



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

AGENDA
Thursday, May 21, 2026
1:30 p.m.

SCCRTC Conference Room
1101 Pacific Ave, Suite 250A
Santa Cruz, CA

The conference room is located in the middle of the 2nd floor.

Remote Participation

Remote participation for a) members of the public, b) nonvoting committee members/alternates, or c) voting Committee members unable to attend in person due to a disability that prevents them from attending in person; or due to an emergency or for cause per AB2449 (see end of agenda for more information and inform RTC ITAC staff of justification prior to the meeting).

Zoom:

<https://us02web.zoom.us/j/87482198801?pwd=TDNjZDF3aloyenFRRU5OQmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

Alternately participants may dial-in to: 1-669-900-9128

NOTICE/NOTICIA:

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- *See the end of this agenda for details about access for people with disabilities, translation services and other information.*
- **Agendas Online:** *To receive email notification when the meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>*

1. Call to Order
2. Roll Call/Introductions
3. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

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 Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee 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 committee member objects to the change.

4. Approve Minutes of the April 18, 2026 ITAC meeting
5. Receive Highlights from the May 7, 2026 Regional Transportation Commission Meeting

REGULAR AGENDA

6. Receive presentation about TDA Funding
 - a. Staff Report, Marshall Ballard
7. Receive presentation on the Safe on 17 Annual Report
 - a. Staff Report, Max Freidman
8. Receive update and act on the Work Zone Data Specification for Construction Projects.
 - a. Staff Report, Marshall Ballard
9. Reimagine METRO and Potential Service Cuts in FY28 Cost Saving Measures and Service Reduction Framework
 - a. Staff Report, Marshall Ballard and John Urgo, Chief Planning and Innovation Officer Santa Cruz Metro
10. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members and RTC staff
11. Oral Communications on Matters Not on the Agenda

Members of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the discretion of the chair, the amount of time for oral communications may be limited. Committee members will not take action or respond immediately to any Oral Communications presented but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

12. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm **June 18, 2026**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Future agenda items:

- RTC internal data review
- Ad hoc Data Group information

13. Adjourn

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES: *Si gusta estar presente o participar en juntas de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)*

HOW TO REACH US: *Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Ste 250; Santa Cruz, CA 95060; phone: (831) 460-3200
email: info@sccrtc.org / website: www.sccrtc.org*

AGENDAS ONLINE: *Agendas are posted online (<https://sccrtc.org/meetings/inter-agency/agendas/>) at least 72 hours prior to the meeting. Full agenda packets, including handouts and other documents relating to items on the agenda, are also posted online. To receive email notification when the Committee meeting agenda packets are posted on the RTC website, please fill out the e-subscription form on the website: <https://sccrtc.org/about/esubscriptions/> or call (831) 460-3200.*

REMOTE PARTICIPATION –Committee Members

This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 (2022) and AB2302 (2024) and as interpreted by Attorney General Opinion 23-1002. Under any circumstance that a member is participating remotely: The members must be 1) connected in real time through both audio and visual means, and 2) they must publicly disclose before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member and the general nature of the member's relationship with that individual.

- 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 under regular Brown Act rules. OR*
- 2. Members of the committee may attend via zoom up to two times per year due to an "emergency" or "for cause" according to requirements set forth in*

Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.

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

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 Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se

les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

Zoom Meeting Tips: *Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>*

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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.

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) 460-3212 or 1101 Pacific Avenue, Ste 250, Santa Cruz, CA 95060 or online at <https://sccrtc.org/about/title-vi-civil-rights-program/>. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*



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

MINUTES

Thursday, April 16, 2026, 1:30 p.m.

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

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

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis
County Public Works	Steve Wiesner
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Metropolitan Transit District (METRO)	Derek Toups
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works	Rodolfo Onchi
Watsonville Public Works	Miguel Lizarraga
Watsonville Community Development	Justin Meek
University of California Santa Cruz (UCSC)	Oxo Slayer

RTC Staff Present: Marshall Ballard, Jason Thompson, Shannon Munz, Joel LaCagnina, Riley Gerbrandt, Grace Blakesly (online), Jaeden Gales (online)

Others Present – In person: Matthew Welker (Caltrans), Seth Whitey (METRO Consultant)

Non-Voting Members online (not AB2449 or Brown Act):

Georgina Arias (UCSC), Fernanda Dias-Pini (County Planning)

Others Online: Michael Pisano (Soquel Resident), Rebecca Downing (RTC Commissioner), Kapeel Daryani (Metropolitan Transportation Commission), Nisar Ahmed (Metropolitan Transportation Commission), Dario Moreno (Caltrans), Chris Zotovich (Caltrans).

1. **Call to Order:** Chair Starkey called the meeting to order at 1:36 p.m.
2. **Introductions** were made.
3. **Additions, deletions, or other changes to consent and regular agendas:**

CONSENT AGENDA

ITAC members unanimously approved a motion (Guirguis/Weisner) *approving the consent agenda with members Valentine, Guirguis, Wiesner, Toups, Gallogly, Lizarraga, Meek, Starkey, Onchi and Slayer voting “aye”. (Urgo not present for vote)*

4. **Approve Minutes of the March 19, 2026 ITAC meeting**
5. **Receive Highlights from the April 2026 Regional Transportation Commission Meeting**

REGULAR AGENDA

6. **Receive demonstration about the Workzone Data Specification (WZDx) User Interface.**

Marshall Ballard, RTC Supervising Transportation Planner announced that the Metropolitan Transportation Commission (MTC) approved allowing the RTC and partner agencies to join their WZDx platform. Kapeel Daryani, MTC Mapping Data Services Manager provided a demonstration of the WZDx platform, including the map and list views, event creation, and how to designate roles for jurisdictions. Kapeel noted the system is used to share road closure data with Google and Waze.

Paul Gurguis asked how the public can view the data. Miguel Lizarraga asked about automation with existing non-compliant permitting software. Matt Starkey asked how payment for the platform is handled in MTC's region and if there are any jurisdictions similar to Santa Cruz county that are currently using the system that could help ITAC members understand the amount of work involved with data input. Miguel Lizarraga asked about the process for follow up questions. Justin Meek asked if the platform is used for emergency road closures and if the counties in MTC's region are participating.

7. **Receive presentation on the Santa Cruz County Regional Transportation Commission Equity Outreach Toolkit**

Shannon Munz, Community Outreach Specialist presented the equity outreach toolkit (Adopted 2025). In 2023, the RTC received a Caltrans planning grant to develop the toolkit that provides guidance on how to

ensure community engagement activities are inclusive and produce meaningful feedback.

Claire Gallogly asked about how the toolkit can be used in planning grants as a region. Paul Guirguis commented on the benefits of using the toolkit for Caltrans' planning grant applications, noting it's important to highlight how a project will measure outreach success. Paul also mentioned the importance of checking the grant application criteria before submitting an outreach plan. Marshall Ballard suggested the outreach toolkit be saved on the ITAC External SharePoint for local jurisdictions to review and provide input. Marshall Ballard also noted the possibility of using Microsoft Lists to facilitate receiving input from local jurisdictions. Matthew Welker asked if the RTC will request consultants use the toolkit when working on projects for the RTC.

8. Receive update on Zero Emission Passenger Rail and Trail Project Update

Riley Gerbrandt, RTC Transportation Engineer presented a brief history of the ZEPRT project and a memo which summarizes trail segments (13-20) including descriptions of work and updated conceptual cost estimates. Riley also announced the project will be presented to the Elderly and Disabled Technical Advisory Committee and the Bicycle Advisory Committee in May 2026.

Claire Gallogly asked about the segments order of implementation. Paul Gurguis asked for clarification on the cost of implementation. Oxo Slayer asked for details about the cost estimating. Matt Starkey asked which segments have active freight, noting those segments should be prioritized. Paul Gurguis asked for clarification on the PAED phase for segments 13-20 and the possibility of splitting segments from the whole project. Justin Meek commented on the drainage issues associated with segments 18 and 19 and the possibility of an interim trail in south county.

9. Receive update on Rural Highway Safety Plan (RHSP) monitoring

Brianna Goodman, RTC Transportation Planner presented the implementation and monitoring plan for the RHSP and proposed ITAC serve as the monitoring body.

Claire Gallogly asked if it is appropriate for the cities to participate in the monitoring. Paul Gurguis asked if the RHSP is part of a conglomeration of other plans. Marshall Ballard noted the economic part of the plan and how it benefits the transportation network as a whole. Steve Weisner noted that

other parties should be involved in the monitoring program including law enforcement and the Santa Cruz County Health Department. Matt Starkey asked for clarification on the purpose of the monitoring agency and asked if it would be appropriate for the RTC to serve as the monitoring agency. Regina Valentine recommended including other entities in the conversation. Paul Gurguis asked for details about the implementation portion. Jim Helmer asked when the Local Roadway Safety plan will go to the Santa Cruz County Board of Supervisors and if it will include the projects in the 2023 and 2025 consolidated list of approved projects.

ITAC member unanimously approved a motion (Urgo/Starkey) approving the staff recommendation. Paul Guiguis and Regina Valentine amended the motion to include public health and safety professionals and law enforcement in the monitoring body for the RHSP with members Guirguis, Valentine, Slayer, Gallogly, Lizarraga, Urgo, Onchi, Starkey, Meek, and Wiesner voting "aye".

Oxo Slayer asked if the RHSP would be brought back to ITAC annually?

10. Receive update and discuss the Transportation Data Needs Survey results and subsequent Ad-hoc Data group next steps.

Marshall Ballard, RTC Supervising Transportation Planner announced the first meeting of the ad hoc data group will be on April 20, 2026 at 11:00am and named the members from each jurisdiction that will be participating. Marshall highlighted the results from the recent data needs assessment survey.

Oxo Slayer commented that UCSC did not respond and expressed interest in submitting a survey if possible. Steve Weisner encouraged the jurisdictions to think about data needs when working on their budget. Marshall Ballard noted RTC is performing a data mining activity into current RTC data to identify relevant data.

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

County: Steve Weisner announced the county is looking at grants for implementation funding through the Safe Streets for All (SS4A) program. The County of Santa Cruz is planning to take their draft ideas and application to the board on May 19th, 2026, with the adoption of Safety Action Plan. The County of Santa Cruz is looking into future Highway Safety Improvement Program (HSIP) and Active Transportation Program (ATP) grants. The pavement management program will be starting soon which will

include the Soquel Drive and San Jose Road resurfacing project extending to Olive Springs Road and will include new striping and amenities associated with bicycles and pedestrians. The County of Santa Cruz is also planning on going out to bid for the Roberston Street and Soquel Drive Signalization Project.

Caltrans: Paul Guirguis mentioned the annual mowing operation will start early this year, the SS4A applications letters of support from Caltrans are due May 12, 2026 and introduced Matt Welker, Caltrans Engagement Specialist.

AMBAG: No updates.

UCSC: Oxo Slayer noted a conversation with Rick Hyman from the Bicycle Advisory Committee around how UCSC deals with roadway work that affects bicycle and pedestrian circulation. He mentioned a design charette for circulation of the master plan project noting the draft master plan is expected Summer 2026. Oxo announced UCSC will open the 2120 Delaware addition in May 2026 for employees and students, the Heller Drive Housing Project will go to regents in May 2026. Georgina Arias announced the ribbon cutting for UCSC's two new EV buses.

City of SC: Claire Gallogly announced the City's Active Transportation Plan is going to the City's board for adoption on April 28th, 2026, the Safety Action Plan will go to the City's Commission and Council in July and August 2026, and the ATP Cycle 8 and SS4A grants are underway. Matt Starkey announced the Murray Street Bridge full closure is scheduled for June 2026, small catch basin sidewalk curb ramp projects will take place Summer 2026, and the Front Street construction for new traffic signals into the METRO center will start in Summer or Fall 2026.

Watsonville: Miguel Lizarraga announced Vision Zero will go to City Council at the end of April 2026. The final review started for the Clifford Avenue PS&E and construction is anticipated to start late 2026, the Harkins Slough Bridge contract is going to City Council for award in late April 2026 and construction is expected to begin in May 2026, and the City of Watsonville is working on their ATP Cycle 8 applications which includes segments 18 and 19 of MBSST. Justin Meek added that the general plan has a tentative release near the end of July 2026 and the final financing for the Watsonville Metro project is expected to get tax credits in the next couple of months.

METRO: John Urgo announced the design phase for the rapid corridor project kicked off. METRO will coordinate with Cities and Santa Cruz County. METRO is 50% through design for the Watsonville Downtown Transit Center and has started scenario planning if the proposed ballot measure does not pass.

Transit ridership is expected to finish this year at the highest it has been since 2009. Claire Gallogly asked about the timeline of the ballot measure.

Scotts Valley: Rodolfo Onchi announced the Scotts Valley Drive corridor improvements and traffic signal improvements along arterials will be completed in Summer 2026 and the Safety Acton Plan will go to City Council for adoption in May 2026.

RTC: Marshall Ballard announced the baseline agreement for Segment 12 Freedom Boulevard to State Park Drive project was accepted by the California Transportation Commission and no comments are expected, the RTC is working on an ATP grant for e-bike safety, the RTP will go to the RTC Commission for adoption in June 2026, the RTC is coordinating with the City of Capitola on an ATP grant truffle, and mentioned the SS4A Boulder Creek application. Joel LaCagnina announced consultant interviews took place for MBSST Segment 12. Steve Weisner asked for clarification on how the project will be split.

12. **Oral Communications on Matters Not on the Agenda**

John Urgo commented that METRO is seeking signatures for the current METRO ballot measure.

13. **Next Meeting and Future Items:**

The next ITAC meeting is scheduled for 1:30pm **May 21, 2026**. ITAC meetings will be canceled if there are no action items to be brought before the committee. Future agenda items:

Safe on 17 Annual report
WZDx next steps

14. **Adjourn – 3:42 p.m.**

Minutes respectfully submitted by Jason Thomson, Transportation Planning Tech



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email: info@scrtc.org; website: www.scrtc.org*

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

Santa Cruz County Regional Transportation Commission (RTC) May 7, 2026 Meeting Highlights

Regional Transportation Commission Programming & Budget Amendments and Fiscal Year 2026-27 Transportation Development Act (TDA) Claims

The Commission approved amending the RTC Programming and FY 2025/26 and FY 2026/27 Budget to amend previously programmed projects, as requested by project sponsors, and shift funding to reflect scope and funding updates. The RTC has regularly approved requests from project sponsors to shift funds to other projects that the RTC has approved for funding, in order to help fill funding gaps, cost increases, or integrate additional complete streets elements.

Additionally, the RTC allocates Transportation Development Act (TDA) funds from the region's ¼ cent share of the state's 7.25 cent sales tax and State Transit Assistance (STA) funds, which are generated from the sales tax on diesel fuel. TDA claims for Santa Cruz Metropolitan Transit District, Community Bridges, the Volunteer Center, and RTC administration and planning were approved, which allows recipients to use the funds starting in the next fiscal year.

Authority to Enter into an Administration, Coordination, and License Agreement with Santa Cruz County Coastal Rail for the Remainder of the Freight Easement over the Santa Cruz Branch Rail Line

The Commission approved entering into an Administration, Coordination, and License (ACL) Agreement with Santa Cruz County Coastal Rail (SCCCR). To advance the RTC's goal of utilizing the Santa Cruz Branch Rail Line (SCBRL) for transportation purposes, the RTC created SCCCR as a separate entity to serve as the designated common carrier for the SCBRL. The purpose of SCCCR under the ACL is to preserve the Remainder of the Freight Easement for reactivation of freight service when the repairs to the infrastructure are made and there is a reasonable request for freight shipping service, and to provide functions to manage and maintain the easement property and facilities. Staff anticipates SCCCR will remain the non-operating common carrier for the foreseeable future and will have limited responsibilities. The Commission will retain the rights to advance key public projects, like the Coastal Rail Trail and Passenger Rail, within the corridor so long as they do not permanently interfere with freight use.

2026 Draft Unmet Transit and Paratransit Needs List

Following a public hearing, the Commission adopted the [2026 Unmet Transit and Paratransit Needs List](#). Unmet transit and paratransit needs are those transportation needs which are not being met by the current public transit system, have community support, and do not duplicate transit services provided publicly or privately. The Commission solicited input from the public and the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC), partner agencies and other local organizations to identify unmet transit needs of transit-dependent or disadvantaged persons. The RTC, Santa Cruz METRO and other community transportation service providers will consider unmet paratransit and transit needs from the list as funding becomes available.

Upcoming RTC and Committee Meetings

Regional Transportation Commission Meeting

Thursday, June 11, 2026, 9:00 a.m.

Bicycle Advisory Committee

Monday, May 11, 2026, 5:30 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, May 12, 2026, 1:30 p.m.

Interagency Technical Advisory Committee

Thursday, May 21, 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 21, 2026

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Marshall Ballard, Supervising Transportation Planner
RE: Regional Transportation Commission Transportation Development Act Process and Claims

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee receive a presentation about the Transportation Development Act and its claims process.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated regional transportation planning agency (RTPA) for Santa Cruz County. The RTPA is the state designated authority to receive and allocate all Transportation Development Act (TDA) funds. The TDA is split into two buckets the Local Transportation Fund (LTF) and the State Transit Assistance (STA).

The RTC allocates LTF funds from the region's ¼ cent share of the state's 7.25 cent sales tax according to state law and established formulas in the RTC's Rules and Regulations. The RTC is also responsible for allocating State Transit Assistance (STA) funds, which are generated from the sales tax on diesel fuel. The RTC receives estimates of TDA apportionments (LTF and STA) based on the Santa Cruz County Auditor's and State Controller's Office (SCO) estimates.

DISCUSSION

The TDA defines the process of allocating the apportionments but leaves the implementation to the RTPA.

- **Articles (broad categories):** Article 3 costs (Administration and Planning)
- **PUC Codes (the strict rules):** PUC 99233 series is the order of operations

- **SCCRTC Rules and Regulations (the implementation):** RTC Rules and Regulations guide how the TDA funds are allocated

Fiscal Year 2026-27 Transportation Development Act (TDA) Claims

The total amount of FY 26-27 TDA appropriations calculated by the State Controllers Office is \$13,488,525.

Santa Cruz METRO Transportation Development Act (TDA)

The RTC FY 2026-27 adopted budget includes TDA LTF apportionments for the Santa Cruz Metropolitan Transit District (METRO) in the amount of \$9,310,691. Consistent with the RTC's Rules and Regulations, this is 85.5% of the TDA revenues that are apportioned by the RTC to transit, paratransit.

Santa Cruz METRO State Transit Assistance Funds (STA)

The RTC and eligible transit operators in Santa Cruz County would receive approximately \$4,595,164 (\$2,396,998 in population based (99313) and \$2,198,166 in revenue-based (99314) formula funds. Based on prior RTC actions, 100% of 99314 funds and 85% of FY25/26 99313 STA are allocated to Santa Cruz METRO. The RTC programmed the remaining 15% in discretionary dollars in November 2025 to Santa Cruz METRO projects included in the consolidated grants process.

Volunteer Center

The Regional Transportation Commission (RTC) FY 2026-27 budget includes Transportation Development Act (TDA) apportionments for the Volunteer Center in the amount of \$108,897. The City of Santa Cruz, as a local jurisdiction, will act as the claimant. The Volunteer Center has a goal to use TDA funds to serve approximately 300 older adults and individuals with disabilities, and projects to provide approximately 5,900 one-way trips to eligible clients in The Volunteer Center Transportation Program.

Community Bridges

The TDA allocations for Community Bridges in the amount of \$914,735. Community Bridges has a goal to use TDA funds to provide approximately 60,213 rides, including Taxi Scrip, Medical TDA, Meals on Wheels, and Elderday.

At the RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) April 14th meeting, the committee made a motion to recommend to

the RTC to approve the Community Bridges, Volunteer Center, and Santa Cruz Metropolitan Transit District FY26/27 Transportation Development Act and State Transit Assistance claims. The committee additionally made a motion to express concern to the RTC regarding the increase in RTC TDA reserves in the approved FY26/27 RTC Budget, thereby reducing TDA allocations to transit funding claimants.

Santa Cruz County Regional Transportation Commission

The RTC's TDA claim in the amount of \$1,000,000 for administration and \$917,378 for planning and programming. This claim is consistent with the RTC's FY 2026-27 budget approved at the April 2, 2026 meeting and reflects funds allocated to the RTC. The RTC's TDA claim reflects a slightly higher amount needed for administration over prior years amounts, due to the 2024 organizational restructuring, creation of new positions, and filling those new positions in 2025 and 2026. Additionally, RTC has prioritized funding transit to its own underfunding of its required maintenance of its reserve.

Claims by the Santa Cruz County Regional Transportation Commission for TDA Funds Claims for Transportation Development Act Administration may be filed by the Santa Cruz County Regional Transportation Commission Executive Director. Allowable expenses include but are not limited to legal fees, audits, postage, duplicating, office expense and staff work on administration functions.

Claims for the transportation planning and programming process to be conducted by the Santa Cruz County Regional Transportation Commission may be filed by the Santa Cruz County Regional Transportation Commission Executive Director. Allowable expenses include but are not limited to short and long range multi-modal transportation planning, transportation improvement programming, transportation monitoring, bicycle and pedestrian planning and safety education, specialized transportation planning, transportation systems management, budget and work program development, plan coordination, and public information, consistent with the Commission's adopted annual work program and budget. The Commission may, at its discretion, contract with other entities to accomplish portions of its adopted work program.

Bicycle and Pedestrian TDA Claims by local jurisdictions

Claims must be reviewed by the Bicycle Advisory Committee (bike related projects) or the Elderly and Disabled Transportation Advisory Committee (pedestrian related projects). The amounts available to each local jurisdiction for FY2026/27 is included as Table 1.

Jurisdiction	FY26/27 TDA
Capitola	\$20,365
City of Santa Cruz	\$132,619
Scotts Valley	\$24,916
Watsonville	\$107,619
County of Santa Cruz	\$269,855

SUMMARY

The RTC annually reviews Transportation Development Act (TDA) claims for the Santa Cruz Metro, Community Bridges, Volunteer Center, and all jurisdictions to ensure that these funds are allocated in accordance with TDA requirements and community needs and makes recommendations regarding approval of the claims to the Regional Transportation Commission. The RTC annually reviews the TDA claim by the RTC for administration and planning.

Attachments:

- A. Transportation Development Act (TDA) processes and claims



Attachment A

Transportation Development Act (TDA)
processes and claims

Marshall Ballard, Supervising Transportation
Planner

Transportation Development Act (TDA)



- Money stays local and is managed by RTC with oversight by Caltrans
- TDA creates two funding streams
 - Local Transportation Fund (LTF) (1/4 cent sales tax)
 - State Transit Assistance (STA) (diesel sales tax)
- TDA also requires triennial performance audit of RTC, METRO & CTSA (Lift Line)
- Monthly report on TDA revenues

7.25% STATEWIDE SALES TAX



Jurisdiction	Sales Tax %
Capitola	9.25%
Santa Cruz	9.75%
Unincorporated County	9.50%
Scotts Valley	9.75%
Watsonville	9.75%

TDA Funding Rules and Priorities

- **Articles (broad categories):** Article 3 costs (Administration and Planning)
- **PUC Codes (the strict rules):** PUC 99233 series is the order of operations
- **SCCRTC Rules and Regulations (the implementation):** RTC Rules and Regulations guide how the TDA funds are allocated

RTC must pay for administration first, then planning, or bike and pedestrian projects before transit.

- RTC Overall Work Program drives RTC needs:
 - *Planning and Programming*
 - *Miscellaneous Transportation Allocations*
 - *Claim purposes*
 - *Transportation Planning process*
- RTPA (RTC) takes out money for its own **Administration** (PUC 99233.1) and **Planning** (PUC 99233.2) then the remaining dollars are allocated to recipients.

SCCRTC Rules and Regulations



- CTSA (Community Bridges) and the Volunteer Center must have a jurisdiction act as their TDA fund Claimant.
- Claimant provides required documentation and project reports accordingly.

Jurisdiction	FY26/27 TDA
Capitola	\$20,365
City of Santa Cruz	\$132,619
Scotts Valley	\$24,916
Watsonville	\$107,619
County of Santa Cruz	\$269,855

TDA Where does the remaining money go?

Priority	Article / PUC Code	Recipient & Purpose	Specific Rules in Santa Cruz County (Section IV)
1st	Article 3 / PUC 99233.3	Pedestrian & Bicycle Facilities	In most counties, this is limited to 2%. In Santa Cruz, these are funded via Article 8 (below).
2nd	Article 4 / PUC 99260	Santa Cruz Metro	85.5% of the remaining LTF goes to the Santa Cruz Metropolitan Transit District.
3rd	Article 8 / PUC 99400(c)	Lift Line (Community Bridges)	8.4% goes to the Consolidated Transportation Services Agency for elderly/disabled transit.
4th	Article 8 / PUC 99400(c)	Volunteer Center	1.0% goes to specialized volunteer-led transportation.
5th	Article 8 / PUC 99400(a)	Bikes, Pedestrians, & Local Roads	The "leftover" funds are shared by cities and the county based on population.

TDA claims for local projects

- The Bicycle Advisory Committee (BAC) reviews local jurisdiction claims for TDA dollars for Bicycle projects.
- The Elderly and Disabled Transportation Advisory Committee (E&D TAC) reviews local jurisdiction claims for TDA dollars for Pedestrian projects.
- Jurisdictions TDA apportionments are reported in the RTC Budget annually.



Questions?

AGENDA: May 21, 2026

TO: Interagency Technical Advisory Committee

FROM: Max Friedman, Transportation Planner

RE: Safe on 17 Safety Corridor Program – 2025 Annual Report Update and Highway 17 Collision Dashboard

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information and provide feedback on the Safe on 17 Safety Corridor Program, including development of the 2025 Annual Report and a new Highway 17 collision dashboard intended to improve access to collision data and corridor safety information.

BACKGROUND

In 1998, the California Highway Patrol (CHP) initiated the Safe on 17 Program with the aid of a grant from the California Office of Traffic Safety (OTS). The OTS grant was available from March 1999 to March 2002. During that period, injury and fatal collisions were reduced by 34% on Highway 17 from a pre-program average of 249 to 165 through a combination of CHP enforcement, roadway improvements, and a public information campaign. The Safe on 17 program is still active today due to the interest of multiple agencies to continue to improve safety on Highway 17. RTC SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Cruz County side of Hwy 17 and the Metropolitan Transportation Commission (MTC) SAFE provides \$50,000 per year for extra CHP enforcement on the Santa Clara County side of Hwy 17. Since fiscal year 2019-20, the RTC has provided an additional \$50,000 per year from Measure D funds for the extra enforcement on the Santa Cruz County side of Highway 17. In addition to the extra enforcement, Caltrans has spent tens of millions of dollars on numerous projects to improve safety on the Highway 17 corridor. The CHP compiles collision and citation statistics, and RTC SAFE continues to convene the Safe on 17 Task Force. The program goal is to maintain the reduced 165-injury/fatal collision rate achieved on Highway 17 during the OTS grant period.

DISCUSSION

Staff is currently preparing the 2025 Safe on 17 Annual Report, which will summarize collision and citation trends, supplemental CHP enforcement activities, highway safety improvement projects, public outreach efforts, economic analysis of collisions, and other corridor safety initiatives.

Prior to finalization of the annual report, staff is providing an informational update to ITAC and sharing a new Highway 17 collision dashboard developed to improve public and stakeholder access to collision information on the corridor. The dashboard includes interactive collision data and trend information intended to support ongoing safety analysis and coordination among partner agencies.

The Safe on 17 Program includes funding for extra CHP enforcement, highway and traffic safety improvements, collision and citation rate monitoring, biannual Safe on 17 task force meetings, and public information and outreach activities. Below are program highlights for 2025. Additional information will be provided in the 2025 Annual Report.

Collisions: There were 606 total collisions on Highway 17 in 2025, including 5 fatal collisions and 222 injury collisions. Compared to 2024, total collisions decreased by 12% and injury collisions decreased by 6%. However, fatal collisions increased from 0 in 2024 to 5 in 2025.

Collision Type	2024	2025	Change
Total Collisions	689	606	-12%
Fatal Collisions	0	5	+5 collisions
Injury Collisions	237	222	-6%

The Task Force has a goal to maintain the reduced three-year collision rate average achieved during the OTS grant period of 165 injury and fatal collisions. The latest 3-year average (2023-2025) for fatal and injury collisions is 222, which exceeds the Task Force goal by 35%.

Economic Impact of Collisions: RTC staff conducted a comprehensive data analysis on the economic impact of collisions on Highway 17 from 2020 through 2025. The analysis estimated approximately \$1.4 billion in total collision impacts, including both immediate economic costs (cost of lost wages,

vehicle damages, lost productivity, emergency response, damage to highway infrastructure) and quality-adjusted life year (QALY) costs (ongoing medical costs, quality of life costs, and other ongoing complications stemming from collisions). The analysis also estimated that the annual cost per mile was approximately \$10.5 million corridor-wide during the five-year period. A more extensive breakdown of the economic impact analysis will be included in the 2025 SAFE on 17 Annual Report.

Extra CHP Enforcement: Increased CHP visibility on Highway 17 provides a deterrent to motorists who practice unsafe driving behavior. In 2025, there was a total of 935 hours of extra CHP enforcement on Highway 17 – 681 hours in Santa Cruz County and 254 hours in Santa Clara County.

Citations: In 2025, 1,200 citations were issued during 935 officer overtime hours on Highway 17. 5,367 regular time citations were issued during regular patrol hours on Highway 17 for 2025.

Safe on 17 Task Force Meetings: In 2025/26, the Safe on 17 Task Force met on October 10, 2025 and April 8, 2026. The April 8, 2026 meeting focused on reviewing 2025 collision data and trends on Highway 17. The Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 traffic operation improvements. Task Force members include CHP from the Santa Cruz and San Jose areas, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, emergency responders, local legislators, and local law enforcement and fire agencies.

Highway 17 Collision Dashboard: To improve access to corridor safety information, staff developed a Highway 17 collision dashboard displaying five years of collision data from the Transportation Injury Mapping System (TIMS), which is based on collision reports submitted by CHP through the Statewide Integrated Traffic Records System (SWITRS) ([Attachment 1](#)). Users can filter collision data by date, jurisdiction, and crash type using the dashboard sidebar. The dashboard also includes an interactive map where charts and graphs automatically update based on the selected map extent.

Highway 17 Safety Improvements: Caltrans continues to coordinate with the Safe on 17 Task Force and partner agencies on highway safety, maintenance, and operational improvement projects along the Highway 17

corridor. The final annual report will include updated information on ongoing and planned safety improvement projects in both Santa Cruz and Santa Clara Counties.

SUMMARY

Staff is developing the 2025 Safe on 17 Annual Report and is providing ITAC with an informational update on corridor safety trends and ongoing program activities. Staff is also sharing a new Highway 17 collision dashboard intended to improve access to collision data and support ongoing coordination related to Highway 17 safety improvements.

Attachment

- 1: [Safe on 17 Collision Dashboard](#)

AGENDA: May 21, 2026

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Marshall Ballard, Transportation Planner
RE: Work Zone Data Exchange (WZDx)

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review the Attachments of previous information shared and act on next steps for all jurisdictions to share construction data into Cruz 511 and other navigation applications.

BACKGROUND

There is a strong desire to easily communicate upcoming and active construction zones to the general public and between regional partners. Solutions for sharing work zone information were developed by the Federal Highway Administration, this was appropriately titled the Work Zone Data Specification (WZDx). The focus of this effort is to improve work zone safety and share work zone information with travelers. The RTC believes at a regional level the facilitation of work zone information to our communities and visitors should be standardized. The structure created by FHWA allows for a standardized approach.

At the December 18, 2025 ITAC meeting, RTC staff Marshall Ballard presented the WZDx and CWZ and the Metropolitan Transportation Commission's (MTC) web based platform. After the presentation, ITAC members compiled a list of questions about MTC's program and suggested RTC staff meet with MTC to acquire more information.

On February 17, 2026 RTC staff met with Kapeel Daryani, the Mapping Data Services Manager from MTC and compiled a Q&A document (Attachment A).

On April 16, 2026, Kapeel Daryani and Nisar Ahmed from MTC demonstrated the MTC WZDx user interface to ITAC. ITAC asked several questions and are compiled in (Attachment B).

DISCUSSION

A few key findings were noted from the April 16, 2026 meeting:

- MTC is open to allowing any entity in Santa Cruz County to use their WZDx platform or feed data via API into their WZDx feed.
- The MTC WZDx platform allows for manual entry of the construction zone information.
- MTC WZDx feed is consumed by Google, Waze, and other navigation providers.
- If we are to send WZDx data into the MTC system it will be available in a 511 map. We can add the MTC feed into Cruz 511.
- The MTC user interface does have a map for users to view projects listed, but it is not public facing.
- Data automation is the preference for system integration
- The WZDx is also compatible with connected vehicle technology, and connected work zone equipment.

Understanding each jurisdiction has their own permitting system which logs all construction activities and manually entering this information into the MTC platform is a burdensome task. **Staff recommends that RTC collect information from each jurisdiction regarding their permitting system to facilitate the development of a data extract, translate and load (ETL) application by a software developer.**

Next Steps:

- RTC to review other WZDx systems in other states to discover any existing permitting system extract, translate, load (ETL) software.
- RTC seeks funding to develop the permitting system data translators
- RTC coordinates with jurisdictions to catalog permitting databases and schemas.
- RTC collaborates with each jurisdiction's IT department and permitting experts on developing a scope of work for the data translators.
- RTC procures a software developer to work with each jurisdiction's IT department to extract, translate and load the data into the WZDX format and into the MTC 511 platform.
- This will allow all the data to be loaded into 511 and consumed by the large navigation applications.

- It would also allow RTC to load the feed into Cruz 511 and additional GIS platforms for easy viewing and coordination amongst jurisdictions.

SUMMARY

The initial presentation to ITAC on the WZDx in December of 2025 can be found in the December ITAC agenda - [ITAC-Agenda-Packet-Dec2025.pdf](#). A full breakdown of the discussion with MTC from February 17, 2026 can be found in Attachment A. Compiled questions and responses from the April 18, 2026 ITAC meeting following the MTC demonstration can be found in Attachment B. RTC Staff seek an action to advance the development of a permitting database ETL system to the MTC 511 WZDx system.

ATTACHMENTS

1. Attachment A – Questions and answers from MTC after initial information about the WZDx
2. Attachment B – Questions and answers from MTC WZDx platform demonstration

Attachment A
Questions and Answers from Metropolitan Transportation
Commission (MTC)

1. What level of effort is it to enter road closure information, how long per project?
 - a. Ans: The level of effort and time varies depending on the amount of information being input but the system, the system is user friendly and can take approximately 5 minutes the first time and getting faster as you get more familiar. Projects and their durations can be put into the system in advance.
2. How do jurisdictions operationalize the data entry? Do they have a dedicated staff member or do project managers or resident engineers enter the information?
 - a. Ans: MTC provides the tools and encourages jurisdictions to use it. The jurisdictions don't have dedicated staff; the data entry is mostly done by engineers and project managers. Most jurisdictions find the tool helpful. No construction management companies have used the tool; however, contractors can be assigned to input data.
3. For a jurisdiction where there is not any additional bandwidth for current staff, how have jurisdictions implemented the use of the tool?
 - a. Ans: Not every jurisdiction uses the tool.
4. Does MTC manage all agencies and users, or do you assign an agency lead who is responsible for coordinating their users and projects?
 - a. Ans: MTC assigns control to the jurisdictions but provides assistance if needed.
5. Are there standards around the size of a project or the duration of a project of what to load into the tool? For example, if it is a one-day single lane closure, do jurisdictions make the effort to enter it?
 - a. Ans: All closures can be included. It is up to the jurisdictions what to include.
6. How easy is it to update dates, for example if construction is postponed?
 - a. Ans: All content is editable and it is easy to update timelines.
7. How do you reach out to data consumers to inform them of the data feed availability?

- a. Ans: MTC is not pushing data to anyone. The data is available via a 511 API key which anyone can apply for. Google and Waze are using this API key and MTC has publicized the data on their 511 website and Google group. Approximately 20 API keys are fetching the data every 20 to 30 seconds.
8. Does MTC have any lessons learned for implementing this solution?
- a. Ans: MTC learned about each jurisdiction's needs and jurisdictions usually become advocates once they try the system.
9. Do you have any jurisdictions in Santa Clara County or others that would be open to sharing lessons learned from implementing the tool as a solution?
- a. Ans: Santa Clara County has their own GIS system that uses the WZDx feed.
10. Do County or City Emergency Operations Centers (EOC) also participate? Can the system be used to assist in emergency evacuations and responses?
- a. Ans: EOC is part of MTC, and they communicate with 511 operations but they have another tool that they use for emergencies (Daupler Management Systems).
11. Do you have a roadmap for your identified enhancements on page 4 of the guide?
- a. Ans: MTC is looking into adding bike lanes, especially on bridges. They are also working on incorporating connected work zone specs.
12. How has contractor tool adoption been? Are you seeing connected field equipment using the feed?
- a. Ans: MTC has not seen contractors adopting the tool yet.
13. Is there a rest endpoint or json link from the feed based on county, which can be consumed by other applications?
- a. Ans: There is a lane closure system currently linked from the feed.
14. Is MTC open to including Santa Cruz County jurisdictions into your tool? If yes what would that look like?
- a. Ans: Kapeel seemed to like the idea but will have to get approval since it's out of their area.

Attachment A
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Attachment B

Questions and Answers from Metropolitan Transportation Commission (MTC) WZDx platform demonstration

Information items shared by MTC:

Santa Cruz County has been invited by MTC to use the WZDx platform to load construction projects.

Feed is currently consumed by Google, Apple, Waze, and their API link.

System is managed with a development, staging and production server for system deployment.

About the platform user interface shared by MTC demonstrated on April 16, 2026, the demonstration recording is available to view here -

[ITAC April16 2026 MTC WZDX Demonstration.mp4](#):

There are two views for the construction events – *a list view or a map view*.

Construction events are viewable and its details by selecting on the map or from the list.

A user can create and share the geometry of the construction area inside the platform.

Work Zone

- type of work
- status
- impact
- description
- restrictions (optional)
- Location - start and end point.
- Direction - EB/NB....
- Lanes impacted
- Roads impacted
- Cross street / mile post
- Can draw on the map to show the area of interest

Schedule

Update a day to day schedule and refine / edit the road work accordingly.

Confirmation date

Types of workers.... Equipment

Jurisdiction feature, to add jurisdiction to assist in managing the work. Role based assignments for staff or contractors

Questions:

Paul Guirguis- D5 - Is there a viewer for the public to see without a log-in?

Ans: 511.org website publishes the information and it is viewable in the map.

Miguel Lizarraga – Watsonville - is there any automation for bulk upload?

Ans: Yes, there is, but it is reliant on the WZDx feed.

Question - Permitting software, Is there a data exchanger for permitting software?

Ans: No, but it is something that can be developed by a software developer. Some examples include:

LCS data, CHP CAD/AVL feed - custom data massaging

1. Existing Caltrans and CHP (previously consumed by 511)
2. Larger Cities, SJ, MTA - provide their own WZDx feed which may be out of their permitting database, RTC would have to follow up with MTC / cities.
3. Web interface is for smaller jurisdictions to manually enter their data.

No plan to ingest from other permitting system.

Question: How is the payment of the service of this in the Region?

Ans: Free service for any government entity in the region. Submit a request for access.

Question: Are there any jurisdictions that might be comparable for us to discuss with.

Concord – active, NPS – National Park Service

Marshall mentioned he reached out to Santa Clara County but has not heard back.

Note - This could be used for emergency road closures. Has been used in the past, also is an ideal way to update in commercial platforms.

AGENDA: May 21, 2026

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Marshall Ballard, Transportation Planner, John Urgo, Chief Planning and Innovation Officer Santa Cruz Metro

RE: Reimagine METRO and Potential Service Cuts in FY28

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive this item as information, note the severity of potential service reductions if additional funding streams are not identified, and provide any initial feedback on the proposed service evaluation framework for staff's consideration prior to METRO Board action.

BACKGROUND

Without additional funding streams, Santa Cruz METRO will need to suspend its popular Reimagine METRO service expansion pilot beginning in FY28. Before bringing service reduction scenarios to the METRO Board, staff is bringing the framework to ITAC as an information item and to solicit early feedback from regional partner agencies.

Budget pressures in FY27 and FY28 may require METRO to reduce service by up to 40% in beginning in FY28. Any service reductions of this magnitude would have consequences that extend well beyond METRO's own operations — affecting regional connectivity, equity priority communities, and the transportation needs of residents who depend on partner agency services and facilities.

METRO has experienced significant ridership growth over the past three years. FY26 ridership is projected to reach 5.5 million annual boardings, 10% above pre-COVID ridership, and 72% growth since Reimagine METRO began. This growth was driven in part by deliberate service investments including frequency increases on key corridors as part of the Reimagine METRO service expansion pilot. The proposed framework is designed to protect those gains to the extent possible while providing a process for evaluating where reductions are least harmful if they become necessary.

DISCUSSION

Service reductions in the 20–40% range are not abstract budget adjustments — they translate to real changes in who can get to work, healthcare, school, and essential services. At the higher end of that range, METRO would face network restructuring that affects entire corridors and may leave communities without service. Because staffing levels are directly tied to service levels, reductions also cascade through the workforce: fewer runs require fewer operators, which over time affects supervisor ratios, fleet size, and maintenance staffing. These are not independent decisions — they are interconnected consequences of any large service reduction.

Should service cuts become necessary, staff proposes a dual-category framework to guide any scenario development:

- **Ridership/Productivity Service:** Routes evaluated on passengers per revenue hour and net cost per boarding. Primary candidates for efficiency review.
- **Coverage/Equity Service:** Routes evaluated on geographic access, transit dependency, and overlap with RTC-defined Transportation Equity Priority Communities. Not appropriately evaluated by ridership metrics alone.

The RTC's Transportation Equity Action Plan (adopted December 2025) provides the formal definition of equity priority communities used in this framework — areas meeting thresholds for low income, poverty, people of color, limited English proficiency, disability, age, or renter status. ITAC members should note that many of the communities most affected by potential service reductions are the same communities the RTC's equity plan is designed to protect.

Any major service changes must satisfy FTA Title VI requirements (documented analysis of disparate impact on minority and low-income populations), ADA obligations and compliance with certain grant obligations. In addition, elimination of fixed-route service in an area may trigger a reduction in ParaCruz paratransit requirements. These requirements establish a floor on what can be cut without formal findings.

Staff welcomes early input from ITAC members on the following:

- Are priority metrics properly identified and given appropriate weights?
- Are there specific routes, corridors, or destinations that ITAC member agencies consider regionally critical and would want staff to flag in scenario development?

Reimagine METRO and Potential Service Cuts

- Are there partnership opportunities — joint service agreements or coordinated mobility solutions — that could reduce METRO's cost burden on lower-ridership corridors without eliminating coverage?

Staff recommends the committee members receive information from METRO staff on the potential suspension of the Reimagine METRO service expansion pilot and provide input on a service reduction framework.

SUMMARY

METRO staff will present information on the Reimagine METRO service expansion pilot and potential service reduction scenarios.

Attachments:

1. Presentation on Reimagine METRO: Update on Current Funding Levels and Potential Suspension of Service

Santa Cruz METRO

Reimagine METRO: Update on Current Funding Levels and Potential Suspension of Service

ITAC | May 21, 2026

Purpose of This Presentation

Budget Pressure

Without new revenue sources, METRO will need to reduce service by 40% beginning in FY28

Framework First

Before developing specific service reduction scenarios, staff is seeking direction from the Board and the public on the criteria that will guide decisions

Today's Goal

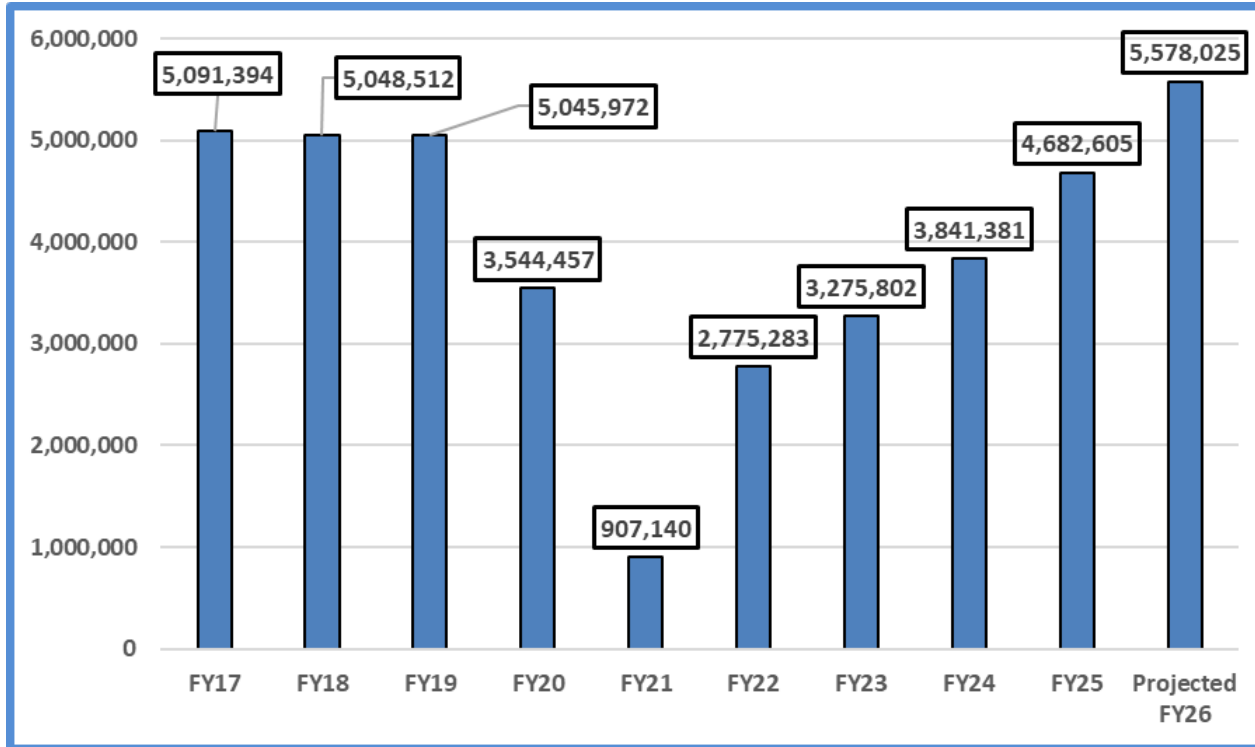
Feedback on a framework. Staff will return with cut scenarios developed against the agreed framework

METRO's Strategic Goals

- **Double ridership** 2023-2028 (7 million trips)
- Build 200+ units of **affordable housing** at METRO-owned properties in the next decade
- Transition 100% of METRO's bus fleet to **zero-emissions** technologies by 2040

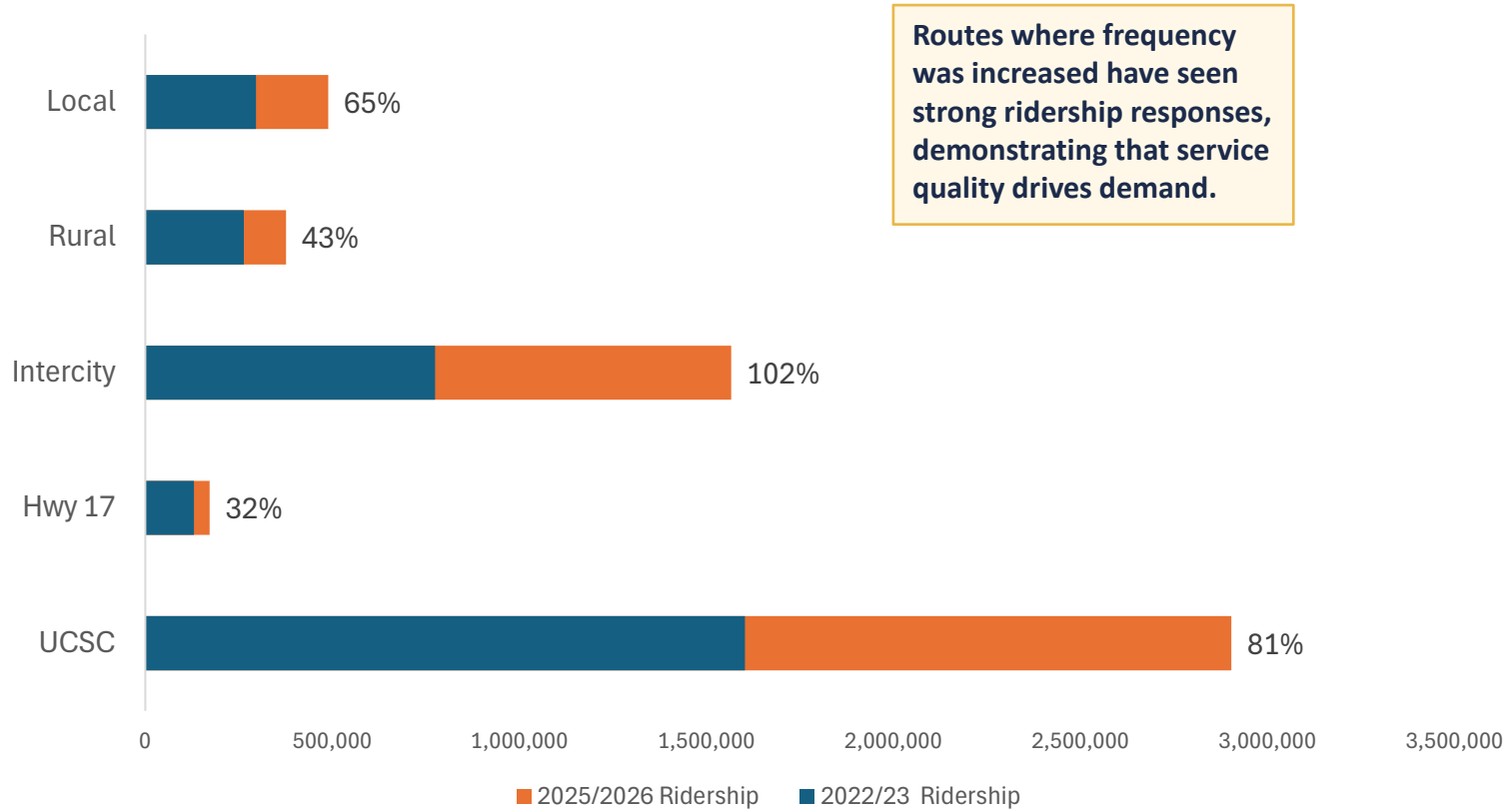


Reimagine METRO and Recent Ridership Growth



METRO has experienced significant ridership growth over the past two years, driven in part by deliberate service investments. Projected FY26 Ridership – Highest Since FY11 Surpassing Pre COVID Levels in FY19

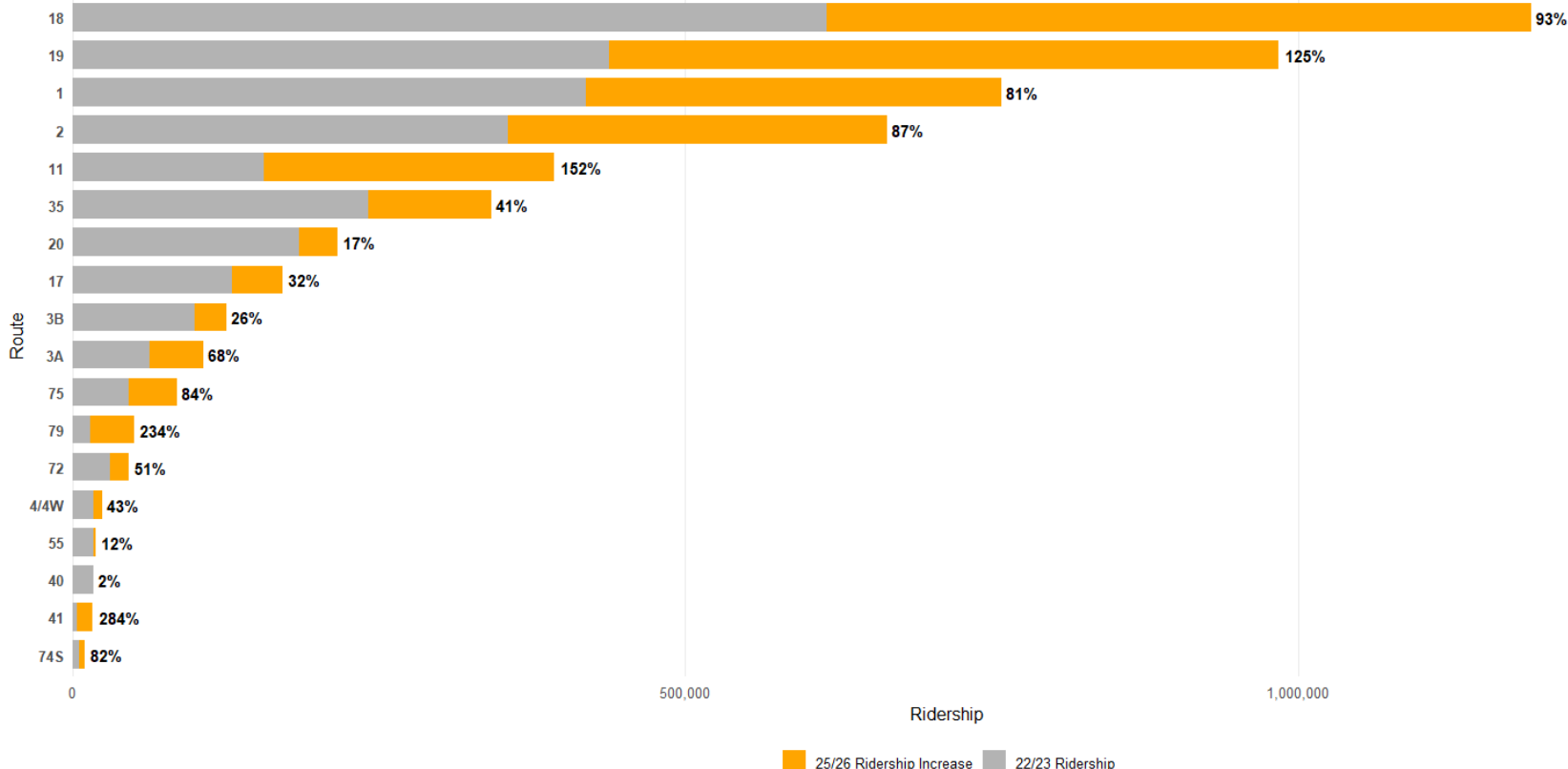
Reimagine METRO and Recent Ridership Growth



Reimagine METRO and Recent Ridership Growth

Ridership by Route: 22/23 to 25/26

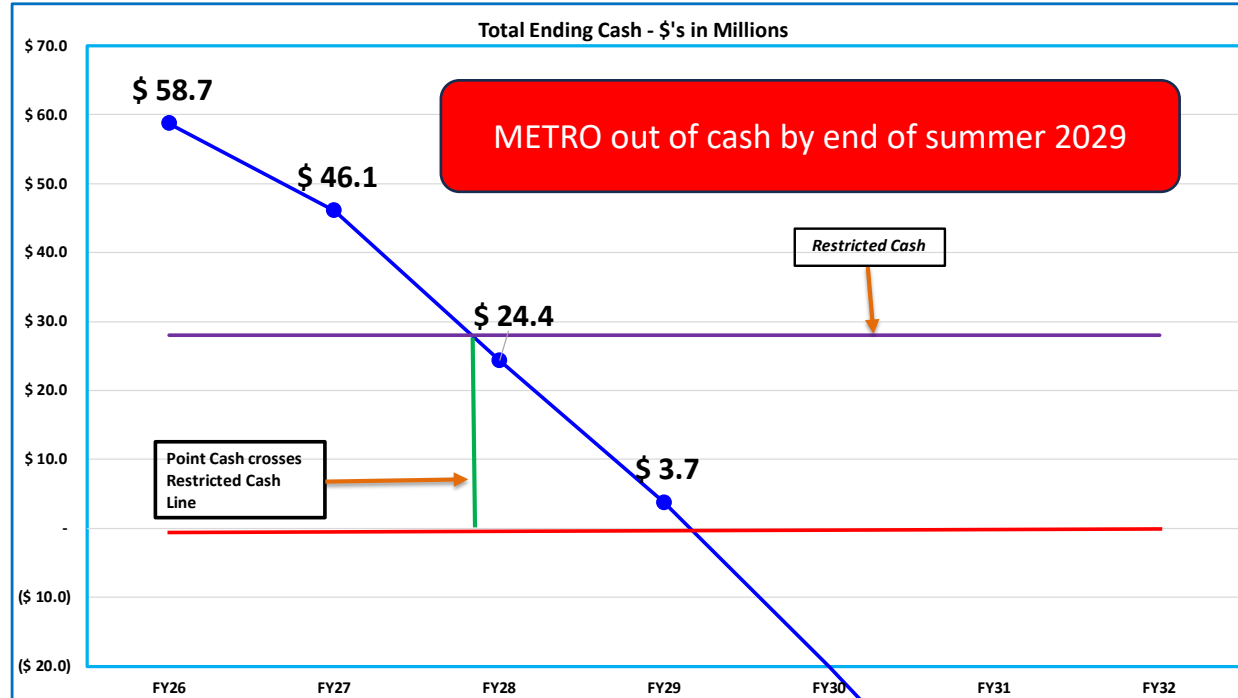
Labels indicate percent change from 22/23 to 25/26



Without replacement funding, cash runs out summer 2029

This will result in:

- Reduction in frequencies and eliminations of routes to Pre-Reimagine METRO levels, or roughly 40% lower than today
- Corresponding reductions to Paracruz and support functions for METRO services
- Equal reductions to Administration staff to levels to keep METRO functioning



Cash declines quickly dropping below the restricted cash level in spring 2028

The Core Trade-Off: Ridership vs. Coverage

← Lower Productivity

Higher Productivity →

LOW Ridership
HIGH Coverage (e.g. Route 40)

**Coverage / Equity
Service**

*Protect — evaluate
by equity criteria*

HIGH Ridership
HIGH Coverage (e.g. Route 1)

**Core Network
Service**

*Protect — highest
priority*

LOW Ridership
LOW Coverage (e.g. Route 4)

Review First

*Primary cut
candidates*

HIGH Ridership
LOW Coverage (Route 16)

**Ridership
Service**

*Optimize for
efficiency*

Higher Coverage Value →

Key Metric: Passengers per Revenue Hour

Definition & Role

- Measures riders served per hour of service operated
- METRO's primary efficiency benchmark
- Comparable across routes and peer agencies
- Standard Federal Transit Administration (FTA) National Transit Database (NTD) productivity measure
- **Proposed role:** Primary productivity screen — routes below threshold warrant deeper review

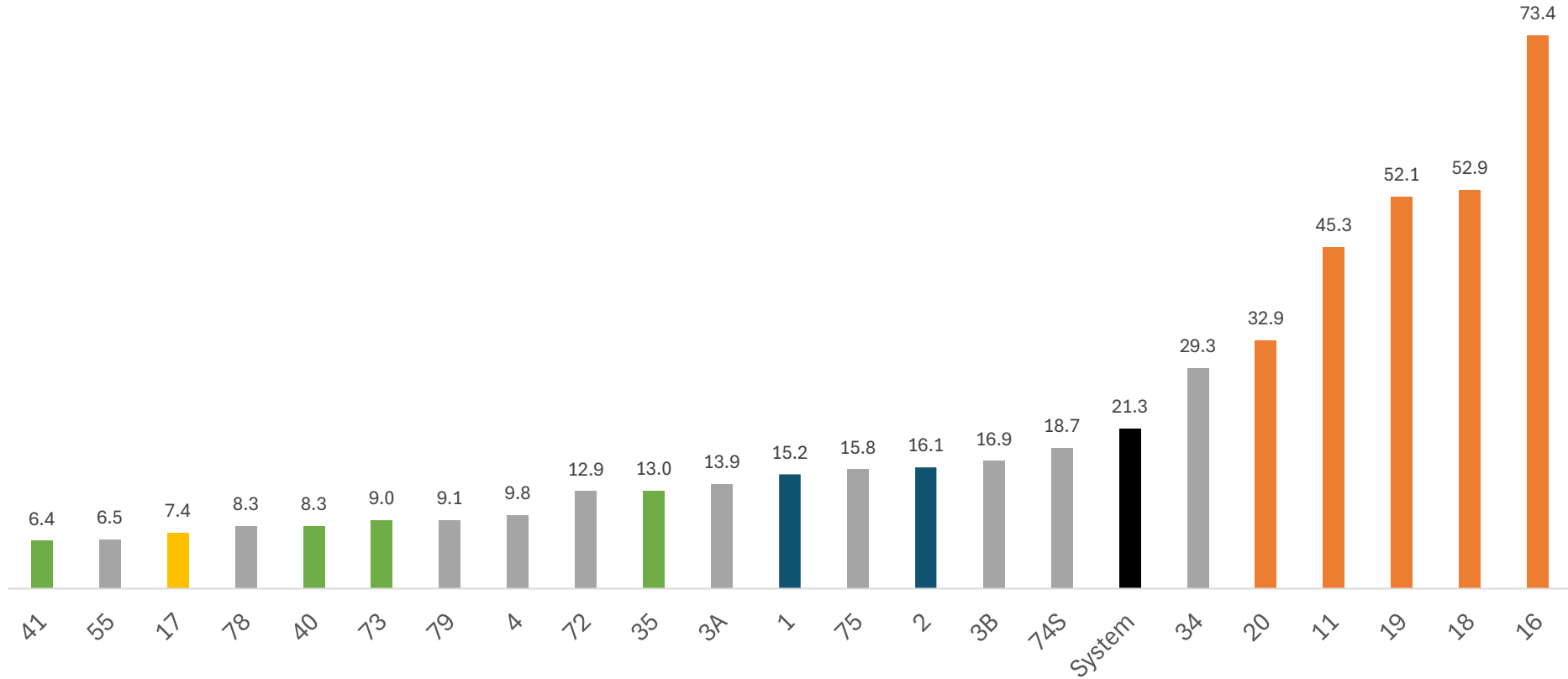
Advantages

- Objective and auditable
- Aligns with NTD federal reporting
- Supports peer agency benchmarking

Limitations

- Does not capture who is riding or what alternatives exist
- Penalizes lower-density coverage routes by design

Key Metric: Passengers per Revenue Hour



Key Metric: Net Cost per Boarding

$$\frac{\text{Operating Cost} - \text{Fare Revenue}}{\text{Total Boardings}}$$

= Public subsidy
per passenger trip

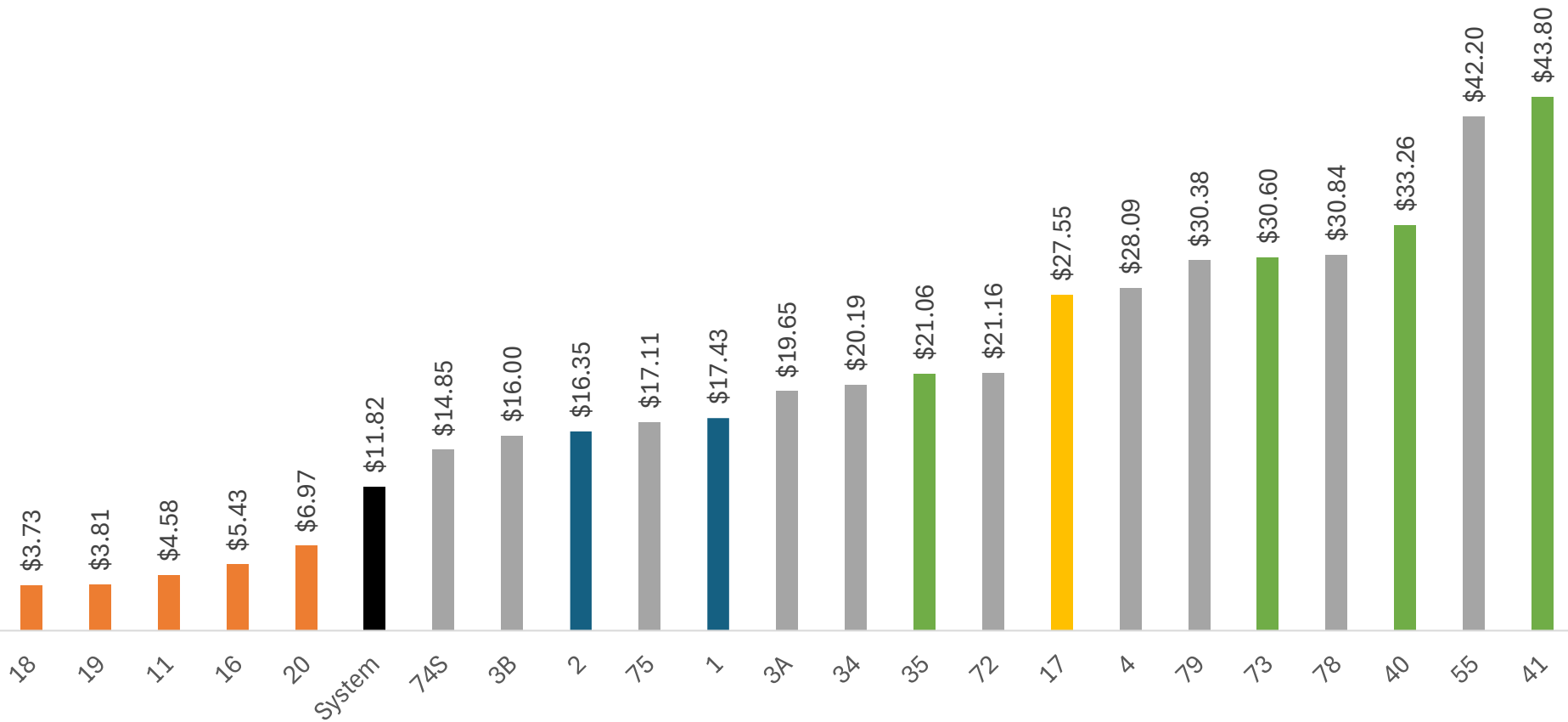
Strengths

- More intuitive to non-transit audiences than riders/VRH
- Directly communicates subsidy per trip
- Useful for public transparency
- Flags outlier routes where subsidy is disproportionate

Limitations

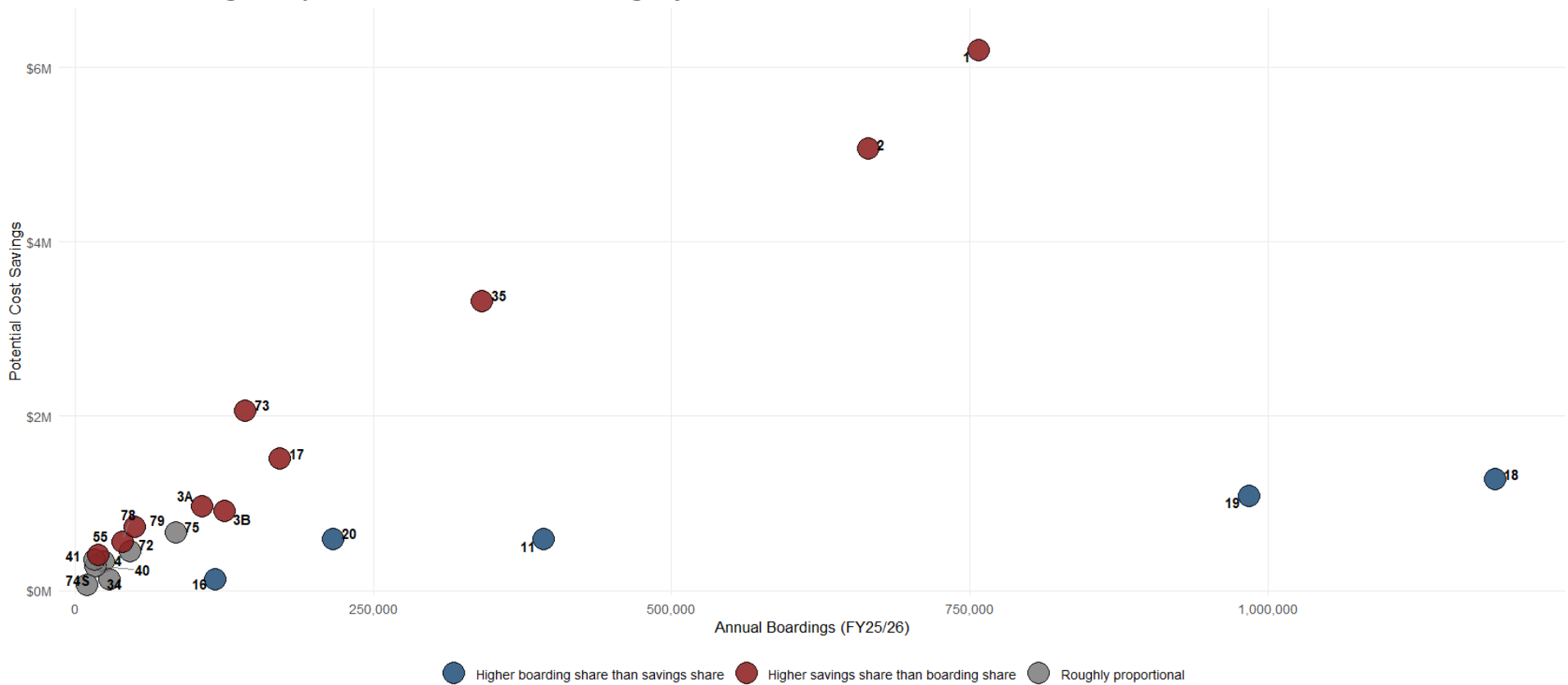
- Can obscure high-value lifeline service
- Sensitive to farebox recovery methodology
- **Proposed role: secondary metric alongside productivity**

Key Metric: Net Cost per Boarding



Key Metric: Ridership vs. Potential Cost Savings

Annual Boardings Compared with Potential Cost Savings by Route



Coverage & Equity Service: Another Measure of Value

Not all routes can be evaluated on ridership alone. Some routes serve equity priority areas that productivity metrics do not capture.



Limited Alternatives

Serve communities with limited car ownership or access to other transportation options



Essential Access

Connect riders to healthcare, social services, schools and employment destinations



Vulnerable Riders

Serve seniors and people with disabilities who cannot use alternatives

Equity Priority Communities

Santa Cruz County Transportation Equity Action Plan | SCCRTC, Adopted December 2025

Areas meeting ONE OR MORE of the thresholds below are designated Transportation Equity Priority Communities:

\$ Low-Income & Poverty

- Low-Income: $\geq 40\%$ earn $< 80\%$ statewide median income, or below CA HCD county limit, or $< 200\%$ FPL
- Poverty: $\geq 20\%$ of residents earn less than the federal poverty level
- *Source: HUD / ACS, block group level*

👥 People of Color (Minority)

- $\geq 50\%$ of residents are non-white, mixed-race, or Hispanic/Latino/Latinx/Latine
- Latinos = 36% of county; $> 75\%$ of South County residents
- Latino households earn $\sim 22\%$ less than white households countywide
- *Source: U.S. Census, block group level*

🗣️ Limited English Proficiency

- $\geq 10\%$ of households where English is not spoken 'very well'
- $\sim 35\%$ of county households primarily speak a non-English language at home
- Highest concentrations in and around Watsonville
- *Source: ACS, block group level*

Additional Thresholds — Any One Qualifies

♿️ **Disability:** $\geq 15\%$ of residents have a disability

👴 **Seniors:** $\geq 10\%$ of residents are over age 75

🧒 **Youth:** $\geq 20\%$ of residents are under age 18

🏠 **Renters:** $\geq 50\%$ of occupants are renters

Source: ACS census tract level



SB 535 / State Designations

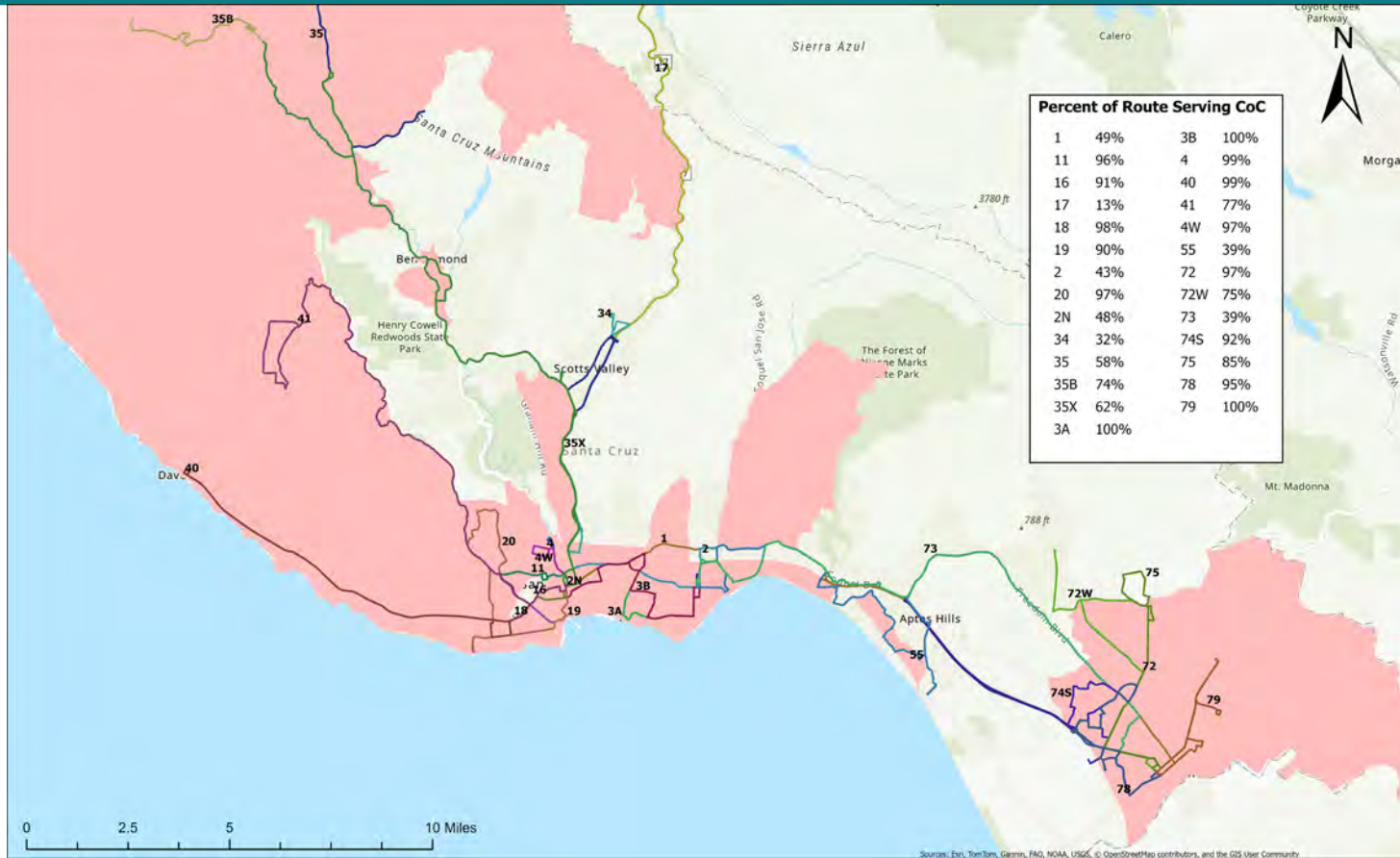
SB 535 requires 25% of cap-and-trade proceeds be invested in disadvantaged communities via CalEnviroScreen (CARB/OEHHA) designations

RTC's definition is **locally calibrated and broader** than CalEnviroScreen, capturing populations state tools may miss

Service cuts in SB 535 areas carry additional scrutiny for state funding compliance

Equity Priority Communities

Santa Cruz County Transportation Equity Action Plan | SCCRTC, Adopted December 2025



Legal & Regulatory Framework

Regardless of Board direction, the following obligations constrain what can be cut:

Title VI — Civil Rights Act

Major service changes require light analysis of disparate impact on minority populations and disproportionate burden on low-income populations.

Grant Compliance

Some routes or vehicles carry grant conditions with service requirements or useful life restrictions. Staff will flag any grant-encumbered service in scenario development.

ADA — Complementary Paratransit

Eliminating fixed-route service in an area may trigger changes to ADA complementary paratransit obligations.

Local Funding Commitments

Measure D and other local revenue sources may carry service level expectations that require Board consideration before cuts are finalized.

These requirements are non-discretionary — they establish a floor below which cuts cannot proceed without formal process and findings.

Evaluation Criteria

Criterion	Category	Role in Framework
Passengers per revenue hour	Productivity	Primary screen
Net cost per boarding	Productivity	Secondary screen
Farebox recovery ratio	Productivity	Supporting metric
Equity Priority Areas served	Equity	Required assessment
Geographic isolation / no alternatives	Coverage	Required assessment
Key destination access (medical, social)	Coverage	Supporting assessment
System connectivity / transfer dependency	Network	Supporting assessment
Grant and funding compliance	Legal	<i>Non-negotiable floor</i>

Weights based on Board direction question — staff is not proposing an order of priority.

Cut Scenario Tiers

TIER 1 ~5% reduction	Scope: Span and frequency reductions on lowest-productivity service; no route eliminations Coverage impact: Minimal coverage impact; primarily off-peak hours and low-ridership periods	Reversibility High
TIER 2 ~10–20% reduction	Scope: Route suspensions begin; coverage service reviewed against equity criteria; potential span cuts on core routes Coverage impact: Moderate — some communities see reduced access; Title VI analysis required	Reversibility Moderate
TIER 3 ~20–40% reduction	Scope: Significant network restructuring; coverage/equity trade-offs unavoidable; possible elimination of entire corridors Coverage impact: Significant — vulnerable populations materially affected; ADA implications possible	Reversibility Low

Tiers are analytical tools, not recommendations

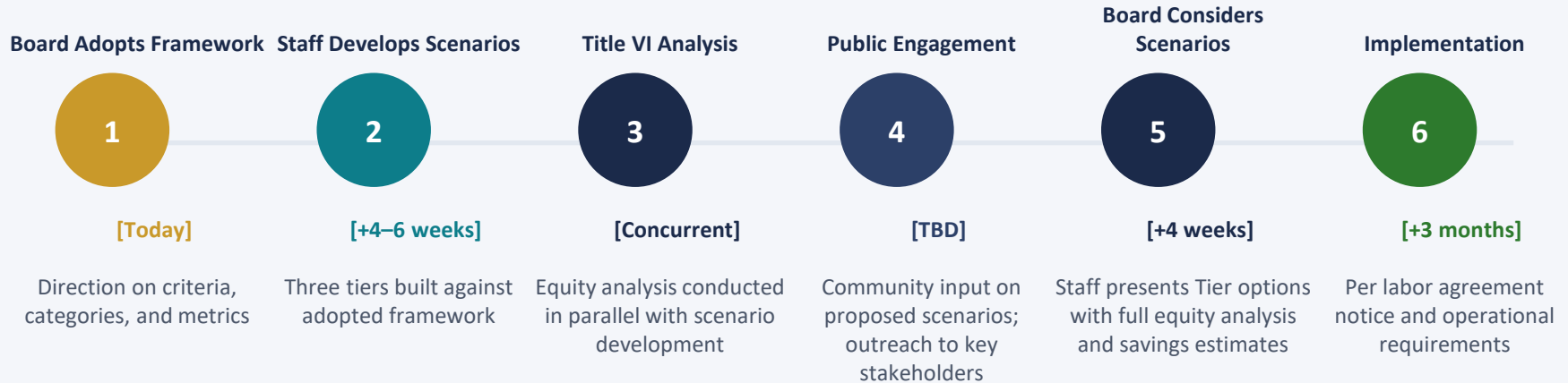
Questions for Discussion

1 What weight should productivity metrics carry relative to coverage and equity criteria?

2 Are there priority metrics that are missing from the discussion?

3 Are there specific corridors or populations that are coverage/equity priorities before staff begins analysis?

Proposed Timeline



Example Service Reduction Scenario: ~40% Cut

UCSC and West Side

- Current service:
 - Route 18 @ 15 minutes
 - Route 19 @ 15 minutes
 - Route 16 @ 30 minutes
 - Most service runs until **midnight**



Today

Reduced Service



UCSC and West Side

- Reduced service:
 - Route 18 @ 30 minutes
 - Route 19 @ 30 minutes
 - Route 16 @ 60 minutes
 - Most service runs until **9:00 pm**

Example Service Reduction Scenario: ~40% Cut

Live Oak

- Current service:
 - Route 1 @ 20 minutes peak / 30 minutes nights and weekends
 - Route 2 @ 20 minutes peak / 30 minutes nights and weekends
 - Most service runs until **midnight**



Today

Reduced Service



Live Oak

- Reduced service:
 - Route 1 @ 30 minutes peak / 60 minutes nights and weekends
 - Route 2 @ 30 minutes peak / 60 minutes nights and weekends
 - Most service runs until **9:00 pm**

Example Service Reduction Scenario: ~40% Cut

Watsonville

- Current service:
 - Route 1 @ 20 minutes peak / 30 minutes nights and weekends
 - Route 2 @ 20 minutes peak / 30 minutes nights and weekends
 - Route 73 @ 30 minutes peak / 60 minutes nights and weekends
 - Route 79 @ 30 minutes peak / 60 minutes nights and weekends



Today

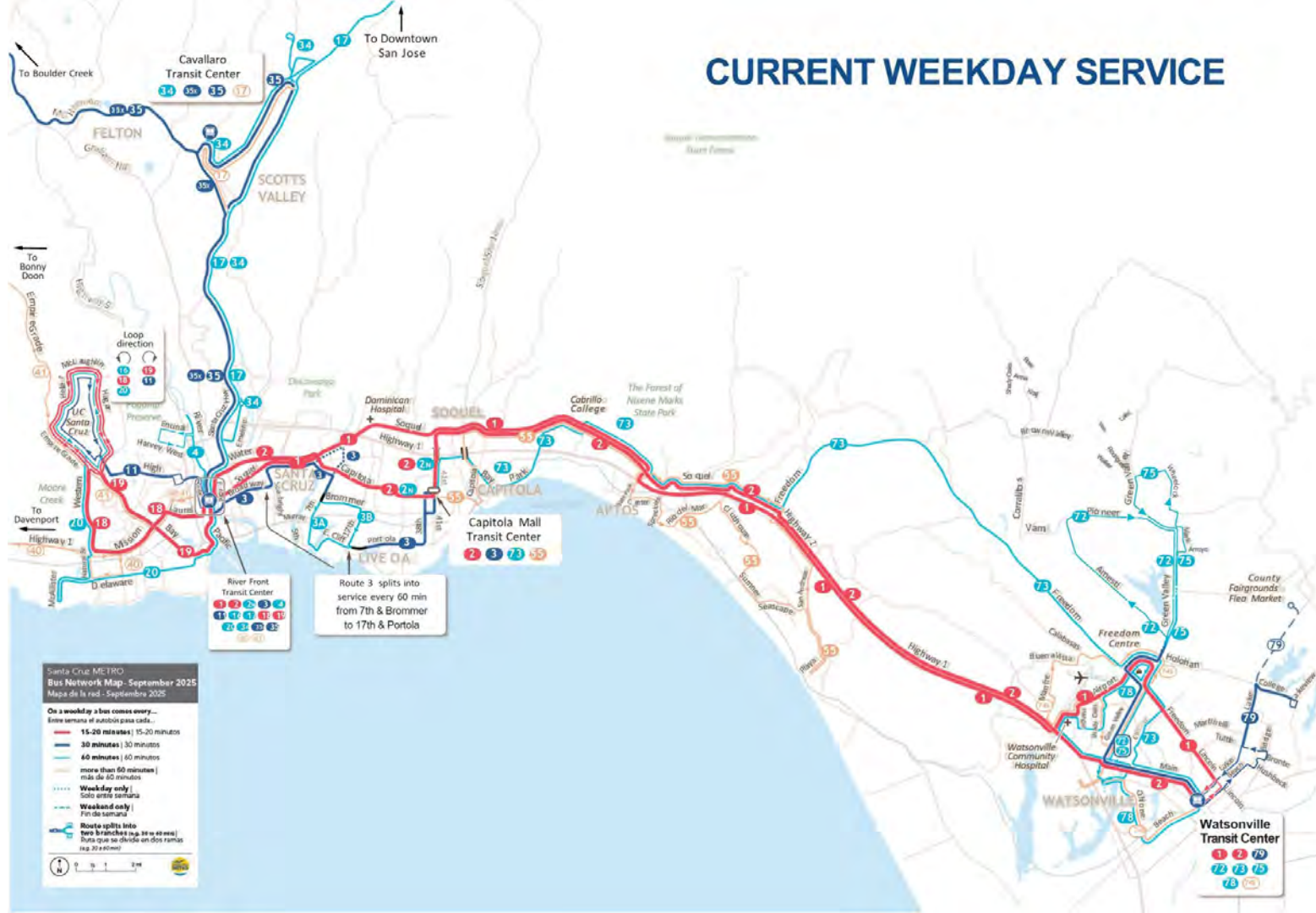
Reduced Service

Watsonville

- Reduced service:
 - Route 1 @ 30 minutes peak / 60 minutes nights and weekends
 - Route 2 @ 30 minutes peak / 60 minutes nights and weekends
 - Route 73 @ 80 minutes
 - Route 79 @ 60 minutes
 - **Route 78 discontinued**
 - **Route 72W replaced with ParaCruz On-Demand Service**



CURRENT WEEKDAY SERVICE



Santa Cruz METRO
 Bus Network Map - September 2025
 Mapa de la red - Septiembre 2025

- On a weekday a bus comes every...
 Entre semana de autobús pasa cada...
- 15-20 minutes | 15-20 minutos
 - 30 minutes | 30 minutos
 - 60 minutes | 60 minutos
 - more than 60 minutes | más de 60 minutos
 - - - - - Weekday only | Solo entre semana
 - - - - - Weekend only | Fin de semana
 - Route splits into two branches (e.g. 30 or 45 min) | Ruta que se divide en dos ramas (e.g. 30 o 45 min)



River Front Transit Center

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola

Watsonville Transit Center

1	2	72
73	74	75
76	77	78

REDUCED WEEKDAY SERVICE



Santa Cruz METRO
 Bus Network Map, September 2025
 Mapa de la red - Septiembre 2025

- On a weekday a bus comes every...
 Entre semana el autobús pasa cada...
- 15-20 minutes | 15-20 minutos
- 30 minutes | 30 minutos
- 60 minutes | 60 minutos
- more than 60 minutes | más de 60 minutos
- Weekday only | Solo entre semana
- Weekend only | Fin de semana
- Route splits into two branches (e.g. up or down) | Ruta que se divide en dos ramas (e.g. up & down)

River Front Transit Center

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

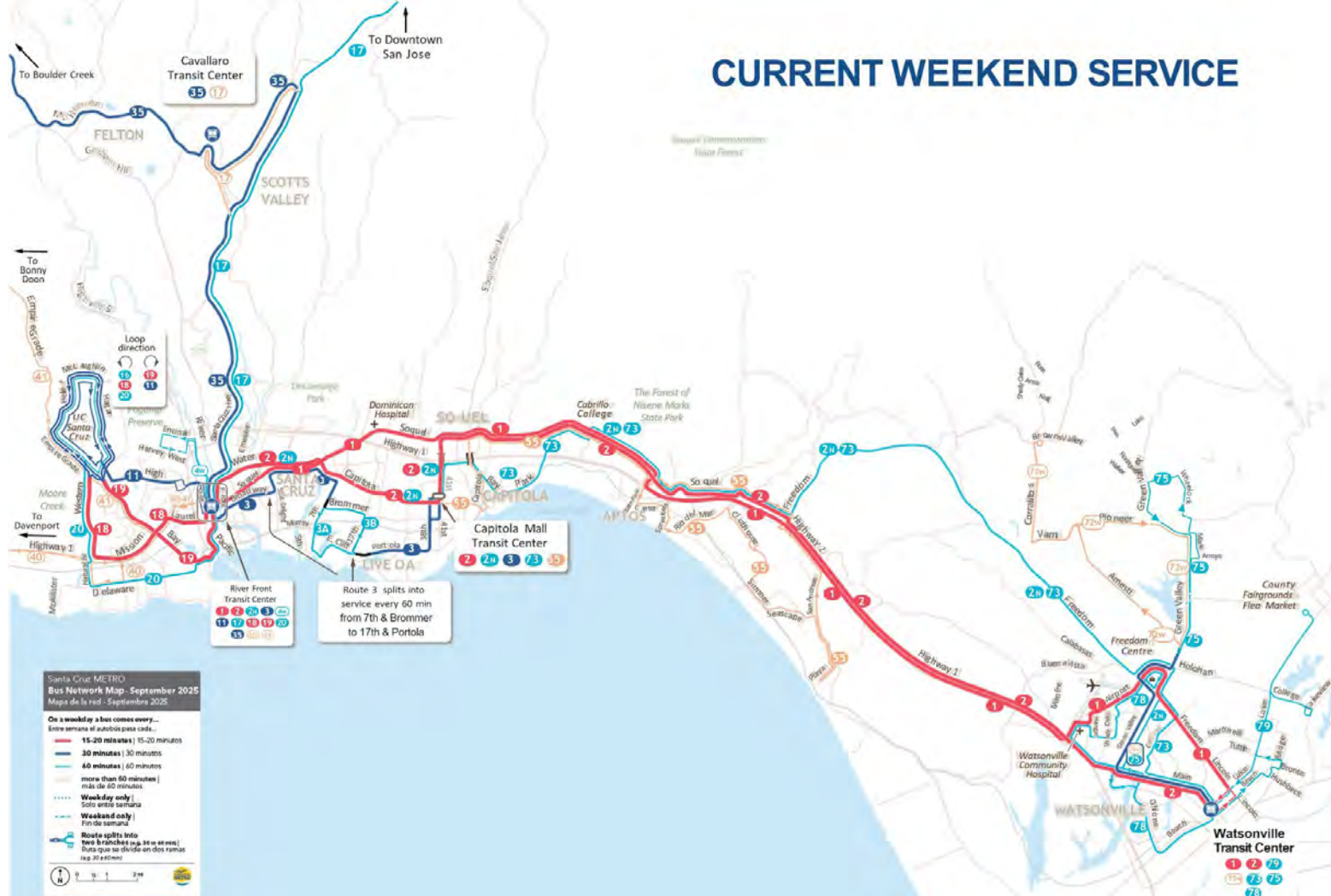
Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola



Watsonville Transit Center

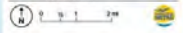
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

CURRENT WEEKEND SERVICE



Santa Cruz METRO
 Bus Network Map, September 2025
 Mapa de la red - Septiembre 2025

- On a weekday a bus comes every...
 Entre semana el autobús pasa cada...
- 15-20 minutes | 15-20 minutos
 - 30 minutes | 30 minutos
 - 60 minutes | 60 minutos
 - more than 60 minutes | más de 60 minutos
- Weekday only | Solo entre semana
 - - - - - Weekend only | Fin de semana
- Route splits into two branches (e.g. 30 or 60 min.)
 Ruta que se divide en dos ramas (e.g. 30 o 60 min.)



River Front Transit Center
 18 19 20 21 22 23 24 25 35 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55

Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola

Capitola Mall Transit Center
 2 2N 3 3S 35

Watsonville Transit Center
 1 2 75 155 76 78

REDUCED WEEKEND SERVICE



Santa Cruz METRO
 Bus Network Map, September 2024
 Mapa de la red - Septiembre 2024

- On a weekday a bus comes every...
 Cada semana el autobús pasa cada...
- 15-20 minutes | 15-20 minutos
 - 30 minutes | 30 minutos
 - 60 minutes | 60 minutos
 - more than 60 minutes | más de 60 minutos
 - ⋯ Weekday only | Solo entre semana
 - ⋯ Weekend only | Fin de semana
- Route splits into two branches (e.g. 30 or 60 min)
 Ruta que se divide en dos ramas (e.g. 30 o 60 min)

River Front Transit Center
 11 12 13 14 15 16 17 18 19 20 35

Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola

Capitola Mall Transit Center
 2 3 7 13 15

Watsonville Transit Center
 1 2 7 13 15

CURRENT EVENING SERVICE



REDUCED EVENING SERVICE



Santa Cruz METRO
Bus Network Map, September 2025
 Mapa de la red - Septiembre 2025

On a weekday a bus comes every...
 Entre semana el autobús pasa cada...

- 15-20 minutes | 15-20 minutos**
- 30 minutes | 30 minutos**
- 60 minutes | 60 minutos**
- more than 60 minutes | más de 60 minutos**

Weekday only | Sólo entre semana

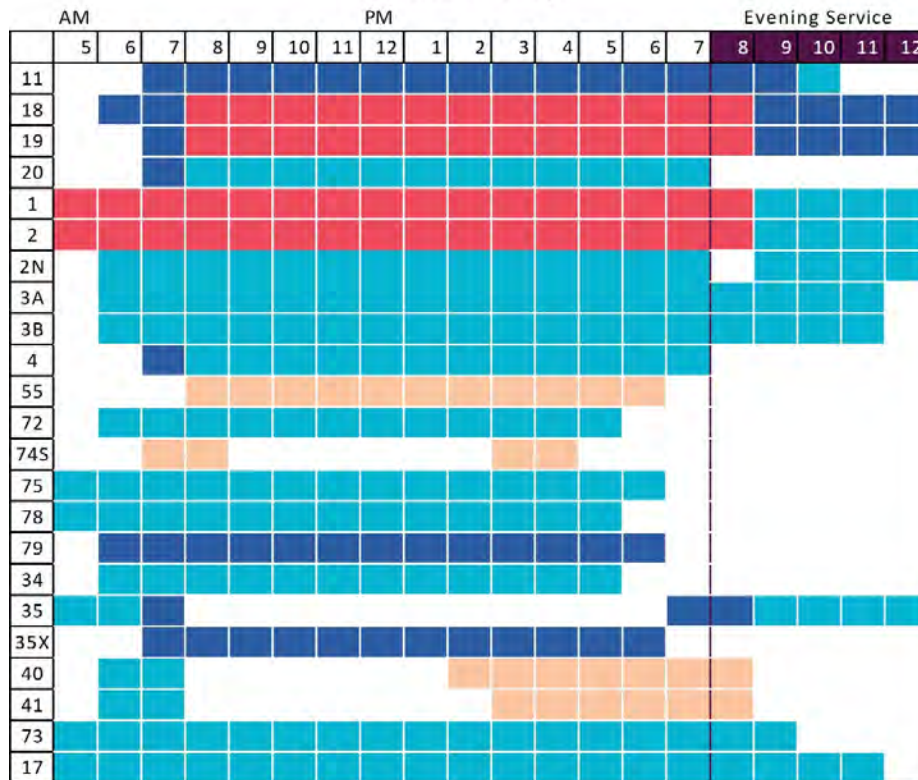
Weekend only | Fin de semana








Route splits into two branches (e.g. to or from) | Ruta que se divide en dos ramas (ej. 3A y 3B)

Scale: 0 1 2 Miles

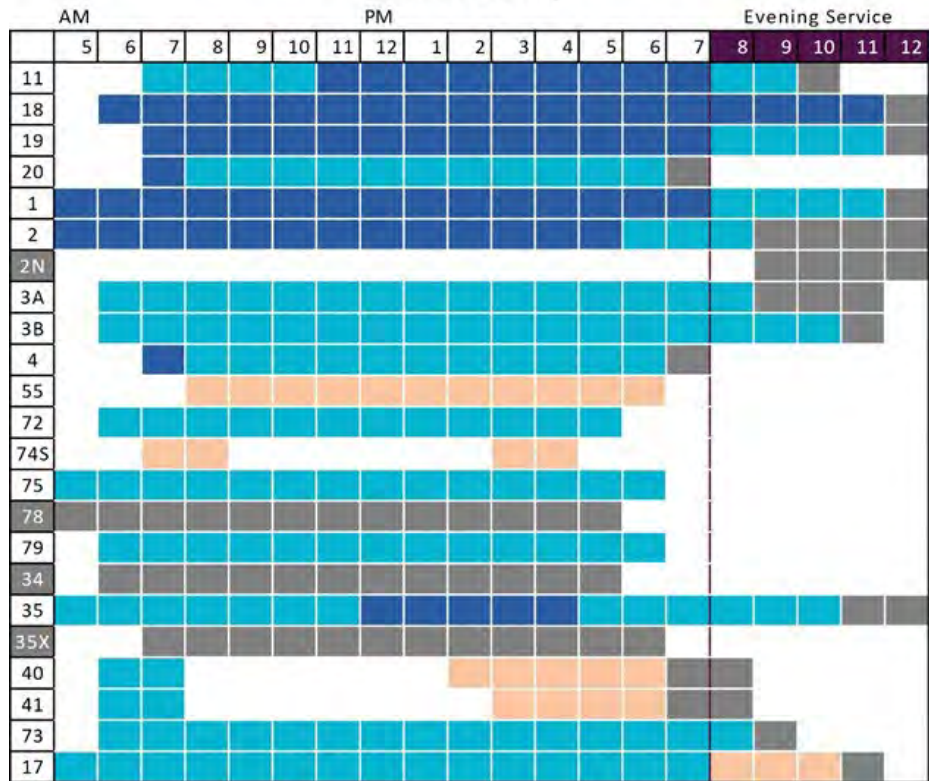
Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola

Current Weekday



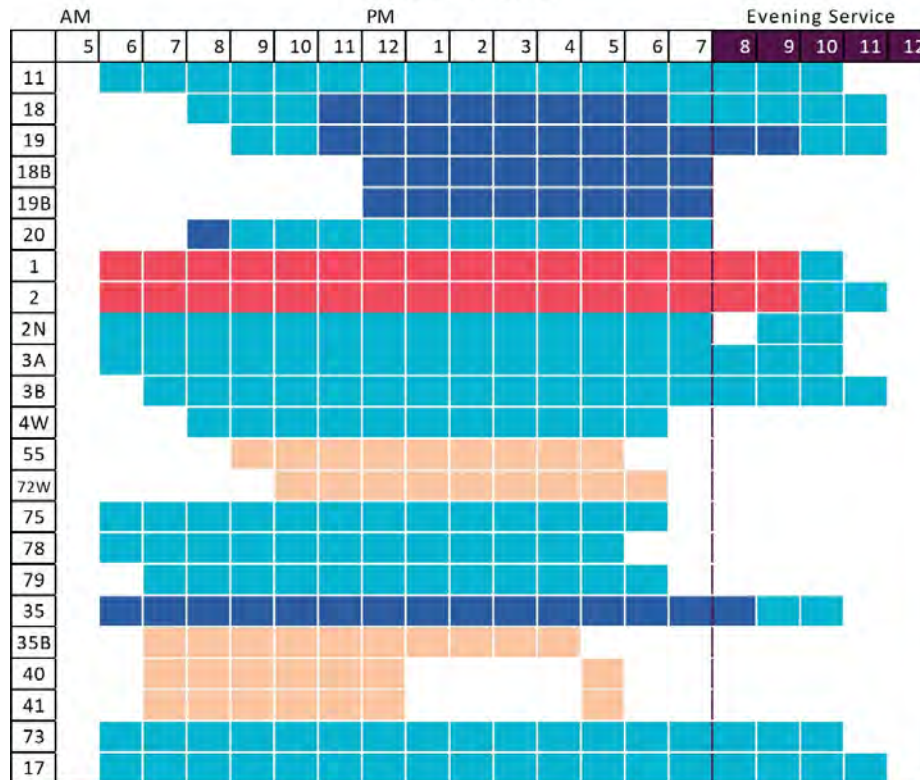
-  15-20 Minute Frequency
-  Eliminated Service
-  25-30 Minute Frequency
-  78 Eliminated Route
-  60 Minute Frequency
-  1 Route
-  Limited Frequency

Reduced Weekday



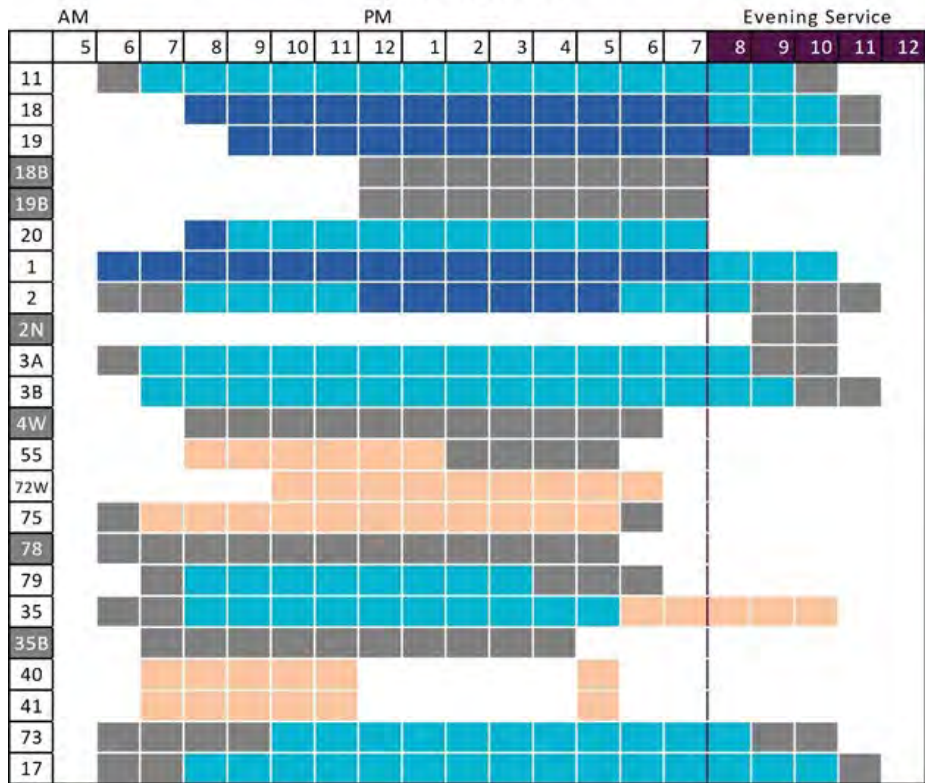
- 15-20 Minute Frequency
- 25-30 Minute Frequency
- 60 Minute Frequency
- Limited Frequency
- Eliminated Service
- 78 Eliminated Route
- 1 Route

Current Weekend



- 15-20 Minute Frequency
- 25-30 Minute Frequency
- 60 Minute Frequency
- Limited Frequency
- Eliminated Service
- 78 Eliminated Route
- 1 Route

Reduced Weekend



- 15-20 Minute Frequency
- Eliminated Service
- 25-30 Minute Frequency
- 78 Eliminated Route
- 60 Minute Frequency
- 1 Route
- Limited Frequency