Santa Cruz County

Regional Transportation Commission's

Elderly & Disabled

Transportation Advisory Committee

Social Service Transportation Advisory Council

SPECIAL MEETING AGENDA

Tuesday, May 12, 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/84788513704
Meeting ID: 847 8851 3704
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. 1:30pm — Call to Order
2. 1:30pm — Introductions
3. 1:32pm — Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)
4. 1:35pm — Oral communications
5. 1:40pm — Additions or deletions to the consent or regular agenda

CONSENT AGENDA

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

6. Receive RTC Meeting Highlights from April 2, 2026 — pg. 6
7. Receive TDA Revenue Report — pg. 9
8. Approve E&D TAC Draft Minutes from April 14, 2026 — pg. 12

REGULAR AGENDA

9. Zero Emission Passenger Rail and Trail Project Update — pg. 21
10. North Coast TDM Plan: Milestone 3: Final Report — pg. 68
11. Receive Program Updates — pg. 100
    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 June 9, 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.

Santa Cruz County Regional Transportation Commission
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)
April 2, 2026 Meeting Highlights

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

The Commission approved two new appointments to the Elderly and Disabled Transportation Advisory Committee. New committee member Kendra Webster was appointed to represent Social Services Seniors (County) and new committee member Bobi Wood was appointed to represent Santa Cruz METRO.

Highway 1 State Park Drive to Bay Avenue/Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project – Amendment to Construction Cooperative Agreement with Caltrans to Increase Construction Support Funding

The RTC is currently constructing the Highway 1 auxiliary lanes and bus-on-shoulder project between the Bay Avenue/Porter Street and State Park Drive interchanges, which includes the bicycle and pedestrian overcrossing at Mar Vista Avenue and the new Capitola Avenue overcrossing, in partnership with Caltrans. The RTC is the project sponsor responsible for funding construction capital and construction support costs and Caltrans is the implementing agency for construction, responsible for administering the construction contract and associated construction support activities. Since construction began, the Project has progressed substantially but has encountered numerous challenges that have increased construction capital and construction support costs. The project has experienced unforeseen challenges that have resulted in additional construction support costs. Caltrans estimates the total projected construction support funding shortfall to be about $6.7 million to complete construction of the project early next year. RTC staff reviewed the information provided by Caltrans, met with Caltrans construction and project management teams several times, verified submitted information, and found the request to be substantiated given the documented increases in staffing demands, consultant usage, change orders, and extended project duration. The Commission approved an amendment to the cooperative agreement with Caltrans to cover the cost overruns using Measure D-Highway Corridor funds.

Approval of a Separation Agreement and Mutual Release with the current Rail Operator for the Santa Cruz Branch Rail Line and for an Administration, Coordination, and License Agreement with a new Rail Operator over a portion of the SCBRL

The Commission approved a Separation Agreement and Mutual Release to effectively and amicably terminate the Administration, Coordination, and License (ACL) Agreement with St. Paul & Pacific Railroad (SPPR), a subsidiary to Progressive, Rail, Inc. Per the Separation Agreement, SPPR will transition rail operations, including assignment of relevant agreements, provide all track and inspection records, and file appropriate documents with the Surface Transportation Board. 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.

The RTC is fully committed to continuing freight service for the existing freight customers in Watsonville. The Commission approved a new ACL Agreement with Chicago Rock Island & Pacific Rail to serve as the common carrier for the Watsonville Branch Line, between Pajaro/Watsonville Junction and Lee Road, to continue and expand freight service. This action will ensure uninterrupted freight service to the existing three customers who ship and receive goods by rail. Rock Island Rail is a privately owned railroad headquartered in Biloxi, Mississippi with diverse operations across the United States and experience with enhancing degraded rail and track infrastructure for improved operations.

Fiscal Year (FY) 2026-27 Proposed Budget

At the beginning of each calendar year, staff prepares a proposed RTC and Measure D budget for the following fiscal year. The FY2026-27 budget proposed for the RTC and Measure D reflects the most recent revenue projections from the Santa Cruz County Auditor for Transportation Development Act (TDA) revenues, State Controller's Office of California for State Transit Assistance (STA) and State of Good Repair (SGR) revenues, and Hinderliter de Llamas (HdL) for Measure D revenues. The FY2026-27 budget includes continued delivery of Highway 1, Coastal Rail Trail, traveler assistance, regional planning, and other ongoing RTC projects and programs, and the implementation of Measure D. The Commission approved the proposed FY2026-27 budget and work program, and accepted Transportation Development Act and Measure D revenue forecasts and estimates.

Upcoming RTC and Committee Meetings

Regional Transportation Commission Meeting
Thursday, May 7, 2026, 9:00 a.m.

Safe on 17 Taskforce
Wednesday, April 8, 2026, 10:00 a.m.

Bicycle Advisory Committee
Monday, April 13, 2026, 5:30 p.m.

Elderly & Disabled Transportation Advisory Committee
Tuesday, April 14, 2026, 1:30 p.m.

Interagency Technical Advisory Committee
Thursday, April 16, 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.

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

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org 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.

AGENDA: May 12, 2026

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

FROM: RTC Staff

RE: Status report on FY 2025-26 Transportation Development Act Revenues for March 2026

BACKGROUND:

Transportation Development Act revenues are received monthly from the State of California Tax and Fee Administration. Attachment 1 provides the E&D TAC with the status of cumulative revenue receipts for March 2026 and compares the total to the same period in fiscal year (FY) 2024-25 in dollars and as a percentage.

Included in the attachment are the FY 2025-26 Transportation Development Act revenues. March FY 2025–26 revenues were 9.02% higher than March FY 2024–25. Actual revenues for March FY 2025–26 were 7.62% higher than budgeted amount.

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

DISCUSSION:

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

FY 2025-26 Cash Receipts

Transportation Development Act FY 2025-26 budgeted revenues are projected to increase by $295,229 (+0.57%), from an estimated $12,322,348 in FY 2024–25 to $12,617,577 in FY 2025–26. FY 2025-26 Transportation Development Act cash receipts for March 2026 are $79,519 (9.02%) higher at $961,286 compared to $881,767 in March 2025. March 2026 cash receipts represent January 2025 sales tax revenues as shown in Attachment 1.

Actual Cash Receipts March 2026			
FY 2024-25	FY 2025-26	Increase / (-) Decrease	
881,767	961,286	9.02%	79,519

Budgeted to Actuals March 2026			
Budgeted	Actual	Increase / (-) Decrease	
893,200	961,286	7.62%	68,086

FISCAL IMPACT:

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

Attachment

1. Status Report on Transportation Development Act Revenues as of March 2026

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	927,429	49,454	5.63%	99.22%	**48,920**	5.57%
FEBRUARY	1,292,658	1,319,500	1,308,861	(10,639)	-0.81%	99.22%	**16,204**	1.25%
MARCH	881,767	893,200	961,286	68,086	7.62%	99.98%	**79,519**	9.02%
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	9,774,007	(1,570)	-0.01%	77.46%	**434,421**	**3.49%**

July 2025 through March 2026	9,339,586	9,775,577	9,774,007	(1,570)	**-0.02%**	**Cash**	434,421	**4.65%**
September 2025 through March 2026	7,087,910	7,186,176	7,534,387	348,211	**4.85%**	**Accrual**	446,477	**6.30%**

I:\FISCAL\7.TDA\MonthlyReceipts\FY2026\09. March 2026\[March FY2026 TDA Receipts.xlsx]Summary

Santa Cruz County
Regional Transportation Commission's
Elderly & Disabled
Transportation Advisory Committee
Social Service Transportation Advisory Council

DRAFT MEETING MINUTES

Tuesday, April 14, 2026
1:30 – 3:30pm

In-Person Meeting
Aptos Branch Library
The Dorosin Family Conference Room
7695 Soquel Dr
Aptos, CA 95003

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.
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Agendas Online: www.sccrtc.org/meetings/elderly-disabled/

1. 1:30pm — Call to Order

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

Members Present

Patty Talbott, Social Services Provider – Seniors
Kendra Webster, Social Services Provider – Seniors (County)
Stephanie Auld, Social Services Provider – Disabled (County)

Tara Ireland, Social Services Provider – Persons of Limited Means (Volunteer Center)
Nadia Noriega, CTSA (Lift Line)
Bobi Wood, SCMTD (METRO)
Rina Solorio Gomez, SCMTD (Metro)
Michael Pisano, Vice Chair, Potential Transit User (60+)
Wells Shoemaker, 2nd District
Veronica Elsea, Chair, 3rd District
Katie Nunez, 4th District
Portia Ramer, 5th District

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Jaeden Gales, Transportation Planner

Guests Present

Paula Bradley, Community Member
Kelly McClendon, Caltrans
Juliet Goldstein, Community Member
Kathleen Wright, Community Member
Cayla Hill, METRO
John Urgo, METRO
Tony Nunez, Community Member

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

No action taken.

4. **Oral communications**

A committee member suggested aligning E&D TAC meeting locations with Santa Cruz County Board of Supervisors meeting locations to improve attendance and reduce travel conflicts.

A committee member raised concerns about uneven sidewalks and curb transitions, particularly near Staff of Life in Santa Cruz. The comment emphasized safety risks for both disabled and able-bodied individuals. Member expressed interest in drafting a letter to the City of Santa Cruz requesting improvements.

Community members from Garfield Park Village shared concerns about plans to remove a bus stop near the housing complex and the impacts this will have on residents who are seniors and residents with disabilities. E&D TAC members responded with recommendations for other agencies and staff to get in touch with and to work with the Seniors Council.

A guest member raised concerns over the TDA claim amounts and noted that while the amounts are increasing, more is going to the RTC and less is going to transit agencies. There is concern this will impact the number of rides available for community members and would like to know why there is a reduction in funding.

A community member announced they were at the meeting to share information about the METRO sales tax measure and collect signatures.

5. Additions or deletions to the consent or regular agenda

Item 13. Santa Cruz METRO Fare Policy Modifications & Tap2Cruz Fare Payment will be removed from today's agenda and will be added to the next E&D TAC meeting agenda due to METRO staff being sick.

Transportation Planner, Amanda Marino, communicated that replacement pages for item 14 were posted to the RTC website.

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D

TAC may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

6. **Receive Information Items**
7. **Receive RTC Meeting Highlights**
    a. March 5, 2026
8. **Approve E&D TAC Draft Minutes from February 10, 2026**

Motion (Auld/Shoemaker) to approve the April 14, 2026, Consent Agenda. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

REGULAR AGENDA

9. **Elderly and Disabled Transportation Advisory Committee Member Appointments**

RTC Transportation Planner, Amanda Marino, presented two applications that were received for the E&D TAC to renew membership to serve as the Potential Transit User (60+) and SCMTD (Metro) Alternate.

Motion (Auld/Ramer) to recommend the RTC to reappoint E&D TAC members Michael Pisano as the Potential Transit User (60+) and Rina Solorio Gomez as the SCMTD (Metro) Alternate. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

The committee then solicited nominations for the Chair and Vice Chair positions. Committee member Michael Pisano nominated Veronica Elsea as Chair for a 2-year term and Veronica Elsea nominated Wells Shoemaker as Vice Chair for a 2-year term. Both members accepted their nominations.

Motion (Wells/Auld) to elect Veronica Elsea as Chair of the E&D TAC for a term of 2 years. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina

Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

Motion (Nunez/Auld) to elect Wells Shoemaker as Vice Chair of the E&D TAC for a term of 2 years. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

10. Fiscal Year 2026-27 Transportation Development Act (TDA) Claims for Santa Cruz Metropolitan Transit District, Volunteer Center, and Community Bridges

RTC Transportation Planner, Amanda Marino, provided an overview of the TDA claims for Santa Cruz Metropolitan Transit District, Volunteer Center, and Community Bridges. METRO requested $9,310,691 in TDA funds and $4,595,164 in STA funds, the Volunteer Center requested $108,897 in TDA funds, and Community Bridges requested $914,735 in TDA funds. Representatives from Santa Cruz Metropolitan Transit District, Volunteer Center, and Community Bridges presented an overview of their TDA/STA funded services and answered questions from the committee and the public.

Committee members had questions on how the public can comment or provide input on TDA claims, how discretionary funds are used for reserves, and how allocations of funds are determined for each agency.

Committee members commented that agencies are getting a smaller percentage of TDA funds than the prior year and how this could impact the agencies ability to offer services. Members requested that staff include in their RTC staff report concerns over reduction in TDA funding due to more being allocated to RTC's reserves. Members requested additional information from RTC staff on how reserves are used and how decisions are being made internally on how much to allocate to the RTC and agencies. Staff will provide this information at a future E&D TAC meeting.

Motion (Ireland/Ramer) to recommend approval by the Regional Transportation Commission the FY 2026-27 claim from the Santa Cruz Metropolitan Transit District. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina

Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

Motion (Shoemaker/Pisano) to recommend approval by the Regional Transportation Commission the FY 2026-27 claim from the Volunteer Center. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

Motion (Auld/Noriega) to recommend approval by the Regional Transportation Commission the FY 2026-27 claim from Community Bridges Lift Line. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

Motion (Auld/Nadia) to express concern to the RTC about how these funding allocations are made and how more funding is going into the RTC reserve and lower amounts are going to transit agencies they support. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

11. 2026 Draft Unmet Transit and Paratransit Needs List and Survey Update

RTC Transportation Planning Technician, Sierra Topp, provided an overview of the final 2026 Draft Unmet Transit and Paratransit Needs List and an update on engagement efforts.

Members commented on the effectiveness of the unmet needs list at gaining an understanding of challenges people face on the roadways and getting the information to the right jurisdiction. Community members may have difficulty in identifying the location of an issue and how to receive regular maintenance updates. It was also noted that the experience of manual wheelchair users is different than electric wheelchair users and they may be more restricted on where they can go.

Comments were made on issues with prioritizing funding for building new infrastructure and not towards maintenance of existing facilities.

A question was asked about other areas or municipalities that have citizen driven community input and how we can pull use them as examples.

A committee member brought up the Pedestrian Ad-hoc Subcommittee which could engage in some of the above issues as well as the RTC's Hazard Report Tool.

Other members brought up strategies to hold jurisdictions accountable to responding to hazards and tracking progress made.

Based on feedback, two new strategies were suggested and added to the 2026 Draft Unmet Transit and Paratransit Needs List:

1. Create consistent program across all jurisdictions to track and maintain facilities and paths of travel for all different users.
2. Work with the community to better collect information on the condition of travel paths and report to jurisdictions.

Motion (Ramer/Auld) to recommend approval of the 2026 Draft Unmet Transit and Paratransit Needs List including provided suggestions. The motion passed unanimously with committee members Patty Talbott, Kendra Webster, Stephanie Auld, Tara Ireland, Nadia Noriega, Bobi Wood, Rina Solorio Gomez, Michael Pisano, Wells Shoemaker, Veronica Elsea, Katie Nunez, and Portia Ramer voting "aye".

12. Caltrans Highway 17 Comprehensive Multimodal Corridor Plan (CMCP)

Caltrans Staff member, Kelly McClendon, provided an overview of the State Route 17 (SR 17) Comprehensive Multimodal Corridor Plan (CMCP) and asked for feedback from the E&D TAC.

Members comments on the importance of emphasizing access to specialty medical care for seniors and people with disabilities as well as ecological impacts to the environment from these plans.

No action taken.

13. (Previously Item 14) Active Transportation Program Cycle 8 Application

RTC Transportation Planner, Jaeden Gales, provided an overview of the RTC's Active Transportation Program (ATP) Cycle 8 application and requested that the E&D TAC provide input.

Committee members asked if the focus is limited to walking and biking or if education on how to use the transit could be included.

Comments were made on community concerns over determining the appropriate developmental age for e-bike usage in children, if it is safe, and if they should be required to have a license.

Concerns were also raised about biking in San Lorenzo Valley along HWY 9 and if this education program can be brought to this area.

No action taken.

14. Receive Program Updates

a. Volunteer Center – no updates
b. Community Bridges - Capitola Village summer shuttle starting May 16.
c. Santa Cruz Metro - initiating tap2cruz this summer, headways app is shifting to transit app for users, replacing route guides.
d. SCCRTC - Special meeting on May 12 at 1:30 at the RTC.
e. Pedestrian Ad-hoc Subcommittee - joined efforts with Bike Committee members to address safety concerns for bicyclists and pedestrians in construction zones. They are specifically looking at the Manual on Uniform Traffic Control Devices (MUTCD) and noted it is not being fully implemented and enforced. A potential next step includes choosing 5-10 priorities for improvements and create tri-fold document to potentially provide to construction groups and contractors. Committee members would like to see the Hazard Report Tool be more widely used for issues such as this.
    i. Pedestrian Hazard Report

Adjourn – 3:56 pm

NEXT MEETING: Special Meeting on Tuesday May 12, 2026, at 1:30pm hosted in person at the SCCRTC office located at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060. Remote participation included.

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

Minutes respectfully submitted by, Sierra Topp, Transportation Planning Technician

AGENDA: May 12, 2026

TO: Elderly & 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 Committee receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project (ZEPRT)'s Trail Segments 13-20 Memo.

BACKGROUND

The Regional Transportation Commission (RTC) prepared 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). Since late 2023, work has included development of the purpose and need statement; 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.

In December 2025, the Commission accepted the ZEPRT Final Project Concept Report and directed staff to continue to pursue state and federal funding and coordination to advance passenger rail. In addition, the Commission directed staff to return with a proposal for construction and implementation of the Interim Trail for Segments 9-11.

DISCUSSION

As a supplement to the ZEPRT Final Project Concept Report, RTC has prepared a Draft Memo summarizing the ZEPRT conceptual trail alignments for Segments 13-20. The memo details the proposed conceptual alignment of the Ultimate Trail configuration to accommodate future passenger rail

service as presented in the Final Project Concept Report. The memo describes the boundary determination and presents the proposed alignments for each segment, which were developed through an iterative process including conceptual level engineering design, technical analysis, evaluation of potential constraints and impacts, and input gathered through community and stakeholder engagement.

The memo includes maps indicating the proposed Class I or Class IV trail facilities for each segment. Cross-section exhibits are also provided to illustrate potential future configuration of the roadway, trail, and passenger rail components. The rail and trail alignment will continue to be further defined as the ZEPRT project advances.

Conceptual cost estimates were developed for each segment. Quantities were assigned to bid items for specific items of work such as signage, pavement, earthwork, structures, and trackwork. Items with minimal design detail but included in the project scope were estimated through a parametric quantity or as a lump sum allowance. General condition items such as mobilization, quality control, traffic control, survey, and temporary erosion control were estimated as a percentage of total construction costs. Right-of-way (ROW) items such as acquisition costs and temporary construction easements, and utility relocations were assumed as a percentage of construction costs or as a lump sum allocation.

The pricing of the bid items were determined through historical unit prices from recent transit and roadway projects and based on engineering experiences. Due to the level of design the pricing for unquantified items are assumed as allowances and lump sum costs based on elements of work from similar projects. These assumptions allow for sufficient costs to be allocated to the items as the project scope develops. Overall, given the conceptual level of design, a 40% contingency was added to the construction and ROW items to account for potential design and project scope uncertainties.

"Hard Cost" in 2026 dollars were developed and include for costs for construction item, ROW, and contingency. Soft costs for design, administration and right of way aquation were estimated by applying allocated percentages to the hard cost for each category. Preliminary engineering and environmental was assumed to be 15% of the hard cost subcategory. Final design was assumed to be 12% of the hard cost subcategory. Construction administration was assumed to be 15% of the hard cost subcategory.

Escalation was calculated at 4% annually of the Hard and Soft costs to the anticipated start Year of Expenditure (YOE) of 2035.

The following table summarizes the 2026 and YOE 2035 costs. To accommodate the Ultimate Trail configuration, estimates include costs associated with grading and track shifts necessary for future rail construction. Efficiencies of building the rail and trail projects together would considerably reduce costs of some rail segments. Trail cost savings of roughly 50 percent would be anticipated if the trail was built in conjunction with the rail project.

Segment	Grand Total (2026)	Grand Total YOE (2035)
Segment 13	$ 59,900,000	$ 85,300,000
Segment 14	$ 83,100,000	$ 118,300,000
Segment 15	$ 74,400,000	$ 105,900,000
Segment 16	$ 144,500,000	$ 205,700,000
Segment 17	$ 71,500,000	$ 101,800,000
Segment 18	$ 36,000,000	$ 51,300,000
Segment 18 Alt 1	$ 83,100,000	$ 118,200,000
Segment 19	$ 3,800,000	$ 5,400,000
Segment 20	$ 26,400,000	$ 37,600,000
Grand Total	**$ 582,700,000**	**$ 829,500,000**

Figure 1: Conceptual Cost Estimate

NEXT STEPS

Following the Commission's acceptance of the Final Project Concept Report in December 2025, 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

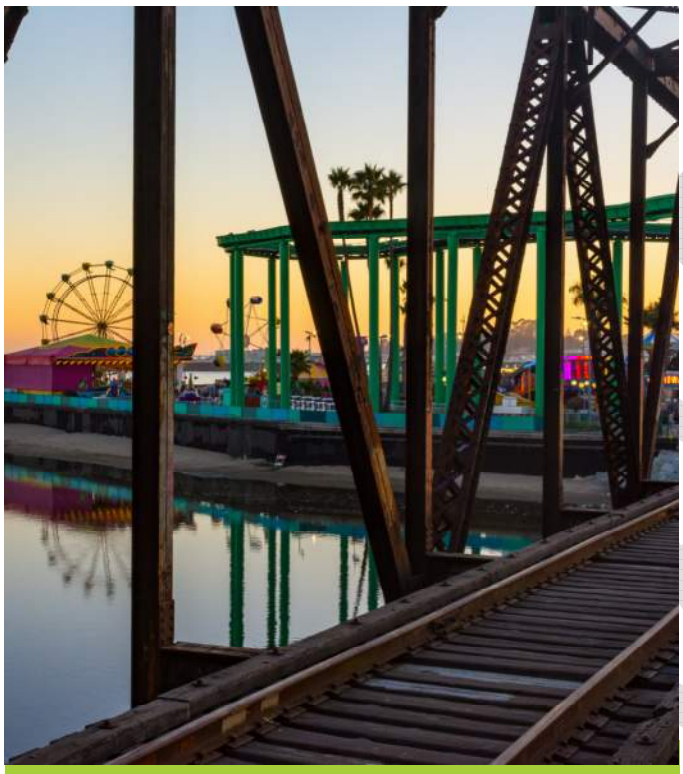
Staff will provide an update on the Zero Emission Passenger Rail and Trail Segments 13-20 Memo. Input can be provided via email to zeprt@sccrtc.org.

ATTACHMENTS

1) ZEPRT Trail Segments 13-20 Memo Draft

ZERO EMISSION
PASSENGER RAIL AND TRAIL

WATSONVILLE/PAJARO
to
SANTA CRUZ



Trail Segments 13-20 Memo

DRAFT

March 20, 2026

SCCRTC Zero Emission
Passenger Rail and Trail Project

SCCRTC

The Santa Cruz County Regional Transportation Commission (SCCRTC) is committed to ensuring that no person is excluded from participation or subjected to discrimination in any SCCRTC activities. To request this file in an alternative format or an auxiliary aid or service for effective communication, contact the SCCRTC at (831) 460-3200 or info@sccrtc.org.

Table of Contents

Project Summary

The ZEPRT Project proposes implementation of new passenger rail service and stations on approximately 22 miles of the SCBRL from Pajaro in the east with the city of Santa Cruz in the west. The Project also proposes to develop 12 miles of the Coastal Rail Trail – Segments 13-20 from Rio Del Mar Boulevard through the community of La Selva Beach and the city of Watsonville – and the Capitola Trestle reach (Segment 11, Phase 2) to enhance local bicycle and pedestrian safety and connectivity. This Santa Cruz County Regional Transportation Commission (SCCRTC) Zero Emission Passenger Rail and Trail (ZEPRT) Trail Segment 13 through Segment 20 Memo presents a summary of the developed to-date proposed conceptual trail alignment within or close to the SCCRTC-owned Santa Cruz Branch Rail Line (SCBRL) corridor right-of-way.

The initial conceptual trail alignment presented for the ZEPRT Project in 2024 was designed to fit within the existing SCBRL corridor, where feasible, while accommodating both the rail and trail infrastructure. Consideration was taken for trail segments within the SCBRL that have already been constructed or are currently in design. This proposed alignment resulted from a robust iterative process consisting of conceptual level engineering design, technical analysis, assessment of potential constraints and impacts, and extensive community and stakeholder engagement. The rail and trail alignments will be further refined as the ZEPRT Project advances.

Segment 13

Length: 0.91 miles (4,798 LF) – Rio Del Mar Boulevard to Cliff Drive/Hidden Beach

Segment 13 Boundary Determination

The northern boundary of Trail Segment 13 begins in the railroad right of way under the Rio Del Mar Boulevard overcrossing of the right of way connecting to the Trail Segment 12 Class I facility creating a continuous trail southward from Aptos. This location provides for a connection with the existing Class III bike route along Rio Del Mar Boulevard as well as the existing bike facilities along Sumner Avenue. The southern end of the trail segment terminates at the end of the Hidden Beach rail trestle adjacent to Sumner Avenue.

Segment 13 Description

Trail Segment 13 will provide both pedestrian and bike access from the Rio Del Mar Boulevard vehicular overcrossing to Hidden Beach. At Hidden Beach, the proposed pedestrian and bike trail will connect to an existing trail facility allowing users to have direct coastal access from the Segment 13 trail. Due to the grade differential between the roadway at Rio Del Mar Boulevard and the trail, a vertical ingress and egress will be required to allow for user access from Rio Del Mar Boulevard to the trail. The proposed trail will run adjacent to the rail tracks on the inland-side under the Rio Del Mar Bridge and continue along the inland-side of the tracks until Hidden Beach. This section of track is in a depressed corridor, with steep side-slopes on either side separating the proposed rail and trail from residential parcels. Due to the narrow corridor the tracks may need to be reconstructed away from the trail to the coastal side of the corridor and small structures, such as retaining walls, may be needed along the north side of the corridor to support the steep side-slopes to allow for the required 12' trail width.

As previously noted, Segment 13 terminates at the end of the Hidden Beach rail trestle adjacent to Sumner Avenue. This trail crossing will require a new pre-engineered pedestrian and bike bridge that will align adjacent to the rail trestle. Once south of the Hidden Beach rail trestle, and over the new trail bridge, pedestrian and bike access will continue along the coastal side of Sumner Ave. At this location trail users can connect to the Hidden Beach parking lot through the existing trail that crosses under the Hidden Beach rail trestle from Sumner Ave to Hidden Beach.

Segment 13 Proposed Improvements

- 0.91 miles (4,798 LF) multi-use paved path (Class I) along the inland side of the railroad right-of-way

- Two vertical connections: One (1) at the Rio Del Mar Boulevard roadway overcrossing, One (1) at the Hidden Beach structure
- One (1) pre-engineered bike/pedestrian bridge, spanning a distance of four-hundred (400 ft) feet using three (3) different span lengths. Span lengths shall include one (1) eighty (80 ft) foot span, one (1) two-hundred and forty (240 ft) foot span, and one (1) eighty (80 ft) foot span.
- 2200 ft of track realignment and reconstruction and retaining walls
- Fencing to separate Segment 13 trail from the rail alignment within this same segment.

Segment 13 - Cost

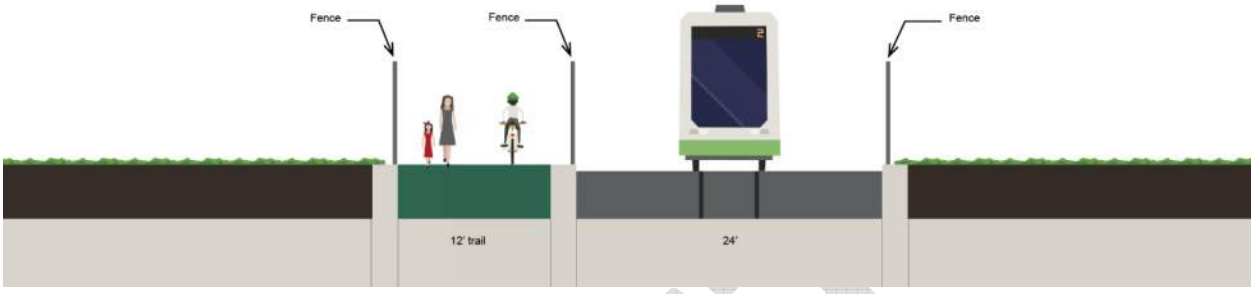
Total Segment cost is $59,900,00 in 2026 dollars.

See Appendix A for additional details

Segment 13 – Map

Source: HDR

Segment 13 - Cross Section



Source: HDR

Segment 14

Length: 1.13 miles (5,967 LF) - Cliff Drive/Hidden Beach to Seascape Park

Segment 14 Boundary Determination

Segment 14 starts beyond the end of Hidden Beach rail trestle and south of the Coastal Rail Trail parking lot at the end of the new trail bridge adjacent to Sumner Ave. Segment 14 is considered on the inland-side of the Coastal Rail Trail within Sumner Avenue right-of-way. Segment 14 remains on the inland-side of the rail tracks between Sumner Ave and the railroad right-of-way and ends at the Seascape Park parking lot.

Segment 14 Description

Segment 14 starts at the end of the Segment 13 bridge adjacent to the Hidden Beach rail trestle and continues south along the coastal side of the Sumner Avenue right-of-way. Due to the topography along this segment and it's proximity to the coast small retaining walls may be required on the inland-side of the trail to secure the uphill slope along the Sumner Avenue corridor. The proposed trail will maintain an inland-side orientation of the tracks along Sumner Avenue, including an at-grade street crossing of the trail at Clubhouse Drive intersection where improvements will be implemented to allow for a safe crossing for bicyclists and pedestrians. These proposed traffic improvements include modifying traffic lane striping, implementation of new railroad vehicular gates with flashing light warning signal, pedestrian flashing lights and gates, signage, and a swing gate for emergency access. This trail alignment option maintains a right-of-way orientation along Sumner Avenue towards an at-grade signaled street crossing Sumner Avenue and Seascape

Boulevard. The current at-grade crossing will need to be modified by traffic safety treatments that include either active (e.g. flashing light signal, moving gates) or passive warning devices (e.g. railroad crossbucks and signage). This crossing will require relocating electrical control boxes and other utilities to accommodate the proposed trail. Segment 14 terminates on the inland-side of the rail tracks at an existing non-signalized, at-grade rail crossing inland of the Seascape Park public parking lot. This location also provides the proposed Coastal Rail Trail with existing trailhead parking, staging area access, and a good concluding point for segmented implementation phasing.

Segment 14 Proposed Improvements

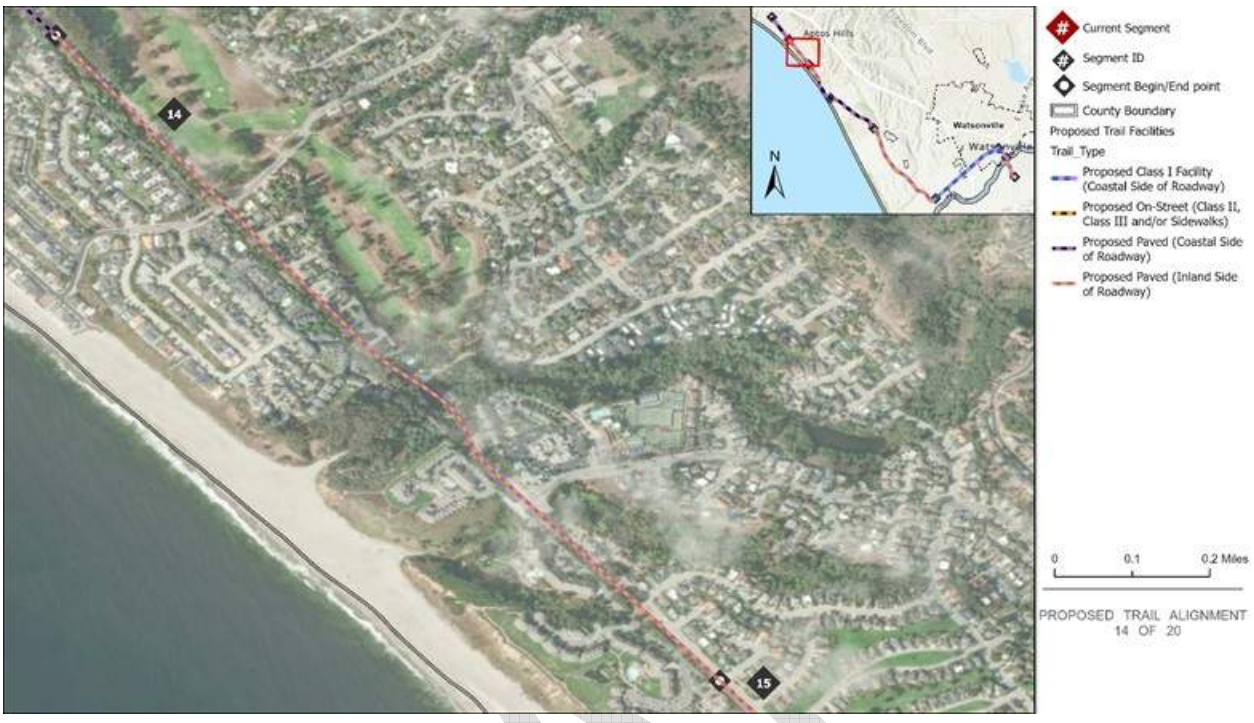
- 1.13 miles (5,967 LF) multi-use paved path (Class I) along the inland rail right-of-way
- Two (2) at-grade (street-level) road crossings (Clubhouse Drive, Seascape Blvd) with proposed traffic safety improvements including physical and visual enhancements
- One (1) pre-engineered bike/pedestrian bridge, spanning a distance of four-hundred (400 ft) feet using three (3) different span lengths. Span lengths shall include one (1) eight (80 ft) foot span, one (1) two-hundred and forty (240 ft) foot span, and one (1) eighty (80) foot span.
- Fencing to separate Segment 14 trail from the rail alignment withing this same segment.

Segment 14 - Cost

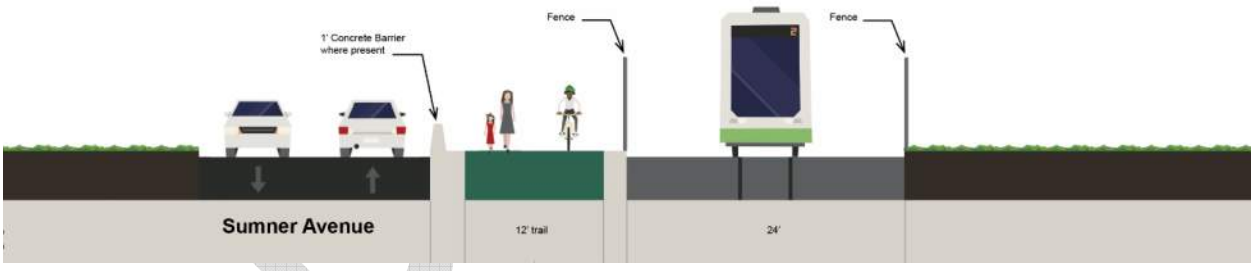
Total Segment cost is $83,100,000 in 2026 dollars.

See Appendix A for additional details

Segment 14 – Map



Segment 14 – Cross Section



Segment 15

Length 1.37 miles (7,256 LF) - Seascape Park to Manresa State Beach Railroad Bridge at San Andreas Road

Segment 15 Boundary Determination

Segment 15 starts at the northern limit of the Seascape Park with a portion along Sumner Avenue until the end and of the street and back into the railroad right-of-way to cross the railroad bridge over San Andreas Road near Manresa State Beach. This segment poses

engineering, grading, and grade-separated crossing challenges. The location of this segment lends to significant multi-use connectivity with safe accessible trail possibilities to access the nearby California Coastal Trail.

Segment 15 Description

As previously noted, Segment 15 starts right past the entrance of Seascape Park on the coastal side of Sumner Avenue and continues down the road adjacent to the railroad right-of-way on the inland-side of the tracks. Sumner Avenue dead ends to the south past Seascape Park, near Camp St. Francis, where the proposed trail alignment continues past the end of Sumner Avenue back into the railroad right-of-way on the inland-side of the tracks, bordering a short stretch of agricultural land. Continuing along the inland side of the tracks the alignment then crosses to the coastal side of the tracks at the Camino Al Mar at-grade crossing, approximately 2000 feet south of the end of Sumner Avenue. The proposed trail continues southward along the coastal side of the tracks where it crosses the gulch at La Selva Beach on a new trail bridge adjacent to the existing rail bridge.

The proposed trail bridge crossing at the La Selva Beach may require the following options for the crossing:

1. A prefabricated truss bike/pedestrian bridge on the coastal side of the existing rail trestle, with a landing near the south bridge abutment.
2. A concrete arch bridge bike/pedestrian structure adjacent to the existing rail trestle, with a landing near the south bridge abutment.

The trail alignment continues down the coast from the La Selva Beach crossing along the coastal-side of the rail corridor. The proposed trail stays on the coastal-side and when it reaches the end of the Manresa bluffs, crosses an existing private at-grade driveway to continue along the coastal-side of the tracks. Once the proposed trail is on the coastal side of the tracks, the physical constraints vary from steep slopes, private roadways, adjacent private property lines and narrow railroad right-of-way. To accommodate the trail within the corridor segments of the track will need to be reconstructed to a location further inland, away from the trail. In addition, walls will be needed to support the trail and railroad in these locations due to the narrow railroad corridor. Trail Segment 15 terminates just east of San Andreas Road where a new prefabricated bridge will be constructed over San Andreas Road.

Segment 15 Proposed Improvements

- 1.37 miles of multi-use paved path (Class I) along the inland rail right-of-way

- Two (2) private at-grade road crossings (Sumner Avenue, Camino Al Mar) and two (2) additional private crossings
- One (1) pre-engineered trail bridge crossing at San Andreas Road, spanning a distance of one hundred and eighty (180 ft) foot span at San Andreas Road
- One (1) pre-engineered trail bridge crossing at La Selva Beach, spanning a distance of four-hundred (400 ft) using three (3) different span lengths. Span lengths shall include three (3) fifty (50 ft) feet spans on each side of the one-hundred eighty (180 ft) feet main span. The one-hundred eighty (180 ft) main span has two alternatives, either a prefabricated truss or an arch span.
- 4800 ft of track realignment and reconstruction and retaining walls
- One (1) rail at-grade crossing (Camino Al Mar)
- Fencing to separate the trail segment from the rail alignment within the same segment.

Segment 15 - Cost

Total Segment cost is $74,400,000 in 2026 dollars.

See Appendix A for additional details

Segment 15 – Map

Segment 16

Length 1.79 miles (9,475 LF) down the coast from Railroad Bridge abutment at San Andreas Road to Buena Vista Drive

Segment 16 Boundary Determination

Beginning at the southernmost side of the existing rail bridge crossing of San Andreas Road at Manresa State Beach, Segment 16 runs along the rail corridor and adjacent to the San Andreas Road/Pacific Bike Route to the railroad grade crossing at Buena Vista Drive. The trail continues moving down the San Andreas Road corridor as the rail line heads inland toward Watsonville. Segment 16 sees the trail move away from direct beach access and towards greater access to regional transit lines, commercial land uses, and denser residential areas.

Segment 16 Description

As previously stated, the beginning of Segment 16 starts at the southern end of the San Andreas Road rail bridge where the rail line begins to diverge from the coastal edge and heads inland toward Watsonville.

The trail then continues within the railroad right-of-way on the coastal side of the tracks, where the trail will pass farm land, forested areas, and various residential/recreational land uses towards Spring Valley Road. At Spring Valley road, the trail crosses the roadway at the at-grade railroad crossing as it continues southward within the railroad right-of-way along the coastal-side of the tracks. In the areas between the beginning of segment 16 and Spring Valley Road it is anticipated that the tracks will need to be reconstructed to a location further inland to accommodate the trail within the railroad right-of-way. After the Spring Valley Road crossing, the trail passes large parcels of farm/agricultural land and, notably, the Ellicott Slough National Wildlife Refuge area. This ecologically diverse trail section is also adjacent to the Santa Cruz Long-Toed Salamander Ecological Reserve on lands owned by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and private land dedicated in conservation easements. Past the Ellicott Slough, the trail continues down the coastal side of the railroad right-of-way where it crosses at the Peaceful Valley Road at-grade railroad crossing continuing on the coastal-side of the track before intersecting with Buena Vista Drive and San Andreas Road. Both of the crossings at Peaceful Valley Road and Buena Vista Drive will have challenges due to sightline and elevation differences between the roads, trail, and rail line. The trail will end south of Buena Vista Drive and San Andreas Road intersection.

Segment 16 Proposed Improvements

- 1.79 miles multi-use paved path (Class I) along the rail right-of-way
- 12,700 ft of track realignment and reconstruction and 4800 ft of retaining walls
- Two (2) at-grade road crossings (Spring Valley Road, Peaceful Valley Road)
- One (1) at-grade rail crossing (Spring Valley Road)
- Fencing to separate trail from the rail alignment within this same segment.

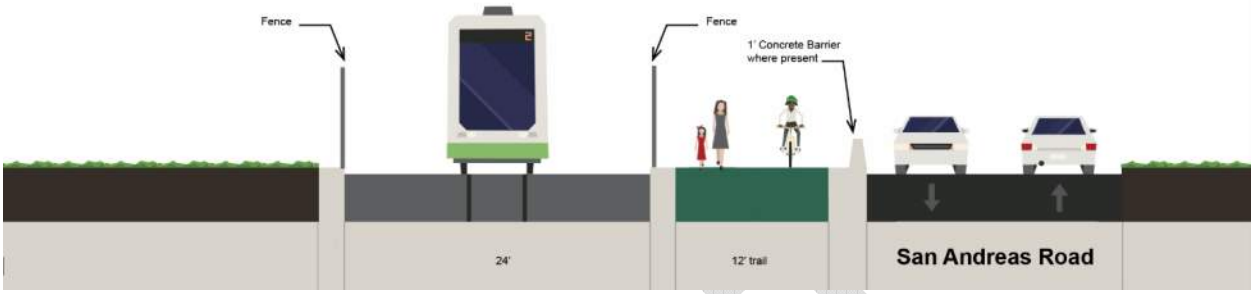
Segment 16 - Cost

Total Segment cost is $144,500,000 in 2026 dollars.

See Appendix A for additional details

Segment 16 – Map

Segment 16 - Cross Section



Segment 17B – Watsonville Slough

Length: 3.49 miles (18,008 LF) – San Andreas Road from Buena Vista Drive to West Beach Street, then continuing eastbound on West Beach Street to Thurwachter Road.

Segment 17B Boundary Determination

The boundary is determined by the intersection of the end of Segment 16 at Buena Vista Drive and San Andreas Road and proceeding downcoast to West Beach Street via a new 12 foot wide San Andreas Road Class I Bikeway to the intersection of West Beach Street and Thurwachter Road.

Segment 17B Description

Starting from just south of the intersection crossing at Buena Vista Drive and San Andreas Road, the project would construct a new 12 foot wide Class I Bikeway along the eastside of San Andreas Road to provide connectivity to West Beach Street. The existing Intersection at San Andreas Road and West Beach Street will be realigned and signalized with pedestrian and bicycle signals. The trail will then continue northeast, on the south side of West Beach Street, to the intersection of West Beach Street and Thurwachter Road. This segment of San Andreas Road serves as the Pacific Coast Bicycle Route which continues down the coast via Thurwachter Road to Monterey County. The Class I Bikeway will be separated by concrete barriers except at intersections and driveways to allow traffic flow and access to adjacent properties. At Thurwachter Road the trail will connect to Trail Segment 18B to allow for trail access into Downtown Watsonville.

In the area between Buena Vista Drive and West Beach Street there are two Segment 17 alternatives for consideration. Alternative A provides for a trail along the railroad corridor,

through Harkins Slough, along the agricultural land adjacent to the railroad right of way. Alternative A has substantial environmental challenges in Gallaghan and Harkins Sloughs as well as right of way impacts to the adjacent agricultural land. In addition, access and connectivity throughout this segment is limited due to the slough and agricultural land constraints. Constructing a trail through this area will be challenging and costly. Due to these challenges it was decided during the ZEPRT project to further investigate Alternative B along San Andreas Road. Alternative B provides for better connectivity along San Andreas Road to transit and to the coastal points of interest. In the end Alternative B was selected as the preferred alternative to provide a feasible connection throughout the area minimizes environmental impacts.

Segment 17B proposed improvements include:

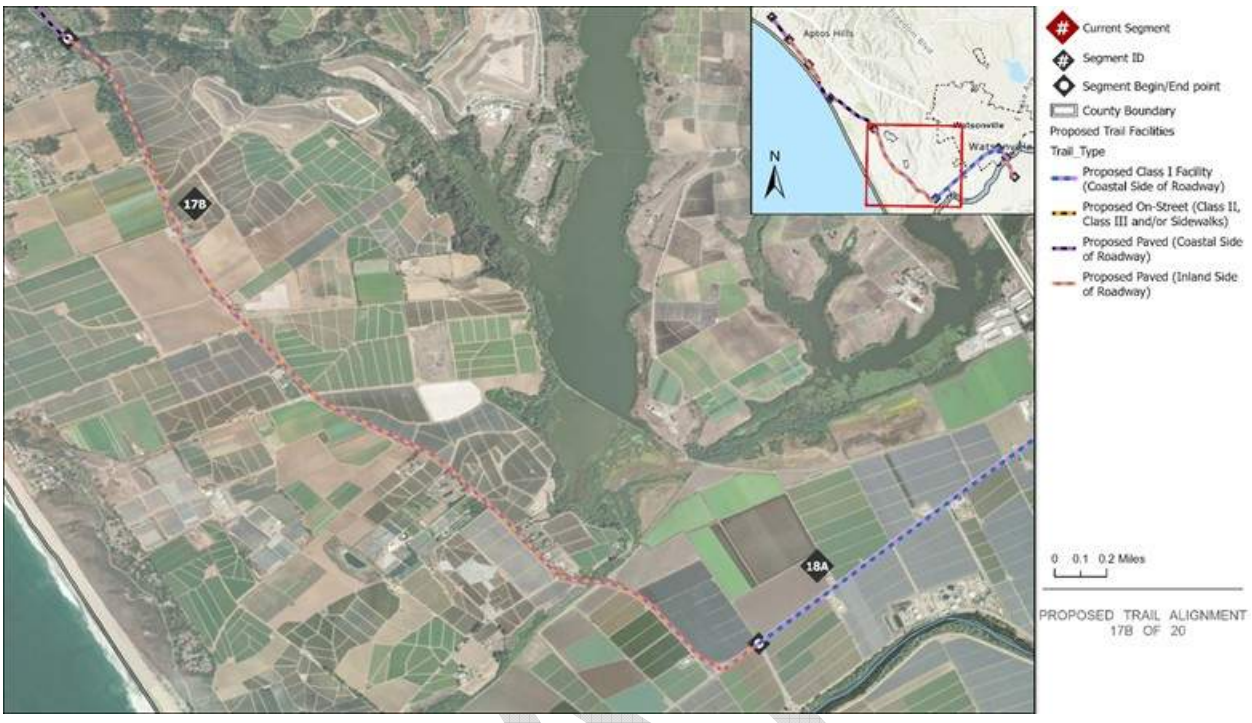
- 3.2 miles – Class I Bikeway along the eastside of San Andreas Road to West Beach Street
- 2.58 miles – Concrete barriers between the Class I Bikeway along San Andreas Road to West Beach Street
- 0.17 miles - Class I Bikeway along southside of West Beach Street to Thurwachter Road
- 0.17 miles - Concrete barriers between the Class I Bikeway on West Beach Street to Thurwachter Road
- 0.02 miles – New prefabricated bridge on San Andreas Road over the Watsonville Slough
- 8.25 Acres of ROW Acquisition
- Reconstruction San Andreas Road and West Beach Street, including signalization and Class II Bikeway connection to westbound West Beach Street.

Segment 17B - Watsonville Slough - Cost

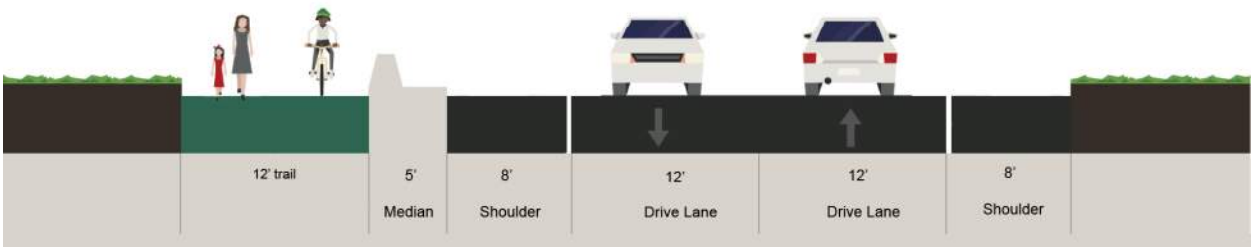
Total Segment cost is $71,500,000 in 2026 dollars.

See Appendix A for additional details

Segment 17B - Watsonville Slough - Map



Segment 17B – Watsonville Slough – Cross Sections



Segment 18A – West Beach Street

Length: 2.72 miles (14,361 LF) - Thurwachter Road to Rodriguez Street

Segment 18A Boundary Determination

Segment 18A starts at the intersection on West Beach Street and Thurwachter Road and continues inland to Rodriguez Street. This segment connects Downtown Watsonville to the existing trail network in the Watsonville Slough Wetlands.

Segment 18A Description

Segment 18A begins at Thurwachter Road, and travels east-west along West Beach Street adjacent to large parcels of agricultural and municipal land uses, such as the Watsonville Wastewater Plant, connecting to Downtown Watsonville. This trail segment will require extensive coordination with stakeholders such as the Caltrans, Santa Cruz County and City of Watsonville, and the local farm owners and operators that border this segment.

Along this segment two options were investigated; Option 1 to provide a Class I facility immediately adjacent to and off the edge of travelway along the south side of the existing West Beach Street and Option 2 a Class I facility along West Beach Street, south of the existing open drainage ditch, along the existing frontage agricultural farm field roads. The Option 1 alignment will require the reconstruction of a portion of Beach Street as well as extensive utility relocations due to an existing overhead powerline and a recycled waterline and drainage modifications to enclose the existing open ditch in a large culvert with a series of inlets to drain runoff from Beach Street. Option 2 proposes to put the Class I facilities just south of West Beach Street along the existing frontage agriculture field roads. This option will result in additional right-of-way needs but will limit the reconstruction of West Beach Street as well as impacts to utilities and drainage.

As previously stated, this segment begins at the intersection of West Beach Street and Thurwachter Road, and will consist of constructing a new 12 foot wide Class I facility that continues on the southside of West Beach Street, crossing under the Highway 1 bridge structure near Lee Road into Watsonville to Industrial Road where it transitions to a Class IV Bikeway until it ends at the intersection of West Beach Street and Rodriguez Street. Except for access points and roadways, the Class I Bikeway will be protected by concrete barriers between Thurwachter Road and Industrial Lane and along the Class IV bikeway from Industrial Lane to Walker Street vertical plastic delineators will be used instead of the concrete barriers. From Industrial Lane to Walker Street, parking will be provided on the side of Beach Street between the travel lanes and bikeway. Segment 18 proposed improvements include:

- 1.96 miles - Class I Bikeway along southside of West Beach Street
- 0.76 miles – Class IV Bikeway along southside of West Beach Street
- 1.71 miles - Concrete barriers between the Class I Bikeway and West Beach Street
- 0.36 miles - Installation of Plastic Delineator Bollards between Bikeway and West Beach Street
- Rail Crossing improvements at Walker Street

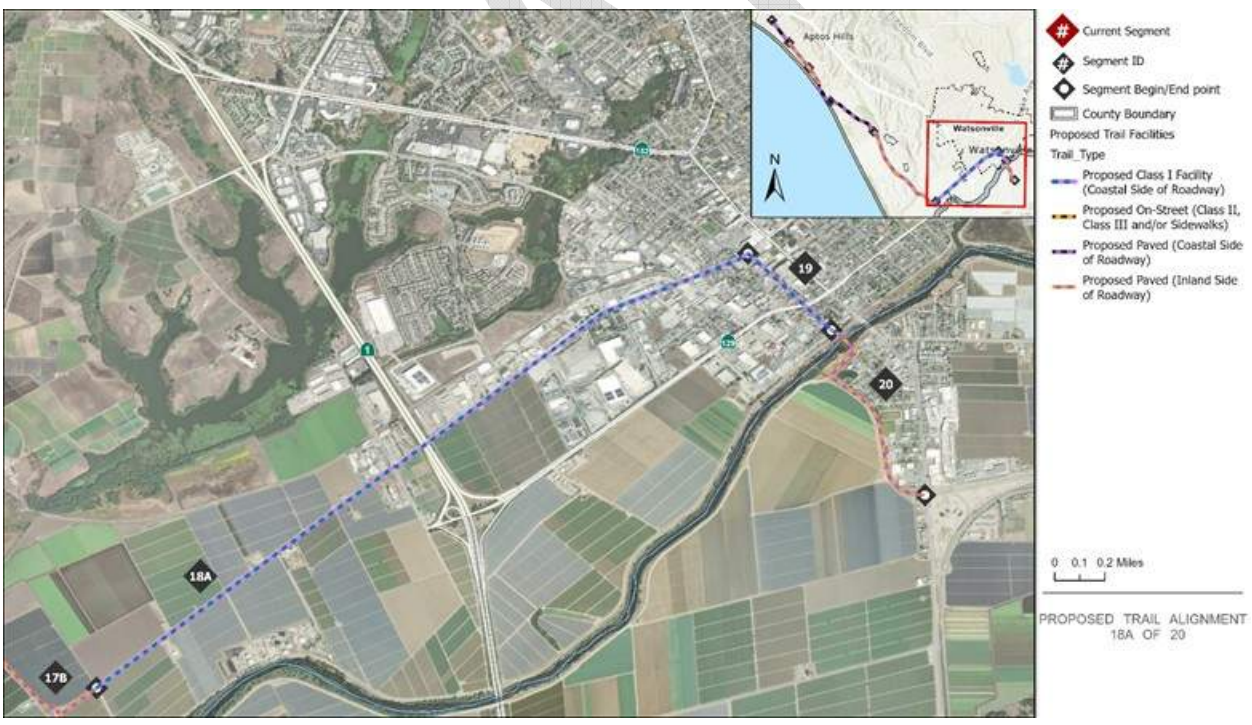
Segment 18A – West Beach Street - Cost

Total Segment cost of option 1 is $83,100,000 in 2026 dollars.

Total Segment cost of option 2 is $36,000,000 in 2026 dollars.

See Appendix A for additional details

Segment 18A - West Beach Street - Maps



Segment 18A - West Beach Street - Cross Sections

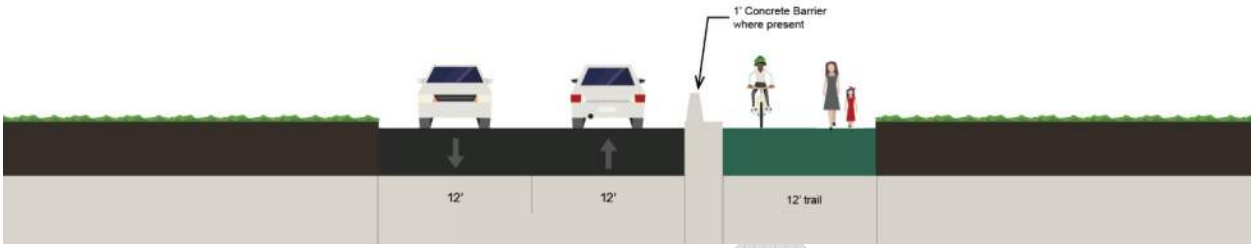


Figure 1 Beach Street (Eastbound) East of San Andreas Road to West of Lee Road

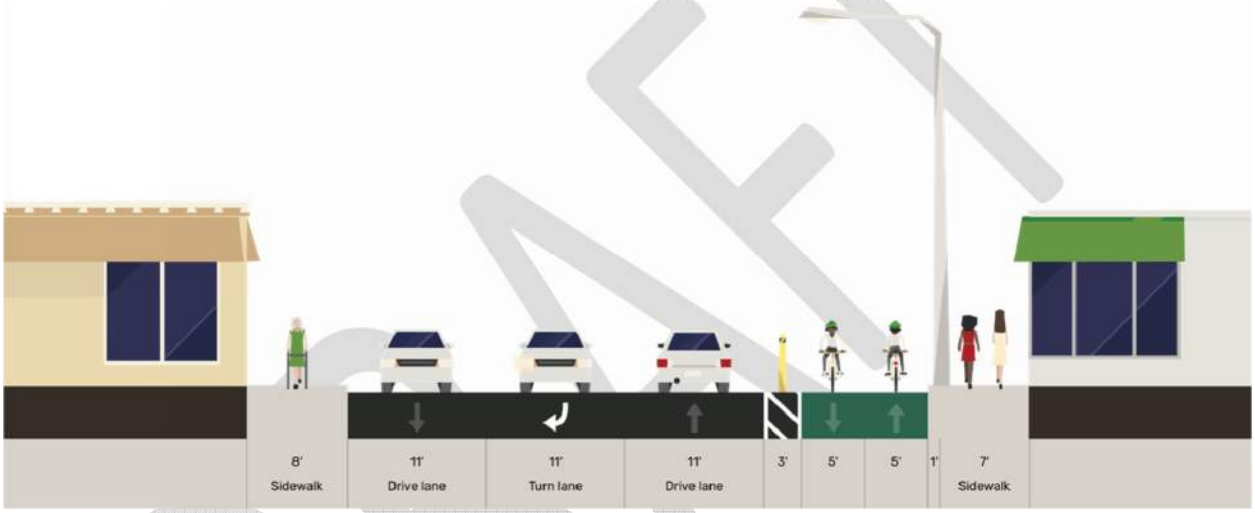


Figure 2 Beach Street (Eastbound) East of Industrial Rd to Walker Street

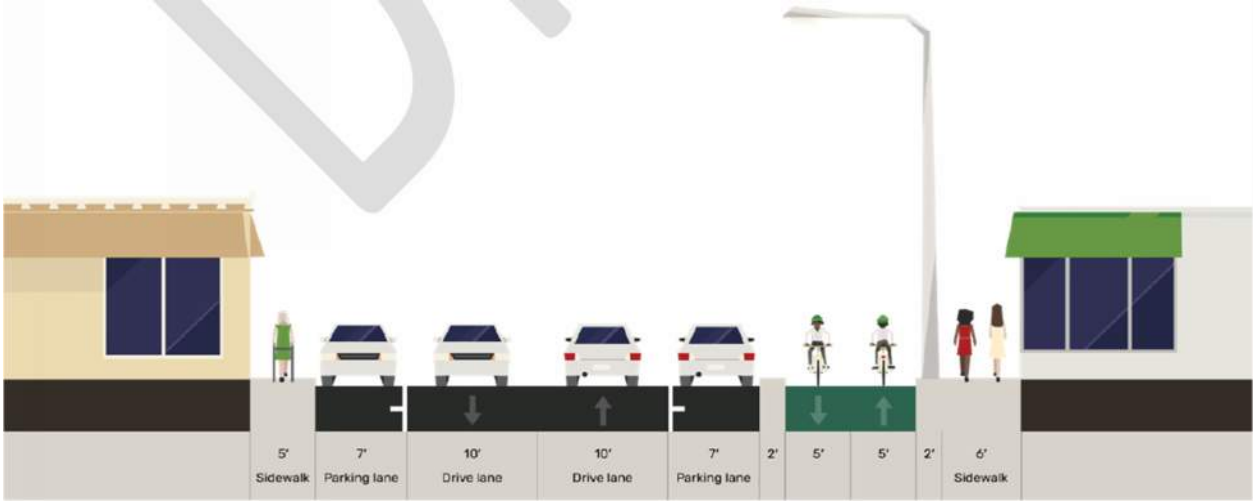


Figure 3 Beach Street (Eastbound) East of Walker Street to Rodriguez Street - Proposed

Segment 19 – West Beach/Rodriguez Street, City of Watsonville

Length: 0.41 miles (2,200 LF) – Along the west side of Rodriguez Street from Beach Street to West Front and the North Bank of the Pajaro River.

Segment 19 Boundary Determination

Segment 19 along Rodriguez Street consists of a Class IV protected Bikeway. It begins at the intersection of West Beach Street and Rodriguez and travels for approximately 4 city blocks along Rodriguez Street where it terminates at the North Bank of the Pajaro River, between 24 and 25 West Front Street, where it will connect to the Trail Segment 20 pedestrian/bike bridge.

Segment 19 Description

As part of the ZEPRT project alternative alignments for Segment 19 were investigated. The original MBSST alignment along Walker St was determined to be challenging to implement due to the railroad, 2-way traffic movements and adjacent commercial businesses and truck traffic. The Walker Street roadway section was reviewed to determine if all modes could exist within the limits while providing for access to adjacent properties and it was determined that was not feasible. Through stakeholder coordination it was determined the best alternative solution is to route Segment 19 along Rodriguez St due to the existing bike facilities, lower traffic volume and neighboring businesses that support foot traffic.

Segment 19 will be part of Watsonville's bike facility network. Segment 19 starts as a 10 foot wide protected Class IV bikeway at the intersection of West Beach Street and Rodriguez Street traveling down the westside of the Rodriguez street with either concrete barriers or vertical plastic delineators as protection depending on geometry. This section will require a signal modifications at the intersection of Rodriguez Street and West Riverside Drive. This section ends at a proposed pedestrian/bike bridge that is to be constructed over the Pajaro River. Segment 19 proposed improvements include:

- 0.40 miles - Class IV 2-way Protected Bikeway along Rodriguez Street
- New Signal at the intersection of Rodriguez Street and West Riverside Drive

Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Cost

Total Segment cost is $3,800,000 in 2026 dollars.

See Appendix A for additional details

Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Map

Segment 19 - West Beach/Rodriguez Street, City of Watsonville – Cross sections

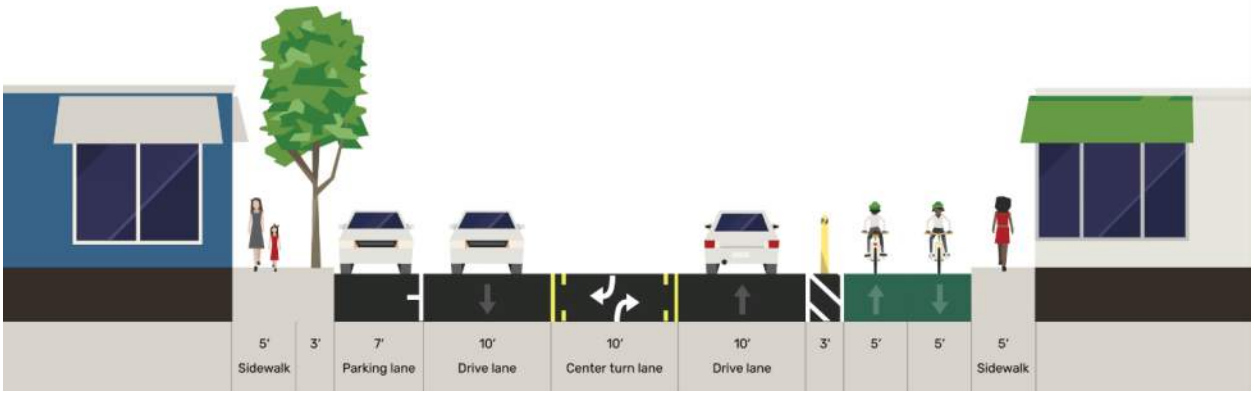


Figure 4 Rodriguez (North) going Eastbound- Proposed

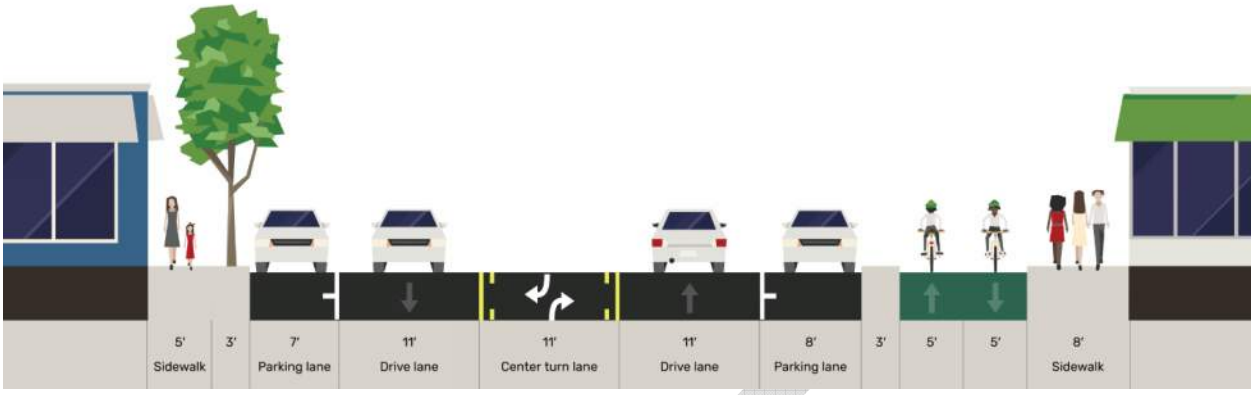


Figure 5 Rodriguez (Middle) going Eastbound- Proposed

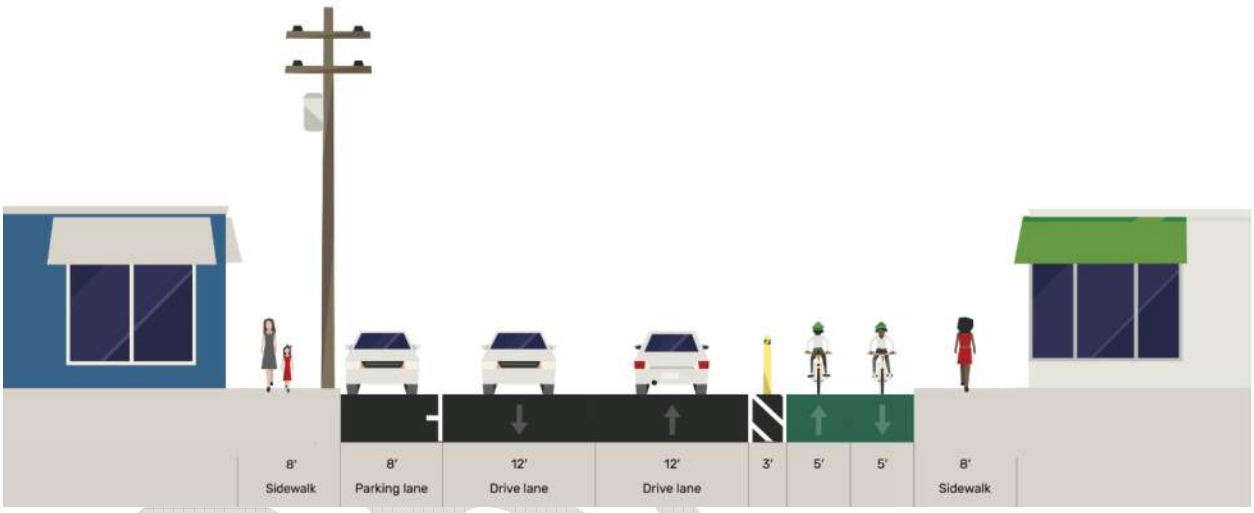


Figure 6 Rodriguez (South) going Eastbound- Proposed

Segment 20 - Pajaro River

Length: 0.83mile (4,342.5LF) - North Bank of the Pajaro River to Salinas Road

Segment 20 Boundary Determination

Segment 20 is the last segment of the trail starting at the pedestrian/bike bridge crossing of the Pajaro River at Rodrigez Street and West Front Street and concluding where the rail line meets Salinas Road, just south of Railroad Avenue.

Segment 20 Description

This segment is a short connection that includes a new pre-engineered bridge crossing at the Pajaro River. This segment will need to construct a new switchback bike and pedestrian ramp to climb the elevation from street level at the intersection of Rodriguez Street and

West Front Street to the North Bank of the Pajaro River levee and cross a new pedestrian/bike bridge that will touchdown near San Juan Road and the entrance to the Pajaro Park facility. It was determined during the ZEPRT project that constructing a new trail bridge immediately adjacent to the existing rail bridge would be difficult and costly due to right-of-way constraints and construction challenges. Since a new trail bridge was necessary for this segment it was decided to move it to align with the end of Rodriguez St to provide a direct connection across the Pajaro River. Once over the river the trail will provide regional connection to the existing and proposed Pajaro River levee-top trail in Watsonville where will continue towards the coast along the levee-top road and back into the railroad right-of-way. The proposed rail trail alignment will then continue along the inland side of the tracks, just south of the baseball field, connecting adjacent neighborhoods and schools and ending at the Salinas Road at-grade railroad crossing where the SCCRTC railroad right-of-way ends. This terminus at Salinas Road is planned to someday continue inland from Salinas Road to the future Transportation Agency of Monterey County (TAMC) Pajaro train station on Salinas Road and a regional connection inland of the county line toward San Benito County and the city of Gilroy. The terminus of Segment 20 connects to the Monterey County bike path along Salinas Road to the Pajaro Train Station, as identified by the TAMC Pajaro Train Station Project.

The new pedestrian/bike bridge will provide a high-quality, safe crossing of the Pajaro River from Watsonville to the proposed levee top trail. These links are regionally important as the levee-top trail proposed by the City of Watsonville Trails and Greenways Master Plan will provide coastal beach access from the city of Watsonville, as well as access to the Coastal Rail Trail around the southern reach of the Monterey Bay.

Segment 20 proposed improvements include:

- 0.83 miles - Multi-use paved path (Class I) along the south bank of the Pajaro River Levee, from southern landing of the pedestrian/bike bridge to just inland of the railroad tracks
- 0.61 miles - Multi-use paved path (Class I) on the inland side of the railroad tracks to the terminus at Salinas Road
- 0.61 miles - Fencing between the Class I facility and the Santa Cruz Branch Rail Line
- One (1) switch-back ramp to connect Rodriguez Street to the new bridge on the North Bank of the Pajaro River.
- One (1) pedestrian/bike bridge at the Pajaro River crossing, 462 foot span

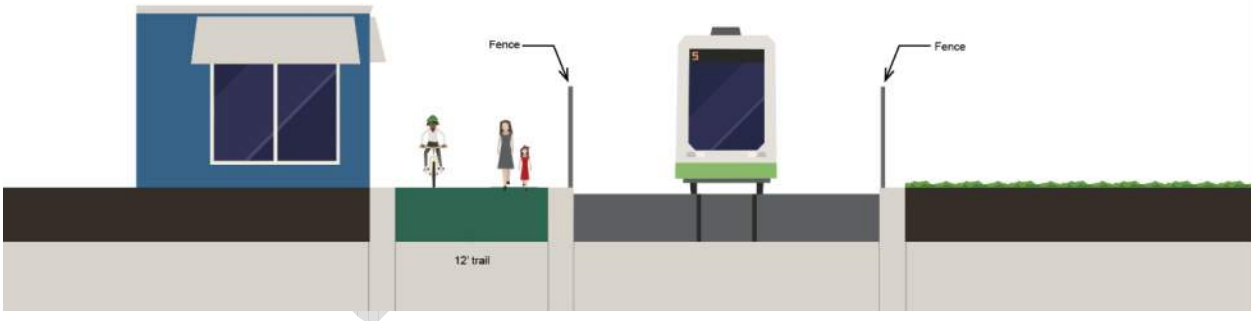
Segment 20 – Pajaro River – Cost

Total Segment cost is $26,400,000 in 2026 dollars.

See Appendix A for additional details

Segment 20 - Pajaro River – Map

Segment 20 - Pajaro River – Cross Section



Appendices

A – Trail Segment Conceptual Cost Estimates

Basis of Estimate

The estimating approach is based on an AACE Class 4 estimate. Quantities were developed by the design team using roll plots and typical sections using parametric values such as lineal feet or square feet of an item. The quantities were then assigned as bid items to specific types of work such as signage, pavement, earthwork, structures, and trackwork. Items with insufficient detail in the drawings but still included in the scope were developed using a parametric quantity or as a lump sum allowance. General condition items such as mobilization, quality control, traffic control, survey, and temporary erosion control are based on a percentage of total construction costs. Right of way (ROW) items consist of acquisition costs, temporary construction easements and utility relocation.

Pricing for the bid items are derived from historical unit prices from recent transit and roadway projects and based on engineer experience. Pricing for unquantified items is set as allowances and lump sum and based on elements of work from similar projects to allow for sufficient costs to be set aside as the project scope develops. Due to the conceptual level of the design a 40% contingency was added to the construction and ROW to account for variances in pricing, quantities, project unknowns, and possible design adjustments in scope that could occur as the project develops. The costs for construction items, ROW, and contingency were subtotaled and rounded to develop the “Hard Cost” in 2026 dollars.

Soft Costs for design, administration and right of way acquisition were determined by applying an allocated percentage to the hard cost for each soft cost category. Preliminary engineering and environmental was assumed to be 15% of the hard cost subcategory. Final design was assumed to be 12% of the hard cost subcategory. Construction administration was assumed to be 15% of the hard cost subcategory.

Escalation was calculated at 4% annually of the Hard and Soft costs to the anticipated start Year of Expenditure (YOE) of 2035.

PLANNING LEVEL COST ESTIMATE

3/25/2026

Coastal Rail Trail Segment 13

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	$ 1,920,000	$ 1,920,000	
Traffic Control	1	LS	$ 549,000	$ 549,000	
Temporary Erosion Control	1	LS	$ 206,000	$ 206,000	
Preconstruction Survey	1	LS	$ 206,000	$ 206,000	
Quality Control	1	LS	$ 165,000	$ 165,000	
Unquantified Removals	1	LS	$ 138,000	$ 138,000	
Clearing and Grubbing	2	ACRE	$ 10,200	$ 25,000	
Track Guideway Excavation	30,499	CY	$ 102	$ 3,111,000	
Finish Subgrade	187,934	SF	$ 1	$ 245,000	
Track Shift Excavation	28,081	CY	$ 102	$ 2,865,000	
Track Guideway Embankment	4,038	CY	$ 70	$ 283,000	
Track Shift Embankment	3,080	CY	$ 70	$ 216,000	
Underdrain - Trail	3,759	LF	$ 110	$ 414,000	
Unquantified Drainage	1	LS	$ 206,000	$ 206,000	
Class 2 AB - Trail	1,392	CY	$ 90	$ 126,000	
HMA (Trail)	1,669	TON	$ 220	$ 368,000	
Pavement Markings - Roadway & Trail	3,759	LF	$ 10	$ 38,000	
Signing - Unquantified	5,997	LS	$ 10	$ 60,000	
Fence - Trail	7,517	LF	$ 40	$ 301,000	
Unquantified Landscaping	2	ACRE	$ 4,500	$ 11,000	
Top Soil	3,480	CY	$ 83	$ 289,000	
Retaining Wall	7,200	SF	$ 200	$ 1,440,000	
Retaining Walls Track Shift	26,242	SF	$ 210	$ 5,511,000	
Ballast (to protect rail during wall install)	3,481	CY	$ 130	$ 453,000	
Existing Track/Guidway Demo	3,759	TF	$ 389	$ 1,463,000	
Track Shift	4,900	TF	$ 186	$ 912,000	
New Track	1,300	TF	$ 280	$ 364,000	
Unquantified Environmental Mitigation	224,922	DOL	$ 10	$ 2,250,000	
Unquantified Hazardous Materials	14,645	CY	$ 390	$ 5,712,000	
Contingency (40%)	1	LS	$ 11,939,000	$ 11,939,000	
Roadway Subtotal					**$ 41,790,000**

Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	$ -	$ -	
TCE	10,000	SF	$ 30	$ 300,000	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	1	LS	$ 120,000	$ 120,000	
Right of Way Subtotal					**$ 420,000**

Subtotal "Hard Costs" (year 2026)	**$ 42,210,000**

Cost Escalation (4% per year)	Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)	$ 42,210,000	$ 7,170,000	$ 49,400,000
Future Costs (Year 2035)	$ 42,210,000	$ 17,870,000	**$ 60,100,000**
Future Costs (Year 2040)	$ 42,210,000	$ 30,890,000	$ 73,100,000

Soft Costs[2]	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	$ 6,269,000	$ 6,269,000	
Final Design (12%)	1	LS	$ 5,015,000	$ 5,015,000	
Construction Administration (15%)	1	LS	$ 6,269,000	$ 6,269,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 84,000	$ 84,000	
Subtotal "Soft Costs" (year 2026)					$ 17,640,000
Escalated Soft Costs (Year 2035)					**$ 25,110,000**

Grand Total (2026)	**$ 59,900,000**
Grand Total YOE (2035)	**$ 85,300,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 14

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Mobilization	1	LS	$ 2,897,000	$ 2,897,000	
Traffic Control	1	LS	$ 828,000	$ 828,000	
Temporary Erosion Control	1	LS	$ 311,000	$ 311,000	
Preconstruction Survey	1	LS	$ 311,000	$ 311,000	
Quality Control	1	LS	$ 249,000	$ 249,000	
Unquantified Removals	1	LS	$ 207,000	$ 207,000	
Clearing and Grubbing	4	ACRE	$ 10,200	$ 38,000	
Track Guideway Excavation	46,310	CY	$ 102	$ 4,724,000	
Finish Subgrade	428,033	SF	$ 1	$ 557,000	
Track Shift Excavation	42,199	CY	$ 102	$ 4,305,000	
Track Guideway Embankment	6,132	CY	$ 70	$ 430,000	
Track Shift Embankment	2,234	CY	$ 70	$ 157,000	
Underdrain - Trail	5,707	LF	$ 110	$ 628,000	
Unquantified Drainage	1	LS	$ 311,000	$ 311,000	
Class 2 AB - Trail	2,114	CY	$ 90	$ 191,000	
HMA (Trail)	2,534	TON	$ 220	$ 558,000	
Pavement Markings - Roadway & Trail	5,707	LF	$ 10	$ 58,000	
Pavements Messages - Intersections	2	EA	$ 10,200	$ 21,000	
Signing - Unquantified	9,106	LS	$ 10	$ 92,000	
Fence - Trail	11,414	LF	$ 40	$ 457,000	
Unquantified Landscaping	4	ACRE	$ 4,500	$ 17,000	
Top Soil	7,927	CY	$ 90	$ 714,000	
Retaining Walls Track Shift	51,226	SF	$ 210	$ 10,758,000	
Ballast (to protect rail during wall install)	4,222	CY	$ 130	$ 549,000	
Existing Track/Guidway Demo	5,707	TF	$ 389	$ 2,221,000	
Track Shift	6,900	TF	$ 186	$ 1,284,000	
Unquantified Environmental Mitigation	430,184	DOL	$ 1	$ 431,000	
Unquantified Hazardous Materials	22,127	CY	$ 382	$ 8,453,000	
Contingency (40%)	1	LS	$ 16,703,000	$ 16,703,000	
Roadway Subtotal					**$ 58,460,000**

Right of Way Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Acquisition costs	-	SF	$ -	$ -	
TCE	-	SF	$ -	$ -	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	-	LS	$ -	$ -	
Right of Way Subtotal					**$ -**

Subtotal "Hard Costs" (year 2026)	**$ 58,460,000**

Cost Escalation (4% per year)	**Subtotal "Hard Costs"**	**Escalation**	**Total**
Future Costs (Year 2030)	$ 58,460,000	$ 9,930,000	$ 68,400,000
Future Costs (Year 2035)	$ 58,460,000	$ 24,750,000	**$ 83,300,000**
Future Costs (Year 2040)	$ 58,460,000	$ 42,780,000	$ 101,300,000

Soft Costs[2]	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (15%)	1	LS	$ 8,769,000	$ 8,769,000	
Final Design (12%)	1	LS	$ 7,016,000	$ 7,016,000	
Construction Administration (15%)	1	LS	$ 8,769,000	$ 8,769,000	
R/W Engineering/Acquisition (20%)	-	LS	$ -	$ -	
Subtotal "Soft Costs" (year 2026)					$ 24,560,000
Escalated Soft Costs (Year 2035)					**$ 34,960,000**

Grand Total (2026)	**$ 83,100,000**
Grand Total YOE (2035)	**$ 118,300,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 15

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	$ 2,569,000	$ 2,569,000	
Traffic Control	1	LS	$ 734,000	$ 734,000	
Temporary Erosion Control	1	LS	$ 276,000	$ 276,000	
Preconstruction Survey	1	LS	$ 276,000	$ 276,000	
Quality Control	1	LS	$ 221,000	$ 221,000	
Unquantified Removals	1	LS	$ 184,000	$ 184,000	
Clearing and Grubbing	4	ACRE	$ 10,200	$ 40,000	
Track Guideway Excavation	48,009	CY	$ 102	$ 4,897,000	
Finish Subgrade	212,994	SF	$ 1	$ 277,000	
Track Shift Excavation	45,943	CY	$ 102	$ 4,687,000	
Embankment for Bridge	4,000	CY	$ 90	$ 360,000	
Track Guideway Embankment	6,357	CY	$ 70	$ 445,000	
Track Shift Embankment	5,183	CY	$ 70	$ 363,000	
Underdrain - Trail	5,917	LF	$ 110	$ 651,000	
Unquantified Drainage	1	LS	$ 276,000	$ 276,000	
Class 2 AB - Trail	2,191	CY	$ 90	$ 198,000	
HMA (Trail)	2,627	TON	$ 220	$ 578,000	
Pavement Markings - Roadway & Trail	5,917	LF	$ 10	$ 60,000	
Signing - Unquantified	9,440	LS	$ 10	$ 95,000	
Fence - Trail	11,833	LF	$ 40	$ 474,000	
Unquantified Landscaping	4	ACRE	$ 4,500	$ 18,000	
Top Soil	4,338	CY	$ 83	$ 361,000	
La Selva Bluffs Bridge	5,760	SF	$ 610	$ 3,514,000	
Retaining Walls Track Shift	13,118	SF	$ 210	$ 2,755,000	
Ballast (to protect rail during wall install)	1,852	CY	$ 130	$ 241,000	
Existing Track/Guidway Demo	5,917	TF	$ 389	$ 2,302,000	
Track Shift	3,200	TF	$ 186	$ 596,000	
New Track	1,600	TF	$ 280	$ 448,000	
Unquantified Environmental Mitigation	145,731	DOL	$ 1	$ 146,000	
Unquantified Hazardous Materials	23,488	CY	$ 390	$ 9,161,000	
Contingency (40%)	1	LS	$ 14,882,000	$ 14,882,000	
Roadway Subtotal					**$ 52,090,000**

Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	$ -	$ -	
TCE	7,500	SF	$ 30	$ 225,000	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	1	LS	$ 90,000	$ 90,000	
Right of Way Subtotal					**$ 320,000**

Subtotal "Hard Costs" (year 2026)	**$ 52,410,000**

Cost Escalation (4% per year)	Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)	$ 52,410,000	$ 8,910,000	$ 61,400,000
Future Costs (Year 2035)	$ 52,410,000	$ 22,190,000	**$ 74,600,000**
Future Costs (Year 2040)	$ 52,410,000	$ 38,350,000	$ 90,800,000

Soft Costs[2]	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	$ 7,814,000	$ 7,814,000	
Final Design (12%)	1	LS	$ 6,251,000	$ 6,251,000	
Construction Administration (15%)	1	LS	$ 7,814,000	$ 7,814,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 64,000	$ 64,000	
Subtotal "Soft Costs" (year 2026)					$ 21,950,000
Escalated Soft Costs (Year 2035)					**$ 31,250,000**

Grand Total (2026)	**$ 74,400,000**
Grand Total YOE (2035)	**$ 105,900,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 16

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	$ 5,045,000	$ 5,045,000	
Traffic Control	1	LS	$ 1,442,000	$ 1,442,000	
Temporary Erosion Control	1	LS	$ 541,000	$ 541,000	
Preconstruction Survey	1	LS	$ 541,000	$ 541,000	
Quality Control	1	LS	$ 433,000	$ 433,000	
Unquantified Removals	1	LS	$ 361,000	$ 361,000	
Clearing and Grubbing	6	ACRE	$ 10,200	$ 63,000	
Track Guideway Excavation	76,106	CY	$ 102	$ 7,763,000	
Finish Subgrade	468,956	SF	$ 1	$ 610,000	
Track Shift Excavation	45,300	CY	$ 102	$ 4,621,000	
Track Guideway Embankment	10,077	CY	$ 70	$ 706,000	
Track Shift Embankment	2,352	CY	$ 70	$ 165,000	
Underdrain - Trail	9,379	LF	$ 110	$ 1,032,000	
Unquantified Drainage	1	LS	$ 541,000	$ 541,000	
Class 2 AB - Trail	3,474	CY	$ 90	$ 313,000	
HMA (Trail)	4,164	TON	$ 220	$ 917,000	
Pavement Markings - Roadway & Trail	9,379	LF	$ 10	$ 94,000	
Pavements Messages - Intersections	2	EA	$ 10,200	$ 21,000	
Signing - Unquantified	14,965	LS	$ 2	$ 30,000	
Fence - Trail	18,758	LF	$ 40	$ 751,000	
Unquantified Landscaping	6	ACRE	$ 4,500	$ 28,000	
Top Soil	8,339	CY	$ 90	$ 751,000	
Retaining Wall	5,600	SF	$ 200	$ 1,120,000	
Retaining Walls Track Shift	124,553	SF	$ 210	$ 26,157,000	
Ballast (to protect rail during wall install)	8,667	CY	$ 130	$ 1,127,000	
Existing Track/Guidway Demo	9,379	TF	$ 389	$ 3,649,000	
Track Shift	8,800	TF	$ 186	$ 1,637,000	
New Track	600	TF	$ 279	$ 168,000	
Unquantified Environmental Mitigation	334,834	DOL	$ 1	$ 335,000	
Unquantified Hazardous Materials	30,351	CY	$ 382	$ 11,595,000	
Contingency (40%)	1	LS	$ 29,023,000	$ 29,023,000	
Roadway Subtotal					**$ 101,580,000**

Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	-	SF	$ -	$ -	
TCE	5,000	SF	$ 30	$ 150,000	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	1	LS	$ 60,000	$ 60,000	
Right of Way Subtotal					**$ 210,000**

Subtotal "Hard Costs" (year 2026)	**$ 101,790,000**

Cost Escalation (4% per year)	Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)	$ 101,790,000	$ 17,290,000	$ 119,100,000
Future Costs (Year 2035)	$ 101,790,000	$ 43,090,000	**$ 144,900,000**
Future Costs (Year 2040)	$ 101,790,000	$ 74,480,000	$ 176,300,000

Soft Costs[2]	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	$ 15,237,000	$ 15,237,000	
Final Design (12%)	1	LS	$ 12,190,000	$ 12,190,000	
Construction Administration (15%)	1	LS	$ 15,237,000	$ 15,237,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 42,000	$ 42,000	
Subtotal "Soft Costs" (year 2026)					$ 42,710,000
Escalated Soft Costs (Year 2035)					**$ 60,790,000**

Grand Total (2026)	**$ 144,500,000**
Grand Total YOE (2035)	**$ 205,700,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 17

Roadway Items:	Quantity	Unit	Unit Cost	Item Total	Total
Mobilization	1	LS	$ 2,339,000	$ 2,339,000	
Traffic Control	1	LS	$ 669,000	$ 669,000	
Temporary Erosion Control	1	LS	$ 251,000	$ 251,000	
Preconstruction Survey	1	LS	$ 251,000	$ 251,000	
Quality Control	1	LS	$ 201,000	$ 201,000	
Remove - Milling	61,487	SY	$ 6	$ 369,000	
Unquantified Removals	1	LS	$ 168,000	$ 168,000	
Clearing and Grubbing	6	ACRE	$ 10,200	$ 57,000	
Roadway/Trail Excavation	44,834	CY	$ 40	$ 1,794,000	
Finish Subgrade	508,922	SF	$ 1	$ 662,000	
Embankment for Bridge	4,000	CY	$ 89	$ 356,000	
Unquantified Drainage	1	LS	$ 251,000	$ 251,000	
Class 2 AB - Trail	6,732	CY	$ 83	$ 559,000	
Overlay	13,650	TON	$ 163	$ 2,225,000	
HMA (Trail)	8,065	TON	$ 220	$ 1,775,000	
Pavement Markings - Roadway & Trail	72,703	LF	$ 8	$ 582,000	
Pavements Messages - Intersections	2	EA	$ 10,164	$ 21,000	
Signing - Unquantified	29,000	LS	$ 2	$ 59,000	
CIP Concrete Barrier - 42 inch	17,293	LF	$ 204	$ 3,528,000	
Unquantified Landscaping	6	ACRE	$ 4,500	$ 26,000	
Top Soil	2,989	CY	$ 83	$ 249,000	
Harkin/Watsonville Slough Bridge	1,440	SF	$ 600	$ 864,000	
Retaining Wall	48,000	SF	$ 191	$ 9,168,000	
Hawk Signal	1	EA	$ 102,000	$ 102,000	
Contingency (40%)	1	LS	$ 10,611,000	$ 10,611,000	
Roadway Subtotal					**$ 37,140,000**

Right of Way Items:	Quantity	Unit	Unit Cost	Item Total	Total
Acquisition costs	121,051	SF	$ 30	$ 3,632,000	
TCE	12,250	SF	$ 30	$ 368,000	
Utility Relocation (Est)	1	LS	$ 7,114,000	$ 7,114,000	
ROW Contingency (40%)	1	LS	$ 4,446,000	$ 4,446,000	
Right of Way Subtotal					**$ 15,560,000**

Subtotal "Hard Costs" (year 2026)	**$ 52,700,000**

Cost Escalation (4% per year)	Subtotal "Hard Costs"	Escalation	Total
Future Costs (Year 2030)	$ 52,700,000	$ 8,960,000	$ 61,700,000
Future Costs (Year 2035)	$ 52,700,000	$ 22,310,000	**$ 75,100,000**
Future Costs (Year 2040)	$ 52,700,000	$ 38,560,000	$ 91,300,000

Soft Costs[2]	Quantity	Unit	Unit Cost	Item Total	Total
Preliminary Eng/Envir (15%)	1	LS	$ 5,571,000	$ 5,571,000	
Final Design (12%)	1	LS	$ 4,457,000	$ 4,457,000	
Construction Administration (15%)	1	LS	$ 5,571,000	$ 5,571,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 3,112,000	$ 3,112,000	
Subtotal "Soft Costs" (year 2026)					$ 18,720,000
Escalated Soft Costs (Year 2035)					**$ 26,650,000**

Grand Total (2026)	**$ 71,500,000**
Grand Total YOE (2035)	**$ 101,800,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

3/27/2026

Coastal Rail Trail Segment 18 Alt 1

Trail adjacent to Beach St. Drainage ditch filled in and replaced with concrete pipe

Roadway Items:	**Quantity**	**Unit**		**Unit Cost**		**Item Total**		**Total**
Mobilization	1	LS	$	2,135,000	$	2,135,000		
Traffic Control	1	LS	$	763,000	$	763,000		
Temporary Erosion Control	1	LS	$	229,000	$	229,000		
Preconstruction Survey	1	LS	$	229,000	$	229,000		
Quality Control	1	LS	$	183,000	$	183,000		
Remove - HMA Pavement	53,602	SY	$	17	$	912,000		
Remove - Milling	8,284	SY	$	6	$	50,000		
Unquantified Removals	1	LS	$	153,000	$	153,000		
Clearing and Grubbing	7	ACRE	$	10,200	$	71,000		
Roadway/Trail Excavation	47,301	CY	$	40	$	1,893,000		
Finish Subgrade	172,854	SF	$	1	$	225,000		
Unquantified Drainage	1	LS	$	229,000	$	229,000		
Culvert Pipe	7,400	LF	$	190	$	1,406,000		
Intersection Improvements/Widening	3	EA	$	102,000	$	306,000		
Class 2 AB - Trail	4,221	CY	$	83	$	351,000		
Class 2 AB - Road	43,109	CY	$	79	$	3,406,000		
HMA (Mainline)	53,187	TON	$	172	$	9,149,000		
Overlay	1,839	TON	$	170	$	313,000		
HMA (Trail)	5,060	TON	$	220	$	1,114,000		
Pavement Markings - Roadway & Trail	24,693	LF	$	8	$	198,000		
Pavements Messages - Intersections	7	EA	$	10,200	$	72,000		
Signing - Unquantified	0	LS	$	128,000	$	13,000		
CIP Concrete Barrier - 42 inch	6,715	LF	$	210	$	1,411,000		
Unquantified Landscaping	7	ACRE	$	4,500	$	32,000		
Top Soil	3,708	CY	$	83	$	308,000		
Relocate Existing Intersection Signals	2	EA	$	571,722	$	1,144,000		
Passive Warning Signal	1	EA	$	44,500	$	45,000		
Unquantified Environmental Mitigation	2,906,784	DOL	$	1	$	2,907,000		
Contingency (40%)	1	LS	$	11,699,000	$	11,699,000		
Roadway Subtotal							**$**	**40,950,000**

Right of Way Items:	**Quantity**	**Unit**		**Unit Cost**		**Item Total**		**Total**
Acquisition costs	389,862	SF	$	30	$	11,696,000		
TCE	-	SF	$	-	$	-		
Utility Relocation (Est)	1	LS	$	3,100,000	$	3,100,000		
ROW Contingency (40%)	1	LS	$	5,919,000	$	5,919,000		
Right of Way Subtotal							**$**	**20,720,000**

Subtotal "Hard Costs" (year 2026)							**$**	**61,670,000**

Cost Escalation (4% per year)	**Subtotal "Hard Costs"**		**Escalation**		**Total**
Future Costs (Year 2030)	$ 61,670,000	$	10,480,000	$	72,200,000
Future Costs (Year 2035)	$ 61,670,000	$	26,110,000	**$**	**87,800,000**
Future Costs (Year 2040)	$ 61,670,000	$	45,130,000	$	106,800,000

Soft Costs[2]	**Quantity**	**Unit**		**Unit Cost**		**Item Total**		**Total**
Preliminary Eng/Envir (15%)	1	LS	$	6,143,000	$	6,143,000		
Final Design (12%)	1	LS	$	4,914,000	$	4,914,000		
Construction Administration (15%)	1	LS	$	6,143,000	$	6,143,000		
R/W Engineering/Acquisition (20%)	1	LS	$	4,144,000	$	4,144,000		
Subtotal "Soft Costs" (year 2026)							$	21,350,000
Escalated Soft Costs (Year 2035)							**$**	**30,390,000**

Grand Total (2026)	**$**	**83,100,000**
Grand Total YOE (2035)	**$**	**118,200,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 18 Alt 2
Trail south of open drainage ditch along frontage farm roads

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Mobilization	1	LS	$ 287,000	$ 287,000	
Traffic Control	1	LS	$ 81,800	$ 82,000	
Temporary Erosion Control	1	LS	$ 30,700	$ 31,000	
Preconstruction Survey	1	LS	$ 30,700	$ 31,000	
Quality Control	1	LS	$ 24,600	$ 25,000	
Unquantified Removals	1	LS	$ 20,500	$ 21,000	
Clearing and Grubbing	2	ACRE	$ 10,200	$ 16,000	
Roadway/Trail Excavation	6,243	CY	$ 40	$ 250,000	
Finish Subgrade	154,655	SF	$ 1	$ 202,000	
Unquantified Drainage	1	LS	$ 30,700	$ 31,000	
Intersection Improvements/Widening	3	EA	$ 102,000	$ 306,000	
Class 2 AB - Trail	4,221	CY	$ 90	$ 380,000	
HMA (Trail)	5,020	TON	$ 220	$ 1,105,000	
Pavement Markings - Roadway & Trail	12,888	LF	$ 10	$ 129,000	
Signing - Unquantified	20,563	LS	$ 2	$ 42,000	
Unquantified Landscaping	2	ACRE	$ 4,500	$ 7,000	
Top Soil	809	CY	$ 90	$ 73,000	
Relocate Existing Intersection Signals	2	EA	$ 572,000	$ 1,144,000	
Passive Warning Signal	1	EA	$ 44,500	$ 45,000	
Contingency (40%)	1	LS	$ 1,683,000	$ 1,683,000	
Roadway Subtotal					**$ 5,890,000**

Right of Way Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Acquisition costs	544,517	SF	$ 30	$ 16,336,000	
TCE	3,000	SF	$ 30	$ 90,000	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	1	LS	$ 6,571,000	$ 6,571,000	
Right of Way Subtotal					**$ 23,000,000**

Subtotal "Hard Costs" (year 2026)	**$ 28,890,000**

Cost Escalation (4% per year)	**Subtotal "Hard Costs"**	**Escalation**	**Total**
Future Costs (Year 2030)	$ 28,890,000	$ 4,910,000	$ 33,800,000
Future Costs (Year 2035)	$ 28,890,000	$ 12,230,000	**$ 41,200,000**
Future Costs (Year 2040)	$ 28,890,000	$ 21,140,000	$ 50,100,000

Soft Costs[2]	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (15%)	1	LS	$ 884,000	$ 884,000	
Final Design (12%)	1	LS	$ 707,000	$ 707,000	
Construction Administration (15%)	1	LS	$ 884,000	$ 884,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 4,600,000	$ 4,600,000	
Subtotal "Soft Costs" (year 2026)					$ 7,080,000
Escalated Soft Costs (Year 2035)					**$ 10,080,000**

Grand Total (2026)	**$ 36,000,000**
Grand Total YOE (2035)	**$ 51,300,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

3/25/2026

Coastal Rail Trail Segment 19

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Mobilization	1	LS	$ 122,000	$ 122,000	
Traffic Control	1	LS	$ 34,600	$ 35,000	
Temporary Erosion Control	1	LS	$ 13,000	$ 13,000	
Preconstruction Survey	1	LS	$ 13,000	$ 13,000	
Quality Control	1	LS	$ 10,400	$ 11,000	
Remove - Milling	16,763	SY	$ 6	$ 101,000	
Unquantified Removals	1	LS	$ 8,700	$ 9,000	
Unquantified Drainage	1	LS	$ 13,000	$ 13,000	
Intersection Improvements/Widening	1	EA	$ 102,000	$ 102,000	
Overlay	3,721	TON	$ 170	$ 633,000	
Pavement Markings - Roadway & Trail	17,803	LF	$ 10	$ 179,000	
Pavements Messages - Intersections	1	EA	$ 10,200	$ 11,000	
Signing - Unquantified	4,734	LS	$ 10	$ 48,000	
Relocate Existing Intersection Signals	1	EA	$ 572,000	$ 572,000	
Contingency (40%)	1	LS	$ 745,000	$ 745,000	
Roadway Subtotal					**$ 2,610,000**

Right of Way Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Acquisition costs	-	SF	$ -	$ -	
TCE	-	SF	$ -	$ -	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	-	LS	$ -	$ -	
Right of Way Subtotal					$ -

Subtotal "Hard Costs" (year 2026)	**$ 2,610,000**

Cost Escalation (4% per year)	**Subtotal "Hard Costs"**	**Escalation**	**Total**
Future Costs (Year 2030)	$ 2,610,000	$ 450,000	$ 3,100,000
Future Costs (Year 2035)	$ 2,610,000	$ 1,110,000	**$ 3,800,000**
Future Costs (Year 2040)	$ 2,610,000	$ 1,910,000	$ 4,600,000

Soft Costs[2]	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (15%)	1	LS	$ 392,000	$ 392,000	
Final Design (12%)	1	LS	$ 314,000	$ 314,000	
Construction Administration (15%)	1	LS	$ 392,000	$ 392,000	
R/W Engineering/Acquisition (20%)	-	LS	$ -	$ -	
Subtotal "Soft Costs" (year 2026)					$ 1,100,000
Escalated Soft Costs (Year 2035)					**$ 1,570,000**

Grand Total (2026)	**$ 3,800,000**
Grand Total YOE (2035)	**$ 5,400,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

PLANNING LEVEL COST ESTIMATE

Coastal Rail Trail Segment 20

3/25/2026

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Mobilization	1	LS	$ 1,097,000	$ 1,097,000	
Traffic Control	1	LS	$ 314,000	$ 314,000	
Temporary Erosion Control	1	LS	$ 118,000	$ 118,000	
Preconstruction Survey	1	LS	$ 118,000	$ 118,000	
Quality Control	1	LS	$ 94,000	$ 94,000	
Remove - Milling	5,687	SY	$ 10	$ 57,000	
Unquantified Removals	1	LS	$ 78,400	$ 79,000	
Clearing and Grubbing	3	ACRE	$ 10,200	$ 29,000	
Track Guideway Excavation	28,434	CY	$ 102	$ 2,901,000	
Finish Subgrade	194,121	SF	$ 1	$ 253,000	
Embankment for Bridge	4,000	CY	$ 90	$ 360,000	
Track Guideway Embankment	5,188	CY	$ 70	$ 364,000	
Underdrain - Trail	684	LF	$ 110	$ 76,000	
Unquantified Drainage	1	LS	$ 118,000	$ 118,000	
Class 2 AB - Trail	253	CY	$ 90	$ 23,000	
Overlay	1,262	TON	$ 170	$ 215,000	
HMA (Trail)	304	TON	$ 220	$ 67,000	
Pavement Markings - Roadway & Trail	3,882	LF	$ 10	$ 39,000	
Pavements Messages - Intersections	1	EA	$ 10,200	$ 11,000	
Signing - Unquantified	6,195	LS	$ 10	$ 62,000	
Fence - Trail	1,367	LF	$ 40	$ 55,000	
Unquantified Landscaping	3	ACRE	$ 4,500	$ 13,000	
Pajaro River Bridge	6,000	SF	$ 600	$ 3,600,000	
Existing Track/Guidway Demo	3,199	TF	$ 389	$ 1,245,000	
Unquantified Environmental Mitigation	1,870,023	DOL	$ 1	$ 1,871,000	
Contingency (40%)	1	LS	$ 5,272,000	$ 5,272,000	
Roadway Subtotal					**$ 18,460,000**

Right of Way Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Acquisition costs	-	SF	$ -	$ -	
TCE	3,000	SF	$ 30	$ 90,000	
Utility Relocation (Est)	-	LS	$ -	$ -	
ROW Contingency (40%)	1	LS	$ 36,000	$ 36,000	
Right of Way Subtotal					**$ 130,000**

Subtotal "Hard Costs" (year 2026)	**$ 18,590,000**

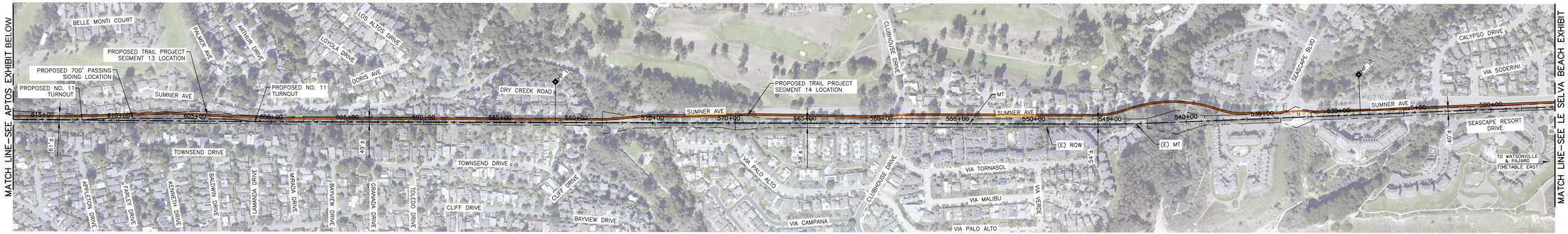
Cost Escalation (4% per year)	**Subtotal "Hard Costs"**	**Escalation**	**Total**
Future Costs (Year 2030)	$ 18,590,000	$ 3,160,000	$ 21,800,000
Future Costs (Year 2035)	$ 18,590,000	$ 7,870,000	**$ 26,500,000**
Future Costs (Year 2040)	$ 18,590,000	$ 13,610,000	$ 32,200,000

Soft Costs[2]	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (15%)	1	LS	$ 2,769,000	$ 2,769,000	
Final Design (12%)	1	LS	$ 2,216,000	$ 2,216,000	
Construction Administration (15%)	1	LS	$ 2,769,000	$ 2,769,000	
R/W Engineering/Acquisition (20%)	1	LS	$ 26,000	$ 26,000	
Subtotal "Soft Costs" (year 2026)					$ 7,780,000
Escalated Soft Costs (Year 2035)					**$ 11,080,000**

Grand Total (2026)	**$ 26,400,000**
Grand Total YOE (2035)	**$ 37,600,000**

1. Soft cost is percentage of Roadway Items (2026 dollars) except R/W Engineering which is 20% of R/W Items and then escalated to 2035.
2. Costs are estimated in 2026 dollars and escalated assuming the earliest construction occurs is 2035.

B – Trail Exhibits



LEGEND

TRAIL SEGMENT ALIGNMENT

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

200' 0 100' 200' 400'
GRAPHIC SCALE

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SCCRTC

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION

SC RTC ELEC PASSENGER RAIL

RIO DEL MAR
PROPOSED ALIGNMENT

LEGEND

TRAIL SEGMENT ALIGNMENT

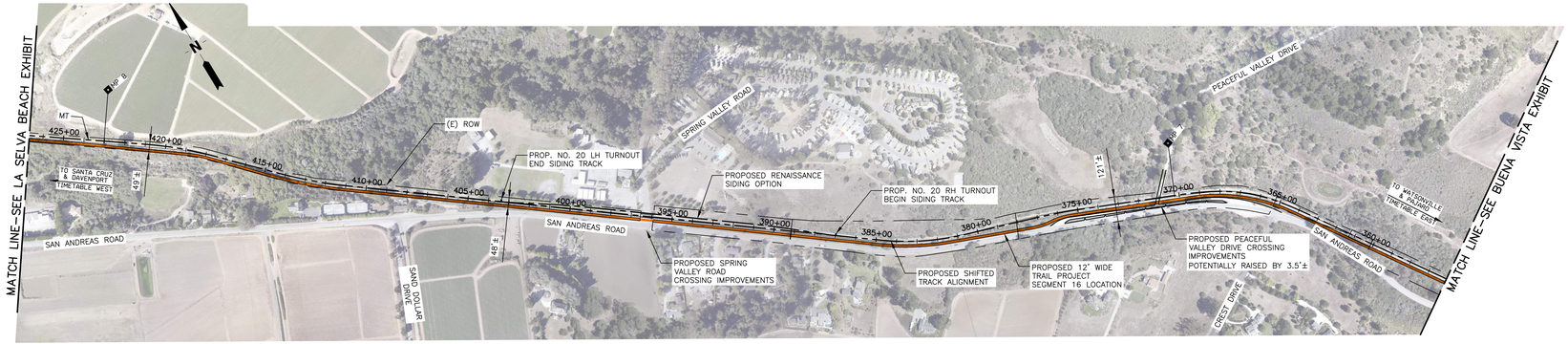
CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

200' 0 100' 200' 400'
GRAPHIC SCALE

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
SC RTC ELEC PASSENGER RAIL

LE SELVA BEACH
PROPOSED ALIGNMENT

COUNTY:
CITY:
CONTROL POINT:



LEGEND

TRAIL SEGMENT ALIGNMENT

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

200' 0 100' 200' 400'
GRAPHIC SCALE

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
SC RTC ELEC PASSENGER RAIL

RENAISSANCE
PROPOSED ALIGNMENT
PROFILE OPTIONS

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

200' 0 100' 200' 400'
GRAPHIC SCALE

HDR
3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SCCRTC

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SC RTC ELEC PASSENGER RAIL
SAN ANDREAS ROAD PROPOSED BIKE PATH ALIGNMENT

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

LEGEND

TRAIL SEGMENT ALIGNMENT

200' 0 100' 200' 400'
GRAPHIC SCALE

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

SC RTC ELEC PASSENGER RAIL

SAN ANDREAS RD TO BEACH ST
SOUTH SIDE OPTION
PROPOSED BIKE PATH ALIGNMENT

CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

LEGEND

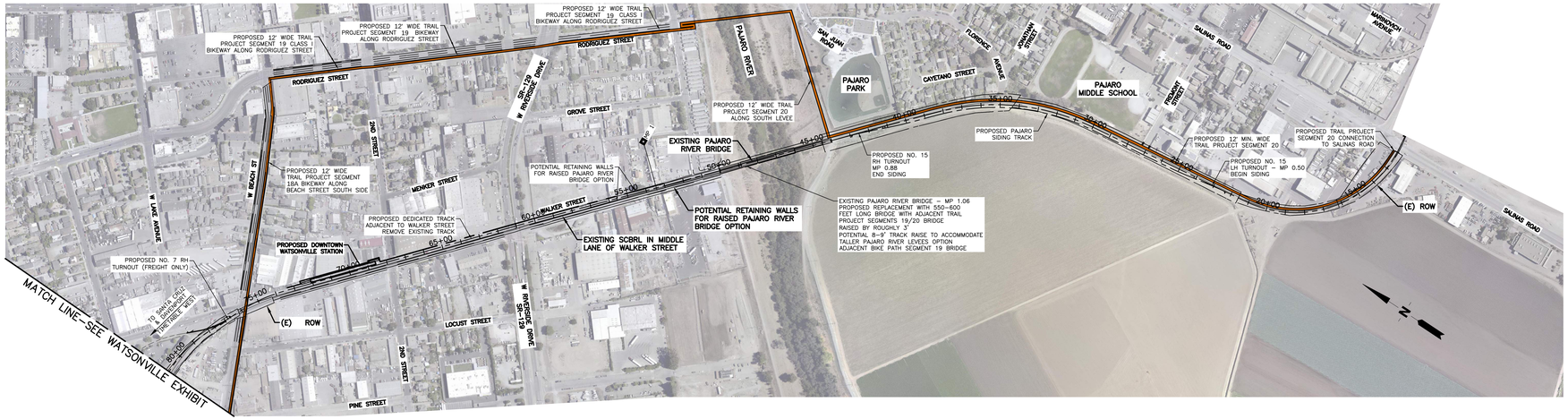
TRAIL SEGMENT ALIGNMENT

200' 0 100' 200' 400'
GRAPHIC SCALE

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
SC RTC ELEC PASSENGER RAIL

WEST SIDE OF WATSONVILLE
SOUTH SIDE BEACH STREET OPTION
PROPOSED BIKE PATH ALIGNMENT



CONCEPTUAL DRAFT - FOR DISCUSSION ONLY
OCTOBER 2025

LEGEND

TRAIL SEGMENT ALIGNMENT

200' 0 100' 200' 400'
GRAPHIC SCALE

3003 Oak Road
Suite 500
Walnut Creek, CA 94597
925-465-2700

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION

SC RTC ELEC PASSENGER RAIL

PAJARO / WATSONVILLE JUNCTION
PROPOSED ALIGNMENT

AGENDA: May 2026

TO: Transportation Advisory Committees

FROM: Max Friedman, Transportation Planner

RE: North Coast TDM Plan: Milestone 3: Final Report

RECOMMENDATIONS

Staff recommend that the Transportation Advisory Committees:

1. Receive and review the North Coast Transportation Demand Management (TDM) Plan Final Report; and

2. Provide feedback prior to finalization.

BACKGROUND

The North Coast Transportation Demand Management (TDM) Plan, led by Santa Cruz County Regional Transportation Commission (SCCRTC), will help improve how people travel to, from, and around the 17-mile coastal corridor along Highway 1 from the northern end of the City of Santa Cruz to the Santa Cruz/San Mateo County line, also known as the Santa Cruz North Coast. This scenic coastal area is home to popular beaches, parks, and public lands which attract residents, workers, and visitors throughout the year. The growing number of travelers accessing the North Coast has put strains on the transportation system (including the highway, trails, parking areas, and other facilities) especially during busy weekends and peak travel seasons.

As visitation on the North Coast continues to grow, there is a clear need for a coordinated approach that enhances the overall travel experience on the North Coast and encourages mode shift to options other than the private vehicle. The purpose of the North Coast TDM Plan is to identify solutions that reduce dependence on driving while improving access by walking, biking, transit, and shared transportation. Building on previous planning efforts and shaped by community input, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that supports safety, protects the

natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations.

Development of the North Coast TDM Plan was funded through a Caltrans Strategic Partnerships Planning Grant with an RTC funding match and was completed in collaboration with Caltrans District 5, local agencies, technical advisory committees, stakeholders, and the public.

The North Coast TDM Plan was developed through three primary milestones:

- Milestone 1: Introduction of the Plan and existing conditions;
- Milestone 2: Traveler profile development and needs assessment, TDM vision and objectives creation; and
- Milestone 3: Development and refinement of TDM strategies and priority projects and preparation of the Final North Coast TDM Plan.

DISCUSSION

Final North Coast TDM Plan

The Final North Coast TDM Plan provides a coordinated framework to improve safety, access, and travel options along the North Coast. Key elements of the Plan include:

- Overall TDM Plan Vision and Objectives;
- Evaluation of traveler behavior & needs and development of traveler profiles;
- Comprehensive set of strategies and individual TDM projects, programs, and services;
- Project concepts for priority projects; and
- A framework to advance TDM improvements through both capital projects and complementary programmatic actions and services, consistent with available funding and agency priorities.

The North Coast TDM Plan is intended to function as a flexible implementation framework rather than a fixed project list and should be continually adjusted and evaluated based on TDM success. Adoption of the Plan establishes a clear roadmap for addressing traveler needs on the North Coast today and in the future.

The Draft North Coast TDM Plan is currently available for public review

and comment through May 15, 2026. Advisory Committee members and members of the public are encouraged to provide feedback through the Draft North Coast TDM Plan Feedback Survey or by email to info@sccrtc.org.

Traveler Profiles and Key Needs

To reflect the diversity of travel patterns, perspectives, and mobility needs along the North Coast, the project team developed five traveler profiles. **These profiles present a list of typical user identities and associated existing travel patterns that assist in identifying range of needs for TDM solutions on the North Coast**. For example, the TDM strategies aimed at improving transportation for residents will differ from those designed for day visitors. The five traveler profiles are summarized below.

- **North Coast Residents** rely on Highway 1 and local roads for daily travel. They prioritize safety, reliable access, and strategies that reduce visitor related conflicts while preserving community character.
- **Recreational Travelers** travel in large groups or with many things (recreational gear, bags, picnic supplies, etc.,) and arrive by car and are likely to continue doing so. They would benefit from opportunities to park once and safely walk, bike, or use transit between beaches, trails, and other destinations.
- **Zero Vehicle Travelers** access the North Coast without a personal vehicle and depend on transit, walking, bicycling, or shared rides. Continuous trails, reliable transit service, and clear travel information are essential for convenient travel to, from, and around the North Coast.
- **Visitors and Tourists** may be unfamiliar with the North Coast and seek low stress travel options, clear wayfinding, and managed parking that helps them navigate the North Coast safely and responsibly. They currently often travel by car out of necessity for convenience but could be interested in non-driving travel options if it is comfortable and easy to access.
- **Residents and Visitors with Mobility Challenges** require mobility assistance such as a walker or wheelchair and require predictable, accessible routes, ADA-compliant parking and amenities, and infrastructure that supports independent and dignified travel.

Several shared needs emerged across all profiles, reflecting corridor-wide challenges and opportunities:

- **Safe and Connected Travel:** Safe crossings, sidewalks, trails, and bike facilities that accommodate people of all ages, abilities, and mobility levels;
- **Clear Access and Navigation:** Easily identifiable parking, intuitive routes, and legible transit and wayfinding information;
- **Inclusive and Equitable Experiences:** Facilities and services that support participation by zero-vehicle visitors and people with mobility challenges;
- **Environmental Stewardship and Guidance:** Tools and information that protect sensitive resources while supporting safe, responsible use; and
- **Comfort and Support Amenities**: Rest areas, seating, shade, and restrooms that support longer visits and diverse users.

Recommended TDM Framework and Strategies

The North Coast TDM Plan organizes recommendations into five complementary TDM strategies that together create a comprehensive approach to managing travel on the North Coast:

- **Accessible Pedestrian and Bicycle Connections** include TDM projects, programs, and services that allow for accessible, comfortable, and connected pedestrian and bicycle access for all ages and abilities. Connections include new trails, pathways, roadway crossings, bike parking and other related walking and biking improvements.
- **Well-Planned Vehicle Access** includes TDM projects, programs, and services that help to manage how vehicles operate on Highway 1, reduce conflicts between users and enhance safety. TDM projects, programs, and services are focused on physical roadway improvements to clarify how vehicles can more easily enter and exit Highway 1.
- **Clear Signage and Traveler Information** includes TDM projects, programs, and services that provide information to travelers about how to get around. Information can be provided online to help travelers understand their travel options, encouraging non-driving access and supporting parking

management strategies. Once on the North Coast, signage and maps on Highway 1 and at key destinations and trails can help reduce travel stress and improve navigation.

- **Convenient Transit Services** includes TDM projects, programs, and services that improve transit by expanding existing bus transit service and adding new transit options such as shuttle services and/or rail service focused on visitors.
- **Park Once Supportive Facilities** are TDM projects, programs, and services that make it easy for travelers to park once in a central location and then walk, bike, or use transit to access multiple destinations on the North Coast without needing to drive and re-park.

Priority Projects

From the full range of recommended TDM projects, programs, and services, five priority projects were identified as the most impactful and actionable investments for improving transportation access and managing travel demand along the Highway 1 corridor and may require the most conceptual development to be competitive for grant funding.

- **Highway 1 Pedestrian and Bicycle Crossings:** Provide formal, safe, and accessible crossings between parking, transit stops, and destinations on both sides of Highway 1.
- **Bus Stop Improvements and Service Upgrades:** Upgrade existing stops and expand service to improve comfort, reliability, and access to transit along the corridor.
- **Trail Connections:** Close key gaps in the trail network to support safe, continuous pedestrian and bicycle travel between destinations.
- **New Formalized Parking:** Construct and enhance formal parking areas to consolidate access, reduce informal roadside parking, and support a park once strategy.
- **Paid Parking on the North Coast:** Implement priced parking, where appropriate, to manage demand and generate revenue for transportation improvements.

To support implementation of these priority projects, the North Coast TDM Plan developed conceptual plans and feasibility considerations for each priority project.

Implementation and Sequencing

Successful implementation will require coordination among multiple partners, including SCCRTC, Caltrans, Santa Cruz METRO, state and federal land-managing agencies, and the community. SCCRTC's role includes supporting planning, securing funding, coordinating partners, and monitoring implementation outcomes.

Implementation is organized into short, medium, and long-term phases to align with funding availability, staffing capacity, and interagency coordination needs.

- **Short-term** TDM projects, programs, and services focus on lower-cost, high-impact improvements such as improved traveler information, bike parking, parking enforcement, and targeted transit enhancements.
- **Medium-term** TDM projects, programs, and services include priority capital projects such as improved Highway 1 crossings, connecting trail segments, bus stop upgrades, and formal parking.
- **Long-term** TDM projects, programs, and services include more complex initiatives such as paid parking districts, reservation systems, and potential rail or shuttle services that should be implemented if needed as visitation increases.

This phased approach allows the North Coast TDM Plan to remain flexible and responsive to changing conditions and increased visitation.

FISCAL IMPACTS

There are no fiscal impacts associated with adoption of the North Coast TDM Plan at this time. Adoption of the Plan does not commit the RTC to funding or implementing specific projects; future TDM improvements identified in the North Coast TDM Plan would be subject to separate project development, funding availability, and Commission approval.

SUMMARY

The North Coast TDM Plan provides a roadmap for managing travel demand in a way that supports safety, protects the natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations. Adoption of the North Coast TDM

Plan aligns with local and state climate and safety goals and will help to support current and future implementation efforts. Staff recommends that the Advisory Committees receive and review the North Coast TDM Plan and provide any minor comments prior to finalization.

ATTACHMENTS:

1. Draft North Coast TDM Executive Summary
2. North Coast TDM Priority Projects
3. Draft North Coast TDM Plan Feedback Survey (will be provided as a handout prior to the meeting)

Attachment 1

Santa Cruz County

North Coast Transportation Demand Management (TDM) Plan

Caltrans SCCRTC Santa Cruz County Regional Transportation Commission Fehr & Peers

MAY 2026

Executive Summary

Introduction

The Santa Cruz North Coast is a unique coastal corridor defined by its scenic landscapes, state and federal public lands and trails, and popular recreational destinations and beaches. Stretching approximately 17 miles along Highway 1 between the City of Santa Cruz and the San Mateo County line, the North Coast attracts travelers year-round. Ongoing and planned investments are expected to further increase visitation in the coming years, such as the California Coastal Trail, the North Coast Rail Trail, and the recently opened Cotoni–Coast Dairies National Monument, which is expected to receive approximately 200,000 – 350,000 visitors annually.

The purpose of the North Coast TDM Plan is to identify solutions that reduce dependence on driving while improving access by walking, biking, transit, and shared transportation. Building on previous planning efforts and shaped by community input, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that supports safety, protects the natural environment, provides alternatives to driving, and preserves the unique character of the North Coast for current and future generations.

As visitation on the North Coast continues to grow, there is a clear need for a coordinated approach that enhances the overall travel experience on the North Coast.

Vision and Objectives

The vision for the North Coast TDM Plan was created in partnership with stakeholders and the community and establishes the framework for developing strategies and prioritizing TDM projects, programs, and services.

The following TDM objectives provide the framework to achieve this transportation vision. These objectives help identify specific, actionable outcomes for the North Coast TDM Plan. The six overarching North Coast TDM objectives listed below represent common themes and values that apply to all people traveling on the North Coast. Specific objectives by traveler profile (different types of North Coast travelers) are included in **Section 1.4**.

The vision for the North Coast TDM Plan is to make **alternatives to driving more appealing, safe, accessible, and affordable for all**, which enhances the experience of residents and visitors alike. For individuals choosing to drive, this plan envisions managing parking in a way that reduces conflicts between users and improves functionality on Highway 1.

Provide **flexible transportation options** within the North Coast that support diverse groups

Preserve the natural environment for future generations by managing the amount of driving

Ensure there is **local input** in planning

Make the North Coast more **accessible to more people**, including non-drivers

Improve **parking management** to reduce conflicts

Improve **access, safety, and navigation** to the North Coast for those who do drive

Understanding Travel Needs on the North Coast

To ground the TDM strategies in real conditions, the project team conducted a comprehensive assessment of existing travel patterns and transportation conditions along the North Coast. Additional information on existing conditions and travel needs is included in **Chapter 2**.

Travel Patterns and Visitation

Analysis of available travel data shows that most visitors to the North Coast originate from Santa Cruz County and the broader San Francisco Bay Area. Travel demand is highly seasonal and peaks on weekends, holidays, and during spring and summer months. The most active times of day typically occur between 12 PM and 4 PM, which is when parking demand is highest.

Most visitors travel to the North Coast by car due to limited transit service and constrained non-motorized connections. Once on the corridor, visitors often make multiple stops at beaches, parks, and trailheads, leading to repeated vehicle circulation and competition for limited parking.

When is the North Coast Most Popular?

Season: Spring and Summer

Day of Week: Weekends

Time of Day: Afternoon (12 PM – 4 PM)

Existing Transportation Conditions

The North Coast transportation system includes Highway 1, local roads, trails, beaches, parking areas, and limited transit service. Key existing transportation conditions and challenges include:

- Highway 1 functions as both a regional connector and local access roadway resulting in **high traffic volumes and temporary back-ups** during peak periods, including **delays** from cars entering and exiting parking areas and slower recreational vehicles.
- Pedestrian and bicycle infrastructure is fragmented, with **significant gaps**, **limited crossings** of Highway 1, and **barriers for users with mobility challenges**.
- **Transit service is limited** and primarily oriented toward commuter and school travel, with **minimal amenities at bus stops**.
- Parking supply is **constrained** and **unevenly distributed**, leading to informal roadside parking, unexpected vehicle turning and merging movements and potential conflicts between vehicles, bicyclists, and pedestrians.

The **mobility challenges** identified in the existing conditions analysis (Chapter 2 and Appendix C) define specific access limitations and constraints that are unique to the North Coast and are addressed in the North Coast TDM Plan.

The Existing Conditions analysis highlights multimodal network gaps, current and anticipated capacity constraints, and points of confusion.

Traveler Profiles and Key Needs

Several shared needs emerged across all profiles, reflecting corridor-wide challenges and opportunities. Additional details are included in **Chapter 2**.

Safe and Connected Travel

Safe crossings, sidewalks, trails, and bike facilities that accommodate people of all ages, abilities, and mobility levels.

Clear Access and Navigation

Easily identifiable parking, intuitive routes, and legible transit and wayfinding information.

Inclusive and Equitable Experiences

Facilities and services that support participation by zero-vehicle visitors and people with mobility challenges.

Comfort and Support Amenities

Rest areas, seating, shade, and restrooms that support longer visits and diverse users.

Environmental Stewardship and Guidance

Tools and information that protect sensitive resources while supporting safe, responsible use.

To reflect the diversity of travel patterns, perspectives, and mobility needs along the North Coast, the project team developed **five traveler profiles**, summarized below and additional detail is included in **Section 2.3.1**.

North Coast Residents rely on Highway 1 and local roads for daily travel. They prioritize safety, reliable access, and strategies that reduce visitor related conflicts while preserving community character.

Recreational Travelers travel in large groups or with many things (recreational gear, bags, picnic supplies, etc.,) and arrive by car and are likely to continue doing so. They would benefit from opportunities to park once and safely walk, bike, or use transit between beaches, trails, and other destinations.

Zero Vehicle Travelers access the North Coast without a personal vehicle and depend on transit, walking, bicycling, or shared rides. Continuous trails, reliable transit service, and clear travel information are essential for convenient travel to, from, and around the North Coast.

These profiles present a list of typical user identities and associated existing travel patterns that assist in identifying range of needs for TDM solutions on the North Coast. For example, the TDM strategies aimed at improving transportation for residents will differ from those designed for day visitors.

Visitors and Tourists may be unfamiliar with the North Coast and seek low-stress travel options, clear wayfinding, and managed parking that helps them navigate the North Coast safely and responsibly. They currently travel by car out of necessity but could be interested in non-driving travel options if they are comfortable and easy to access.

Residents and Visitors with Mobility Challenges require mobility assistance such as a walker or wheelchair and require predictable, accessible routes, ADA-compliant parking and amenities, and infrastructure that supports independent and dignified travel.

Community Engagement and Shared Priorities

Community input was central to shaping the North Coast TDM Plan. Engagement was conducted over three project milestones through pop-up events, workshops, surveys, and stakeholder coordination as described in **Chapter 3**. Participants included residents, visitors, agency partners, and advocacy groups.

Across engagement activities, several consistent themes emerged:

- **Safety along Highway 1 is the top concern**, particularly related to vehicle speeding, informal parking, and pedestrians crossing Highway 1.
- **Parking should be better managed**, formalized, and located strategically in areas with higher demand.
- There is strong support for improvements that **support walking, bicycling, transit**, and "park once" improvements that reduce vehicle circulation.
- Improvements should respect the **North Coast's rural character**, environmental constraints, and community values.
- Solutions should be **phased and scalable**, with pilot projects used where appropriate.

This feedback directly informed the Plan's vision, traveler profiles, and recommended strategies.

Milestone 1: Existing Travel Patterns	Milestone 2: Draft Vision, Objectives, and Travel Profiles	Milestone 3: Draft North Coast TDM Plan
Spring 2025	**Winter 2025-2026**	**Spring 2026**
Activities		
• Five pop-ups • One hybrid stakeholder workshop • Online survey	• Three pop-ups • One hybrid stakeholder workshop • One virtual community workshop	• Online public comment period • One virtual stakeholder meeting
Goals		
• Introduce the North Coast TDM Plan • Confirm existing conditions and travel patterns • Gather input on barriers and opportunities	• Share and refine the Draft Vision, Objectives, and Traveler Profiles • Gather preferences on potential TDM strategies	• Collect feedback on the Draft North Coast TDM Plan document
Key Feedback		
• Safety, parking, and wayfinding are top needs • Participants want to see more travel options for getting to and around the North Coast including transit and trail connections	• There was strong support for TDM projects, programs, and services that closed trails gaps and expanded transit service • Participants felt that the traveler profiles accurately reflected their needs and travel patterns	• Feedback is currently being collected on the Public Draft North Coast TDM Plan

Recommended TDM Framework and Strategies

The North Coast TDM Plan organizes recommendations into five complementary TDM strategies that together create a comprehensive approach to managing travel on the North Coast:

Accessible Pedestrian and Bicycle Connections

TDM projects, programs, and services that allow for accessible, comfortable, and connected pedestrian and bicycle access for all ages and abilities. Connections include new trails, pathways, roadway crossings, bike parking and other related walking and biking improvements.

Well-Planned Vehicle Access

TDM projects, programs, and services that help to manage how vehicles operate on Highway 1, reduce conflicts between users and enhance safety. TDM projects, programs, and services are focused on physical roadway improvements to clarify how vehicles can more easily enter and exit Highway 1.

Clear Signage and Traveler Information

TDM projects, programs, and services that provide information to travelers about how to get around. Information can be provided online to help travelers understand their travel options, encouraging non-driving access and supporting parking management strategies. Once on the North Coast, signage and maps on Highway 1 and at key destinations and trails can help reduce travel stress and improve navigation.

Convenient Transit Services

TDM projects, programs, and services that improve transit by expanding existing bus transit service and adding new transit options such as shuttle services and/or rail service focused on visitors.

Park Once Supportive Facilities

TDM projects, programs, and services that make it easy for travelers to park once in a central location and then walk, bike, or use transit to access multiple destinations on the North Coast without needing to drive and re-park.

Additional information about the TDM strategies and individual TDM projects, programs, and services is included in **Chapter 4**.

TDM Strategies

Categories of projects and programs that collectively achieve the TDM vision.

Accessible Pedestrian and Bicycle Connections

- ADA Improvement Plan
- Bike Parking
- Micromobility Stations
- Trail Connections
- Highway 1 Crossing Improvements

Well Planned Vehicle Access

- Passing and Turn Lane Study
- New Scenic Pull-Outs
- Shared Use Shoulders and Bicycle Separation

Clear Signage and Traveler Information

- Cell Tower Upgrades
- Visitor Hubs
- Traveler Information Website and Outreach
- Wayfinding Plan

Convenient Transit

- Expanded Transit Service
- Shuttle Service
- Bus Stop Improvements and Service Upgrades
- On-Demand Microtransit Service
- Rail Service Designed for Visitors

Park Once Supportive Facilities

- EV Charging Stations
- New Formalized Parking
- Paid Parking
- Parking Reservation System
- Parking Data Collection
- Parking Enforcement
- Real-Time Parking Information

Projects, Programs, and Services

Specific implementable actions organized by category

Priority Projects

- Selected high-impact projects that are key to achieving the TDM vision.

Priority Projects

From the full range of recommended TDM projects, programs, and services, five priority projects were identified **as the most impactful and actionable investments for improving transportation access and managing travel demand along the Highway 1 corridor** and may require the most conceptual development to be competitive for grant funding.

- Highway 1 Pedestrian and Bicycle Crossings
- Bus Stop Improvements and Service Upgrades
- Trail Connections
- New Formalized Parking
- Paid Parking on the North Coast

To support implementation of these priority projects, **Section 4.3** includes conceptual plans and feasibility considerations for each of the five priority projects.

Implementation Approach

The North Coast TDM Plan outlines a phased implementation strategy including short-, medium-, and long-term TDM projects, programs, and services to align with funding availability, staffing capacity, and interagency coordination needs. Early actions focus on lower-cost, high-impact improvements such as traveler information, bike parking, and transit enhancements, while longer-term efforts address more complex infrastructure and parking management strategies and should be implemented as needed based on future visitation levels.

Successful implementation will require collaboration among SCCRTC, Caltrans, state and local agencies, transit operators, land managers, and the community. Ongoing monitoring and data collection will help track progress, evaluate effectiveness, and adapt strategies over time. **Chapter 5** includes additional guidance on implementation including general implementation considerations and roles and responsibilities as well as feasibility considerations for priority projects and potential funding sources.

Agency	Roles & Responsibilities	
SCCRTC	• Access funding opportunities for project design and construction, as well as services and supporting measures. • Establish innovative regional policies that increase mobility and connectivity on the North Coast • Implement TDM strategies, as appropriate.	• Facilitate collaboration between Caltrans, the public, and other stakeholders. • Provide technical and staffing support on TDM implementation. • Monitor implementation efficacy.
Caltrans	• Review and permit projects lead by partner agencies within Caltrans right-of-way. • Lead improvements within Caltrans right of way. • Provide information about permit process, required data and design standards for improvements subject to Caltrans permits.	• Integrate appropriate TDM projects, programs, and services into Caltrans lead projects, including SHOPP projects. • Monitor implementation efficacy for TDM projects, programs, and services within Caltrans right-of-way.
Other State & Local Agencies	• Support and permit TDM projects, programs, and services where applicable, (for example, paid parking).	• Lead improvements within owned and managed property.
Residents	• Provide feedback on implementation of TDM projects, programs, and services.	

Moving Forward

Ultimately, the North Coast TDM Plan provides a roadmap for managing travel demand in a way that enhances safety, expands access, protects the natural environment, and preserves the character of the North Coast for future generations. With thoughtful implementation and continued partnership, the recommendations in the North Coast TDM Plan can help ensure that the North Coast remains a place where people can move safely, responsibly, and enjoyably today and in the future.

1 Highway 1 Pedestrian and Bicycle Crossings

Provide formalized pedestrian crossings such as at-grade crosswalks, overcrossings, or undercrossings. Crossings will be designed to meet ADA accessibility needs and Caltrans criteria. The timing and location of bus stop improvements may affect the design and need for crossings.

Under and over crossings provide increased separation from vehicles and minimize effects on vehicle throughput on Highway 1. However, there can be greater feasibility constraints including cost, available space, security and maintenance needs, and environmental and geological considerations. At-grade crossings provide the most direct path of travel for pedestrians and bicyclists and are often less costly to construct.

Goals Addressed

- Provide flexible transportation options
- Make the North Coast accessible to more people
- Improve access, safety, and navigation for drivers

User Needs Addressed

Requires coordination with Priority Project 2 – Bus Stop Improvements and Service Upgrades

Crossing Treatments

- Marked high visibility striping
- Physical separation (over crossing or under crossing
- Speed management
- Wayfinding and advanced warning signs
- Traffic controls (signal, pedestrian hybrid beacon, or rectangular rapid flashing beacon)
- Connections to pedestrian facilities (trails or sidewalks) on Highway 1
- ADA access (curb ramps)

Photo 1. San Luis Obispo, CA

At-Grade Crossing

Considerations

- Adequate visibility
- Vehicle speeds are slow enough to stop in time for crossing pedestrians
- Effects on vehicle travel time
- Advanced warning signs
- Crossing control such as pedestrian hybrid beacon, signal, or rapid rectangular flashing beacon

Photo 2. Cross Marin Trail Overcrossing Sir Francis Drake Blvd. – Marin County, CA

Over Crossing

Considerations

- Adequate vertical clearance
- ADA requirements
- Connections from over-crossing to key destinations on Highway 1
- Lighting and maintenance
- Existing embankments, soil, drainage, overhead utilities affect feasibility and placement constraints
- Visual effect of overcrossings on natural environment

Photo 3. Trail Underpass

Under Crossing

Considerations

- Adequate vertical clearance
- Connections from under-crossing to key destinations on Highway 1
- Lighting, security, and maintenance
- Space, clearance, soil, utilities, drainage affect feasibility and placement constraints

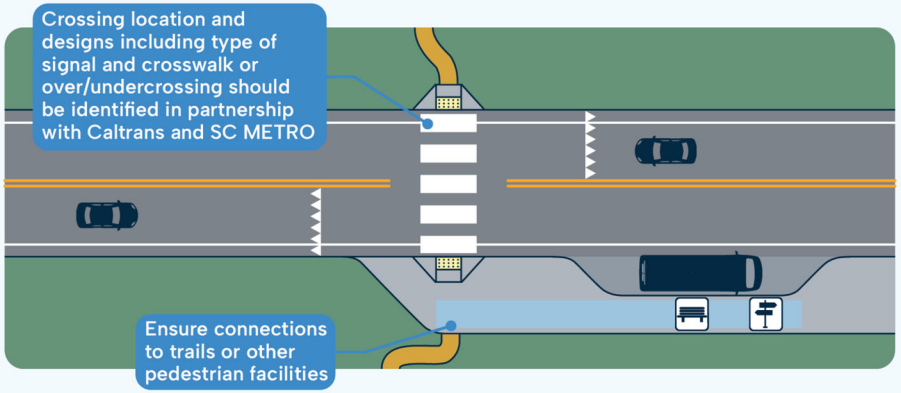
2 Bus Stop Improvements and Service Upgrades

Expand transit service to Waddell Beach and add new stops at key locations such as Wilder Ranch. Upgrade existing bus stops to include waiting and loading areas, real-time arrival information, signage, and map, benches, and shelters.

These improvements will support the North Coasts "park once" approach by improving access for those who need or want to travel without a car.

Bus stops should be located at convenient locations to support those traveling between destinations along the North Coast and for people traveling between Santa Cruz city and the North Coast. Bus stops should include amenities such as seating, wayfinding, shade, waiting and loading areas, and adequate bicycle and pedestrian connections.

Bus Stop Improvements



Feasibility Considerations

- Adequate pull-out space for on-street stops
- Separated and comfortable waiting areas that are visible to drivers
- Amenities and wayfinding to increase rider access and comfort
- Off-street stops where feasible (coordinate with future parking developments) and add turn/merge/acceleration lanes where appropriate

Photo 4. Yosemite Village - Yosemite National Park, CA

Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Make the North Coast accessible to more people
- Improve access, safety, and navigation for drivers

User Needs Addressed

Service Improvements

Off Season (Fall/Winter)

Weekday: maintain existing school service with limited stops

Weekend: all stops with 6 buses per day

Potential Peak Season (Spring/Summer)

Monday - Wednesday: maintain existing school service with limited stops

Thursday - Friday: all stops with 1 hour headways from 2 PM - 6 PM

Weekend: all stops with 1 hour headways from 11 AM - 2 PM and 30 minute headways from 2 PM - 7 PM

Requires coordination with Priority Project 1 - SR 1 Pedestrian and Bicycle Crossings, Priority Project 4 - New Formalized Parking

3 Trail Connections

Close gaps in trail network to support bicycle and pedestrian access to key destinations. Build out and close gaps in the California Coastal Trail network and include visitor amenities (sign posts, maps, rest areas) for trail users every 2-5 miles.

Trails should be located along Highway 1 where space allows to provide the most direct connections. In some locations, where space parallel to the highway may be constrained, alternative low infrastructure options that are farther from Highway 1 may be considered.

Goals Addressed

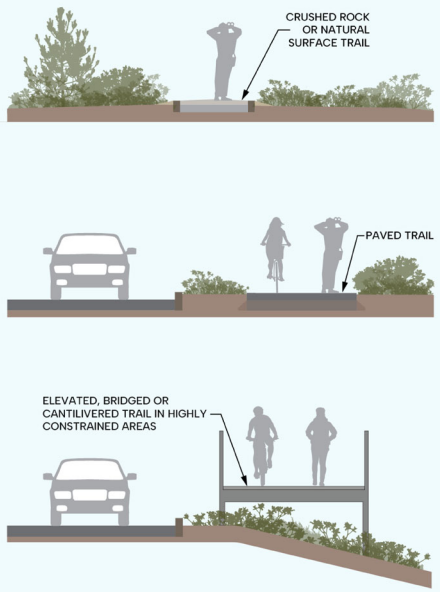
- Provide flexible transportation options
- Preserve natural environment
- Make the North Coast accessible to more people

Requires coordination with all Priority Projects

User Needs Addressed

Feasibility Considerations

Trail connections are determined based on feasibility and the level of infrastructure required. Minor infrastructure improvements include new segments alternatives along existing collector roads, as well as existing primary sections of the California Coastal Trail that need improvements. Medium infrastructure improvements consist of paved trail sections located adjacent to the highway. In areas where these approaches are not feasible, higher infrastructure solutions may be necessary, such as bridge structures or elevated trail segments separated from the highway.



Low Infrastructure

Considerations

- Crushed rock or natural surface trail
- ~5ft wide, pedestrian only
- Coastal bluff trail
- Low/medium cost

Medium Infrastructure

Considerations

- Paved trail
- ~8ft wide, bike and pedestrian use
- Potentially in Highway and/or railroad right-of-way with buffer
- Medium/high cost

High Infrastructure

Considerations

- Elevated trail
- ~8ft wide, bike and pedestrian use
- Bridged or cantilivered off of SR-1
- Highly constrained areas
- Highest cost

Case Study Examples

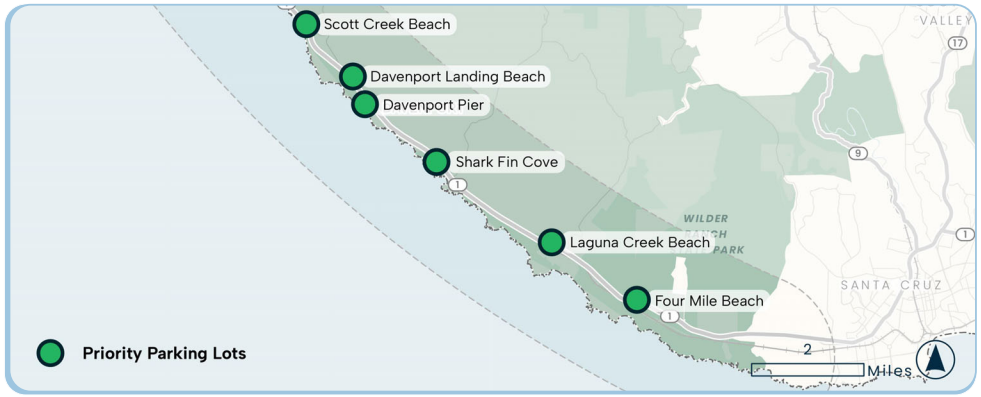
Photo 5. El Granada Coast Trail - El Granada, CA

Photo 6. Midcoast Multi-Modal Trail - San Mateo County, CA

4 New Formalized Parking

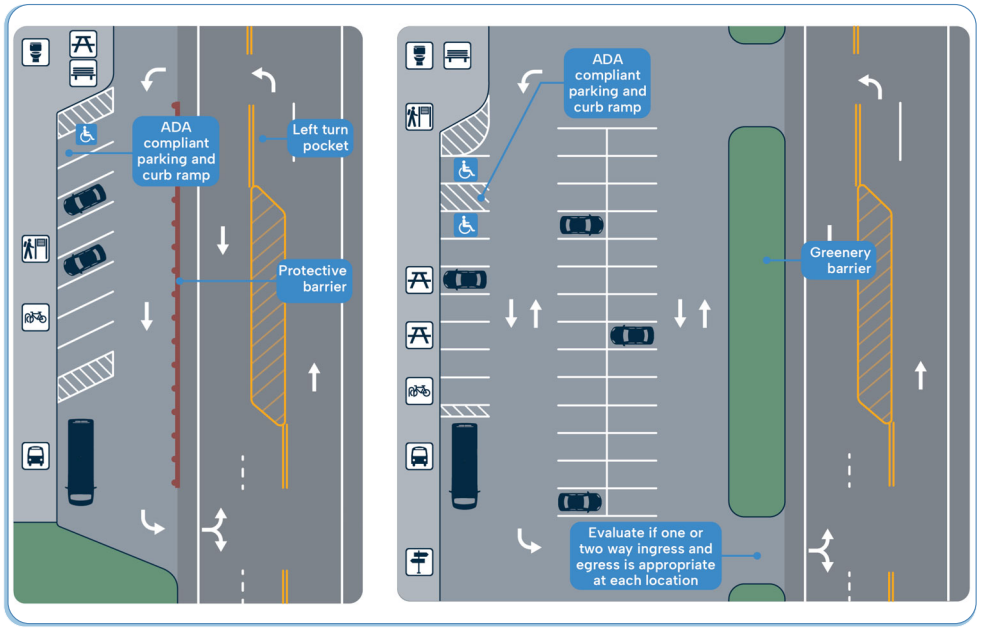
Construct formalized parking lots and off-street parking areas and restrict, limit, or discourage parking at informal locations. Build amenities and supportive infrastructure (bike parking, visitor signage, and bus stops). Formalized parking areas at key locations can help to better organize parking supply and reduce informal shoulder parking. This supports a "park once" approach, where visitors park in a single location and access multiple destinations on foot, by bike, or by transit rather than driving between sites.

Formalized parking areas should include designated separated spaces for parking, regrading and paving to improve accessibility and clearly delineated entrance and exit points to help reduce unexpected movement on Highway 1. Parking improvements include safe pedestrian and bicycle connections, wayfinding, potential accommodation for future transit access, and amenities such bathrooms. Construction should prioritize high-demand locations with fewer feasibility constraints first.



Off-Street Parking

Parking Lot



- Benches and seating areas
- Kiosk or interpretive signage
- Wayfinding and Trail connections
- Bike parking
- Picnic tables
- Toilet facility
  - Out of the Caltrans ROW
- Bus stops and shelters
  - Should be placed at formalized lots, where possible
  - Out of the Caltrans ROW

Feasibility Considerations

- Coordination with property owners and partner agencies (e.g., Caltrans, State Parks, County of Santa Cruz) for siting, design and implementation required.
- Design may be constrained by environmental, grading, coastal, and right-of-way considerations.
- Complementary enforcement to prevent parking in informal areas and after hours may be require to be effective.
- Parking areas should have be opened sunrise to sunset. Operating hours should be enforced.
- Maintenance required.

Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Improve parking management
- Improve access, safety, and navigation for drivers

User Needs Addressed

Case Study Examples

Photo 8. Yellowbank Parking - Santa Cruz County, CA

Photo 9. Greyhound Rock Parking - Davenport, CA

Requires coordination with Priority Project 2 - Bus Stop Improvements and Service Upgrades, Priority Project 5 - Paid Parking

5 Paid Parking on the North Coast

Designate priced parking at select parking lots to manage demand. Paid parking on the North Coast can help to manage demand for parking, reduce conflicts from cars searching for parking or parking on shoulders, and support increased access to the North Coast. Paid parking also supports the "park once" approach and helps to encourage alternative travel modes. Parking revenue could be used to improve non-driving options such as trails, visitor information, transit options, and bicycle amenities, such as bike racks.

Considerations for Paid Parking on the North Coast

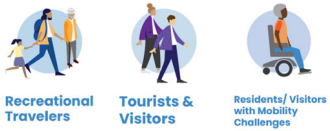
- Collect data: Monitor parking demand at all parking locations to identify high demand and spillover parking. This will demonstrate the need.
- California Coastal Commission: Regulates land use in the coastal zone, covering most of the parking locations. Early coordination recommended.
- Revenue: Parking revenue is typically used to fund maintenance of lots and direct improvements for access to the coast.
- Spillover Parking: Regulations and enforcement will be need to prevent parking on shoulders to avoid parking fees.
- Affordability: Most paid parking programs within the Coastal Zone have some form of resident or low-income parking pass.

Photo 10. Paid Parking Kiosk - Point Lobos, CA

Goals Addressed

- Provide flexible transportation options
- Ensure there is local input
- Improve parking management
- Improve access, safety, and navigation for drivers

User Needs Addressed



Requires coordination with Priority Project 3 - New Formalized Parking

Case Study: Poplar Beach, City of Half Moon Bay

- Owned and mantained by the City of Half Moon Bay.
- Paid parking established in 2009.
- Parking fees were set to align with nearby State Parks' prices.
- Free on-street parking available in nearby neighborhoods, alleviating Coastal Commission concerns about losing access to the coastside for low-income visitors.
- Accepts the State Parks' Golden Bear Pass for low-income residents.
- Fees are used to offset the expense of maintaining the lot.

Photo 11. Poplar Beach Parking - Half Moon Bay, CA

Photo 12. Poplar Beach Parking - Half Moon Bay, CA

Identify purpose and goals of paid parking program

↓

Formalize parking

↓

Collect updated occupancy and demand data to justify need for paid parking

↓

Design ideal paid parking program, including rates, locations, enforcement mechanisms, regulatory updates and affordability programs

↓

Obtain regulatory approvals for paid parking

↓

Construct and install parking payment infrastructure

↓

Monitor paid parking program and update payment or locations as needed

Photo Credits

Photo 1. San Luis Obispo, CA

Source: City of San Luis Obispo website
Pedestrian Hybrid Beacon crosswalk
https://www.slocity.org/government/department-directory/public-works/programs-and-services/transportation-planning-and-engineering/pedestrian-hybrid-beacon

Photo 2. Cross Marin Trail Overcrossing Sir Francis Drake Blvd. – Marin County, CA

Source: Google Maps, Image Capture: July 2024
(c) 2026, Google
https://maps.app.goo.gl/Pz56wnNVoKGYzjmg7

Photo 3. Trail Underpass

Source: Picryl website
https://picryl.com/media/underpass-passage-tunnel-architecture-buildings-452cf0

Photo 4. Yosemite Village – Yosemite National Park, CA

Source: National Parks Service website
YARTS STOP: Yosemite Village
https://www.nps.gov/places/000/yarts-stop-yosemite-village.htm

Photo 5. El Granada Coast Trail – El Granada, CA

Source: Nela Rullan, Zander Westbrook Design

Photo 6. Midcoast Multi-Modal Trail – San Mateo County, CA

Source: Sofia Zander, Zander Westbrook Design

Photo 7. Yellowbank Parking – Santa Cruz County, CA

Source: Google Maps, Image Capture: October 2025
(c) 2026, Google
https://maps.app.goo.gl/Q2UMcpQU5oVSfCvw8

Photo 8. Greyhound Rock Parking – Davenport, CA

Source: Santa Cruz County Parks website
Greyhound Rock Coastal Access
https://parks.santacruzcountyca.gov/Home/ExploreOurParksBeaches/BeachesCoastalAccess/GreyhoundRock.aspx#park-gallery-3

Photo 10. Paid Parking Kiosk – Point Lobos, CA

Source: Alexandra Lee-Gardner, Fehr & Peers

Photo 10. Poplar Beach – City of Half Moon Bay, CA

Source: Google Maps, Image Capture: January 2014
(c) 2026, Google
https://maps.app.goo.gl/VHHdm69VbxtZLPpy9

Photo 11. Poplar Beach – City of Half Moon Bay, CA

Source: Google Maps, Image Capture: April 2016
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https://maps.app.goo.gl/7jR7zCBnTyxak5bbA

Introduction

This document serves as a supplement to the priority project concepts and informational factsheets above and provides additional details about potential locations and implementation timing.

Priority projects address the North Coast's most pressing transportation challenges while laying the foundation for long-term investments. The five selected priority projects are:

- Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings
- Priority Project 2 Bus Stop Improvements and Service Upgrades
- Priority Project 3 Trail Connections
- Priority Project 4 New Formalized Parking
- Priority Project 5 Paid Parking on the North Coast

Many priority projects can also support investments in other priority projects.

Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings

Description

Highway 1 pedestrian and bicycle crossings provide formalized pedestrian crossings such as at-grade crosswalks, overcrossings, or undercrossings. Crossings will be designed to meet ADA accessibility needs and Caltrans criteria.

Phasing and Locations

Tier 1 locations are areas where crossing demand is expected to be higher and there are fewer expected feasibility constraints. Tier 2 locations may have additional feasibility constraints.

- Demand
  - Crossing demand (are there destinations on both sides of the highway)
  - Destination demand (are there areas on either side of highway that were ranked as major attractors based on community feedback)
  - Pedestrian crashes hot spots (based on pedestrian crash data on Highway 1 from 2014-2023 from the RHSP)
  - Priority bus stop location (see Bus Stop Improvements and Service Upgrades)
- Feasibility
  - Ongoing projects (are there opportunities to include improvements as part of ongoing projects)
  - Physical constraints (are there potential sight distance, property, or space constraints)
  - Is there access from the end of the crossing to pedestrian facilities (trails/parking lots)

Priority Locations

TIER 1

- Waddell Beach
- Four Mile Beach
- Wilder Ranch

TIER 2

- Davenport Landing
- Bonny Doon Beach
- Yellowbank Beach
- Coast Road

ADDITIONAL CONSIDERATIONS

- Greyhound Rock
- Scott Creek Beach
- Laguna Creek Beach
- Rodoni Farms

This priority project is dependent on Priority Project 2 Bus Stop Improvements and Service Upgrades and Priority Project 3 Trail Connections. In some areas, consider constructing crossing and bus stop improvements simultaneously. The timing and location of bus stop improvements may affect the need for crossings. For example, the Greyhound Rock crossing may not be needed if the bus stop is located in the parking lot. Additionally, the need for the Scott Creek crossing may be dependent on which side of the highway future trail connections are located.

Priority Project 2 Bus Stop Improvements

Description

Bus stop improvements and service upgrades include expanding transit service to Waddell Beach and adding new stops at key locations such as Wilder Ranch. Upgrades to existing bus stops will include waiting and loading areas, real-time arrival information, signage and maps, benches, and shelters.

Phasing and Locations

Tier 1 locations are areas with higher expected demand and serve key gaps in the transit network. These locations are identified to be important to support the park once approach and have fewer feasibility constraints. Tier 2 locations are secondary locations that may warrant additional stops and should be evaluated based on demand with future increases in visitation.

- Demand
    - Park once approach support (are there formal parking lots, would this location support overall corridor park once approach)
    - Destination demand (are there areas on either side of highway that were ranked as major attractors based on community feedback)

- Distribution (is there an existing or proposed stop nearby)

- Feasibility
  - Ongoing projects (are there opportunities to include improvements as part of ongoing projects)
  - Off-street space constraints (are there opportunities to locate the bus stop off-street – this is preferred)
  - On street space constraints (is there potentially space for an on-street bus stop)

Priority Locations

TIER 1

- Waddell Beach (consider off-street stop)
- Davenport Beach (new stop proposed as part of Davenport Beach parking lot)
- Four Mile Beach
- Wilder Ranch (consider off-street stop)

TIER 2

- Greyhound Rock (consider off-street stop)
- Davenport Landing Beach (consider adding in coordination with formalizing parking lot)
- Yellowbank Beach (consider off-street stop)

ADDITIONAL CONSIDERATIONS (UPGRADES TO EXISTING STOPS TO UPGRADE STOP FACILITIES AND ADD STOPS ON BOTH SIDES OF HIGHWAY IF FEASIBLE)

- Scott Creek Beach
- Davenport (Highway 1 & Davenport Avenue (Cash Store)
- Ocean (Pacific Elementary School)
- Bonny Doon Beach
- Coast Road

This priority project is dependent on Priority Project 1 Highway 1 Pedestrian and Bicycle Crossings and Priority Project 4 New Formalized Parking. SC METRO and Caltrans may require planned or existing pedestrian and bicycle access is available at new bus stop locations including appropriate crossing infrastructure if applicable.

Project 3 Trail Connections

Description

Trails connections include closing gaps in the trail network to support bicycle and pedestrian access to key destinations. This priority project includes building out and closing gaps in the California Coastal Trail network and providing visitor amenities (signposts, maps, rest areas) for trail users every 2-5 miles.

Phasing and Locations

The North Coast Rail Trail currently planned and under construction will build out the trail network from the City of Santa Cruz border to Davenport. Additional trail segments were prioritized based on

feasibility and space constraints and potential demand based on community priorities and high demand locations.

Priority Locations

TIER 1

- Big Basin to Greyhound Rock
- Scott Creek Beach to Davenport

TIER 2

- Greyhound Rock to Scott Creek Beach

The type of infrastructure (low, medium, and high) may vary based on environmental and geologic constraints and right-of-way space.

Project 4 New Formalized Parking

Description

New formalized parking consists of constructing formalized parking lots and off-street parking areas and restricting, limiting, or discouraging parking at informal locations. This includes building amenities and supportive infrastructure (bike parking, visitor signage, and bus stops) to support the park once approach.

Phasing and Locations

The Tier 1 locations are areas with high parking demand, safety concerns (where would paved parking improve safety), future improvements, and land that RTC owns or could coordinate with Caltrans on.

- Demand
    - Existing condition (is the current informal parking off-street, on-street, unpaved, paved, etc)
    - Parking demand (what is the parking occupancy as documented parking occupancy observations, number of google reviews, parking hotspot map)
    - Safety concerns (from community feedback and North Coast Facilities Management Plan)
- Feasibility
    - Future improvement alignment (North Coast Facilities Management Plan and Rural highway Safety Plan identified projects)
    - Basic feasibility (who owns the land and is it on-street or off-street)

Project 5 Paid Parking on the North Coast

Description

Paid parking on the North Coast includes designating priced parking at select parking lots to manage demand. Funds from parking could be used to improve non-driving options such as trails, visitor information, transit options, and bicycle parking.

Phasing and Locations

Paid parking should be implemented at formalized parking areas only. The timing and location of paid parking areas should be informed by future parking occupancy counts that are collected after additional formalized parking areas are constructed. Paid parking should be regularly evaluated as visitation increases overtime.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Maintenance Number	Response
04/27/26	Issac	Jensen	Capitola Rd	Harbor view Court and Capitol a Rd Extensi on	Live Oak	Ped: Debris on Sidewalk	The sidewalk on the north side of Capitola Rd between Harborview Court and Capitola Rd Extension is overgrown with plants and covered in debris. There is still a portion of the sidewalk that is open, but pedestrians are constrained for space and pushed to the outside, closer to the bike lane and the street.	DPW	04/28/26		**04/28/26 Brittni Smrz:** Good morning Daniel & Isaac, Thank you for submitting a pedestrian hazard report. I will forward to our Encroachment division for review.
04/27/26	Jean	Brockle bank	1195 Brommer Circle		Live Oak	Ped: Debris on Sidewalk	1195 Brommer Circle is a Cul de Sac off Brommer St. This report is for both sidewalks of the 1195 Brommer Circle parcel. One sidewalk is on the Circle; the other sidewalk is around the corner on Brommer Street. On the Cul de Sac, the sidewalk in front of 1195 is covered and impassable. Their mail box is on a post set in a bucket of concrete and covers half of the sidewalk, with th other half covered in detritus.	DPW	04/28/26		**04/28/26 Brittni Smrz:** Good morning Daniel & Jean, Thank you for submitting a pedestrian hazard report. I will forward to our Encroachment division for review.
04/23/26	Ken	Martin	41st Ave	Melton St	Capitol a	Ped: Other	Pedestrian crossing blinking light not working at 41st and Melton streets. (Between Verutti liquor and In Shape gym.)	Kailash Mozumder	04/27/26		
04/10/26	Kristin	Deck-Cote	161 Archer Dr		Santa Cruz	Ped: Damaged Sidewalk	The entire slab of sidewalk is being pushed up by tree roots so that it protrudes 3 to 5 inches above the other portion of adjoining sidewalk slab. I tripped over it the other day while looking up at the tree tops.	Dan Estranero, Joanna Edmonds	04/13/26		
04/08/26	Charles	Kominc zak	Soquel Dr	Porter Gulch Rd	Soquel	Ped: Damaged Sidewalk	raised sidewalk (from tree roots), pedestrian trip hazard	DPW	04/13/26		**04/13/26 Arizza Mrillo**: Hello, Thank you for your email. Can you please provide more details on where the raised sidewalk is located for our roads dispatch or encroachment officers can review and respond to?