, AND GREEN) AND PEDESTRIAN SIGNAL FACES SHALL BE LIGHT EMITTING DIODE (LED) SIGNAL MODULES PER THE PROJECT SPECIFICATIONS/SPECIAL PROVISIONS.
11. ALL NEW PEDESTRIAN SIGNAL HEADS SHALL BE THE NUMERICAL COUNTDOWN DISPLAY TYPE, PER CALTRANS STANDARD PLAN ES-4B.
12. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL BE POLARA IDS TOUCHLESS APS PEDESTRIAN PUSH BUTTONS. ALL PEDESTRIAN PUSH BUTTON PLATES SHALL BE INSTALLED WITH TAMPER-PROOF SCREWS. SCREW TYPE TO BE APPROVED BY COUNTY ENGINEER OR HIS DESIGNATED REPRESENTATIVE. ALL PUSH BUTTONS INSTALLED ON POLES BEHIND THE RAMP CURB SHALL BE INSTALLED ON PUSH BUTTON EXTENSION OF SUFFICIENT LENGTH TO PROVIDE A MAXIMUM 10" REACH FROM FACE OF CURB TO THE BUTTON.
13. TWO FULL WORKING DAYS NOTICE REQUIRED FOR ALL INSPECTIONS. ANY WORK DONE BY THE CONTRACTOR WITHOUT COUNTY INSPECTION WILL BE SUBJECT TO REJECTION AND REMOVAL.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RELOCATING, AND/OR ADJUSTING ANY LANDSCAPING AND IRRIGATION SYSTEMS AS NECESSARY TO INSTALL ALL NEW TRAFFIC SIGNAL EQUIPMENT, INCLUDING SIGNAL POLES, PULL BOXES, CONDUIT, CONTROLLER CABINET & FOUNDATIONS.
15. CONTRACTOR SHALL REPAIR, TO THE SATISFACTION OF THE ENGINEER, ANY EXISTING CONCRETE FEATURES (SIDEWALK, CURB, GUTTER, CROSSWALK, ETC.) DAMAGED DUE TO THE INSTALLATION OF SIGNAL STANDARD FOUNDATIONS, PULL BOXES, CONDUIT, OR ANY OTHER CONSTRUCTION WORK.
16. LOCATION OF TRAFFIC SIGNAL CONTROLLER CABINET AND BATTERY BACKUP SYSTEM CABINET SHALL BE POSITIONED ON PCC WORK PAD IN CONFORMANCE TO CALTRANS STANDARD PLAN ES-3C.
17. ALL NEW CONDUITS SHALL BE INSTALLED BY DIRECTIONAL DRILLING / BORING METHOD UNLESS OTHERWISE SPECIFIED ON THE PLANS OR DIRECTED BY THE COUNTY INSPECTOR. TRENCHING WILL ONLY BE ALLOWED IN LANDSCAPING AREA OR ON SHORT RUNS.
18. EXISTING STOP SIGNS AND STOP PAVEMENT LEGENDS SHALL BE REMOVED ONLY AFTER TRAFFIC SIGNAL IS ENERGIZED AND SWITCHED OVER TO OPERATE THE INTERSECTION.

Or 1-800-227-2600
TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

REVISION(S) NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
VERT: NONE
JOB NUMBER: 23-015

TL ENGINEERING
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SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY: LEOPOLDO TRUJILLO
REGISTERED CIVIL ENGINEER
NO. 63950
EXP. DATE 9-30-26
SIGNATURE
1/16/26 DATE

PROFESSIONAL ENGINEER LEOPOLDO TRUJILLO No. 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT SIGNAL SCHEDULES

E-2
SHEET NUMBER: 6 of 8

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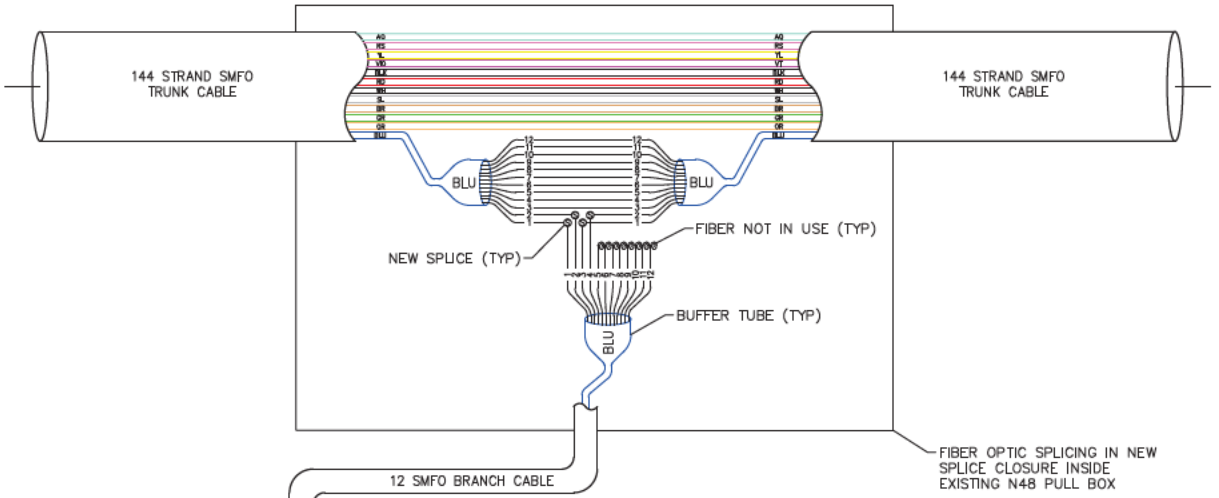
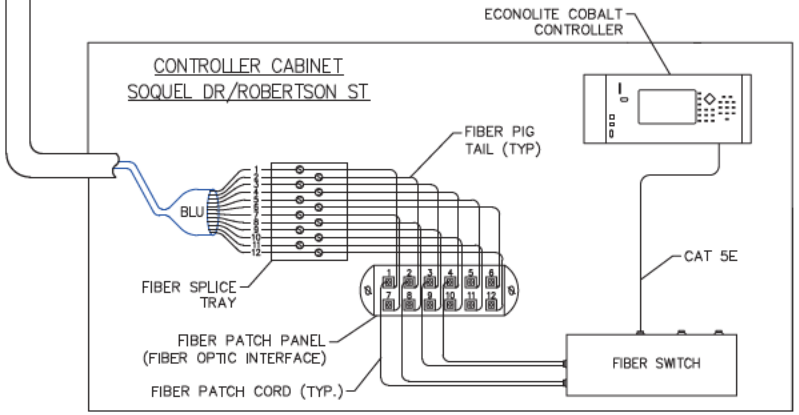
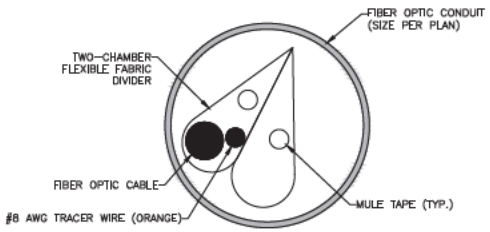
Jan 15, 2026, 2:27pm

TO 41ST AVENUE

TO DAUBENBISS AVENUE







FIBER OPTIC CONDUIT DETAIL

Dial 1-800-227-2600
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CALL USA TOLL FREE 811

REVISION(S)			
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REGISTERED CIVIL ENGINEER
NCE 63950
EXP. DATE 9-30-26
SIGNATURE
63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA
1/16/26 DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT
FIBER OPTIC SPLICE DIAGRAM

FO-1
SHEET NUMBER: 7 of 8

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Jan 15, 2026, 2:27pm

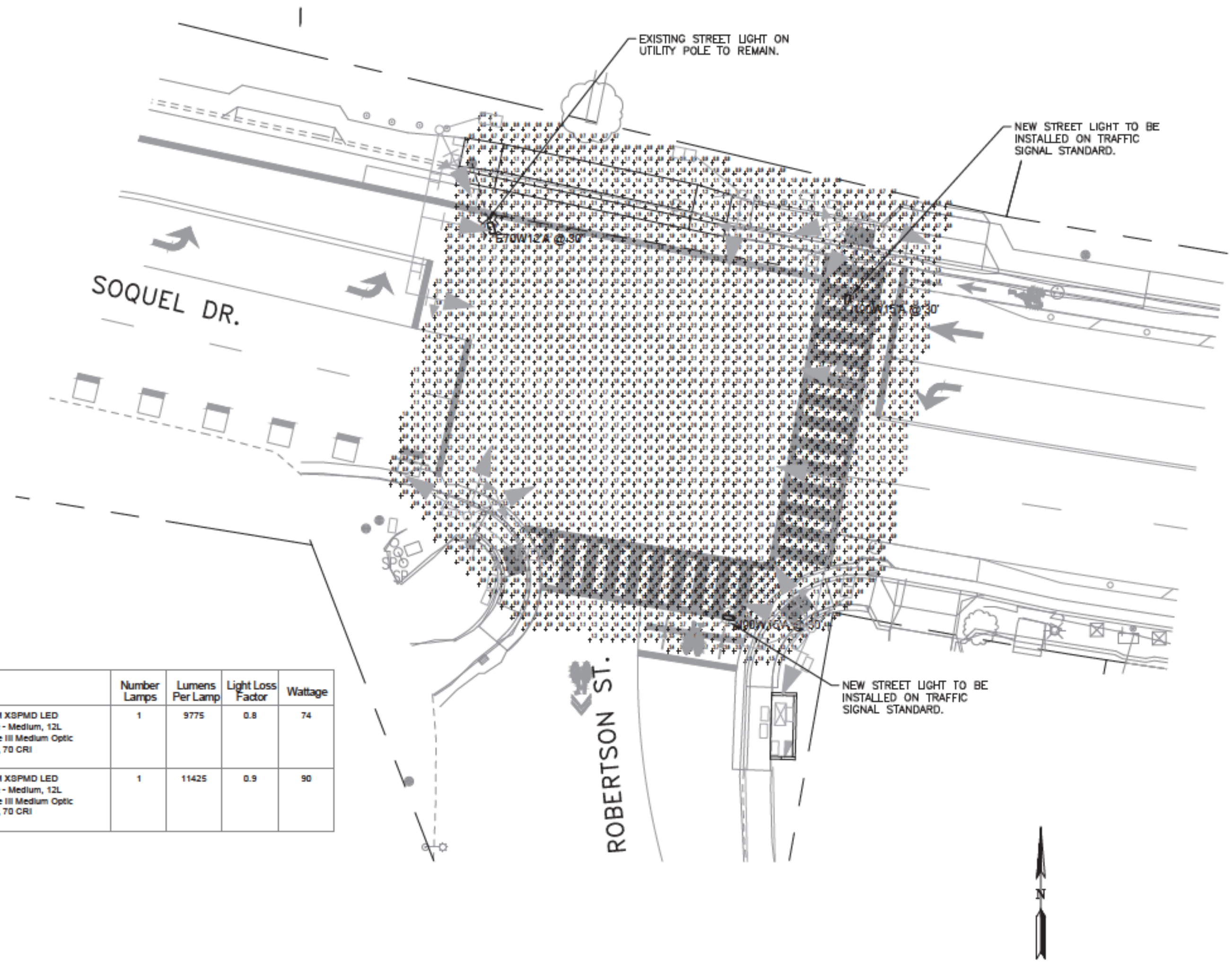
REFERENCE TABLE FROM THE ILLUMINATING ENGINEERING SOCIETY (IES) RP-8-21, "RECOMMENDED PRACTICE: LIGHTING ROADWAY AND PARKING FACILITIES."

TABLE 12-1. PAVEMENT ILLUM NANCE CRITERIA FOR FULL INTERSECTION LIGHTING (Lux/Fc)

Functional Classification	Pedestrian Activity Level Classification			Eavg/Emin
	High	Medium	Low	
Major/Major	34/3.2	26/2.4	18/1.7	3.0
Major/Collector	29/2.7	22/2.0	15/1.4	3.0
Major/Local	26/2.4	20/1.9	13/1.2	3.0
Collector/Collector	24/2.2	18/1.7	12/1.1	4.0
Collector/Local	21/2.0	16/1.5	10/0.9	4.0
Local/Local	18/1.7	14/1.3	8/0.7	6.0

Intersection Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1 Intersection	+	1.8 fc	3.4 fc	0.5 fc	6.8:1	3.6:1
Calc Zone #2 XW-S	+	2.1 fc	3.1 fc	1.0 fc	3.1:1	2.1:1
Calc Zone #3 XW-E	+	2.0 fc	3.3 fc	1.0 fc	3.3:1	2.0:1



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	E70 W12'A	1	Cree Inc	XSPMD-D-HT-3ME-12L-40K7-Ux-xx-N-Q5 CONFIGURED FROM XSPMD-D-HT-3ME-12L-40K7-UL-SV-N	CONFIGURED FROM XSPMD LED Street/Area Luminaire - Medium, 12L Lumen Package, Type III Medium Optic Distribution, 40k CCT, 70 CRI	1	9775	0.8	74
	N90 W15'A	2	Cree Inc	XSPMD-D-HT-3ME-12L-40K7-Ux-xx-N-Q8 CONFIGURED FROM XSPMD-D-HT-3ME-12L-40K7-UL-SV-N	CONFIGURED FROM XSPMD LED Street/Area Luminaire - Medium, 12L Lumen Package, Type III Medium Optic Distribution, 40k CCT, 70 CRI	1	11425	0.9	90

Call: 1-800-227-2600
TWO DAYS BEFORE YOU DIG
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JOB NUMBER: 23-015

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REGISTERED CIVIL ENGINEER
RCE 63950
EXP. DATE 9-30-24

REGISTERED PROFESSIONAL ENGINEER LEOPOLDO TRUJILLO 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA

SIGNATURE 1/16/26 DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT PHOTOMETRICS PLAN

PM-1

SHEET NUMBER: 8 of 8

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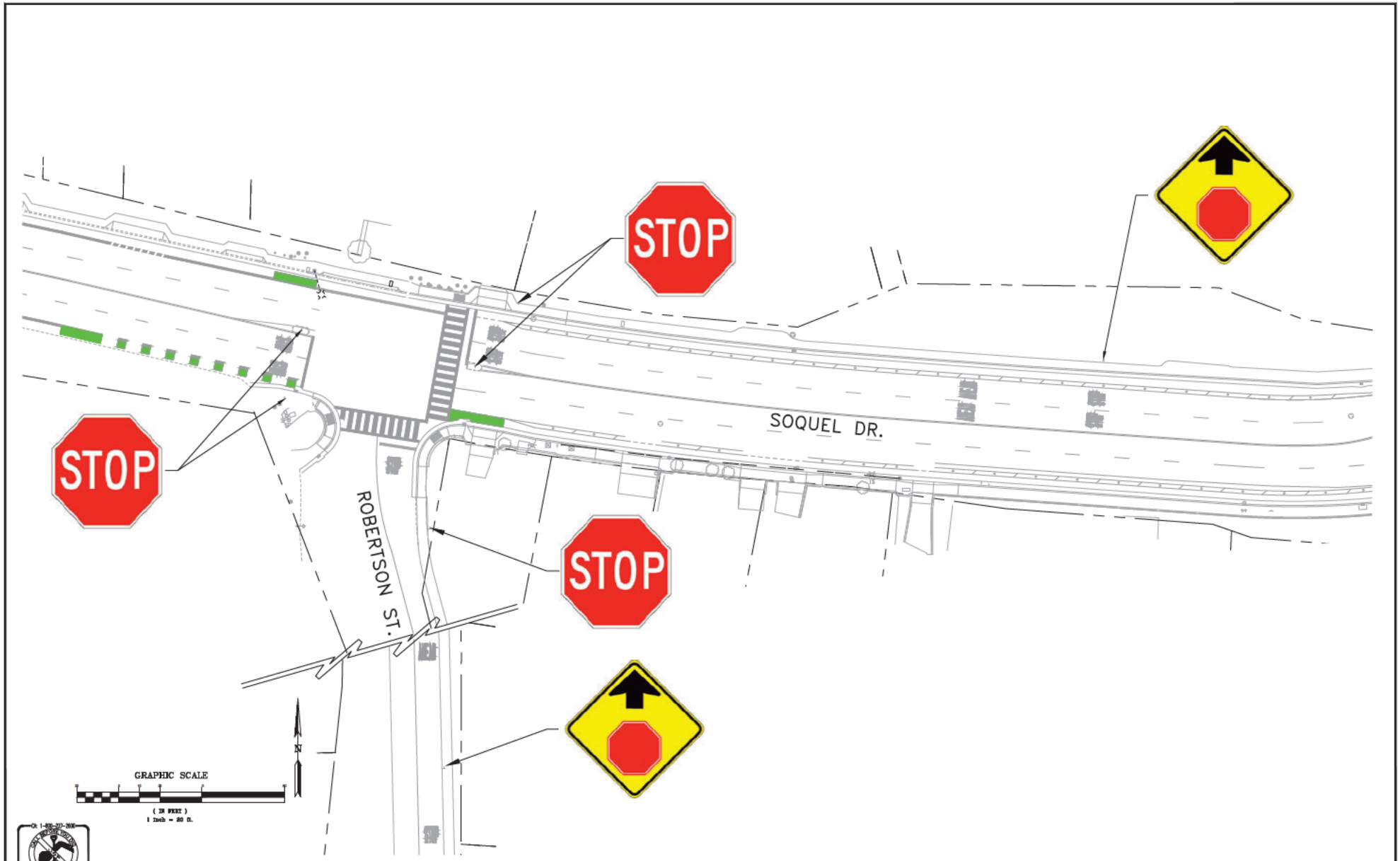

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RCE 63950
EXP. DATE 9-30-26

63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA

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SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT EXISTING SIGNING & STRIPING

EX-1

SHEET NUMBER: 1 of 2

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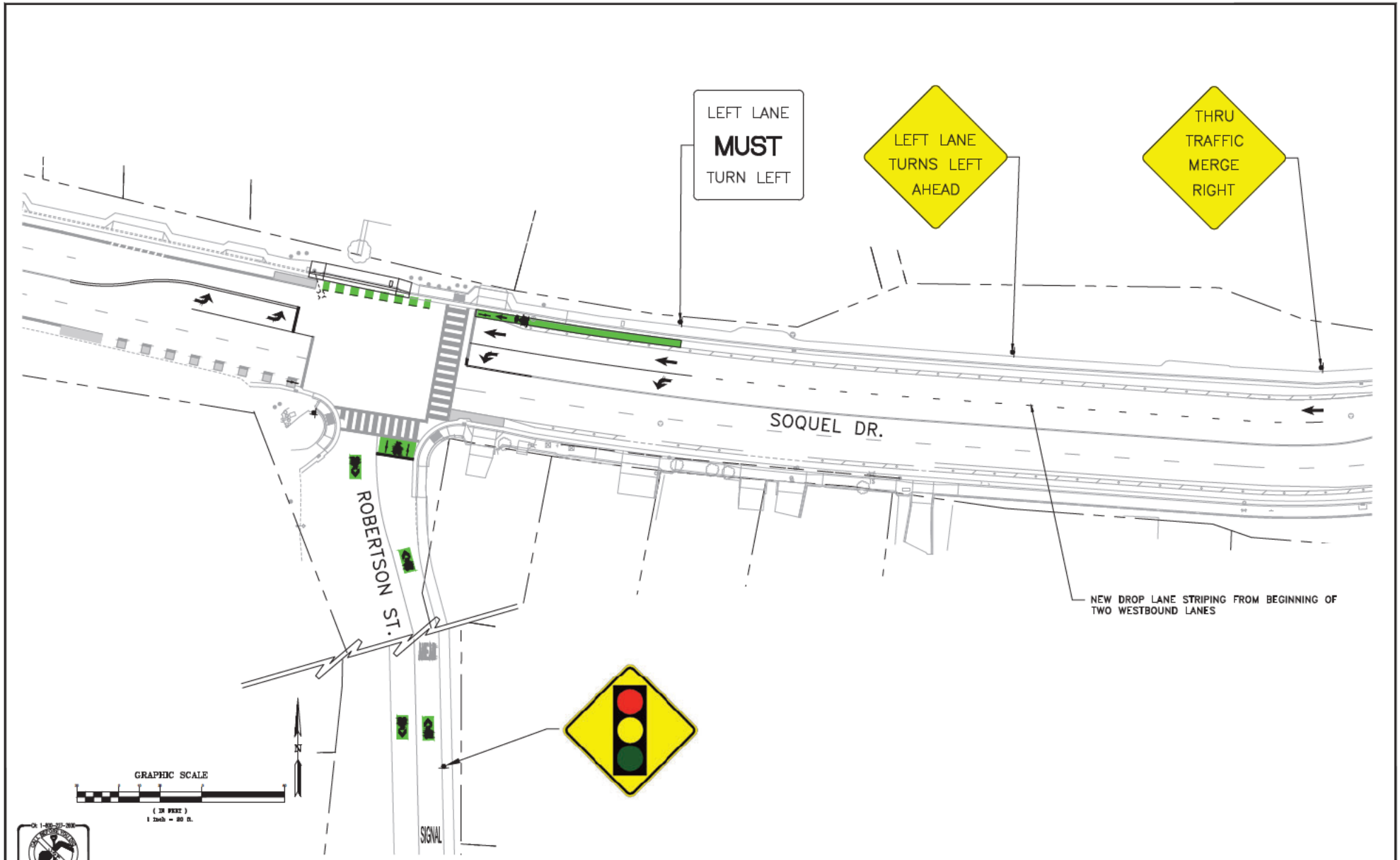

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63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA
1/16/26
DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT PROPOSED SIGNING & STRIPING

SS-1
SHEET NUMBER: 2 of 2

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Jan 15, 2026, 3:50pm

AGENDA: February 10, 2026

TO: The Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Riley Gerbrandt, P.E., Associate Transportation Engineer

RE: Zero Emission Passenger Rail and Trail Project Update

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project's Final Concept Report.

BACKGROUND

The Regional Transportation Commission (RTC) is preparing a project concept report for passenger rail transit between Pajaro and Santa Cruz and the multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Santa Cruz Branch Line, including between Rio del Mar and Pajaro (Segments 13 through 20) and the Capitola Trestle (Segment 11, Phase 2). Work over the past year has included development of the purpose and need statement; loading guidelines for railroad bridge repairs and replacements; typical design cross sections; horizontal setback guidelines; initial and revised conceptual alignments; analysis of rail transit vehicle types and station locations; consideration of funding opportunities and integration with state and interregional rail plans; and regulatory requirements. Information on the project is online at: http://www.sccrtc.org/zeprt.

Public engagement conducted from October 2024 through May 2025 focused on the Project's updated conceptual alignment, potential station locations and features, quiet zones, infrastructure evaluations, funding and service.

From June through December 2025, the Commission received updates and provided comments on the development of the Project's draft and final Project Concept Report.

DISCUSSION

At its August 7, 2025, meeting, the Commission received an update and held a public hearing on the Draft Project Concept Report and financial analysis prepared in response to the Commission's June 2025 request. During that meeting, the Commission directed staff to return in December 2025, and to respond to the following requests:

1. The Final Concept Report is released no later than two and a half weeks prior to the Commission meeting;
2. The final report include specific feedback from the Coastal Commission about any input they have that would add costs;
3. Specific discussion of constraints on Beach Street and Walker Street;
4. Specific financial analysis of cost per passenger mile that compares the costs of the ZEPRT system to others; and
5. Peer review of the Final Concept Report.

The ZEPRT Final Project Concept Report was published on October 24, 2025 on the RTC's project website at www.sccrtc.org/zeprt. The Final Project Concept Report considered feedback received from extensive public engagement and stakeholder coordination. A summary of the engagement activities and feedback received is available in the Milestone 4 Engagement Summary, available on the project website at www.sccrtc.org/zeprt under the "Engagement Opportunities" header.

At its December 4, 2025 meeting, the Commission received a staff response to its August 2025 requests. Below include staff response

Final ZEPRT Project Concept Report Updates

Key updates in the Final Project Concept Report include a preface, next steps, and funding. A preface includes information on the purpose and intent to respond to the questions raised by our community, partner agencies, and the Commission about the feasibility and potential of implementing passenger rail service along the Branch Line rail corridor. The report also identifies potential next steps to help inform and progress future project activities by providing clarity on how the project can serve Santa Cruz County. In addition, the report outlined potential federal, state, and local funding sources and other options for phased advancements, which can be found in Chapter 20 of the Final Concept Report.

Coastal Commission Feedback

Early engagement has been conducted with the California Coastal Commission (CCC) throughout the project development. Key discussion have included reiteration of the CCC's permitting requirements, costal access,

seasonal stations, whether the project is considered a new or existing facility and its can be considered a costal-dependent use, and approaches to address anticipated bluff retreat. While limited information or direction has been provided by the CCC, the team anticipates the CCC require additional mitigation measures, such as enhanced costal access and/or seasonal stations that could change the projects footprint, travel times, and capital & operational cost.

Constraints on Walker Street in Watsonville and Beach Street in Santa Cruz
In the central Watsonville, constrains along Walker Street include limited street right-of-way, and challenges to support a new station platform at the historic Downtown Watsonville Depot location. The current conceptual rail alignment includes a slight shift of the Branch Line to the east of the Walker Street footprint, which helps resolve some of the constrains. A final rail alignment through Watsonville will be defined through future analysis and stakeholder coordination.

In the Beach Flats area of Santa Cruz, the current alignment carries significant complexities due to conflicting priorities, such as visitor access and safety, parking, maintenance and operations, vehicular traffic and pedestrian circulations, and costal constrains. Alignment alternatives have been considered including shifting the rail alignment farther north and placing it on an elevated guideway. The conceptual cost estimates an at-grade alignment for the ZEPRT baseline concept. Additional study will be required in future ZEPRT Project phases to confirm the final rail and trail alignment.

Project Cost Analysis
A memorandum (Attachment 1) was prepared which provides an overview of the factors affecting the conceptual capital costs and constructability of the ZEPRT project. This memorandum also includes comparison with capital costs and construction experience from a selection of other comparable rail transit projects in California.

The analysis relies on construction cost trends and discusses project cost estimate elements, the key drivers of those costs, and comparisons of those cost categories with similar elements on other transit projects.

Peer Review
A peer review of the ZEPRT project concept was held in Santa Cruz on November 17-19, 2025. The purpose of the peer review was to review the project analysis completed to-date and as presented in the Final Project Concept Report. Five panelists of statewide and local rail experts participated in the peer review process. Panelists participated in a tour of the Branch Line

to observe the existing rail corridor and current conditions. The panelists provided feedback and recommendations regarding the Final Project Concept Report and how the RTC can best move forward to advance passenger rail service and a multimodal Coastal Rail Trail in Santa Cruz County.

A memorandum summarizing the peer review and recommendations is included as Attachment 2.

The Commission accepted the Final Project Concept Report and directed staff to continue pursuing state and federal funding to complete preliminary engineering and environmental review.

FISCAL IMPACT

There are no new fiscal impacts associated with receiving an update presentation and reviewing next steps for project development on the Santa Cruz Branch Line related to the Zero Emission Passenger Rail and Trail Project.

NEXT STEPS

Following the Commission's acceptance of the Final Project Concept Report, the next phase of the ZEPRT Project would be to complete the preliminary engineering and environmental analysis of the Project. Staff continues to seek full funding to complete this phase, however, there are very few available funding sources at the state and federal level for pre-construction components of capital projects.

SUMMARY

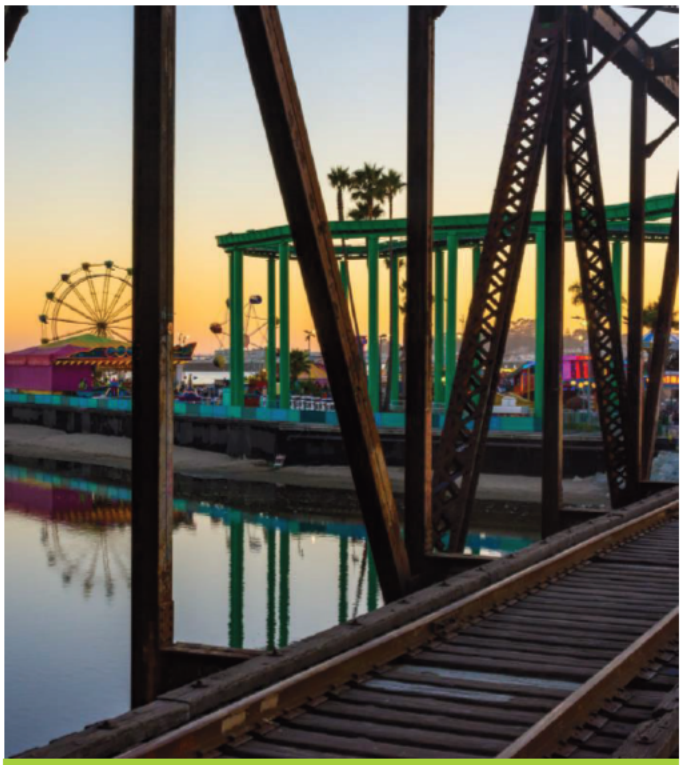
Staff provided an update to the E&D TAC regarding the Zero Emission Passenger Rail and Trail Project's Final Concept Report. Input can be provided at the virtual open house at www.zeprt.com or via email to zeprt@sccrtc.org.

ATTACHMENTS

1) Memorandum – Capital Cost Description and Comparison
2) Memorandum – Peer Review Summary and Recommendations

ZERO EMISSION
PASSENGER RAIL AND TRAIL

WATSONVILLE/PAJARO
to
SANTA CRUZ



Capital Cost Description and Comparison Memorandum

November 20, 2025

SCCRTC Zero Emission
Passenger Rail and Trail Project

SCCRTC

1.0 Introduction

This memorandum provides an overview of the factors affecting the conceptual capital costs and constructability of the Santa Cruz County Regional Transportation Commission's (SCCRTC's) Zero-Emission Passenger Rail and Trail (ZEPRT) project, in addition to a comparison with capital costs and construction conditions encountered by a selection of other rail transit projects in California. The ZEPRT Project proposes implementation of new passenger rail service approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) extending from Pajaro in the east to Santa Cruz in the west.

This memo begins with an overview of recent construction cost trends, followed by a description of the various cost elements in the conceptual estimate, the key drivers of those costs, and comparisons of those cost categories with similar elements on other projects.

2.0 Construction Cost Trends

When undertaking a comparison of capital costs between projects, it is important to distinguish between estimates of future costs for a conceptual project where the scope is not fully-defined (such as the current stage of the ZEPRT project) and actual construction costs from past projects (occurring at an earlier time and a different place). This brief summary of cost trends will focus on cost trends for common construction elements over time.

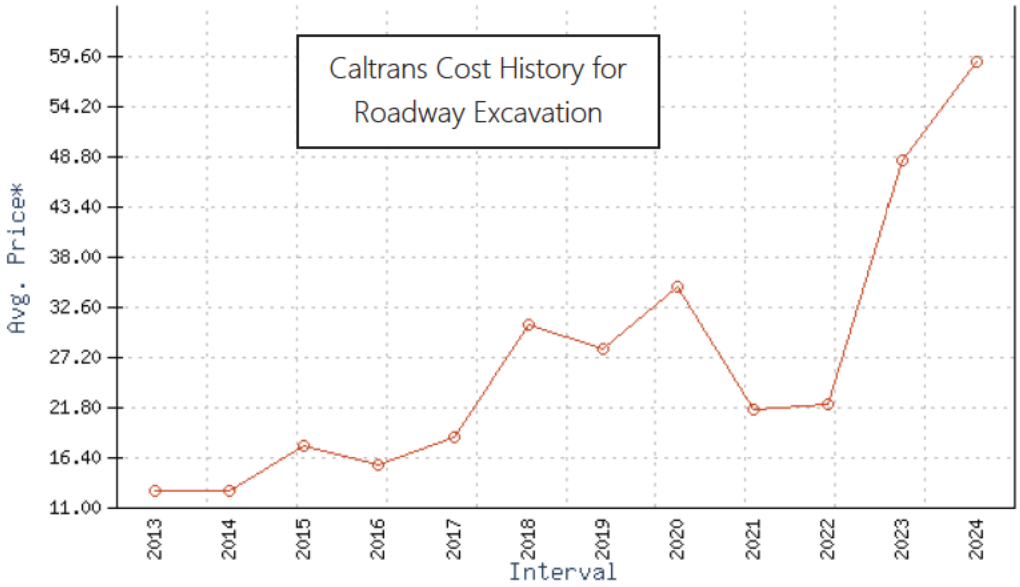
The timing and schedule of a project has an effect on the cost. While accelerating the delivery typically increases construction costs, the year in which expenditures were, or would be, made also affects the total cost. This is particularly important to consider when comparing actual construction costs from past projects with projections of construction costs for a future project, such as the ZEPRT project. The time value of money and inflation have significant effects on costs, making direct comparisons challenging.

It is worth noting that the overall competitive environment at the time of construction also has a significant effect on costs. If, for example, specialty contractors for important items such as railroad track construction or railroad signal construction are forecasted to be particularly busy on other projects (as they are in the current environment in late 2025), pricing for those items will be relatively high and cost estimates may reflect that situation. Similarly, competition for materials, such as Buy America-compliant steel (used for reinforcing in concrete and, most significantly for the ZEPRT project, railroad rail), increases the cost of those items.

Many heavy civil construction projects involve similar types of work as the ZEPRT project. For example, Caltrans provides historical cost data for roadway projects, which due to the similarities in construction activities, can be used as a reference for cost trends. The following graphs illustrate these trends.

2.1 Cost for Roadway Excavation

The graph below illustrates the cost for Roadway Excavation, the description Caltrans uses for excavating soil within the prism of a roadway. This would be a comparable activity to the excavation needed to prepare the SCBRL corridor for the new railbed and trail. Other than a brief dip during the Covid-19 pandemic, the average bid cost of Roadway Excavation has increased dramatically from 2013 to 2024, with the statewide average increasing by a factor of approximately 4.6 from year 2013 to year 2024.

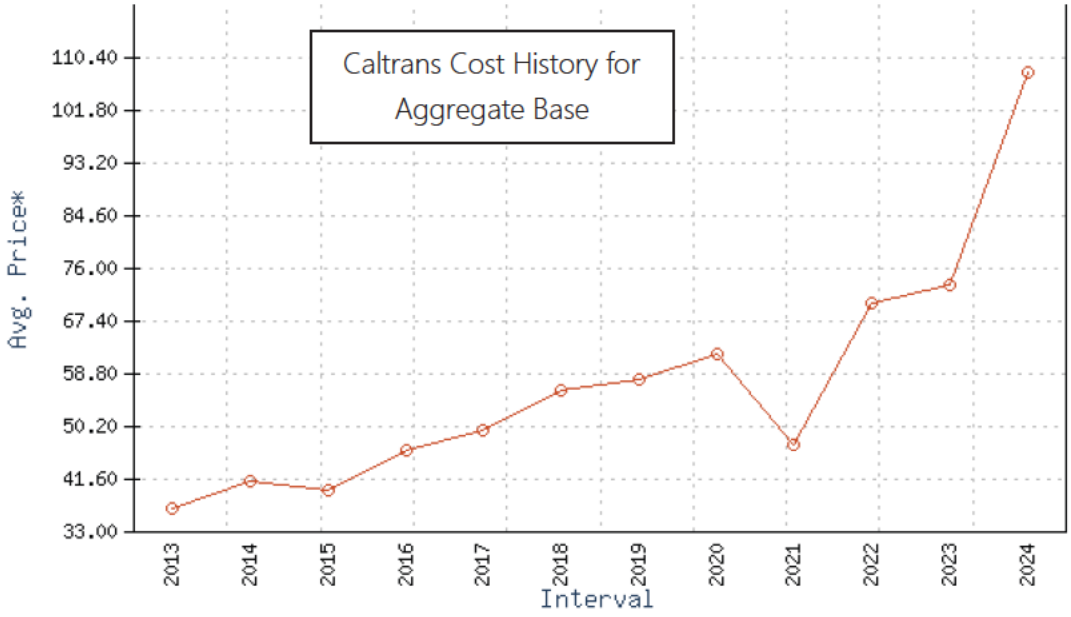


Interval	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avg. Price*	$12.80	$12.91	$17.79	$15.62	$18.62	$30.74	$28.05	$34.80	$21.55	$22.24	$48.52	$58.97
Project Count	159	153	197	187	154	207	196	187	175	212	182	178

* Average price is weighted by the quantity of the item used.
Note: All districts' and all years' data used to generate graph.

2.2 Cost for Aggregate Base

Another item common in construction projects is Aggregate Base, which is used as the granular material underlying the asphalt or concrete on paved roadways and is comparable to railroad subballast. Similar to Roadway Excavation, the statewide average bid cost of Aggregate Base has increased dramatically in recent years, by a factor of approximately 3 from the year 2013 to the year 2024.

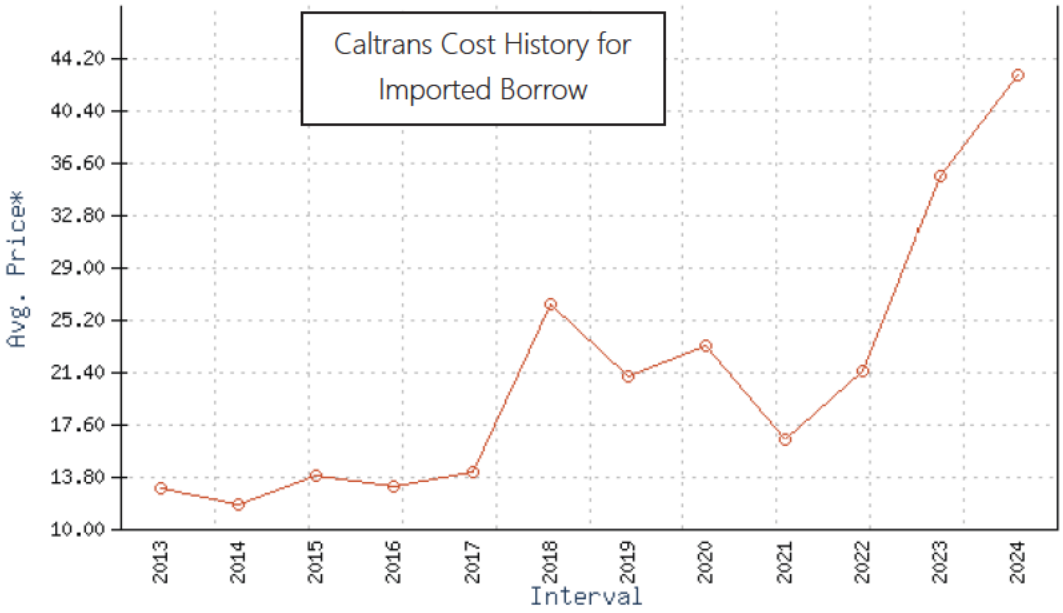


Interval	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avg. Price*	$36.99	$41.42	$39.90	$46.47	$49.69	$56.06	$57.82	$62.16	$47.33	$70.24	$73.21	$108.01
Project Count	97	107	134	128	113	146	140	144	140	164	140	139

* Average price is weighted by the quantity of the item used.
Note: All districts' and all years' data used to generate graph.

2.3 Cost for Imported Borrow

The cost for imported borrow (soil imported from off-site locations, used to build embankments) has also increased, from $12.98 per cubic yard to $43.04 per cubic yard, a factor of 3.3 from 2013 to 2024.

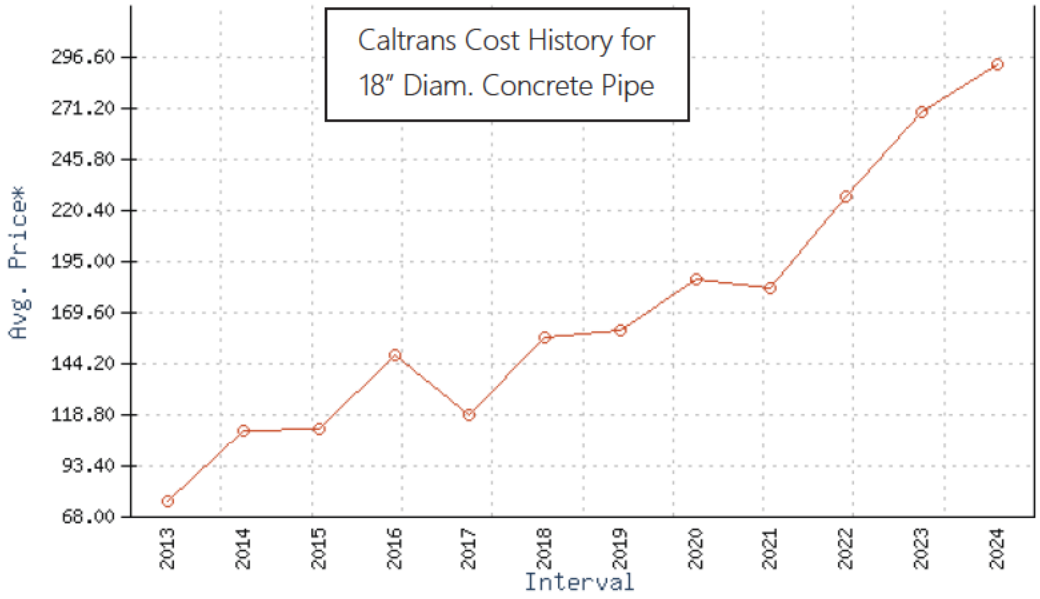


Interval	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avg. Price*	$12.98	$11.88	$13.91	$13.16	$14.19	$26.40	$21.08	$23.34	$16.56	$21.58	$35.72	$43.04
Project Count	49	51	53	61	48	60	54	73	63	84	58	61

* Average price is weighted by the quantity of the item used.
Note: All districts' and all years' data used to generate graph.

2.4 Cost for Other Construction Items

The cost for other construction items, outside of earthwork, has similarly increased. For example, the cost of 18" diameter concrete pipe, which would be typical of storm drain pipe, is illustrated below. The cost of concrete pipe increased from $76.13 per linear foot in 2013 to a cost of $292.66 per linear foot 2024, a factor of approximately 3.8.



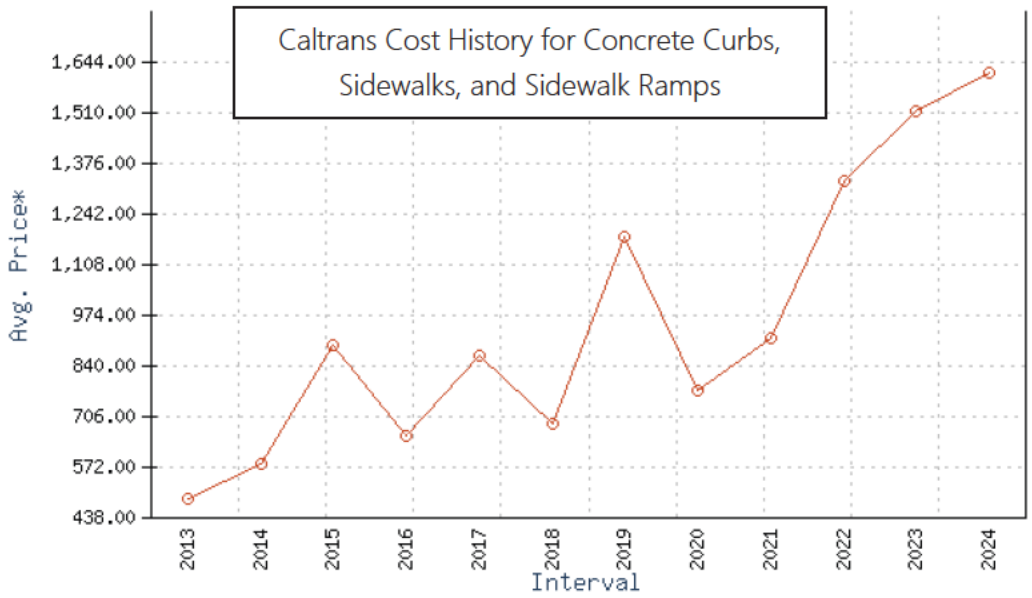
Interval	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avg. Price*	$76.13	$110.77	$111.46	$148.73	$118.72	$157.45	$160.56	$186.32	$181.91	$227.04	$269.33	$292.66
Project Count	26	30	36	32	26	36	28	36	21	39	47	39

* Average price is weighted by the quantity of the item used.

Note: All districts' and all years' data used to generate graph.

2.5 Cost for Concrete Curbs, Sidewalks, and Sidewalk Ramps

The price for unreinforced concrete placed for curbs, sidewalks, and sidewalk ramps has also increased; while these prices have been more variable, the upward trend is still clear. From a low of $487.20 per cubic yard in 2013 to a high of $1,615.92 in 2024, the cost has increased by a factor of 3.3.



Interval	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avg. Price*	$487.20	$580.50	$897.21	$657.11	$866.24	$685.49	$1,182.10	$774.90	$914.49	$1,331.57	$1,515.08	$1,615.92
Project Count	13	20	18	23	30	30	20	24	18	23	34	25

* Average price is weighted by the quantity of the item used.
Note: All districts' and all years' data used to generate graph.

2.6 Cost Trend Summary

Note that the above graphs illustrate statewide averages for construction costs across all projects, both large projects with large quantities of these items and smaller projects with lower quantities. The project count (shown in the bar at the bottom of each graph) is helpful in understanding how many projects included these particular items of work. For instance, an item occurring on relatively few projects might have more variation in the actual pricing, since one project with a very high or very low cost could disproportionately affect the average that is shown in the graphed line.

Nonetheless, there is a clear trend of significant price increases for these foundational items of civil construction. (A similar trend of increasing prices can also be seen in data from other state

departments of transportation.) It is important to remember this overall trend when making comparisons with projects bid and constructed 10 or more years ago.

The causes of these price increases are varied, ranging from scarcity of skilled construction labor, to raw materials input price increases (and potential uncertainty due to tariffs), to fuel and energy cost increases (which ultimately affect every activity and input), to interest rates (which affect construction contractors' carrying costs). Some portion of these price increases also reflect the recent construction environment: with many large civil construction projects being undertaken in the last few years, each project competes for the same pool of resources.

3.0 Elements of the ZEPRT Construction Cost

The ZEPRT project cost estimate has been organized generally in accordance with the Federal Transit Administration Standard Cost Categories (SCCs). Similar SCCs are also used by the Federal Railroad Administration.

1. Guideway and Track Elements
2. Station Stops, Terminals
3. Support Facilities: Yards, Shops, Admin Buildings
4. Sitework and Special Conditions
5. Systems
6. Right of Way, Land
7. Vehicles
8. Professional Services
9. Contingency

The nature of each SCC will be discussed with respect to the ZEPRT project, and in comparison with other transit projects.

3.1 Guideway and Track Elements

Note that the Guideway and Track Elements SCC is defined on a route mile basis, including the cost of sidings and second tracks within the route mile unit cost.

Guideway: The SCC "Guideway" includes the subballast (the engineered material that underlays the track and ballast), finishing the subgrade and subballast, ditching, track-related drainage, underdrains, and asphalt (HMA) for the trail. After preparation of the new subgrade, new subballast would be placed on the final alignment.

Aerial Structure: the SCC "Aerial Structure" refers to bridges. The quantity of bridges on the ZEPRT project and construction challenges associated with most of the ZEPRT bridges distinguish the ZEPRT project from other, recent, transit projects. By comparison, the bridges on most other recent transit

projects, such as the SMART project, are mostly shorter in height, length and had better access than those on the ZEPRT project (though there were exceptions on each transit project).

The ZEPRT project includes over 20 bridge locations, many of which require complete replacement, are tall, require long clear spans, feature difficult construction access, and/or are located in environmentally sensitive areas. Any one of these characteristics increases the complexity and therefore the cost of a structure. However, in the case of structures such as the Capitola trestle, San Lorenzo River bridge, or the bridges over Valencia Creek and Aptos Creek, all four characteristics are present.

There are several other bridges and timber trestles with similar characteristics, such as the timber bridges located along the largely inaccessible section between Buena Vista Drive and Harkins Slough, each of which would need replacement.

The availability of space adjacent to and at the ends of each bridge for staging heavy equipment (such as cranes and earthmoving equipment) and construction materials is a critical driver of productivity for a construction contractor.

While the necessary amount of staging area and access is dependent upon the length, type of bridge and substructure, in general, the staging areas that promote the most efficiency are larger and wider than the structure being constructed. These larger and wider staging areas would also allow access adjacent to at least one side of the proposed structure. In the case of the ZEPRT project, this means that in order to maximize efficiency, the ideal staging areas would extend outside the SCBRL right-of-way. In almost no bridge locations along the corridor does such space exist.

There are several cost implications due to the narrow corridor on the various bridges. For example, if only one piece of equipment at a time can reach a bridge site due to a narrow approach corridor, or if equipment can only reach the bridge site from one end, construction may need to proceed sequentially, without the possibility of multiple activities being performed simultaneously. The sequential constraint reduces construction efficiency. In practice, sequential construction also increases schedule risk, since the contractor's ability to embark on any one step of construction becomes dependent upon completion of all preceding steps and any delay impacting an early activity may affect subsequent activities.

A comparison of construction conditions is shown in the following photographs.

Photo illustrating construction work for replacement of an existing railroad timber trestle at San Elijo Lagoon in San Diego County. Note that at San Elijo, the new bridge was wide enough for two tracks (rather than the single track used for most bridge on the SCBRL) and was constructed adjacent to the existing track in order to maintain that track in operation. Conversely, the ZEPRT bridges would typically be only one track wide and would be constructed on the existing track alignment. However, the width of the freshly-graded area the contractor is using for a laydown pad, materials storage area, and crane work area is indicative of the space needed for bridge construction. Photo from SANDAG website.

Photo illustrating construction work for replacement of the Santa Ana River bridge for the SBCTA Arrow project and laydown area for equipment and materials on both sides of the bridge. Photo from SBCTA website.

Photo illustrating constrained construction location at the timber trestle approaches to the Capitola bridge. All construction activities, including pile driving or shaft drilling, as well as staging of materials would need to occur in an area approximately 40 feet wide. It is likely that the existing timber structure would need to be disassembled piece-by-piece, since conventional wrecking equipment could risk damage to adjacent homes.

Photo of the Capitola truss bridge, viewed from Stockton Avenue. Access to the main truss span across Soquel Creek from either end is extremely limited. It may be necessary to construct temporary falsework in the water – essentially a temporary bridge under the existing bridge - in order to provide a stable work platform for disassembly of the existing structure and construction of the new bridge. Photo from Google Earth.

Adding to complexity of several bridges is the need to retain their iconic design forms. For example, the main spans of the bridges at Capitola and San Lorenzo River are truss bridges, with a lattice-like structure. Both bridges would need to be replaced with new structures. At this early stage, to maintain visual consistency with the existing conditions, it has been assumed that the replacements would also need to be some kind of truss span to echo the design form of the existing bridges. However, these truss bridge designs will be substantially more expensive than other modern bridge designs (such as plate girders).

The need for replacement of many bridges distinguishes this project from several other transit projects which have been able to leverage existing bridges for their operations. For example, the North County Transit District's (NCTD) Coaster commuter rail service continued to operate on numerous timber trestles for many years. But, when NCTD assumed maintenance responsibility for that line, the bridges were all in serviceable condition. And, in most locations along the NCTD Coaster corridor, there was ample right of way adjacent to each existing structure to allow for construction activities. That additional right-of-way allowed NCTD to construct new bridges on entirely new alignments adjacent to the existing timber structures, leaving the existing timber structures in service.

Conversely, the ZEPRT corridor is very narrow, and, even if some of the bridges (particularly timber bridges) were deemed to be serviceable for use in the near-term, they would eventually need replacement. In many areas the surrounding land uses would not allow for the new track alignments that would be needed to build a new, replacement structure adjacent to the existing structure. Thus, once passenger service commences, removing a bridge from service for replacement would interrupt operations for some time, possibly several months, depending upon the construction conditions at a particular location.

Guideway: Retained Cut or Fill: This SCC refers to retaining walls along the corridor. Much of the existing SCBRL corridor is constructed on hillsides, ranging from relatively shallow slopes (as in the area near Mar Vista Drive) to relatively steep slopes (as in the area near Manresa and the area between Harkins Slough and Buena Vista Drive). This means that the existing ground on one side of the corridor is higher than the track, while the other side is lower than the track. In the relatively narrow corridor, areas of side-hill topography require that retaining walls would be required to accommodate track shifts, such as those necessary to accommodate a trail or realignments to accommodate curve realignments or passing sidings.

As with the bridges, retaining wall construction requires space for staging and positioning materials, driving trucks carrying cement or steel, etc. And, as with the other constriction activities, the constrained corridor means that construction productivity would be low and unit costs would be relatively high. An initial estimate includes nearly 25,000 linear feet (approximately 4.7 miles) of

retaining wall. At this early level of development, it is not yet known whether the retaining walls would be cut (excavating into a hillside) or fill (adding material to the top of a slope). The latter is often less expensive than the former, but topographic features would dictate which approach is feasible in any given location.

Track: Ballasted and Track: Embedded: This item is relatively self-explanatory, and includes costs for construction of the rail, ties, and ballast for both the main line track and sidings , as well as track through grade crossings with crossing panels, and ballasted track that is embedded in asphalt or concrete within the streets (such a Beach Street in Santa Cruz and Walker Street in Watsonville), and ancillary hardware like insulated joints. In many areas along the corridor, the track is assumed to be shifted to a new alignment to allow sufficient space for the trail.

Note that, by comparison to other projects, the ZEPRT project includes many grade crossings, as well as track in streets, which have significantly higher track construction costs than regular ballasted track. To minimize disruption to roadway traffic, track reconstruction at grade crossings typically occurs at night, or during compressed time frames like weekend closures. The construction contractor must also provide a new roadway surface across the track, as well as roadway detours and flagging during construction. These constraints increase construction costs substantially; historically, track construction at grade crossings is an order of magnitude more expensive than "regular" track outside of at-grade crossings.

As with other construction items, the narrow right of way and limited access will impact track construction logistics and costs. For example, on many other projects, the new rail has been delivered by train in 1600' lengths, and the tens of thousands of new ties delivered by railcar, all distributed alongside the locations where they would be placed. Those projects had serviceable rail lines to facilitate those deliveries. Since the SCBRL is out of service west of Watsonville, there is no viable rail access to much of the corridor. Thus, Watsonville would be the nearest location for delivery of these materials (if a suitable staging area could be found). The materials would then need to be trucked to their final location for installation. While trucking of ties short distances is typical, the need to truck rail to every location implies that the rail would likely be delivered in 80' lengths to be welded together on-site, as opposed to being delivered in the 1600' lengths produced by rail mills (delivered on special trains directly to the point of installation), which offer cost efficiencies. Moreover, the materials would need to be moved-in from a limited number of access points, with limited or no space to store materials on the grade, meaning many trips with equipment to move materials to their final locations as track construction advances (and thus precludes access where track has already been constructed).

Track: Special: This SCC includes turnouts on the main line for passing sidings and spurs, as well as switches for the gauntlet tracks, but excludes the turnouts within the maintenance facility. While there are a range of turnout sizes and configurations to match the constrained geometry at several locations, all costs are included in this single line item.

3.2 Stations

This SCC accounts for the nine at-grade stations, each of which includes a 350-foot long, raised concrete boarding platform that is long enough for two ZEMU trains coupled together. The platform would be configured to comply with Americans with Disabilities Act (ADA) and National Fire Protection Association's (NFPA) Standard for Transit and Passenger Rail Systems. Platforms would be equipped with passenger shelters, lighting, and passenger display information systems.

This station configuration is comparable to stations on similar corridors, such as the ARROW or Sprinter services in southern California, or the SMART service in northern California. The two southern California services provide low-floor, level-boarding, similar to that proposed for the ZEPRT project, with generally similar platform configurations (note that SMART provides high-level boarding, with platform surfaces typically 42" or more above top of rail).

ADA requirements for level boarding between the platform and the vehicle effectively dictate the need for high-level platform at each station, close to or at the same elevation as the floor of the vehicle. For the ZEMUs currently under consideration, this would require a platform elevation on the order of 15" to 24" above the top of rail. However, to comply with CPUC's General Orders for clearance requirements for mixed freight and passenger operations, which requires 8'-6" clear distance from centerline of track) the ZEPRT project would use gauntlet tracks at the stations to shift freight trains away from the platforms. Where stations have two platform tracks, the gauntlet would only be installed on one side. This is same approach SMART has taken.

It has been assumed that Transportation Agency for Monterey County would construct the main elements of the Pajaro station, such as the main line passenger platforms along the Union Pacific tracks, the upgrades to the station building, and the parking lot; only the platforms and platform tracks specific to the ZEPRT project (i.e., used solely by ZEPRT trains) would be constructed by the ZEPRT project.

3.3 Support Facilities

The support facilities include the vehicle maintenance and storage facility and operations control center. The maintenance facility would be designed to accommodate the fleet of ZEMU vehicles, including track storage space, enclosed maintenance space for daily inspections and preventative maintenance as well as heavy overhauls, hydrogen refueling facilities, train wash facilities, wastewater filtration facilities, crew locker rooms, restrooms, and office space from which daily operations (including dispatching) would be managed. This particular SCC also includes the track within the yard facility.

The capabilities of the proposed facility would be similar to those of the Sprinter DMU maintenance and operations facility in Escondido or the SMART DMU maintenance and operations facility near Santa Rosa.

The facility has been preliminarily located at the east end of the line, in Watsonville, for operational reasons: early morning trains would likely originate at nearby Pajaro station to start each day to allow trains to operate in the direction of heaviest commute. To find sufficient space, the entire facility site would need to be on property acquired from private landowners. This area is in a flood plain and portions of the facility, particularly the buildings, would need to be raised above the 100-year flood elevation. This would necessitate a significant amount of imported fill material. Some of this material could be sourced from other excavations along the corridor.

The ZEPRT maintenance facility presents an opportunity for value engineering. Additional operational analysis may indicate that the facility could be located at the far west end of the corridor, in West Santa Cruz, where the facility may be able to occupy existing SCCRTC right of way and avoid the major land acquisition and flood plain issues. If the main maintenance facility were located in West Santa Cruz, a small train storage area at the Pajaro station would also be needed to provide overnight layover capacity for several trainsets in order to have trains in position for the morning commute. Relocating the maintenance facility to West Santa Cruz may also require additional passing sidings mid-route to facilitate equipment positioning trips at the beginning and end of each operating day, with the attendant crew, fuel, and vehicle maintenance expenses. The trade-offs would need to be analyzed to assess whether a West Santa Cruz location would make sense from financial and operational perspectives.

3.4 Sitework and Special Conditions

The major cost drivers in this SCC are demolition and earthwork, utility relocation, hazardous materials, temporary facilities, and indirect costs during construction.

Demolition, Clearing and Earthwork: This SCC includes clearing trees and debris, demolition of existing infrastructure and track, and new earthwork (grading) for the new track and trail. Earthwork was estimated based on the conceptual track profile. Where that profile resulted in the new track section being above the existing ground (after removal of the existing track), it was assumed that fill would be needed. Where that profile was at or below existing ground, it was assumed that excavation (cut) would be needed. Other allowances were made in areas of sidehill territory. However, it is important to remember that at this early conceptual stage, there was not enough existing information to prepare an earthwork model which could be used to estimate quantities. Thus, the grading plan is not yet known. The current quantities were estimated from photographs and plan views and, while they are believed to be conservative, that assumption would need to be validated.

In the case of the ZEPRT project, the earthwork and grading effort is anticipated to be extensive. In many areas, the track must be shifted to a new alignment to provide space for the trail in the comparatively narrow right of way. Even where the existing track is not being shifted, the existing track and ballast are not suitable for use in a passenger rail operation, are heavily fouled with fine dirt,

and require replacement. To address these conditions, the existing track and ballast would be excavated and replaced with new material.

Complicating the earthwork is that, in the narrow right-of-way, construction access will be challenging. In many areas the earthwork will occur on side-hill terrain, exacerbating the space constraints. This means that the productivity of construction crews will be limited.

For example, in many areas there may be insufficient width for a truck to turn around, much less space for earthmoving equipment to load trucks from the side, necessitating long backing moves and forcing excavation spoil to be loaded onto dump trucks from the end of the truck by excavators (typically limited to one to three cubic yards of material per bucket), rather than from the side by end loaders (which could handle six or eight cubic yards of material per bucket, but which require substantially more maneuvering room adjacent to each truck). As a result of the change in earthmoving equipment type and associated reduction in equipment bucket size means that crew and machinery productivity would be reduced by half or, alternately, require twice as long compared to the same activities performed in a non-confined corridor. This is one example of the practical cost implications of construction in a narrow right-of-way.

These images illustrate the constrained ZEPRT corridor, compared with other recent transit project corridors follow.

Example of ZEPRT side hill alignment east of Buena Vista Road. Track is located on a narrow shelf with steep embankments on both sides of the track.

This is one of the steeper areas of the corridor, though other steep areas, like the bluffs at Manresa, have similar construction constraints.

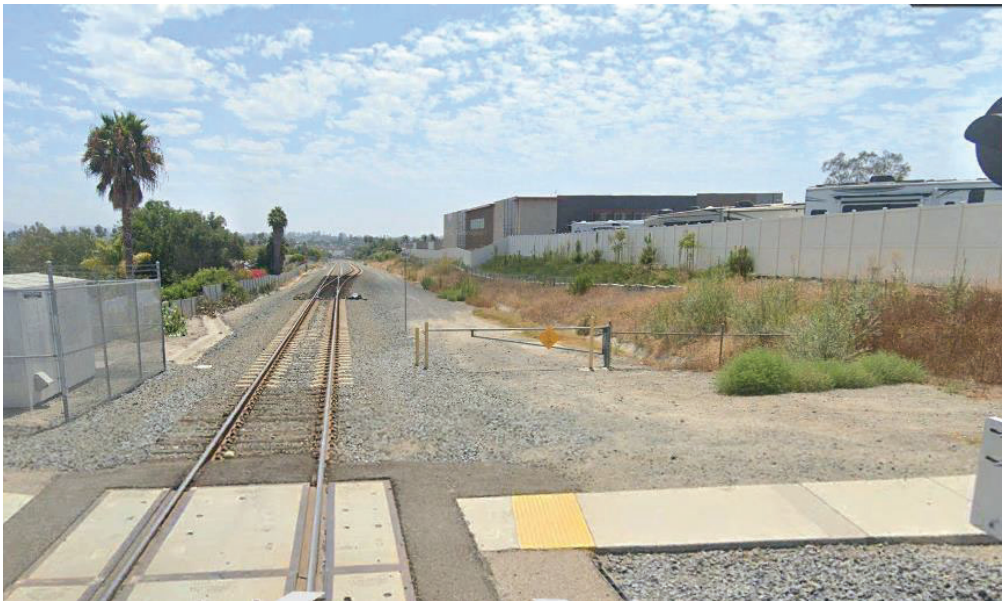
Example of ZEPRT corridor near 47th Ave in Santa Cruz. While flat, construction activities would be constrained by the narrow right of way (approximately 35' wide) and the need to protect mature trees and their root systems on the north side of the right-of-way.

By comparison with other west coast transit projects, access for grading activities on the ZEPRT project is much more restrictive. The same constraints also affect the ability to stage and place materials such as rail, ties, ballast, subballast, structural fill, retaining wall components, and other items.

Although a mile-by-mile inventory of construction constraints has not been developed, there are obvious constraints along several sections of the corridor. For example, the section of the corridor from Seabright to Capitola, while relatively flat, is constrained by narrow right-of-way with development on both sides and access only from grade crossings. The section from Capitola to Rio Del Mar is, in many areas, on an embankment, on a sidehill, or in a cut. The same is true for the section from La Selva Beach to Harkins Slough, through this area has the further constraint of environmentally sensitive areas. Together, these constrained areas comprise more than half the distance from Santa Cruz to Watsonville.

Conversely, on many other transit projects the corridors were mostly flat, allowing contractors to easily maneuver equipment and stage material without restriction. The flat corridors on other projects also meant that sloping embankments, cuts, and retaining walls were minimized, thus saving substantial space and cost, even in constrained locations.

Example of relatively flat right of way along SMART corridor at East Railroad Avenue crossing. Corridor is relatively flat and approximately 60 feet wide. Photo from Google Earth



Example of wide and flat right of way along SPRINTER corridor at North Drive crossing. Corridor is 100 feet wide, with ample space for construction activities and infrastructure. Photo from Google Earth.

Another key driver of guideway costs for the ZEPRT project is the additional grading needed to elevate the track at specific locations in order to account for sea level rise. This grading has a significant impact on the material quantities and construction costs at the narrow embankment in the vicinity of Harkins Slough (surrounded on both sides by wetlands), on the approach to the Pajaro River Bridge, and at the approaches to the San Lorenzo River bridge. At each location, the available working area is narrow and, like the situation with earthwork, creates inefficiencies for construction equipment operation and material staging. (Note that the additional grading for the track at the maintenance facility, which would need to be elevated above its current location for sea level rise resiliency, is included in the SCC for the maintenance facility itself.)

The project is expected to be a "net excavation" project, meaning that, despite the areas where there is additional fill needed to elevate the track for sea level rise, over the entire project there will be substantially more soil released from excavation than soil needed for embankment construction. This excess soil will need to be hauled away (possibly a long distance) and disposed of, which adds to the cost of the excavation.

The graphs illustrating cost inflation at the beginning of this memorandum are indicative of the change in price for excavation and fills. Specifically, the graph for "Roadway Excavation" illustrates the change that has occurred in excavation cost between the time other transit projects (e.g., those constructed in the 2010s) were constructed and this cost estimate for the ZEPRT project. When making comparisons to other projects, it is important to account for the effects of cost escalation.

Site Utilities, Utility Relocation: The ZEPRT project's impact on existing utilities is not known; however, utility relocation and protection has historically been a major cost driver for many projects. Although the corridor is an existing rail corridor, the addition of the pathway will change the railroad alignment and thus shift the location where the track crosses some utilities, so protection for buried utilities (e.g., casings) may need to be extended. There may also be utilities parallel to the track within the right-of-way,; these parallel facilities would likely require relocation to make space for the trail and track.

The costs for utility relocations have been assumed to be significant, based on prior experience. As noted, additional design work would be needed to assess the extent of utility relocation and could result in significant changes in this cost. While some agreements between SCCRTC and the various utilities may theoretically place the cost burden of utility relocation on the respective utility owners, it has been assumed that the ZEPRT project will bear the costs for utility relocation.

Hazardous Materials: Similar to utilities past experience guided development of hazardous material costs. Where there were historically industrial uses (such as in Watsonville) or rail servicing facilities (as in Santa Cruz and Pajaro), there may be a possibility of contaminated soils. Where the rail line is adjacent to streets or freeways, there is a possibility of aerially deposited lead that may increase the cost of soil disposal. This cost could be refined with further site investigation.

Environmental Mitigation: This SCC was specific to the salamander crossing which, based on the concept, would also need to be lighted. Other specific mitigations were not identified at the time the estimate was developed. (Note that an allowance for non-location-specific mitigations for water issues was included in the temporary facilities category, discussed below).

Pedestrian and Bike Access/Landscaping: This item includes landscaping, fencing, striping, and signage for the trail, as well as station pedestrian crossings and other bike trail elements that were not accounted for in the earthwork item.

Automobile Accessways, Including Roads and Parking Lots: This item includes the concrete flatwork and pavement upgrades in the immediate vicinity of grade crossings (this excludes both the roadway and railroad signalization at crossings, which are covered in other SCCs).

Temporary Facilities and Indirect Costs: "Temporary Facilities and Other Indirect Costs" includes contractor's mobilization cost, bonding, insurance, traffic control, survey, flagging, and a significant amount (nearly half this item's budget) for erosion control and mitigations assumed to be required for the coastal areas. As discussions with regulatory agencies such as the California Coastal Commission and the Central Coast Regional Water Quality Control Board progress, the cost impact of erosion control and mitigations could be further refined.

3.5 Systems

The Systems SCC includes the signal system that controls train movements, the positive train control system, the warning devices at highway-rail at-grade crossings and pedestrian crossings, the dispatching system that controls the railroad signals, the passenger information systems at station platforms, and new or upgraded traffic signal control systems, and voice radio network. Many of these systems (such as the railroad signal system, dispatching system, and positive train control system) need a secure data link; fiber optic cable laid along the track would provide this functionality.

This is a similar architecture, with similar infrastructure requirements to other transit and commuter rail systems, such as Sprinter, SMART, ARROW, and even to heavy rail systems like Caltrain and Metrolink in southern California.

3.6 Right-of-Way

This SCC includes right-of-way for the vehicle maintenance facility and associated yard tracks and access roads, which would be located on property currently in-use as farmland. While the vehicle maintenance facility is the largest single right-of-way acquisition, the concept design identified potential need for acquisition of parcels (in many cases, only partial acquisitions) along the main line alignment. These acquisitions account for infrastructure such as retaining walls as well as additional right-of-way near at-grade crossings, where additional space would be required for active warning devices and enclosures for electronic equipment. At this stage it is not possible to identify whether the partial acquisitions would in fact need to be full acquisitions due to impacts on the remainder parcels.

At this conceptual level, the uncertainty in the right-of-way impacts makes comparisons to right-of-way costs at other transit systems challenging. Iin addition, the nature of the acquired right-of-way (e.g., agricultural, residential, commercial, etc.), would be distinctly different from that at other transit systems, further complicating comparisons.

Note that refinements in design along the corridor could similarly result in refinements in the right-of-way impacts and costs. And if the scope of the maintenance facility, which represents the largest

single right-of-way acquisition, were reduced (as described above), the right-of-way cost would similarly be reduced.

3.7 Vehicles

The Vehicles SCC includes the zero-emission multiple unit (ZEMU) vehicles. The technology has not been determined, but the hydrogen fuel cell ZEMU vehicles recently delivered to San Bernardino County Transportation Authority's Arrow system are representative of the vehicles assumed for the ZERPT project. A supply of basic spare parts would also be included in the initial capital cost.

3.8 Professional Services

Professional services include planning, public outreach, coordination with other agencies, preliminary engineering, environmental documentation, final design, permitting, construction management, inspection and testing, program management, legal services, non-construction insurance costs, agency costs, and commissioning, testing, and start-up costs for developing and delivering the project. The Federal Transit Administration typically expects agencies to allow one quarter of project costs for professional services, a guideline followed for this conceptual estimate.

3.9 Contingency

At this stage, an approximate 40% contingency has been included to reflect the comparatively low level of design and uncertainties about scope or proposed work, constructability, existing conditions (such as utilities and environmental considerations), and cost escalation. The contingency percentage was selected prior to the current uncertainty in the international tariff schedule, which could affect costs for commodities which trade in international markets, such as steel (for rail and structures), concrete (for structures), and wood ties. The cost of fuel is also affected by international trade, and it also affects nearly every construction activity. This contingency percentage would be comparable to other projects at this early concept stage.

4.0 Summary

Cost estimates will continue to be refined as the ZEPRT Project advances through future design and environmental phases. The initial capital cost estimate includes a contingency typical of a project at this early phase of design. The contingency is intended to account for the risks associated with the environmental process and final design, as well as changes that may occur to the Project as development advances.

Additionally, considerations for cost savings could be evaluated in the following areas.

- Reduce the scope and reassess the location of the vehicle maintenance facility.
- Plan stations and assess amenities and right of way requirements at stations.
- Refine designs and for bridges and assess structure type at "signature" bridges.
- Incrementally advance design of earthwork to better understand the topographic constraints on the typical sections used for estimating. Such an effort would identify grading and drainage considerations and the interaction with the trail (which are currently based on assumptions). This process would also allow better identification of the extent of retaining walls (which have, to date, been estimated based on aerial imagery). This would also assist in refining right-of-way costs.
- Conduct additional constructability assessments for the entire corridor that could refine unit costs on a location-specific basis (e.g., adjust the unit cost of grading to reflect lower costs in flatter areas with better access and higher costs in steeper areas with poor access).
- Work with third parties (such as regulatory agencies and utilities) to refine assumptions and understanding of the scope of third-party impacts.

ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

Peer Review Recommendations

November 2025

SCCRTC

Overview

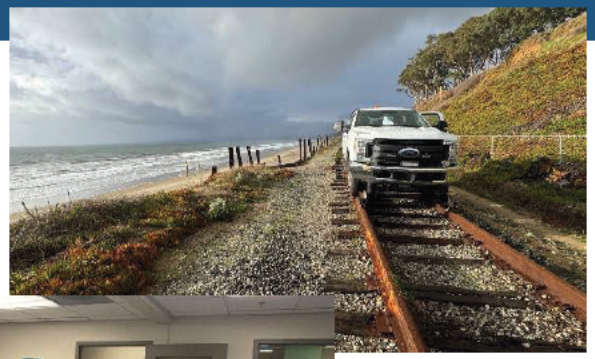
- **Held November 17-19, 2025**
- **Peer Review Panelists:**
  - **Carrie Schindler**, CEO
    San Bernardino County Transportation Authority (SBCTA)
  - **Sam Sargent,** Directory, Strategy and Transformation
    Valley Transportation Authority (VTA)
  - **Bill Gamlen,** Chief Engineer
    Sonoma-Marin Area Rail Transit (SMART)
  - **Chris Shiels**, Principal/PMP
    SSC Inc.
  - **Darrell Maxey,** Project Manager
    RSE Corp (Retired Metrolink, Caltrain, UPRR)

Peer review panelists were selected for their relevant statewide and local rail and infrastructure knowledge and expertise, including active and retired representatives of regional public agencies and the private sector.

SCCRTC

Agenda

- **November 17**
  - Project Overview
  - Corridor Tour
- **November 18**
  - Project Concept Deep Dive and Discussion
  - Development of Peer Review Observations and Recommendations
- **November 19**
  - Peer Review presentation to RTC staff and project team



Peer Review Purpose

Develop Observations and Recommendations to present to SCCRTC for consideration and implementation in future phases. Asked Peer Review to consider:

- Do you see the long-term benefit of maintaining freight and developing passenger rail service on the Santa Cruz Branch Rail Line?
- Is the estimated capital cost in line with industry practice for similar projects?
- Do you see any best practices to reduce costs?
- What else do you see as next steps the RTC could be doing to advance the project?

SCCRTC

Big Picture

- The estimated cost of the project is high for the projected ridership. Securing enough grant funding coupled with setting a feasible tax measure target is challenging to fund both Capital and O&M.
  - There are opportunities to reduce costs, but not to fully fund capital and operations and maintenance without significant down-scoping.
  - Recognizes there is a value in connectivity the corridor provides in connecting communities from Santa Cruz, Watsonville, and points between.
- Important to preserve the corridor for future rail/transportation opportunities, given the surrounding transportation network is constrained.
- Explore railbanking approach to allow preservation of future rail/transportation use while constructing a trail in the near term.
- Project Concept Report was comprehensive and enabled a successful Peer Review.

Concept Report - Costs

- Better define the baseline rail project scope to ensure the project is not addressing non-rail needs (e.g., local street road widening with rail bridge replacement)
- Consider doing a cost comparison with recent projects/estimates from similar projects like SMART and SBCTA (using recent bid tab information).
  - Cost per mile seems high comparative to relatable projects.
- Messaging related to year of expenditure cost is important.
  - Value Engineer Maintenance Facility (e.g., reduce size and consider outsourcing heavy maintenance)
  - Look at reducing initial station footprints to two car consist.
  - Investigate ending rail service east of the Boardwalk and utilizing local circulator to service downtown and UC Santa Cruz, and consider future extension at later phase.
    - Consider options near 3rd Street and west of San Lorenzo River with bike/ped connectivity maintained over the river
    - Allows for Beach Train to continue operations and minimizes impacts to the Beach Flats neighborhood
  - Consider limiting freight service to the Watsonville area.

Concept Report - Operations

- Separate freight service (i.e., temporal separation) from passenger service to minimize impact to passenger rail service.
- Review SPRINTER operating model to determine if it is viable for an initial phase to simplify operating model, regulatory oversight and reduce initial costs.
  - Develop as a closed system with opportunity to connect later.
  - Investigate deferring initial cost of train control systems (i.e. interoperable train control) to a future date.
  - Ensure a simpler and reduced-scope initial project doesn't preclude future funding eligibility (e.g., Corridor Identification and Development).

SCCRTC

Next Steps

- Investigate updating operating agreement to reflect current freight and Beach Train limits and allow for trail outside of active use areas.
  - Retain legal/railroad business and operations subject matter experts to assist the Commission
- Develop Corridor Maintenance of Way Plan.
- Consult with Caltrans to better understand preservation of corridor for rail if proceeding with trail first.
- Develop viable funding plan for capital and O&M that includes upfront activities such as completing environmental analysis.

Thank you!

AGENDA: February 2026

TO: Bicycle Advisory Committee, Elderly & Disabled Transportation Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Construction safety for roadwork and encroachments affecting bicyclists and pedestrians

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RECOMMENDATION

Staff recommends that the Committee discuss an issue brought forth by RTC Bicycle Advisory Committee (BAC) members serving on the ad-hoc subcommittee for construction zone safety and previously discussed in past meetings of the BAC and the Community Traffic Safety Coalition (CTSC) regarding construction safety for roadwork and encroachments affecting bicyclists; the subcommittee also requests that the RTC Elderly & Disabled Transportation Advisory Committee (E&DTAC) consider joining efforts.

BACKGROUND

Since February 2023, the topic of construction zone negative impacts on bicyclists has been discussed at multiple meetings of the BAC, including a staff report in May 2023. The topic has also been raised at E&DTAC meetings. Especially since Fall of 2022, lengthy roadwork projects in Santa Cruz County have shown that bicyclists can be either not considered or inadequately considered when construction work occurs along roadways. An ad-hoc subcommittee of the BAC was formed and members had individual meetings with managers of the public works departments of the county and four cities. Since that time, noticeable progress has not occurred. However, the subcommittee has made recent strides in discussions with the public works departments and has prepared solutions that they may be willing to implement.

DISCUSSION

In order to facilitate discussion and ideas to improve bicycle safety and accommodation near construction zones, in early 2023 staff and members of the subcommittee requested information from the CTSC and the local road jurisdictions regarding what is currently recommended and what is required.

The topic has been discussed in the past by the CTSC, who produced a set of recommended guidelines over 20 years ago which were last updated in 2015 (Attachment 3).

Current requirements as reported by the jurisdictions tend to refer their employees, contractors, or encroaching parties to follow certain sections of the California MUTCD. However, many sections pertaining to bicyclist safety and access are not being followed. Many of the issues that have been observed by BAC members, staff, and RTC Hazard Reports indicate that inspections are not occurring or are not recognizing violations of the MUTCD standards. Since January 2023, there have been 20 bicycle and 4 pedestrian hazard reports related to construction zone issues.

In December 2025, the subcommittee met with managers of all the public works departments together except for the City of Santa Cruz. The managers indicated they will consider recommendations that reference the MUTCD. The subcommittee has prepared two documents:

1. "Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones" (Attachment 1) *summarizes need for improvement and identifies, with references to the MUTCD, recommended actions for jurisdictions to implement*
2. "Bicycle and pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control" (Attachment 2) *identifies and highlights relevant parts of the California MUTCD more completely, preserving the MUTCD formatting*

It may be the case that local jurisdictions need to improve the amount of review of their own and contractors' temporary traffic control (TTC) plans, as well as the amount of field inspections performed during major projects, to ensure that requirements are being followed. Fines or contractor disqualification for future work or encroachments may be considered as enforcement options. In addition, for major projects, jurisdictions could attempt to provide TTC plans to the public or advisory committees in advance to allow input.

Any jurisdiction may take action to use non-standard signs on their roads if they choose to do so. The size and quantity of signs placed in the road should be considered if their presence itself is an unavoidable hazard to bicyclists.

The Committee may wish to discuss these or other ideas and consider its own specific recommendations to local jurisdictions and/or RTC Commissioners to make policy changes to improve bicycle safety in construction zones.

SUMMARY

Staff recommends that the BAC and E&DTAC discuss the issue of bicyclist and pedestrian safety in construction zones, provide input, and consider next steps.

ATTACHMENTS

1. "Draft issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones"
2. "Bicycle and Pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control"
3. "Recommended Guidelines to protect the safety of bicyclists and pedestrians, including those with disabilities, during road construction, maintenance, or encroachment" (2015)

Planning/Shared Documents/Bicycle Advisory Committee/Agenda Packets/BC2026/1. February/Construction zones item/SR Construction Safety.docx

Bicycle Advisory Committee
Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones, dated January 18, 2026

This document is intended to prioritize the measures and signage that the BAC considers necessary to improve safety for bicyclists and all types of pedestrian users in construction zones. Originally, this document was the "Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians Including Those with Disabilities," dated January 2015, prepared by the Santa Cruz County Community Traffic and Safety Coalition, with funding from the SCCRTC. This new document is revised and updated, but includes the original recommendations, identified as Problems and Solutions. References to sections in the CA MUTCD 2014, revision 9, effective 4/01/25 pending ADA compliance review, are highlighted in yellow. Problems and goals identified are:

1. The MUTCD is the state standard for all road construction projects, but the measures one sees in practice as a bicyclist or pedestrian vary widely or are not implemented. Improvement is needed to ensure the safety of all road users, especially bicyclists and pedestrians.

2. The MUTCD standards are often not implemented consistently or are absent from construction zones, creating hazardous conditions for all users - improvement is critical to avoid injury or collisions.

3. The MUTCD designates measures and signs as "Standards," "Guidance," and "Support," but many of these items should be considered requirements.

4. During road construction, Temporary Traffic Control (TTC) devices, such as large signs and cones, may create hazards for bicyclists and pedestrians by blocking the bike lane or sidewalk where it wouldn't otherwise be blocked unless due to construction.

5. Additional hazards may include a lack of lighting at night and/or lack of advance warning of construction ahead.

   Goal 1: Consistent MUTCD standards implementation across all jurisdictions within the County.

   Goal 2: Implement more fully the MUTCD standards pertaining to bicyclist and pedestrian safety. See attached excerpts from the MUTCD Section 6 TTC pertaining to pedestrian and bicyclist safety (28 pages).

6. Actions to improve traffic and construction zone safety and putting traffic control plans into practice need to be actively not passively (complaint driven) enforced. Standards compliance should be **inspected** in the field on a regular basis by a designated Public Works Inspector and periodically during each phase of a construction project. Section 6D.01 Pedestrian Considerations, Guidance 11 G

   Goal 3: Improve safety and consistency by active enforcement of the standards

and traffic control plans. If education is ineffective, consider penalties.

I. Overall Considerations:

The California Manual of Uniform Traffic Control Devices 2014 Edition revision 9 (CA MUTCD), Part 6, Section 6A.01 General states:

"The needs and control of all road users (motorists, bicyclists, and pedestrians within the Highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities, in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, paragraph 35.130), through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

And
Section 6C.01 Temporary Traffic Control Plans
Support:
06 Provisions for effective continuity of accessible circulation paths for pedestrians should be incorporated into the TTC process. Where existing pedestrian routes are blocked or detoured, information should be provided about alternative routes that are usable by pedestrians with disabilities, particularly those who have visual disabilities. Access to temporary bus stops, travel across intersections with accessible pedestrian signals (see Section 4E.09), and other routing issues should be considered where temporary pedestrian routes are channelized. Barriers and channelizing devices that are detectable by people with visual disabilities should be provided.

The following fundamental principles **shall** be followed in TTC zones:

1. Bicycle and pedestrian movement shall **be disrupted as little as practicable**. Section 6B.01 Fundamental Principals, Guidance 2, E
2. Bicyclists and pedestrians, including those with disabilities, **shall** be provided with access and reasonably safe passage through the TTC zone. Section 6B.01, Guidance 2, E
3. Motorists, bicyclists, and pedestrians **shall be guided in a clear and positive manner** while approaching and traversing TTC zones and incident sites. Section 6B.01, Guidance 2 E, and Guidance 3
4. Adequate warning shall be provided in advance, through TTC zones. Section 6B.01, 3, A and 4 B and when the roadway is inadequate to allow bicycles and motor vehicles to travel side by side, warning signs to motorists Section 6D.101, Bicycle Considerations, Support B signs directing bicyclists, and Guidance, 01 D
5. Consider reduced speed limits in TTC zones per Section 6C Temporary Traffic Control Zones Reduced Speed Limits in TTC Zones.
6. Signalized traffic control shall allow **adequate time** for pedestrians and bicyclists to pass through.
7. Appropriate caution signs **shall be posted** to warn motorists to slow down and watch for bicyclists and pedestrians whenever the bikeway or walkway is blocked or narrowed including Share the Road signs. Section 6G.05 (Wok Affecting Pedestrian and Bicycle Facilities) 6b (Share the Road plaque)
8. Different signage and controls may be necessary during and after construction hours. Construction signs **shall be removed promptly** when construction pauses or ends for the day.

9. Prior to project sign off or final, pavement in the bikeway and walkway surfaces must be verified as even. Overlay shall be smoothed at drainage grates, manholes, gutter pans, and after trenching.
10. The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained. Section 6D, Guidance 30

Considerations for Bicyclists and Pedestrians are different, generally a travel route that replicates characteristics of a wide paved shoulder or bikeway through the TTC zone is desirable; however safe road conditions need to be addressed along with signs through the TTC zone Section 6D.101(CA) Bicycle Considerations. Considerations for Pedestrian safety, especially those for wheelchair users and visual and auditory disabilities are numerous and complex.

II. Safety Requirements

Hazards to Bicyclists

- Advance warning is required if bikeway is obstructed or blocked, Section 6D.101 (CA) Guidance Bicycle Considerations, D; and Section 6B.01 Fundamental Principles, Guidance 7A and for rough pavement or gravel.
- If motorists are detoured, a safe corridor shall be left open for bicyclists where possible.
- When construction blocks the bikeway, accommodations shall be made for bicyclists if they are made for motorists.
- Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the TTC zone. Section 6D.101 (CA) Guidance Bicycle Considerations, Standard, E
- No signs, equipment, or debris shall be placed in the bikeway without a safe clearly marked detour. Signs placed in the bike lane create a hazard. Section 6C.03 Components of TTC zones; and 6D.01 Pedestrian Considerations, 05 and Section 6F.03 Sign Placement, Guidance 08 and Standard 09. Where a lane is closed, placing a 36" x 36" diagonal (4.24' wide) or larger sign and a cone blocking the sidewalk or bike lane without a detour is not acceptable. The minimum size sign shall be used. Section 6F.02 General Characteristics of Signs, Standard 09, Table 6F-1 and 6F1(CA). Typically signs are placed in the bike lane instead of blocking the sidewalk (when a sidewalk is present).

  Bicyclists prefer, if signs must be placed in the bike lane, that they are smaller than the MUTCD minimum size so the signs do not block or obstruct the bikeway, which otherwise wouldn't be blocked without a sign.

  Although engineers have stated that only measures and signs referenced in the MUTCD will be utilized, the MUTCD does allow flexibility: "…Such statutes shall provide sufficient flexibility in the applications of TTC to meet the changing conditions in the TTC zone." Section 6A.01 General, Standard 10 and Option 13. The rigid application of TTC may be easier to gain acceptance but is not a requirement. The statute states that flexibility, more specific requirements & practices than the state standards including for signs can be utilized. Section 6F.02 General Characteristics of Signs, Standard 11, Support 13

(deviations and special wording); and Section 6G.05, Guidance 03. The MUTCD also references standards including NACTO and ADA, ADAAG.

- Construction warning signs shall **be placed a minimum of 2 feet outside** the bikeway and walkway to prevent the sign itself from becoming a barrier.
- Where it is not safe road passage, a safe **alternative route or well-marked detours shall be provided**. Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Option 10; and Section 6F.59 Detour Signs
- If a safe rideable **alternative route** is not possible, **"End Bike Lane"** and **"Bikes May Use Full Lane" (BMUFL) signs and "Share the Road" signs shall be posted** to require cyclists to merge into the travel lane or TTC signal. Section 6D.01 Pedestrian and Worker Safety, Guidance 11 E; and Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 05, 6a, 6b,07, 08, 09 and Option 10
  Additionally: Utilize three-feet distance between vehicles and bicyclists as a road sign (required by law).
- **Safe, accessible, and well-signed alternative routes or detours shall be established** for pedestrians when the walkway is blocked, ensuring access for wheelchairs users Section 6D.01 Pedestrian and Worker Safety, Option 05 and for stroller and carts.
- Reflective signage on barricades with flashers **shall be used for night safety**. Section 6F.02 General Characteristics of Signs, Standard 14; and 6F.71 Longitudinal Channeling Devices, Guidance 03; and 6F.72 Temporary Lane Separators, Standard 04
- Any construction or sign that blocks the bikeway **shall** allow **sufficient sight minimum distance of 100 feet**, including **nighttime visibility**, for cyclists to merge safely. Utilize "Share the Road" (and "End Bike Lane", "BMUFL" signs similarly for vehicles Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 05, 6a, 6b.
- Poor pavement transitions (e.g., metal plate edges or pavement removal/resurface areas) **must be tapered** with a smooth taper ratio (e.g., "1:12 slope ratio") and **must not** be parallel to the line of travel. Section 6D.01, Pedestrian Considerations, Guidance C, 11A to G
- Metal plate edges **shall not** be placed in the middle of the bikeway.
- Debris in the bikeway or walkway shall **be cleared at the end of each workday**.
- **"Rough Surface"** or **"Uneven Pavement"** warning signs **shall be posted** at the beginning of the work area and **kept posted** at the end of the workday.
- Temporary traffic signals **shall** be timed to accommodate bicyclists, factoring in slower speeds (especially uphill). Push button signals or special bicycle loop detectors shall be utilized if practical.

Hazards to All Pedestrians (Including Visually Impaired and Mobility Device Users)

- If any sidewalk is affected: blocked or hazardous including blocked by signs, there shall be **advance warning**. 6D.01 Pedestrian Considerations, Standard 03, 04, Option 05. Allow pedestrians to exit the walkway at a prior curb cut and the alternative route shall include a curb cut or ramp to exit.
- If any sidewalk is affected: blocked or hazardous including blocked by signs, provisions are required for **safety at night** including reflectorized surfaces. Section 6F.02 General Characteristics of Signs, Standard 14; and Section 6F.71 Longitudinal Channelizing

Devices, Guidance 03; and 6F.72 Temporary Lane Separators, Standard 04

- Provisions for effective continuity of accessible circulation paths for pedestrians shall (not should) be incorporated in the TTC process including **alternative routes** that are usable by pedestrians with disabilities, especially those with visual disabilities. Section 6D.01 Pedestrian Considerations, Option 05; and Section 6C.01 Temporary Traffic Control Plans, Support 06; and Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 03 and 07, Standard 08, 09, and 10
- Pedestrians shall not be led into conflicts with vehicles, equipment, and operations through or around the worksite. Section 6D.01 Pedestrian Considerations, 07, A, B, and C
- An **alternate route or detour shall** be negotiable by pedestrians using wheelchairs Section 6D.01 Pedestrian Considerations, Standard 04, Option 05 and 07 A, B, C, and Guidance 11 A through G, (and for strollers, carts, etc).
- Signs, barricades **shall not** block the walkway or encroach on the minimum clearance. Sign supports shall be located a minimum lateral width of 4 feet for pedestrian sidewalk or pathway, signs and a minimum height shall be 7 feet unobstructed. Section 6D.01, 10, 11 D and Section 6F.03 Sign Placement, Standard 05, Guidance, 08; and Standard 09; including Section 4.4; ADAAG (see section 1A.11); Maintain a pedestrian facility a minimum 60-inch width or provide passing space, 60" x 60" every 200 feet.). Section 6F.68 Barricades, Guidance 10 and 11
- The continuous pedestrian facility surface and within the 60-inch envelope **shall be firm, stable, and slip-resistant** for complete ADA compliance. Section 6D.01 Pedestrian Considerations, Guidance, 11, C, and Signs 6F.45 Uneven Lanes Guidance 01 through 02, Support 03, Option 04
- If sidewalk closed or pedestrian flow is restricted Section 6F.14 Sidewalk Closed Signs, Guidance 01 to 05 and Support 06. Provide audible information or detectable barriers for people with visual disabilities. Section 6F.16 Warning Signs, Standard, Option 08 and Support 09. Obstruction includes equipment, or debris in addition to signs and devices.
- Devices used to channelize pedestrians: there shall be a **continuous detectable** (solid barrier) bottom and top surfaces to users of long canes and persons with low vision. Section 6F.63 Channelizing Devices, Standard, 04 and 05. Continuous detectable edging **shall** (not should) be provided throughout the entire length of the pedestrian facility. Section 6D.01 Pedestrian Considerations, Guidance 11, F and Section 6F.74 Detectable Edging, Support 01, Guidance 02, through 05).
- A blocked or hazardous walkway shall have a **solid barrier** discernible by a guide dog or cane. Section 6D.01 Pedestrian Considerations, Standard 04. Barriers **shall** have a portion low and solid enough to be easily discernible by a cane, guide dog, or child with a maximum height of 27 inches for the lower solid portion to ensure cane detection, consistent with ADA guidelines **(Note: Check ADA to verify**).
- Accommodation for the needs of pedestrians including those with disabilities such as hearing, visual, or mobility is required for a clearly delineated and usable travel path including surfaces rough pavement, grooves, or gravel. Section 6D.01, Pedestrian Considerations, Support 01 and Guidance, 11 and, A and C
- Rocks of **3 inches in diameter or greater are strictly prohibited (?)** as they may

cause severe injury to wheelchair occupants. (Note: Check with ADA re rocks - I would think a 1" rock would be hazardous, I don't know where the 3" came from).

- Temporary pavement or metal plates **shall** have **cold mix asphalt tapered at the edges** with a smooth taper ratio (e.g., "1:12 slope ratio") to ensure bicyclist, pedestrian, and wheelchair traveler safety. Sign Section 6F.46 Steel Plate Ahead may have a warning sign (uneven & slippery).
- Prior to project sign-off, pavement in the bikeway and walkway **must be verified as even**. Overlay **shall be smoothed** at drainage grates, manholes, gutter pans, and after narrow trenching in the bikeway.

References:

Source document: CA MUTCD, Part 6 TTC:

https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev9/2025-camutcd-2014-rev9-all.pdf

BAC Bicycle & Pedestrian Safety References:

https://docs.google.com/document/d/10qR-l3wyZ7-vZh5EopvPzisO65mdvFky/edit

SCCRTC Bicycle Advisory Committee (BAC) Adhoc Committee – Safety in Construction Zones, BAC Bicycle & Pedestrian Safety References, dated 1-19-26

KEY:

Sections highlighted in yellow are relevant to bicycle and pedestrian users

Blue text - is original from the CA MUTCD revision 9, ADA review pending

Underline - is added for emphasis or informational purposes

BAC priorities (highlighted green, not highlighted are desired measures, but not referenced to the MUTCD)

Note: BAC committee comments are included as NOTE:

The original MUTCD formatting is preserved

The following are excerpts from: CAMUTCD 2014, Revision 9, effective 4/01/25, pending ADA compliance review:

Part 6 – Temporary Traffic Control,

Chapter 6a General

Section 6A.01 General

Standard:

02 The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

Support:

03 When the normal function of the roadway, or a private road open to public travel (see definition in Section 1A.13), is suspended, TTC planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities.

Standard:

10 TTC plans and devices shall be the responsibility of the authority of a public body or official having jurisdiction for guiding road users. There shall be adequate statutory authority for the implementation and enforcement of needed road user regulations, parking controls, speed zoning, and the management of traffic incidents. Such statutes shall provide sufficient flexibility in the application of TTC to meet the needs of changing conditions in the TTC zone.

Option:

13 TTC plans may deviate from the typical applications described in Chapter 6H to allow for conditions and requirements of a particular site or jurisdiction.

17 It is the responsibility of the Contractor or Organization performing work on, or adjacent to, a highway to install and maintain such devices which are necessary to provide passage for the traveling public (including pedestrians and bicyclists) through the work, as well as for the safeguard of workers.

CHAPTER 6B. FUNDAMENTAL PRINCIPLES

Section 6B.01 Fundamental Principles of Temporary Traffic Control

Support:

Guidance:

05 Road user and worker safety and accessibility in TTC zones should be an integral and high-priority element of every project from planning through design and construction. Similarly, maintenance and utility work should be planned and conducted with the safety and accessibility of all motorists, bicyclists, pedestrians (including those with disabilities), and workers being considered at all times. If the TTC zone includes a grade crossing, early coordination with the railroad company or light rail transit agency should take place.

Support:

06 Formulating specific plans for TTC at traffic incidents is difficult because of the variety of situations that can arise.

Guidance

07 The following are the seven fundamental principles of TTC*:*

1. General plans or guidelines should be developed to provide safety for motorists,

bicyclists, pedestrians, workers, enforcement/emergency officials, and equipment, with the following factors being considered:

B. A TTC plan, in detail appropriate to the complexity of the work project or incident, should be prepared and understood by all responsible parties before the site is occupied.

Standard:

Any changes in the TTC plan ~~should~~ shall be approved ~~by an official who is knowledgeable (for example, trained and/or certified) in proper TTC practices~~ the Engineer or the Engineer's designee of the public agency or authority having jurisdiction over the highway.

Guidance:

2. Road user movement should be inhibited as little as practical, based on the following considerations:

E. Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.

3. Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites. The following principles should be applied:

A. Adequate warning, delineation, and channelization should be provided to assist in guiding road users in advance of and through the TTC zone or incident site by using proper pavement marking, signing, or other devices that are effective under varying conditions. Providing information that is in usable formats by pedestrians with visual disabilities should also be considered.

B. TTC devices inconsistent with intended travel paths through TTC zones should be removed or covered. However, in intermediate-term stationary, short-term, and mobile operations, where visible permanent devices are inconsistent with intended travel paths, devices that highlight or emphasize the appropriate path should be used. Providing traffic control devices that are accessible to and usable by pedestrians with disabilities should be considered.

7. Good public relations should be maintained by applying the following principles:

A. The needs of all road users should be assessed such that appropriate advance notice is given and clearly defined alternative paths are provided.

CHAPTER 6C. TEMPORARY TRAFFIC CONTROL ELEMENTS

Section 6C.01 Temporary Traffic Control Plans

Support:

06 Provisions for effective continuity of accessible circulation paths for pedestrians should be incorporated into the TTC process. Where existing pedestrian routes are blocked or detoured, information should be provided about alternative routes that are usable by pedestrians with disabilities, particularly those who have visual disabilities. Access to temporary bus stops, travel across intersections with accessible pedestrian signals (see Section 4E.09), and other routing issues should be considered where temporary pedestrian routes are channelized. Barriers and channelizing devices that are detectable by people with visual disabilities should be provided.

Guidance:

10 Provisions for effective continuity of transit service should be incorporated into the TTC planning process because often public transit buses cannot efficiently be detoured in the same manner as other vehicles (particularly for short-term maintenance projects). Where applicable, the TTC plan should provide for features such as accessible temporary bus stops, pull-outs, and satisfactory waiting areas for transit patrons, including persons with disabilities, if applicable (see Section 8A.08 for additional light rail transit issues to consider for TTC).

Note: The below Reduced Speed Limit in TTC Zones section excerpt is included as an informational reference since lower speeds are considered safer for bicyclists and pedestrians and reduce the severity injuries from collisions, so therefore the BAC recommends reduced speed limits.

Reduced Speed Limits in TTC Zones

Guidance:

12 Reduced speed limits should be used only in the specific portion of the TTC zone where conditions or restrictive features are present. However, frequent changes in the speed limit should be avoided. A TTC plan should be designed so that vehicles can travel through the TTC zone with a speed limit reduction of no more than 10 mph.

13 A reduction of more than 10 mph in the speed limit should be used only when required by restrictive features in the TTC zone. Where restrictive features justify a speed reduction of more than 10 mph, additional driver notification should be provided. The speed limit should be stepped down in advance of the location requiring the lowest speed, and additional TTC warning devices should be used.

14 Reduced speed zoning (lowering the regulatory speed limit) should be avoided as much as practical because drivers will reduce their speeds only if they clearly perceive a need to do so.

Standard:

14a The justification for the reduced regulatory speed limit shall be documented in writing. Refer to CVC 21367 and 22362.

Option:

14b Reduced speed limits in construction zones may be established by an engineering analysis, which may include a traffic and engineering survey.

Support:

15 Research has demonstrated that large reductions in the speed limit, such as a 30 mph reduction, increase speed variance and the potential for crashes. Smaller reductions in the speed limit of up to 10 mph cause smaller \changes in speed variance and lessen the potential for increased crashes. A reduction in the regulatory speed limit of only up to 10 mph from the normal speed limit has been shown to be more effective.

Section 6C.03 Components of Temporary Traffic Control Zones

Support:

01 Most TTC zones are divided into four areas: the advance warning area, the transition area, the activity area, and the termination area. Figure 6C-1 illustrates these four areas. These four areas are described in Sections 6C.04 through 6C.07.

CHAPTER 6D. PEDESTRIAN AND WORKER SAFETY

Section 6D.01 Pedestrian Considerations

Support:

01 A wide range of pedestrians might be affected by TTC zones, including the young, elderly, and people with disabilities such as hearing, visual, or mobility. These pedestrians need a clearly delineated and usable travel path. Considerations for pedestrians with disabilities are addressed in Section 6D.02.

Standard:

02 The various TTC provisions for pedestrian and worker safety set forth in Part 6 shall be applied by knowledgeable (for example, trained and/or certified) persons after appropriate evaluation and engineering judgment.

03 Advance notification of sidewalk closures shall be provided by the maintaining agency.

04 If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided. If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route.

Option:

05 If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning someone the responsibility to assist pedestrians with disabilities through the project limits.

Support:

06 It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.

Guidance:

07 The following three items should be considered when planning for pedestrians in TTC zones:

A. Pedestrians should not be led into conflicts with vehicles, equipment, and operations.

B. Pedestrians should not be led into conflicts with vehicles moving through or around the worksite.

C. Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).

08 A pedestrian route should not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.

09 Consideration should be made to separate pedestrian movements from both worksite activity and vehicular traffic. Unless an acceptable route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock worksites that will induce them to attempt skirting the worksite or making a midblock crossing.

Support:

10 Figures 6H-28 and 6H-29 show typical TTC device usage and techniques for pedestrian movement through work zones.

Guidance:

11 To accommodate the needs of pedestrians, including those with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

A. Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC plan.

B. Access to transit stops should be maintained.

C. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)” (see Section 1A.11).

D. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the

pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

E. Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices, accessible pedestrian signals, or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision. Where pedestrian traffic is detoured to a TTC signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.

F. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should comply with the provisions of Section 6F.74.

G. Signs and other devices mounted lower than 7 feet above the temporary pedestrian pathway should not project more than 4 inches into accessible pedestrian facilities.

Option:

12 Whenever it is feasible, closing off the worksite from pedestrian intrusion may be preferable to channelizing pedestrian traffic along the site with TTC devices.

Guidance:

15 Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers or TTC. Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment, and materials across the pedestrian path.

16 Access to the work space by workers and equipment across pedestrian walkways should be minimized because the access often creates unacceptable changes in grade, and rough or muddy terrain, and pedestrians will tend to avoid these areas by attempting non-intersection crossings where no curb ramps are available.

Option:

17 A canopied walkway may be used to protect pedestrians from falling debris, and to provide a covered passage for pedestrians.

Guidance:

18 Covered walkways should be sturdily constructed and adequately lighted for nighttime use.

19 When pedestrian and vehicle paths are rerouted to a closer proximity to each other, consideration should be given to separating them by a temporary traffic barrier.

20 If a temporary traffic barrier is used to shield pedestrians, it should be designed to accommodate site conditions.

Standard

22 Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained crashworthy cushions. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.

Option:

24 Temporary traffic barriers or longitudinal channelizing devices may be used to discourage pedestrians from unauthorized movements into the work space. They may also be used to inhibit conflicts with vehicular traffic by minimizing the possibility of midblock crossings.

Support:

25 A major concern for pedestrians is urban and suburban building construction encroaching onto the contiguous sidewalks, which forces pedestrians off the curb into direct conflict with moving vehicles.

Guidance:

26 If a significant potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.

Support:

27 TTC devices, jersey barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.

Guidance:

28 Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11), and should not be used as a control for pedestrian movements.

29 In general, pedestrian routes should be preserved in urban and commercial suburban areas. Alternative routing should be discouraged.

30 The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained.

Support:

31 Other laws and requirements are unique to California and need to be followed when providing pedestrian access through or around TTC zones.

32 Additional information on this topic can be found in publication titled "Pedestrian Considerations for California Temporary Traffic Control Zones on Caltrans' following web link:

https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev8/temp-ped-access-route

Section 6D.02 Accessibility Considerations

Support:

01 Additional information on the design and construction of accessible temporary facilities is found in publications listed in Section 1A.11 (see Publications 12, 38, 39, and 42).

Guidance:

02 The extent of pedestrian needs should be determined through engineering judgment or by the individual responsible for each TTC zone situation. Adequate provisions should be made for pedestrians with disabilities.

Standard:

03 When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that

is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.

Support:

04 Maintaining a detectable, channelized pedestrian route is much more useful to pedestrians who have visual disabilities than closing a walkway and providing audible directions to an alternate route involving additional crossings and a return to the original route. Braille is not useful in conveying such information because it is difficult to find. Audible instructions might be provided, but the extra distance and additional street crossings might add complexity to a trip.

Guidance:

05 Because printed signs and surface delineation are not usable by pedestrians with visual disabilities, blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing audible information devices, accessible pedestrian signals, and barriers and channelizing devices that are detectable to pedestrians traveling with the aid of a long cane or who have low vision.

Support:

06 The most desirable way to provide information to pedestrians with visual disabilities that is equivalent to visual signing for notification of sidewalk closures is a speech message provided by an audible information device. Devices that provide speech messages in response to passive pedestrian actuation are the most desirable. Other devices that continuously emit a message, or that emit a message in response to use of a pushbutton, are also acceptable. signing information can also be transmitted to personal receivers, but currently such receivers are not likely to be carried or used by pedestrians with visual disabilities in TTC zones. Audible information devices might not be needed if detectable channelizing devices make an alternate route of travel evident to pedestrians with visual disabilities.

Guidance:

07 If a pushbutton is used to provide equivalent TTC information to pedestrians with visual disabilities, the pushbutton should be equipped with a locator tone to notify pedestrians with visual disabilities that a special accommodation is available, and to help them locate the pushbutton.

Section 6D.101(CA) Bicycle Considerations

Support:

01 There are several considerations in planning for bicyclists in TTC zones on highways and streets:

A. A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the TTC zone is desirable for bicyclists.

B. If the TTC zone interrupts the continuity of an existing bikeway system, signs directing bicyclists through or around the zone and back to the bikeway is desirable.

C. Unless a separate bike path through or around the TTC zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the TTC zone is desirable.

Guidance:

D. When the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, warning signs should be used to advise motorists of the presence of bicyclists in the travel way lanes. See Section 6G.05 for more details.

Standard:

E. Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the TTC zone.

Support:

02 Figures 6H-15, 6H-30, 6H-32(CA), 6H-36(CA), 6H-101(CA), 6H-102(CA), 6H-103(CA), and 6H-104(CA) show typical TTC device usage and techniques for bicycle movement through TTC zones.

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES

Section 6F.01 Types of Devices

Guidance:

01 The design and application of TTC devices used in TTC zones should consider the needs of all road users (motorists, bicyclists, and pedestrians), including those with disabilities. Section 6F.02 General Characteristics of Signs

Section 6F.02 General Characteristics of Signs

Standard:

09 Except as provided in Section 2A.11, the sizes for TTC signs and plaques shall be as shown in Table 6F-1 and 6F-1(CA). The sizes in the minimum column shall only be used on local streets or roadways where the \85th-percentile speed or posted speed limit is less than 35 mph.

11 Deviations from standard sizes as prescribed in this Manual shall be in 6-inch increments.

Support:

12 Sign design details are contained in the "Standard Highway Signs and Markings" book (see Section 1A.11).

13 Section 2A.06 contains additional information regarding the design of signs, including an Option allowing the development of special word message signs if a standard word message or symbol sign is not available to convey the necessary regulatory, warning, or guidance information.

Standard:

14 All signs used at night shall be either retroreflective with a material that has a smooth, sealed outer surface or illuminated to show the same shape and similar color both day and night.

Section 6F.03 Sign Placement

Standard:

05 The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed, shall be 7 feet (see Figure 6F-1).

Guidance:

08 ~~Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrian or bicycle traffic.~~ *Sign supports should be located so as to accommodate pedestrians and bicyclists in areas designated for their use. A minimum lateral width of 4 feet should be maintained*

for pedestrian pathways. If the bottom of a secondary sign that is mounted below another sign is mounted lower than 7 feet above a pedestrian sidewalk or pathway (see Section 6D.02), the secondary sign should not project more than 4 inches into the pedestrian facility.

Standard:

09 Where it has been determined that the accommodation of pedestrians with disabilities is necessary, signs shall be mounted and placed in accordance with Section 4.4 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).

Section 6F.13 PEDESTRIAN CROSSWALK Sign (R9-8)

Option:

01 The PEDESTRIAN CROSSWALK (R9-8) sign (see Figure 6F-3) may be used to indicate where a temporary crosswalk has been established.

Standard:

02 If a temporary crosswalk is established, it shall be accessible to pedestrians with disabilities in accordance with Section 6D.02.

Section 6F.14 SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a)

Guidance:

01 SIDEWALK CLOSED signs (see Figure 6F-3) should be used where pedestrian flow is restricted. Bicycle/Pedestrian Detour (M4-9a) signs or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted (see Section 6F.59).

02 The SIDEWALK CLOSED (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.

03 The SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.

04 The SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.

05 The SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.

Support:

06 These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with visual disabilities. A barrier or barricade detectable by a person with a visual disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary. An audible information device is needed when the detectable barricade or barrier for an alternate channelized route is not continuous.

Section 6F.16 Warning Sign Function, Design, and Application

Standard:

Option

08 Where road users include pedestrians, the provision of supplemental audible information or detectable \barriers or barricades should be considered for people with visual disabilities.

Support:

09 Detectable barriers or barricades communicate very clearly to pedestrians who have visual disabilities that they can no longer proceed in the direction that they are traveling.

Section 6F.45 UNEVEN LANES Sign (W8-11)

Guidance:

01 The UNEVEN LANES (W8-11) sign (see Figure 6F-4) should be used during operations that create a difference in elevation between adjacent lanes that are open to travel.

02 The UNEVEN PAVEMENT (C46(CA)) sign (see Figure 6F-101(CA)) should be used during operations that create a difference in elevation in the pavement that is not along a lane line.

Support:

03 Uneven pavement conditions include elevation difference adjacent to lanes but not at the lane line; between a vehicle lane and a bicycle lane or an unmarked

shoulder; and a step in any direction in the pavement. A step is defined as a ridge in the pavement, such as that which might exist between the pavement and a concrete gutter or manhole cover; or that might exist between two pavement blankets when the top level does not extend to the edge of the roadway.

Option:

04 In situations where there is a need to warn bicyclists or other road users of the uneven pavement condition the UNEVEN PAVEMENT (C46P(CA)) plaque (see Figure 6F-101(CA)) may be used.

Section 6F.46 STEEL PLATE AHEAD Sign (W8-24)

Option:

01 A STEEL PLATE AHEAD (W8-24) sign (see Figure 6F-4) may be used to warn road users that the presence of a temporary steel plate(s) might make the road surface uneven and might create slippery conditions during wet weather.

Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)

Standard:

01 Each detour shall be adequately marked with standard temporary route signs and destination signs.

Option:

10 The Pedestrian/Bicycle Detour (M4-9a) sign (see Figure 6F-5) should be used where a pedestrian/bicycle detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.

Standard:

11 If used, the Pedestrian/Bicycle Detour sign shall have an arrow pointing in the appropriate direction.

Option:

12 The arrow on a Pedestrian/Bicycle Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicycle Detour (M4-9c) sign (see Figure 6F-5) may be used where a pedestrian or bicycle detour route (not both) has been

established because of the closing of the pedestrian or bicycle facility to through traffic.

Section 6F.63 Channelizing Devices

Standard:

01 Designs of various channelizing devices shall be as shown in Figure 6F–7 and 6F-102(CA). All channelizing devices shall be crashworthy.

Support:

02 The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users. Channelizing devices include cones, tubular markers, channelizers (CA), portable delineators, vertical panels, drums, barricades, and longitudinal channelizing devices.

03 Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the work space, pavement drop-offs, pedestrian or shared-use paths, or opposing directions of vehicular traffic.

Standard:

04 Devices used to channelize pedestrians shall be detectable to users of long canes and visible to persons having low vision.

05 Where channelizing devices are used to channelize pedestrians, there shall be continuous detectable bottom and top surfaces to be detectable to users of long canes. The bottom of the bottom surface shall be no higher than 2 inches above the ground. The top of the top surface shall be no lower than 32 inches above the ground.

Guidance:

07 Where multiple channelizing devices are aligned to form a continuous pedestrian channelizer, connection points should be smooth to optimize long-cane and hand trailing

Section 6F.68 Type 1, 2, or 3 Barricades

Guidance:

06 Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.

07 Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.

08 Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.

09 Barricade rails should be supported in a manner that will allow them to be seen by the road user, and in a manner that provides a stable support that is not easily blown over or displaced.

10 The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

11 Barricade rail supports should not project into pedestrian circulation routes more than 4 inches from the support between 27 and 80 inches from the surface as described in Section 4.4.1 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).

Section 6F.71 Longitudinal Channelizing Devices

Guidance:

03 If used to channelize vehicular traffic at night, longitudinal channelizing devices should be supplemented with retroreflective material or delineation for improved nighttime visibility.

Option:

04 Longitudinal channelizing devices may be used instead of a line of cones, drums, or barricades.

05 Longitudinal channelizing devices may be hollow and filled with water as a ballast.

06 Longitudinal channelizing devices may be used for pedestrian traffic control.

Standard:

07 If used for pedestrian traffic control, longitudinal channelizing devices shall be interlocked to delineate or channelize flow. The interlocking devices shall not have gaps that allow pedestrians to stray from the channelizing path.

Guidance:

08 Longitudinal channelizing devices have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.

Section 6F.72 Temporary Lane Separators

Option:

01 Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, to divide lanes when two or more lanes are open in the same direction, and to provide continuous pedestrian channelization.

Standard:

02 Temporary lane separators shall be crashworthy. Temporary lane separators shall have a maximum height of 4 inches and a maximum width of 1 foot, and shall have sloping sides in order to facilitate crossover by emergency vehicles.

Option:

03 Temporary lane separators may be supplemented with any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels, and opposing traffic lane dividers.

Standard:

04 If appropriate channelizing devices are used to supplement a temporary lane separator, the channelizing devices shall be retroreflectorized to provide nighttime visibility. If channelizing devices are not used, the temporary lane separator shall contain retroreflectorization to enhance its visibility.

Guidance:

05 A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be shifted from place to place within the TTC zone in order to accommodate changing conditions.

Standard:

06 At pedestrian crossing locations, temporary lane separators shall have an opening or be shortened to provide a pathway that is at least 60 inches wide for crossing pedestrians.

Section 6F.74 Detectable Edging for Pedestrians

Support:

01 Individual channelizing devices, tape or rope used to connect individual devices, other discontinuous barriers and devices, and pavement markings are not detectable by persons with visual disabilities and are incapable of providing detectable path guidance on temporary or realigned sidewalks or other pedestrian facilities.

Guidance:

02 When it is determined that a facility should be accessible to and detectable by pedestrians with visual disabilities, a continuously detectable edging should be provided throughout the length of the facility such that it can be followed by pedestrians using long canes for guidance. This edging should protrude at least 6 inches above the surface of the sidewalk or pathway, with the bottom of the edging a maximum of 2.52.0 inches above the surface. This edging should be continuous throughout the length of the facility except for gaps at locations where pedestrians or vehicles will be turning or crossing. This edging should consist of a prefabricated or formed-in-place curbing or other continuous device that is placed along the edge of the sidewalk or walkway. This edging should be firmly attached to the ground or to other devices. Adjacent sections of this edging should be interconnected such that the edging is not displaced by pedestrian or vehicular traffic or work operations, and such that it does not constitute a hazard to pedestrians, workers, or other road users.

Support:

03 Examples of detectable edging for pedestrians include:

A. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected and fixed in place to form a continuous edge.

B. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected, fixed in place, and placed at ground level to provide a continuous connection between channelizing devices located at intervals along the edge of the sidewalk or walkway.

C. Sections of lumber interconnected and fixed in place to form a continuous edge.

D. Formed-in-place asphalt or concrete curb.

E. Prefabricated concrete curb sections that are interconnected and fixed in place to form a continuous edge.

F. Continuous temporary traffic barrier or longitudinal channelizing barricades placed along the edge of the sidewalk or walkway that provides a pedestrian edging at ground level.

G. Chain link or other fencing equipped with a continuous bottom rail.

Guidance:

04 Detectable pedestrian edging should be orange, white, or yellow and should match the color of the adjacent channelizing devices or traffic control devices, if any are present.

05 If prefabricated edging is used to separate pedestrians and vehicular traffic, such edging should be certified as crashworthy (see section 6F.01). If section of lumber is used to form a railing system, any part of the railing that is more than 3 feet above pavement should be treated lumber and cause no harm to bare hand touching it.

Section 6F.75 Temporary Raised Islands

Standard:

01 Temporary raised islands shall be used only in combination with pavement striping and other suitable channelizing devices.

Option:

02 A temporary raised island may be used to separate vehicular traffic flows in two-lane, two-way operations on roadways having a vehicular traffic volume range of 4,000 to 15,000 average daily traffic (ADT) and on freeways having a vehicular traffic volume range of 22,000 ADT to 60,000 ADT.

03 Temporary raised islands also may be used in other than two-lane, two-way operations where physical separation of vehicular traffic from the TTC zone is not required.

Guidance:

04 Temporary raised islands should have the basic dimensions of 4 inches high by at least 12 inches wide and have rounded or chamfered corners.

Standard:

06 At pedestrian crossing locations, temporary raised islands shall have an opening or be shortened to provide at least a 60-inch wide pathway for the crossing pedestrian.

Section 6F.76 Opposing Traffic Lane Divider and Sign (W6-4)

Support:

01 Opposing traffic lane dividers are delineation devices used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation.

Standard:

02 Opposing traffic lane dividers shall not be placed across pedestrian crossings.

Section 6F.84 Temporary Traffic Control Signals

Standard:

03 A temporary traffic control signal that is used to control traffic through a one-lane, two-way section of roadway shall comply with the provisions of Section 4H.02.

Guidance:

04 Where pedestrian traffic is detoured to a temporary traffic control signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals (see Section 4E.09) are needed for crossing along an alternate route.

Section 6F.85 Temporary Traffic Barriers

Support:

01 Temporary traffic barriers, including shifting portable or movable barriers, are devices designed to help prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers, bicyclists, and pedestrians.

02 The four primary functions of temporary traffic barriers are:

A. To keep vehicular traffic from entering work areas, such as excavations or material storage sites;

B. To separate workers, bicyclists, and pedestrians from motor vehicle traffic;

C. To separate opposing directions of vehicular traffic; and

D. To separate vehicular traffic, bicyclists, and pedestrians from the work area such as false work for bridges and other exposed objects.

Option:

03 Temporary traffic barriers may be used to separate two-way vehicular traffic.

Guidance:

04 Because the protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers, their use should be based on an engineering study.

CHAPTER 6G. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

Section 6G.02 Work Duration

Support:

01 Work duration is a major factor in determining the number and types of devices used in TTC zones. The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot location.

Standard:

02 The five categories of work duration and their time at a location shall be:

A. Long-term stationary is work that occupies a location more than 3 days.

B. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

C. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.

D. Short duration is work that occupies a location up to 1 hour.

E. Mobile is work that moves intermittently or continuously

Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities

Support:

01 It is not uncommon, particularly in urban areas, that road work and the associated TTC will affect existing pedestrian or bicycle facilities. It is essential that the needs of all road users, including pedestrians with disabilities, are considered in TTC zones.

02 In addition to specific provisions identified in Sections 6G.06 through 6G.14, there are a number of provisions that might be applicable for all of the types of activities identified in this Chapter.

Guidance:

03 Where pedestrian or bicycle usage is high, the typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6D, this Chapter, Section 6F.74, and in other Sections of Part 6 related to accessibility and detectability provisions in TTC zones.

04 Pedestrians should be separated from the worksite by appropriate devices that maintain the accessibility and detectability for pedestrians with disabilities.

05 Bicyclists and pedestrians should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other such conditions.

06 Except for short duration and mobile operations, when a highway shoulder is occupied, a SHOULDER WORK (W21-5) sign, a SHOULDER CLOSED C30A(CA) sign, or other similar signs should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width, channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not narrow any existing pedestrian passages to less than 48 inches.

06a When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02), information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used in order to replicate existing conditions for the needs and control of bicyclists through a TTC zone.

06b Except for short durations and mobile operations (see Section 6G.02), when a highway shoulder is occupied and bicyclists would be sharing a lane with vehicular traffic, as a result of the TTC zone, a combination of Bicycle crossing (W11-1) and SHARE THE ROAD (W16-1P) plaque should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width,

channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not block the bicyclist's path of travel and they do \not narrow any existing pedestrian passages to less than 48 inches.

07 Pedestrian detours should be avoided since pedestrians rarely observe them and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.

Standard:

08 Where pedestrian routes are closed, alternate pedestrian routes shall be provided.

09 When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

Option:

10 If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning a person the responsibility to assist pedestrians with disabilities through the project limits. See Section 6D.01 for details.

Section 6G.10 Work Within the Traveled Way of a Two-Lane Highway

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.11 Work Within the Traveled Way of an Urban Street

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.

03 Pedestrian traffic needs separate attention. Chapter 6D contains information regarding pedestrian movements near TTC zones.

Standard:

04 If the TTC zone affects the movement of bicyclists, adequate access to the roadway or shared-use paths shall be provided (see Part 9).

05 Where transit stops are affected or relocated because of work activity, both pedestrian and vehicular access to the affected or relocated transit stops shall be provided.

Guidance:

06 If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.

07 Worksites within the intersection should be protected against inadvertent pedestrian incursion by providing detectable channelizing devices.

Section 6G.12 Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.13 Work Within the Traveled Way at an Intersection

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.19 Temporary Traffic Control During Nighttime Hours

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

END PART 6

Note: Section 9 is not TTC, but it is the regulations for bicycle facilities including definitions, maintenance, other documents references for bicycle facilities, placement and signs.

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES (page 1371)

NOTE: RESOURCES

Section 9A.05 Relation to Other Documents

Support:

01 "The Uniform Vehicle Code and Model Traffic Ordinance" published by the National Committee on Uniform Traffic Laws and Ordinances and the California Vehicle Code (see Section 1A.11) ~~has~~ have provisions for bicycles and ~~is~~ are the basis for the traffic control devices included in this Manual.

01a Refer to California Streets and Highway Code Section 890.4 for definition of "Bikeways".

02 Informational documents used during the development of the signing and marking recommendations in Part 9 include the following:

A. "Guide for Development of Bicycle Facilities," which is available from the American Association of State Highway and Transportation Officials (see Page i for the address); and

B. State and local government design guides.

C. "Highway Design Manual" (Caltrans).

D. "Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians"

(Caltrans).

E. "Separated Bike Lane Planning and Design Guide," which is available from the Federal Highway Administration (see Page ii for the address).

F. NACTO Urban Bikeway Design Guide and Urban Street Design Guide (see Page iii for the address); and

G. Design Information Bulletin Number 89 Class IV Bikeway Guidance (DIB 98) (Caltrans).

03 Other publications that relate to the application of traffic control devices in general are listed in Section 1A.11.

References:

Source (full CA MUTCD, version 9, Part 6 TTC):

https://dot.ca.gov/programs/safety-programs/camutcd

Bicycle Advisory Committee, Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones, dated January 18, 2026:

https://docs.google.com/document/d/1k-5qIFMMFI8EkMA1ejkI9LJ6jNXUIEnC/edit

with added emphases to word "should" on p. 2

Recommended Guidelines to

Protect the Safety of Bicyclists and Pedestrians, Including Those with Disabilities

During Road Construction, Maintenance or Encroachment

COMMUNITY TRAFFIC SAFETY COALITION

As stated in the California MUTCD 2012 Edition, "The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA)) through a temporary traffic control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents."

THE PROBLEMS

There are three general situations which impact bicyclists, pedestrians, and disabled travelers:

1. Work in the *bikeway*[*] or *walkway* that forces bicyclists or pedestrians to compete with motor vehicles in a narrow car lane.
2. Work which is not in the *bikeway* or *walkway* but which puts equipment, debris, or warning signs in the *bikeway* or *walkway*.
3. Work that blocks the direction of travel without a clear, safe, and convenient detour for cyclists, pedestrians, or wheelchair travelers.

In addition, please be aware of these specific hazards for bicyclists, pedestrians, and disabled travelers:

Hazards to Bicyclists

- Signs, equipment, or debris in the *bikeway*.
- *Bikeway* blocked without advance warning.
- Rough pavement or gravel without advance warning.
- Poor pavement transitions, especially when parallel to the line of travel (e.g. metal plate edges or pavement removal/resurface areas which are not tapered).
- Inadequate time to pass through a signalized traffic control.

Hazards to All Pedestrians (including those who are visually impaired or use mobility equipment)

- Blocked/hazardous *walkway* that is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour that is not negotiable by pedestrians using wheelchairs, strollers, carts, etc.
- Blocked/hazardous *walkway* without a barrier that is solid enough to be discernible by guide dog or cane.
- Signs, equipment, or debris partially blocking the *walkway* or encroaching on minimum clearance envelope of 4 feet wide by 7 feet tall.
- Sidewalk blocked with no curb cut or ramp to exit or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3 inch diameter or greater are especially hazardous as they may cause a wheelchair to stop abruptly and eject the occupant.

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[*] For the purposes of these guidelines, *"bikeway"* will be used to refer to the space usually used by bicyclists for travel within a given right-of-way, including painted bike lanes, paved shoulders, the right side of a wide travel lane, or the center of a narrow travel lane if there is no bike lane or shoulder. *"Walkway"* will be used to refer to sidewalks, shoulders, and paths where pedestrians, including people using wheelchairs, usually travel.

THE SOLUTIONS

The CA MUTCD follows these "fundamental principles" for bicyclists and pedestrians in TTC zones:

1. Bicycle and pedestrian "movement should be disrupted as little as practicable"
2. "Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone."
3. "Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites."

In addition, please consider the following specific safety and access measures:

Detours

- When construction blocks the *bikeway*, accommodations should be made for bicyclists if they are made for motorists, including safe and well-marked detours when needed. When motorists are detoured, try finding a safe corridor that may be left open for bicyclists. If not possible, post "End Bike Lane" and "Bikes May Use Full Lane" (BMUFL) signs to encourage cyclists to merge into the travel lane. Rather than directing bicyclists to walk their bikes, try to provide a rideable alternative.
- If construction or signs must block the *walkway*, establish safe, well-signed detours for pedestrians that are accessible for pedestrians using wheelchairs, strollers, carts, etc.
- When traffic control is conducted using temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles, especially in the uphill direction. Consider push button signals or special bicycle loop detectors for bicyclists, if practical.
- Barriers should have a portion low enough and solid enough to be easily discernible by a cane, guide dog, or child. If necessary, use flaggers to guide pedestrians in a clear, calm manner.
- For long-term duration projects, the chevron-style "shared roadway bicycle marking" (sharrow) may be used along detours with on-street parking and inadequate lane width.

Signs

- Whenever possible, construction warning signs should be placed out of the *bikeway* and *walkway*, so that the sign itself is not a barrier for bicyclists, pedestrians, or wheelchair travelers. Remove construction signs promptly when construction pauses or ends.
- Any construction or sign that blocks the *bikeway* should have sufficient sight distance, including nighttime visibility, to allow cyclists time to merge safely into the travel lane. Use "End Bike Lane" and "BMUFL" signs appropriately.
- Any construction or sign which blocks the *walkway* should have prior warning to allow pedestrians and wheelchair travelers time to exit the walkway at a prior curb cut.
- For all construction where the *bikeway* or *walkway* is blocked or narrows, post appropriate caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

Pavement Surface

- Temporary pavement or metal plates installed during TTC zones should have cold mix asphalt tapered at the edges for bicyclist, pedestrian and wheelchair traveler safety. Avoid placing metal plate edges in the middle of the *bikeway*. Debris in the *bikeway* or *walkway* should be cleared at the end of each workday.
- If no smooth surface is available for bicyclists, pedestrians, or wheelchair travelers, post signs warning "Rough Surface" or "Uneven Pavement" at the beginning of the work area. Keep signs posted at the end of the workday. Use reflective signage on barricades with flashers for night safety.
- Prior to "sign off" on projects, verify that the pavement in the *bikeway* and *walkway* is even. Overlay should be smoothed at drainage grates, manholes, and gutter pan, and after narrow trenching in the *bikeway*.

AGENDA: February 10, 2026

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Sierra Topp, Transportation Planning Technician

RE: Draft 2026 Unmet Transit and Paratransit Needs List

RECOMMENDATION

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on the Draft 2026 Unmet Transit and Paratransit Needs List for Santa Cruz County.

BACKGROUND

Local sales taxes in the amount of ¼ cent per dollar are collected by the State and allocated to the region according to the Transportation Development Act (TDA). The Regional Transportation Commission (RTC) allocates these funds according to formula as adopted in its Rules and Regulations. The majority of TDA funding is apportioned to the Santa Cruz Metropolitan Transit District. Other amounts are apportioned to the RTC for administration and planning, Community Bridges for specialized transportation, the Volunteer Center for their transportation program and to local jurisdictions for bicycle and pedestrian projects.

TDA statutes require transportation planning agencies allocating TDA funds to local streets and roads, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. TDA statutes also require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform this analysis, the RTC endeavors to solicit regular input on unmet transit and paratransit needs to assess and prioritize needs in the region.

Serving as the social services transportation advisory council, the E&D TAC regularly hears and considers unmet transit and paratransit needs in Santa Cruz County. Unmet transit and paratransit needs are those transportation requests which are not being met by the current public transit system as

identified at a public hearing or E&D TAC meeting, a transportation request that has community support, and transportation request that does not duplicate transit services provided publicly or privately.

The Unmet Transit and Paratransit Needs List and process of soliciting public input can also be used as a tool to identify project funding priorities for future State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), Transportation Development Act (TDA), State of Good Repair (SGR), FTA5310, TNC Access for All, greenhouse gas reduction, and other funds.

DISCUSSION

At the RTC's May 2025 Commission Meeting, the RTC approved the 2025 Unmet Transit and Paratransit Needs List. Commissioners discussed: Appreciation for the presentations and the paratransit programs; processes by which new construction is tested for ADA compliance and accessibility; accessibility hazard report system.

The Draft 2026 Unmet Transit and Paratransit Needs List (Attachment 1) is organized by 5 main groups including: General, Paratransit/Specialized Transportation Services, Paratransit/Specialized Transportation Capital, Transit Services, and Transit Capital. Each category is broken down further by need and opportunity. The opportunities, identified through community feedback are scored using a weighted system which provides a clear framework for assessing how each unmet need aligns with the 2050 Regional Transportation Plan's goals, policies, targets, and benefits to the community.

RTC staff welcomes feedback not only on the opportunities and potential projects, but the scoring criteria, definitions, and priority ranking to ensure the list best reflects community needs.

The scoring criteria includes:

Criteria	**Definition**
Access and Mobility	Enhance access and mobility for users regardless of age and ability
Health	Positively impact health outcomes for individuals and groups

Safety	Improve safety conditions for vulnerable users and reduce traffic related fatalities and injury
Equity	Create a more equitable transportation network reducing the divide between benefit and burden for users
Economic Vitality	Promote economic vitality and increase peoples access to opportunities like jobs, education, healthcare, and recreation
Cost vs Benefit	Evaluate the cost-effectiveness of the proposed opportunity by comparing the expected benefits to the expected costs.
Environment	Adapt the transportation system to reduce impacts from climate change

The scores are defined as:

Score and Priority	**Definition**
Score 1 (Low Priority)	**Minimal or No Impact:** Criteria is not relevant to the opportunity and has little to no impact on the need of a specific population.
Score 2 (Low Priority)	**Limited Impact:** Is somewhat relevant to the success of implementation but shows minor improvements with limited scope.
Score 3 (Medium Priority)	**Moderate Impact:** Offers noticeable improvements and benefits but with some limitations.
Score 4 (High Priority)	**Strong Impact:** Provides substantial improvements but may not fully address all aspects of the criterion.
Score 5 (High Priority)	**High Impact/Effectiveness:** Significantly improves outcomes related to the criterion; is required for the success of projects.

The Draft Unmet Needs List additionally includes ongoing and completed projects that address the identified unmet needs indicating it can be removed from the list. In 2025 these items were removed:

Item Removed	Section	Justification
Provide express bus service using bus-on-shoulder operations on Highway 1.	Interregional and Cross-County Services	Need Addressed - Under construction
Install Wi-Fi on buses.	Transit Stops, Bus, and Accessibility Improvements	Need Addressed - Implemented and in service
Investigate options for renovating or redeveloping Santa Cruz Metro Center.	Transit Station and Facility Improvements	Need Addressed - Under construction
Improve Watsonville Transit Center, including enhanced parking.	Transit Station and Facility Improvements	Need Addressed - Planned development
Implement an Automated Vehicle Location (AVL) system for on-time performance tracking and data reporting.	Real-Time Operations, Safety, and Modernization	Need Addressed - Implemented and in service
Deploy an Automatic Passenger Counting (APC) system to support efficient service planning and reporting.	Real-Time Operations, Safety, and Modernization	Need Addressed - Implemented and in service
Install audio and video surveillance on all buses to improve passenger and operator security.	Real-Time Operations, Safety, and Modernization	Need Addressed - Implemented and in service

RTC staff recommends that the E&D TAC review and provide input on the *Draft 2026 Unmet Transit and Paratransit Needs List* for Santa Cruz County.

Schedule for development of *2026 Unmet Transit and Paratransit Needs List*:

- Feb 10: Draft Unmet Transit and Paratransit Needs List reviewed by the E&D TAC
- Feb 17: RTC staff circulates the list to the Santa Cruz Metropolitan Transit District staff and partner agencies for review.
- March 1 - May 1: Outreach for Draft Unmet Paratransit and Transit Needs List including a public survey, a public notice of availability and public hearing on RTC website, in local newspapers, to RTC elderly and disabled stakeholders and transportation providers.
- April 14: 2025 Final Draft Unmet Transit and Paratransit Needs List reviewed by the E&D TAC
- May 7: RTC considers adoption of the 2025 Final Unmet Transit and Paratransit Needs List following a public hearing.

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet transit and paratransit transit needs to provide a useful tool to prioritize needs in the region. RTC staff recommends that the E&D TAC review and provide input on the Draft 2026 Unmet Transit and Paratransit Needs List for Santa Cruz County.

Attachments:

1. Draft 2026 Unmet Transit and Paratransit Needs List

DRAFT 2026 Unmet Transit and Paratransit Needs List

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
1.0 General											
NEED: Safe Travel Paths and Accessibility Improvements											
Improve Accessibility for Seniors, People with Disabilities, and Low-Income Individuals	5	5	5	5	5	5	3	4.90	High	Safe bicycle and pedestrian travel paths between senior/disabled living areas, medical facilities, employment locations, retail centers, entertainment venues, bus stops, and potential future transit stations. Improve accessibility at and to bus stops (EX: sidewalk, curb cuts, and crosswalk improvements connecting frequently visited destinations). Secure funding for Safe Paths of Travel improvements (e.g. RTC Safe Paths of Travel Final Report). Possible loan program, incentives, or penalties for property owners to make repairs. Expand publicity regarding sidewalk maintenance.	**SCCRTC:** - Complete Streets Enhancements (Felton/SLV) - Countywide pedestrian signal updates - Safe routes to school programs - Rail Trail - Transit oriented development grant program - Hazard Reports **METRO:** - Rapid Corridors project studied and recommended accessibility improvements at over 100 bus stops; funding secured for a portion of the project **Volunteer Center:** - provides safe travel paths for vulnerable users
Coordination with Construction Events and Companies	5	5	5	5	1	5	1	4.40	High	Enforce policies to ensure objects and construction materials are not blocking the ROW. Better messaging alerting the community of big construction events and how transit will be affected - especially Paratransit services and medical appointments.	**SCCRTC** - Cruz511 Services

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
NEED: Transportation Services for Seniors, Disabled, and Low-Income Individuals											
Transportation to Areas with High Concentrations of Seniors, Disabled, and Low-Income Individuals	5	5	5	5	5	5	4	4.95	High	Support alternative transportation programs (e.g., vanpool programs for housing areas outside of the transit service area). Explore pilot projects (e.g., regularly scheduled paratransit trips, 2-3 times per week). Increase bus service near senior living facilities. Evaluate on-demand transit services. Senior grocery delivery services within a mile of a bus stop (the senior orders at local grocery & on-demand picks up & deliverer).	**SCCRTC:** - TNC Access for All - On demand wheelchair accessible vehicle program - Senior employment ride reimbursement - Transit oriented development grant program - Vanpool incentive program **METRO:** - Reimagine METRO service improvements have resulted in a 30% increase in service, including increased frequency near senior living facilities (e.g. Garfield Park, La Posada, Aegis Living Aptos, Paloma Del Mar). **Volunteer Center:** - Free door to door service - Grocery Shopper program shops and delivers groceries to the homes of vulnerable seniors. - Offer carpool options to program participants and rides to those with mobility devices.
Incentivize Development Near Transit										Incentivize affordable housing for seniors and low-income individuals within the transit service areas. Offer incentives for senior, social services, and medical providers to be located in transit service areas.	**METRO:** - METRO is pursuing a goal to develop over 175 affordable housing units at METRO transit centers across the county in conjunction with local not-for-profit housing partners.
Transportation for Caregivers of Seniors and Disabled Clients	5	5	2	4	5	4	1	4.05	High	Support programs providing transportation for caregivers to clients. Reinstating ride-to-work programs for caregivers.	**Volunteer Center:** - Regularly provide rides to caregivers who support disabled clients with shopping and medical appointments.
Taxi Voucher Programs	4	3	1	5	4	4	1	3.15	Medium	Secure funding for taxi vouchers for seniors, low-income individuals, and caregivers. Provide taxi vouchers to low-income families.	**Community Bridges Lift Line:** - Taxi Scrip Coupons

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
NEED: Transportation Services for Low-Income Families and Vulnerable Individuals											
Transportation Services for Low-Income Families with Children	5	5	3	5	5	5	5	4.60	High	Support welfare-to-work programs and training initiatives. Provide transportation services to government facilities, critical services, and youth-serving destinations.	
Affordable or Free Transit Programs	5	5	3	5	5	5	5	4.60	High	Support programs providing free or reduced transit fares for seniors, disabled, unhoused, youth, and low-income individuals. Free fare for all county residents or employees. Offer free transit rides for jurors, veterans, and on election days.	**Community Bridges Lift Line:** - Veterans Medical Transportation - Extended Services **METRO:** - Youth Cruz Free - Free Fare Program for Legally Blind Riders - Discounted fares for older adults and people with disabilities - Partnered with County to pilot new route (78) to new County of Santa Cruz Human Services Department in Watsonville **Volunteer Center:** - Ongoing campaigns to recruit volunteer drivers - Provides free transportation to educational opportunities for low-income and disabled individuals.
Transportation for Justice-Impacted Individuals and Families	5	3	3	5	5	4	1	3.95	Medium	Provide transportation for individuals and families to juvenile halls, detention centers, courts, and diversion programs. Explore volunteer driver programs, TNC (Transportation Network Companies), and taxi vouchers for family visits to detention facilities.	

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
Improve Access to Information, Publicity, and Outreach	5	5	4	5	3	3	1	4.30	High	Streamline communication with a central point of contact within health providers for specialized transportation services. Support funding for continuous communication and outreach to seniors, people living with disabilities, and transportation providers. Publicize existing specialized transportation options (e.g., ADA paratransit, non-ADA paratransit, taxi services, TNC Access for All, Medi-Cal rides, mobility training). Provide annual updates to transportation service providers about paratransit options within Santa Cruz County and neighboring counties. Staff Accessible Services Coordinator to assist Santa Cruz Metro riders, older adults, and disabled community utilize Santa Cruz METRO transit services.	**SCCRTC:** - Guide to Specialized Transportation Services **Community Bridges Lift Line:** - Advertise with Lift Line **METRO:** - Accessible Services Coordinator currently vacant
2.0 Paratransit/Specialized Transportation Services											
NEED: Coordinated Transportation Systems and Centralized Mobility Information											
Implement a Mobility Management Center	5	3	3	5	4	5	3	4.00	High	Develop a coordinated, seamless-to-the-public system for specialized transportation with a centralized Mobility Management Center. Assess feasibility and seek funding for center development and assess existing information/referral services Utilize information technology to provide accessible transit information for all users.	**Volunteer Center:** - refer callers whose requests cannot be accommodated to other programs such as Liftline and Metro.
UCSC On-Campus Paratransit Service	5	3	3	5	3	4	1	3.75	Medium	Provide increased UCSC on-campus paratransit services between campus destinations to accommodate demand.	**Community Bridges Lift Line:** - On-demand WAV service to UCSC and Cabrillo through the TNC Lift Line program

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
NEED: Accessibility and Specialized Vehicle Services											
Accessible Vehicles for Taxi Service and Rideshare	5	5	3	5	5	5	3	4.50	High	Provide wheelchair-accessible vehicles for taxis and rideshare services. Ensure accessible on-demand ride services for those using mobility devices. Support multi-person ride access for on-demand TNC services to reduce costs and carbon footprint. Maintain continuous funding for the TNC Access for All Program. Expand and support funding for taxi voucher programs to cover various demographics, especially for low-income individuals. Secure funding for vouchers for special care trips and medically necessary trips.	**SCCRTC:** - TNC Access for All - On demand wheelchair accessible vehicle program **Community Bridges Lift Line:** - Advertise with Lift Line - Measure D - TDA Funding - Taxi Scrip Coupons - Group rides
Specialized Care Trips and Gurney Transportation	5	5	3	5	1	4	1	3.95	Medium	Provide affordable specialized care trips for medically fragile individuals needing "bed-to-bed" transport. Identify a service provider for gurney trips and assist in vehicle procurement. Partner with assisted living and hospice care to provide specialized care services. Publicize availability of services for medically fragile individuals.	

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
NEED: Paratransit and ADA-Compliant Services											
ADA Paratransit Service Expansion and Access	5	4	2	5	5	5	2	4.05	High	Support policies to expand the ADA-mandated paratransit service area. Provide paratransit services on holidays. Expand programs providing specialized transportation to areas outside the ADA service area for a fee or free. Continue ADA Paratransit certification services at group facilities to reach more individuals.	**SCCRTC:** - TNC Access for All - On demand wheelchair accessible vehicle program **METRO:** - Planned increase in ParaCruz service hours **Community Bridges Lift Line:** - Extended Services - Access for All Program **Volunteer Center:** - Provide transportation services from areas not served by transit or ADA paratransit service. - Provide services majority of holidays
Inter-County and Regional Paratransit Connections	5	4	2	5	5	5	2	4.05	High	Establish direct, accessible transit routes connecting neighboring counties (Monterey, San Benito, Santa Clara). Develop a coordination plan between regional specialized transportation agencies that supports inter-regional specialized transportation programs, either free or fee-based. Establish feeder services to connect with inter-regional transit and light rail stations.	**SCCRTC:** - Zero Emission Passenger Rail & Trail Project (ZEPRT) - Monterey Bay Sanctuary Scenic Trail **Community Bridges Lift Line:** - Out of County Medical Transportation
NEED: Voucher Programs and Subsidized Transportation											
Free or Low-Cost Paratransit Options	5	5	3	5	5	5	2	4.45	High	Continue providing funding to expand discounted and free paratransit rides, ADA-accessible on-demand rides, and options to access educational/work opportunities for low-income and disabled individuals.	**SCCRTC:** - TNC Access for All **Community Bridges Lift Line:** - Extended Services - Access for All program

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	**30%**	**20%**	**20%**	**10%**	**10%**	**5%**	**5%**				
Same-Day Medical and Non-Medical Trips	5	5	3	5	5	5	2	**4.45**	**High**	Support funding for same-day transportation to medical, non-medical, and essential services. Increase capacity of transportation services for dialysis and other medical appointments. Fund transportation services to meal sites, senior activity centers, stroke centers, and medical facilities. Provide transportation services to support seniors' health, safety, and independence. Provide free or low cost 24/7 on-demand rides for medical emergencies.	**Community Bridges Lift Line:** - Regional Medical Transportation - Elderday Transportation - Extended Services Volunteer Center: - Transportation Program currently offers free same day rides to these services like meal sites, senior activity centers, stroke and dialysis centers, and other medical facilities.
NEED: Volunteer Driver Programs and Community Partnerships											
Volunteer Driver Recruitment and Support	5	5	3	5	3	5	5	**4.40**	**High**	Expand recruitment for "on-call" drivers and promote services in underserved areas (south-county and San Lorenzo Valley). Support the Volunteer Center Transportation Program. Seek volunteer drivers for transportation from areas not served by transit or ADA paratransit. Support “on-call” volunteer driver programs for specialized transportation needs.	**SCCRTC:** - Volunteer Center Transportation Program - TNC Access for All **Community Bridges Lift Line:** - Provides paratransit service to rural areas in Santa Cruz County. **Volunteer Center:** - Transportation Program provides free door to door rides for low income and seniors who are unable to access METRO Routes, ParaCruz, or Lift Line Paratransit Services routes due to location, schedule, or comfort levels.
NEED: Specialized Services for Mental Health and Cognitive Needs											
Transportation for Cognitive and Mental Health Needs	5	5	1	5	3	5	1	**3.80**	**Medium**	Provide on-demand services for individuals with mental health conditions. Offer services to help those with mental illnesses navigate transit and paratransit eligibility requirements.	**Community Bridges Lift Line:** - Extended Services

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
NEED: Projected Needs and Funding for Future Transportation Demand											
Long-Term Paratransit and Specialized Service Planning	5	5	1	3	5	5	1	3.80	Medium	Project funding needs for fixed-route, ADA, and non-ADA paratransit services over a 15-30 year horizon. Establish designated funding sources to support future paratransit demands due to the growing senior population (ex: Silver Tsunami).	**SCCRTC:** - TDA Administration
3.0 Paratransit/Specialized Transportation Capital											
NEED: Paratransit Operating and Maintenance Facilities											
ParaCruz Operating Facilities	3	3	2	3	3	5	5	3.00	Medium	Acquire and develop a permanent operations and maintenance facility for ParaCruz to reduce operating costs. Increase funding opportunities for paratransit capital projects, specifically supporting ParaCruz facilities.	**METRO:** - Initiated Facilities Master Plan process to locate permanent home for ParaCruz operations - Continue to seek funding for design and construction
Consolidated Transportation Services Agency (CTSA) Facilities	3	3	2	3	3	5	5	3.00	Medium	Increase funding opportunities for capital projects related to CTSA paratransit operating facilities.	
NEED: Paratransit Vehicle Replacement and Electric Vehicles											
Paratransit Vehicle Replacement Funding	4	4	3	3	4	5	5	3.80	Medium	Increase funding opportunities for paratransit capital projects, including electric vehicle and zero-emission vehicle replacements. Take measures to include electric vehicles as a purchase option in the Section 5310 grant program, supporting environmentally friendly paratransit upgrades.	**SCCRTC**: - Transportation System Electrification **Community Bridges Lift Line:** - Continues to replace fossil fuel burning vehicles with electric vehicles. Currently Lift Line operates 5 EV vehicles and plans to add 2 more EV vehicles to their fleet. - Purchasing DC Fast Charger for electric fleet **METRO:** - METRO has developed a comprehensive fleet electrification plan that outlines the steps that they will take to reach their goal of 100% electrification by 2037.
NEED: Electric Vehicle Charging and Emergency Preparedness											
Electric Vehicle Charging Infrastructure	4	4	3	3	4	5	5	3.80	Medium	Support funding for electric vehicle (EV) charging stations and infrastructure to accommodate paratransit electric and zero-emission vehicles.	**SCCRTC:** Transportation System Electrification

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	**30%**	**20%**	**20%**	**10%**	**10%**	**5%**	**5%**				
Electric Vehicle Emergency Preparedness	4	4	3	3	4	5	5	**3.80**	**Medium**	Develop an EV emergency preparedness plan that includes battery storage solutions, emergency-use vehicles, and facility support.	**SCCRTC:** Transportation System Electrification
4.0 Transit Services											
NEED: Increased Frequency and Span of Transit Service											
High-Density and Mixed-Use Areas	5	5	5	5	5	4	5	**4.95**	**High**	Increase frequency and extend service hours in densely populated areas and mixed-use zones, including: - Downtown Santa Cruz to Capitola Mall Transit Center via Live Oak corridor - Mission Street, Soquel, Old San Jose Road, Scotts Valley Drive, Aptos, Corralitos, and Santas Village Road - Pacific Ave, connecting the boardwalk to the Town Clock and Beach Flats in Santa Cruz - Creation of a "Beach Loop" in summer for low-income families from Watsonville - Countywide service connecting to the boardwalk Enhance service specifically for major employment centers, especially areas with high concentrations of low-income jobs. Increase weekend service.	**METRO:** - Reimagine METRO Phase 1: Simpler and more direct service between Santa Cruz and Watsonville. - Reimagine METRO Phase 2: Expansion to routes 1, 2, 3B 16, 17, 18, 19, 35, 40, 41, 73, 78, 90x - Saturday and Sunday frequencies that match weekdays on most routes, including Routes 1, 2, 3, 17, 20, 35, 75. - All-day express service between Watsonville and Santa Cruz on Route 90X, every 30 minutes on weekdays and every 60 minutes on weekends.
Expand Coverage and Evening Services	5	3	3	5	5	5	5	**4.20**	**High**	Extend evening service coverage on Route 35 in San Lorenzo Valley, including Mt. Store and Country Club routes. More stops on Hwy 9, Graham Hill Road, in Lompico, Green Valley Road, and Bonny Doon. Increase evening service for Watsonville, La Selva Beach, Capitola Esplanade (Route 55 weekend). Establish a county-wide "All Nighter" 24-hour circular bus network connecting downtown areas and all four transit stations.	**METRO:** - Reimagine METRO Phase 2: Increased weekend service on Route 35 that matches weekday service levels. More direct service between the San Lorenzo Valley and Santa Cruz. - Route 73: New routing and service increase in Capitola Village. - Route 55: New routing and service increase in Aptos/Seacliff/Rio Del Mar
University of California, Santa Cruz (UCSC) Transit Service	5	3	3	5	5	5	5	**4.20**	**High**	Increase weekend and weekday service to UCSC and its employment center in Scotts Valley. Add service from UCSC to the east side of Santa Cruz. Increase frequency on priority routes to a 15-minute interval.	**METRO:** - Reimagine METRO Phase 1: Higher frequency at UCSC.

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	**30%**	**20%**	**20%**	**10%**	**10%**	**5%**	**5%**				
Interregional and Cross-County Services	5	3	3	5	5	5	5	**4.20**	**High**	Increase weekend service on Highway 17 Provide direct services to: Los Gatos, San Jose Airport, Monterey County, Salinas Intermodal Transportation Center, Live Oak to San Jose Diridon Station, and Gilroy VTA. Support an integrated transit network Allow local paratransit, school, and charter busses to access bus on shoulder lane Coordinate with MTC to connect transit service.	**SCCRTC:** - Bus on Shoulder **METRO:** - Final Reimagine METRO Phase 2 Improvements - Highway 17: Additional weekday and weekend service.
Passenger Rail Service	5	3	3	5	5	5	5	**4.20**	**High**	Passenger rail connecting Santa Cruz County to other jurisdictions Support integrated transit network and multimodal transfer stations along the Santa Cruz Branch Rail Line for BRT or rail service (per Unified Corridor Investment Study and Transit Corridor Alternatives Analysis).	**SCCRTC:** - Zero Emission Passenger Rail and Trail project (ZEPRT)
NEED: Enhanced Connectivity between Key Destinations											
Primary Destinations within Santa Cruz County	5	3	3	5	5	5	5	**4.20**	**High**	Increase service county-wide to Capitola Mall, Capitola Village, and Cabrillo College. Expand service to new residential and commercial areas in Watsonville. Improve north-south transit connections, such as Soquel Ave/Drive to coastal communities. Provide service to libraries, public venues, public agencies, and sheriff offices. Investment Study and Transit Corridor Alternatives Analysis. Develop express routes, such as from Watsonville to Scotts Valley	**METRO:** - Reimagine METRO Phase 2: New Route 78. New all-day service on West Beach Street, Ohlone Parkway, and to the new County Social Service offices at Westridge. This route will also serve Watsonville Community Hospital and Freedom Centre. - Route 55: New routing and service increase in Aptos/Seacliff/Rio Del Mar: Route 55 service now starts at Cabrillo College and runs to Aptos/Seacliff/Rio Del Mar - Route 73: New routing and service increase in Capitola Village.

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
Tourist Destinations and Special Events	5	2	3	5	5	5	5	4.00	High	Provide service to major tourist areas, including Wilder Ranch, Waddell Creek, North Coast, DeLaveaga Park, and weekend service to the Boardwalk via Highway 17. Establish partnerships with the Santa Cruz Visitor Center to provide special event services.	**SCCRTC:** - Rail Trail
NEED: Faster and Easier Transit System-Wide											
System-Wide Efficiency	5	3	3	5	5	5	5	4.20	High	Enhance connections by increasing frequency and service span to reduce transfer wait times. Investigate opportunities for transit priority lanes, signal priority, and direct service routes to minimize transfers.	**METRO:** - Reimagine METRO - All projects intend to increase service by over 40 percent through the Reimagine METRO service restoration and expansion plan
Commuter Service	5	3	3	5	5	5	5	4.20	High	Improve commuter transit, including options for Highway 17 service extensions to Watsonville and faster routes between San Lorenzo Valley and Santa Cruz (EX: express busses).	
Signal Priority and Corridor Efficiency	5	2	2	5	4	5	4	3.65	Medium	Install transponders for signal priority on major corridors to improve traffic flow, reduce travel time, and enhance on-time performance. Increase service frequency to 15-minute intervals on the East Side of Santa Cruz.	**SCCRTC:** - Countywide Pedestrian Signal Upgrades **METRO:** - Reimagine METRO implemented 15-minute service on three corridors, including Route 1 traveling from Santa Cruz to Watsonville via Soquel - Rapid Corridors project studied and recommended transit signal improvements at 60+ intersections on routes 1 and 2.
NEED: Intra-Community and Micro-Transit Options											
Intra-Community Services	4	3	4	4	5	3	4	3.85	Medium	Develop neighborhood-focused transit options, such as: Circulators in San Lorenzo Valley and Scotts Valley and micro-Transit programs in San Lorenzo Valley, Scotts Valley, Soquel, Aptos, and Watsonville. Explore partnerships with ride-hail and taxi services for first/last-mile connections.	

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	30%	20%	20%	10%	10%	5%	5%				
5.0 Transit Capital											
NEED: Transit Stops, Bus, and Accessibility Improvements											
ADA and Accessibility Enhancements	5	3	5	5	3	5	1	4.20	High	Ensure all bus stops are ADA-compliant. Prioritize bus stop improvements, focusing on high usage by seniors and individuals with disabilities. Add braille, raised numbers, and technology-based wayfinding for bus routes at stops, with adjustable height for wheelchair access.	METRO: - Rapid Corridors project studied and recommended accessibility improvements at over 100 bus stops; funding secured for a portion of the project
Safety and Comfort Features	5	2	5	5	3	5	2	4.05	High	Install shelters, benches, and lighting at all bus stops, with solar LED lights, in-pavement lighting, and in-road warning lights. Add bus stop amenities, such as digital bus tracking, USB charging, and Wi-Fi. Partner with private companies to enhance Wi-Fi availability.	**METRO:** - Purchased and installed 30 new bus shelters with solar lighting and big belly trash cans - Seeking funding through Rapid Corridors project for bus stop upgrades at 100+ stops on Route 1, 2, 73 and 90X. - All METRO buses are now equipped with Wi-Fi
Committee Oversight	3	2	4	4	1	4	1	2.85	Low	Reinstate and fund a bus stop committee to assess and monitor accessibility and make recommendations.	
Language Accessibility	5	2	3	5	2	5	1	3.50	Medium	Multi-lingual wayfinding, signage, and bus materials. Hire bilingual staff for customer support.	
NEED: Transit Station and Facility Improvements											
Transit Station Upgrades	5	2	5	5	5	4	3	4.25	High	Coordinate improvements for Capitola Transit Center with Capitola Mall ownership. Install bike lockers at all transit stations	**METRO:** - Pacific Station/METRO Center being redeveloped into 125 affordable housing units and new transit center - Planned Watsonville Transit Center redevelopment into 65 affordable housing units and new transit center. - Both Pacific Station and Watsonville Transit Center redevelopment projects include secure bike parking for hundreds of bikes.
Facility Maintenance	5	2	3	3	3	4	3	3.45	Medium	Ensure funding for ongoing maintenance of bus stops, parking lots transit centers and related transit facilities. Add multi-fuel electricity generators at transit centers county-wide	**METRO:** - METRO's operating and capital reserves ensure ongoing maintenance of bus stops and transit centers
NEED: Bus Replacement and Maintenance											

Need and Opportunity	Access and Mobility	Equity	Safety	Health	Economic Vitality	Cost versus Benefit	Environment (Reduce Emissions)	Score	Priority Rank	Potential Strategies	Agency Status Update (2024-2025)
Weight	**30%**	**20%**	**20%**	**10%**	**10%**	**5%**	**5%**				
Replacement of Aging Buses and Equipment	5	2	3	3	3	4	5	**3.55**	**Medium**	Replace buses that are beyond their useful life, including those serving rural areas. Prioritize funding for electric vehicle replacements and electric charging infrastructure.	**METRO:** - Has 9 battery electric buses (BEBs) and 53 fuel cell electric buses (FCEB) - 60% of total fleet - and has committed to only purchasing zero emission buses going forward.
NEED: Multimodal Connections											
Park-and-Ride and Multimodal Access	4	2	2	3	4	5	3	**3.10**	**Medium**	Construct park-and-ride lots along inter-city routes with limited feeder service. Add bike lockers and bike-sharing stations at key transit access points and micro-transit centers (EX: Water and Ocean) to facilitate first/last mile of travel. Expand the Pasatiempo park-and-ride lot and create a park-and-ride near Hwy 1 in Watsonville for transit connection.	**SCCRTC:** - Park and ride lot development
NEED: Real-Time Operations, Safety, and Modernization											
Operational Monitoring and Passenger Data	5	3	2	5	4	4	4	**3.80**	**Medium**		**METRO:** - Completed implementation of AVL and APC systems in 2024
Security Enhancements	3	1	5	3	1	3	1	**2.70**	**Low**		**METRO:** - All METRO buses are equipped with audio and video surveillance safety systems
Fare and Service Planning Modernization	5	2	2	5	3	4	2	**3.40**	**Medium**	Introduce electronic fare payment options for faster boarding and convenience. Upgrade planning and scheduling software for optimized service planning and community outreach.	**METRO:** - Splash pass - Santa Cruz METRO Real-Time - METRO has received state funding to implement a contactless payment system

AGENDA: February 10, 2026

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Sierra Topp, Transportation Planning Technician

RE: Committee Member Stipends

RECOMMENDATION

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information on the committee member stipends.

BACKGROUND

The RTC approved $50 stipends for committees at its February 6, 2025 meeting as part of adoption of the RTC's Nondiscrimination Plan. Stipends are one of the strategies being used by the RTC to help fill vacancies, reflect the diversity of Santa Cruz County on its committees, and recognize and appreciate the time that voluntary committee members put into improving transportation in Santa Cruz County.

DISCUSSION

Stipends of $50 per meeting are available for members of the RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Measure D Taxpayer Oversight Committee, and Transportation Equity Workgroup members. Employees of non-profits receiving annual TDA allocations (Lift Line, Ecology Action, and Volunteer Center) and public agency employees serving on committees in their official capacities are not eligible for stipends.

Eligible RTC Committee members and alternates who are interested in receiving stipends of $50 per meeting or eligible training that they attend must opt-in to receive the stipends by completing the following:

1. Submit the SCCRTC Request for Stipend Form for Advisory Body Members.
2. Submit documentation of completion of AB1234 Ethics Training, within three months. You can receive a $50 stipend for the training. The mandated free course is through the Fair Political Practices Commission

online at: http://localethics.fppc.ca.gov. Committee members receiving funds from the RTC are required to take the course every two years. If you have already completed the course for another agency or purpose within the past 2 years, you can submit that documentation.

3. Register for electronic fund transfer (ACH) in the County's vendor system. You will receive an email from the County of Santa Cruz inviting you to register for PaymentWorks.

The RTC's Policy (Attachment 1) and the Request for Stipend Form (Attachment 2) are provided. The stipend program will run on a calendar year cycle. Stipend payments will be issued according to the schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.

Completed forms can be submitted to RTC staff at the committee meeting, emailed to info@sccrtc.org, or mailed to: RTC, 1101 Pacific Ave, Ste 250, Santa Cruz, CA 95060.

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information on the committee member stipends.

SUMMARY

The Regional Transportation Commission (RTC) has authorized stipends of $50 per meeting for members of the RTC's advisory committees and Equity Workgroup Members. Eligible RTC Committee members and alternates who are interested in receiving stipends of $50 per meeting or eligible training they attend must apply, complete AB1234 Ethics Training, and register with the county's PaymentWorks system. The stipend program will run on a calendar year cycle and will be processed at a minimum of two times per year. RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information on the committee member stipends.

Attachments:

1. Policy and Procedures: Stipend for Advisory Body Members
2. Request For Stipend Form for Advisory Body Members

POLICY AND PROCEDURES: STIPEND FOR ADVISORY BODY MEMBERS

Policy

The Santa Cruz County Regional Transportation Commission (RTC) committees function best when all committee member and alternate positions are filled and reflect the diversity of Santa Cruz County. Members of eligible RTC's advisory bodies may opt-in to receive a stipend of $50 for attendance at their appointed committee or workgroup meetings and RTC required trainings.

This policy pertains to meetings of the **RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Transportation Equity Workgroup, and Measure D Taxpayer Oversight Committee** advisory bodies. The Stipend for Advisory Body Members has been established to recognize the value of a representative government and reduce barriers to public engagement by providing a stipend for which members may opt-in to receive a stipend upon adhering to the criteria and procedures stated herein. Stipend requests are voluntary and receipt or waiver of stipends will not affect eligibility or selection for appointments.

The stipend program will run on a calendar year cycle. Stipend payments will be issued according to the schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.

Travel expenditures eligible per the RTC's Travel Reimbursement Policy are not included as part of the $50.00 per public meeting stipend. Members may be eligible for both the stipend and Travel Reimbursement but may not receive amounts over $600 in one year for stipends, reimbursements, and other incentives from the RTC.

Stipends for members of these advisory bodies were authorized by the RTC board on February 6, 2025.

Eligibility Criteria

Stated below are the criteria to be met in order to be eligible for a stipend:

1. If opting-in to receive the stipend, eligible members of each RTC committee or workgroup listed above can receive a $50.00 stipend per committee meeting or required training attended. This includes regular meetings and special meetings where the meeting contains an actionable item, general business, and/or presentation of agendized materials; ethics trainings; and special trainings for RTC committee members. No payment will be provided for meetings that were cancelled in advance of the meeting time or if the member is not present for at least 75% of

the meeting. The stipend is not available for adhoc, subgroup, or subcommittee meetings.

2. For regular committee meetings, either the member or the alternate present that serves as a voting member for the meeting, pursuant to their duties, is eligible for the stipend. The alternate cannot receive the stipend if the primary member is also present and voting at the same meeting.

3. The stipend is available for attendance in person or online (virtual/videoconference), where allowed. For Brown Act committees, attendance online must meet Brown Act, AB2449 or other applicable state requirements.

4. Members and Alternates Not Eligible for Stipends: The stipend shall not be paid to employees of non-profits that receive annual Transportation Development Act (TDA) allocations (Community Bridges, Volunteer Center, Ecology Action) or employees of public agencies who serve on RTC committees as part of their official duties.

5. Payments will be made to committee members in the form of electric fund transfers, based on the schedule determined by the RTC's Fiscal department, no less than twice annually. Subject to the discretion of the RTC's fiscal department, if a member does not have a bank account, another form of payment may be made available.

6. Members requesting stipends are required to complete a State of California Ethics Training every two years and prior to receiving payment. This free training is available at AB1234 Local Ethics Training through the Fair Political Practices Commission. Upon completion, committee members and alternates may request a $50 stipend for attending the ethics training and receive stipends for advisory committee meetings attended as of March 1, 2025. Members are expected to complete the ethics training within three months of signing up for stipends.

7. Individuals may not receive more than $500 in stipends in one year from the RTC, and not more than a total of $600 per year across all programs, including the meeting stipend, committee member travel reimbursements, and Go Santa Cruz County incentives.

Procedures

Opt-in for Stipend

Stated below are procedures to be followed in order for a member of an RTC advisory body to opt-in to receive the stipend.

1. Members interested in receiving stipends shall complete and submit the following documents which are needed to process the stipends:
   a. The SCCRTC *Request For Stipend Form for Advisory Committee Members* in order to opt-in to receive the stipend;
   b. Documentation that an eligible California Ethics Training was completed within two years; and
   c. Registration as a payee of the RTC in the County's vendor system and sign up for electronic fund transfer (EFT/ACH). Members will receive an email from the County of Santa Cruz with a link to the PaymentWorks form.
2. Stipend payments may be taxable income. Please consult your tax professional for more information.

Payment of Stipend

Stated below are procedures for RTC staff to follow in order to pay out the stipend:

1. After a member has been appointed, a staff liaison for the committee will send the *Request For Stipend Form for Advisory Committee Members* to the member.
2. If the member decides to opt-in to receive stipends, the RTC staff liaison shall track receipt of the completed Stipend Form.
3. RTC staff liaison for each committee shall track attendance at meetings and trainings for payment of the stipend.
4. Payments will be disbursed no less than twice a year and will be based on attendance, in accordance with RTC policies and procedures.
5. No less than biannually the staff liaison shall submit a claim form listing meetings and trainings attended per committee member, attendance backup information, which may include meeting sign-in sheets or minutes, and submit documentation in accordance with the current RTC payment process.
6. Staff liaison shall keep all documentation organized and in accordance with the RTC's retention policies.
7. RTC Fiscal staff will process the stipend payments by electronic fund transfer.

Santa Cruz County Regional Transportation Commission

Request For Stipend Form

for Advisory Body Members

Stipend for Advisory Body Members: The Santa Cruz County Regional Transportation Commission (RTC) has established a stipend program to encourage participation in its advisory committees, including the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Transportation Equity Workgroup, and Measure D Taxpayer Oversight Committee. Members may opt-in to receive a stipend of $50 for attending eligible meetings and required trainings.

Stipend Amount and Payment Schedule

- Stipend: $50 per eligible committee meeting or training attended.
- Payments will be issued according to the process and schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.
- Maximum annual stipend: $500 per individual*

Eligibility Criteria

- Members must attend at least 75% of the meeting to qualify for the stipend.
- In addition to regular advisory committee meetings, stipends are also available for required equity and ethics trainings.
- Stipends are not available for cancelled meetings or adhoc or subcommittee meetings.
- For each meeting, stipend is available to either the primary member or the alternate serving as the voting member, not both.
- Recipients of the Stipend will be required to complete and submit to the RTC committee liaison this stipend form; register for electronic fund transfer (ACH) in the County's vendor system; and complete a State of California Ethics Training every two years to qualify for stipends. Members will receive a $50 stipend for completing the ethics training.
- Employees of non-profits receiving TDA allocations or public agency employees serving on committees in their official capacities are not eligible for stipends.

Opt-in Instructions

1. Complete the Request for Stipend Form and submit it to the committee's RTC staff lead.
2. Attend a free AB1234 Local Ethics Training and submit documentation of course completion. You will be eligible to receive stipends for committee meetings you attended, up to three months in advance of completion of the ethics course.
3. Sign up for PaymentWorks. Following submittal of Request for Stipend Form you will receive an email from the County of Santa Cruz inviting you to register as a RTC payee in the County's vendor system for electronic fund transfer (EFT/ACH).

RTC staff will inform you if additional information is needed to process your stipend payment.

Santa Cruz County Regional Transportation Commission

Request For Stipend Form

for Advisory Body Members

A. Name (legal first and last): _____

B. Phone Number: _____

C. Email: _____

D. Mailing Address: _____

E. Committee: What is the name of the committee or workgroup that you serve on that you are requesting stipends for?

☐ Bicycle Advisory Committee
☐ Elderly & Disabled Transportation Advisory Committee
☐ Measure D Taxpayer Oversight Committee
☐ Transportation Equity Workgroup

F. Are you paid by your employer to attend these meetings, and if so, who is your employer?

_____

G. Ethics Training Course Completed (MM/DD/YY): _____

Certification: I have reviewed the *Stipend For Advisory Body Members Policy* of the Santa Cruz County Regional Transportation Commission (RTC). As an eligible member of an eligible RTC advisory committee or workgroup, I am hereby requesting stipends for attendance at meeting and required trainings. I certify that supporting documents I have submitted are accurate and in accordance with established RTC policies and procedures. I understand that reimbursement is contingent upon my attendance as the voting member for three-quarters of each meeting. I understand that I must complete an AB1234-qualified ethic trainings prior to receiving payment for committee or workgroup meetings I have attended since March 1, 2025.

Signature: _____ Date:_____

Approval – To be completed by RTC Staff:
Required documents received
___*Request for Stipend Form*
___*County vendor and EFT/ACH signup*
___*Ethics Training*

Committee Liaison Staff: _____ Date:_____

ASO: _____ Date: _____

Executive Director (or designee): _____ Date: _____

AGENDA: February 10, 2026

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Amanda Marino, Transportation Planner

RE: Elderly and Disabled Transportation Advisory Committee (E&D TAC) Member Appointments

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RECOMMENDATION

RTC staff recommends that the E&D TAC recommend that the RTC appointment new member positions to fill vacancies on the E&D TAC.

BACKGROUND

Seats on the Elderly & Disabled Transportation Advisory Committee (E&D TAC) correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC), service providers, transit users, and agency representatives.

DISCUSSION

Two applications were received for the Elderly & Disabled Transportation Advisory Committee to serve as the Social Services Provider - Seniors (County) representative and the SCMTD (METRO) representative. In an effort to accommodate the interested applicants, staff recommends the new positions noted as pending in the attached roster (Attachment 1). The applicants Kendra Webster and Bobi Wood applications are included in Attachment 2**.**

Staff recommends that the E&D TAC recommend that the RTC appoint the new member positions to fill vacancies on the E&D TAC as shown in Attachment 1.

SUMMARY

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Two individuals expressed interest in joining the E&D TAC. Staff recommends that the position be filled as shown (see Attachment 1 for

current roster).

Attachments:
1. February 2026 E&D TAC Roster
2. Member Application Forms

Santa Cruz County Regional Transportation Commission

ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster

February 2026

(Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2028)	Social Services Provider - Seniors	Patty Talbott (2028)
Kendra Webster – *pending (2029)*	Social Services Provider - Seniors (County)	Vacant
Vacant	Social Service Provider - Disabled	Vacant
Stephanie Auld (2027)	Social Service Provider - Disabled (County)	Vacant
Tara Ireland (2027)	Social Service Provider - Persons of Limited Means	Ares Wakamo (2028)
Vacant	CTSA (Community Bridges)	Vacant
Jesus Bojorquez (2028)	CTSA (Lift Line)	Nadia Noriega (2028)
Bobi Wood - *pending* (2029)	SCMTD (Metro)	Rina Solorio Gomez (2026)
Michael Pisano, Vice Chair (2026)	Potential Transit User (60+)	Vacant
Caroline Lamb (2026)	Potential Transit User (Disabled)	Marc Yellin (2026)

Supervisorial District Representatives		
Members	**Representing**	**Alternate**
Vacant	1st District (Koenig)	Vacant
Wells Shoemaker	2nd District (DeSerpa)	Vacant
Veronica Elsea, Chair	3rd District (Cummings)	Vacant
Katie Nunez	4th District (Hernandez)	Vacant
Portia Ramer	5th District (Martinez)	Vacant

Staff: Amanda Marino and Sierra Topp, Regional Transportation Commission

Outlook

New BAC Application Submission

From RTC <info@sccrtc.org>
Date Mon 1/26/2026 11:31 AM
To Sierra Topp <stopp@sccrtc.org>

Are you interested in learning more about $50 per meeting stipend and travel reimbursement to voting committee members?

Yes

Name

Kendra Webster

Address

[redacted]

Email

[redacted]

Phone

[redacted]

Position(s) I am applying for:

Any appropriate position

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

17 years

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

I have worked in community and social services since earning my MSW in 1997. Most of my experience includes work with the Del Mar Caregiver Resources Center, the multipurpose Senior Services Program and the Central California Alliance for Health.

Other Relevant Work or Volunteer Experience

Health Projects Center - Santa Cruz - Clinical Manager - 9/01 to 1/2015; CCAH - Scotts Valley - Medical Social Worker - 1/2015 to 6/2017; County of Santa Cruz ALTC - Santa Cruz - Senior Human Services Analyst - 12/25

Statement of Qualifications: Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Dear Ms. Topp

As a Senior Human Services Analyst with Santa Cruz County's Adult and Long-Term Care Division, I am deeply committed to supporting older adults and individuals with disabilities in our community. I am writing to express my interest in serving on the E&D TAC, as I believe this role aligns closely with my professional experience and passion for improving access to essential services.

Transportation is a critical component of independence, health, and overall quality of life for the residents we serve. Through my work, I have seen firsthand how reliable transportation can significantly impact the ability of older adults and people with disabilities to access medical care, social services, and community resources. By serving on this committee, I hope to contribute my expertise and advocate for solutions that enhance mobility and equity for all.

Thank you for considering my application. I would welcome the opportunity to bring mt knowledge and dedication to this important work. Please feel free to contact me if you have any questions or require additional information.

Sincerely,
Kendra Webster
Senior Human Services Analyst
Santa Cruz County

Diversity of Representation: Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

I am a member of the LGBTQ community.

Certification

- I certify that the above information is true and correct.

Date: Tuesday, January 6, 2026

From:

Bobi Wood
Mobility Training Coordinator
Santa Cruz METRO

To:

Santa Cruz County Regional Transportation Commission
Elderly and Disabled Transportation Advisory Committee

Greetings,

Please find attached my Committee Appointment Application. I am interested in serving on the Santa Cruz Regional Transportation Commission Elderly and Disabled Transportation Advisory Committee as a representative of the Santa Cruz Metropolitan Transit District (Santa Cruz METRO). As the Mobility Training Coordinator, serving on the committee will allow me to understand how the myriad aspects of regional travel planning impact the lives of elderly and disabled Santa Cruz County residents, and thus to better serve them. Thank you for consideration of my application.

Best Regards,

[redacted]

Bobi Wood
Mobility Training Coordinator
Santa Cruz METRO

Outlook

New E&D TAC Application Submission

From RTC <info@sccrtc.org>
Date Mon 1/26/2026 11:47 AM
To Sierra Topp <stopp@sccrtc.org>

Are you interested in learning more about $50 per meeting stipend and travel reimbursement to voting committee members?

Yes

Name

Bobi Wood

Address

[redacted]

Email

[redacted]

Phone

[redacted]

Position(s) I am applying for:

METRO Representative

I am willing to serve in any appropriate position

- No

Length of residence in Santa Cruz County:

None.

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

I am the Mobility Training Coordinator for the Santa Cruz METRO. I have not previously served on a government commission or committee. I have served on committees during my career as an educator.

Other Relevant Work or Volunteer Experience

Santa Cruz METRO - Santa Cruz, California - Mobility Training Coordinator - 11/25 to present; Cabrillo College Women's Center - Aptos, California - Office Worker 1 - 80's; Community Resources for the Disabled - Santa Cruz,

California - Executive Director's Confidential Secretary - circa 1989

Statement of Qualifications: Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Attached

Diversity of Representation: Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

N/a

Certification

- I certify that the above information is true and correct.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Maintenance Number	Response
01/30/26	Jean	Brocklebank	Capitola Rd	Soquel Ave	Santa Cruz & Live Oak	Ped: Debris on sidewalk	Between 25% and mostly of 50% of the sidewalk on the north side of Capitola Road from 7th Avenue to Arana Creek is covered with vegetation. This yearly situation makes it difficult for pedestrians.	Santa Cruz and DPW	02/02/26		**2/2/26 Brittni Smrz:** Good afternoon, Thank you for submitting a report. I will forward to our Road Maintenance and Encroachment divisions for review.
01/22/26	Ginger	Hollinga	26th Ave	Eastcliff Dr	Pleasure Point	Ped: Vehicles or objects blocking sidewalk	Small table dumped in middle of road/sidewalk	DPW	01/27/26		**1/27/26 Brittni Smrz:** Good morning, Thank you for submitting a report. I am forwarding to our Road Maintenance division for review & response.
01/19/26	Bryan	Servel	Irwin Way Bridge	N/A	Boulder Creek	Ped: Rough pavement or potholes	Potholes on each side of bridge , and shoulder is eroding and dangerous for pedestrians and local traffic.	DPW	01/20/26		**1/20/26 Daniel Olivarez-Vega:** Hello, Please see request below for potholes on Irwin Way. **1/20/26 Jacqueline Lopez:** Received, thank you. SR#26-000157
01/19/26	Jim	Carr	Bus Stop 1871	41st Ave	Soquel	Ped: Transit Stop Issues	The trash container at this location was removed/stolen and the litter is piling up. A new container would be much appreciated.	METRO	01/20/26		**1/20/26 Donna Bauer:** Hello Jason and Jim, Thank you for bringing this to METRO's attention. Our Facilities crew is currently replacing the trash can at that location.
01/13/26	Robin	Courtney	4501 Oneil Ln	Old San Jose Rd	Soquel	Ped: Plant overgrowth or interference	The bush is so over grown on to the sidewalk that we have to walk in the street to get to the corner to cross the street. It is across from Soquel High, lots of traffic in am and pm. A lot of ebikes make it hazardous to go into the street, but if you don't want to fight the bush, you have to go into the street. Also the bush blocks the signal as you approach the intersection. This is the second time in a year that this has occurred. Last time the bush was not completely trimmed off of the sidewalk. Additionally there is a branch that sticks out at about 5 feet, and can easily hurt someone if they aren't paying attention to avoid it.	DPW	01/13/26		***Follow up Email sent on 02/03/26**

01/12/26	Catherine	Johnsgard	657 Bayview Dr	N/A	Aptos	Ped: Construction hazard	Crews routinely park trucks and cars right along the blind corner. Accident waiting to happen. It's been going on for months. Parking issues just get worse. Trucks from 'The Builder's Collective' are especially bad.	DPW	1/20/2026		***Follow up Email sent on 02/03/26**
01/12/26	Ganna	Kotlyar	113 Mosswood Ct	Graham Hill Rd	Santa Cruz	Ped: Construction hazard	Ongoing roadwork at this location was previously covered with a steel road plate. Due to recent rain, the surrounding asphalt has deteriorated and collapsed beyond the edges of the steel plate. The hole is now partially exposed outside the covered area, and the asphalt around it is unstable. The traffic control signs appear to have shifted and no longer fully protect the damaged area. This creates a significant hazard, as a vehicle could drop into the exposed section of the hole.	DPW	01/13/26		**1/13/26 Jacqueline Lopez:** Hello, This request is a duplicate of one we already received by DPWWeb. It has been forwarded to the Sanitation Dept for review and response. No action needed for Roads, thank you.
01/09/26	Julie	McLaren	Summit Rd	Del Monte Way	N/A	Ped: Other	The pedestrian crossing sign yet again is missing the diamond shaped crossing sign. It isn't even on the ground - vandalism/theft?	DPW	01/09/26		***Follow up Email sent on 02/03/26**
01/06/26	Ernesto	Anguiano	East Cliff Dr	Coastview Dr	Live Oak	Ped: Debris on shoulder or bikeway	There's a significant amount of sand on the bike path and pedestrian sides on both sides of East Cliff. It appears that the road was cleared for the flooding, but sand remains on the shoulder, specifically in the bike lane area of the road. I'm not sure if they simply forgot to clean that area or if the sand accumulated there on its own. If possible, please remind the maintenance crew to also address these areas when they clear the roadway.	DPW	01/07/26	SR 26-000063	**1/7/26 Daniel Olivarez-Vega:** Good morning Dispatch, Please see below request for debris removal on bike lane along East Cliff. **1/7/2026 Jacqueline Lopez:** SR 26-000063