



**Santa Cruz County
Regional Transportation Commission**

AGENDA

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

In-Person Meeting

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

Remote Participation (see page 5 for more information)

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

Accessibility: See last page for details.

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

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

COMMISSION MEMBERSHIP

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

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

1. Roll call
2. Additions or deletions to consent or regular agendas
3. Oral communications

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

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

CONSENT AGENDA

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

MINUTES

4. Approve draft minutes of the May 7, 2026 Regional Transportation Commission meeting and the May 7, 2026 Santa Cruz County Coastal Rail meeting
5. Accept draft committee meeting minutes
 - a. April 01, 2026 Measure D Taxpayer Oversight Committee
 - b. April 08, 2026 Safe on 17 Taskforce
 - c. April 16, 2026 Interagency Technical Advisory Committee
 - d. May 11, 2026 Bicycle Advisory Committee
 - e. May 12, 2026 Elderly & Disabled Transportation Advisory Committee
 - f. May 21, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Accept information on the Planning for Climate Resilience of the Santa Cruz Branch Rail Line Milestone 2 Study update

7. Approve authorizing the Executive Director to amend a contract with Graffitti Protective Coatings (**Resolution**)
8. Accept the Final North Coast Transportation Demand Management (TDM) Plan Report
9. Accept the 2025 Annual Report for the Safe on 17 Safety Corridor Program
10. Approve authorizing the Executive Director to amend a contract with Ladd's Towing for Freeway Service Patrol (FSP) towing service (**Resolution**)
11. Approve authorizing the Executive Director to award a contract to Miller Maxfield for marketing and communications services for the GO Santa Cruz County transportation demand management program (**Resolution**)
12. Approve authorizing executive director to amend cooperative construction agreement with Caltrans to increase funding for Highway 1 State Park Drive to Bay Avenue/Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project (**Resolution**)
13. Approve the (FY) 2026-27 RTC Overall Work Program (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

14. Approve amending the Regional Transportation Commission Programming and FY 26/27 Budget to amend previously programmed projects (**Resolution**)
15. Approve programming Measure D-Rail Corridor funds to serve as the local match for the Zero Emission Passenger Rail & Trail (ZEPRT) Project Environmental Component for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding application
16. Accept status report on Transportation Development Act (TDA) revenues
17. Accept status report on Measure D revenues
18. Approve amending the Measure D 5-Year Program of Projects, the FY 2025/26 RTC Budget, and the Measure D Budget and Work Program, and account for carryover labor costs (**Resolution**)

ADMINISTRATION ITEMS

19. Approve Notice of Rejection for the claim from Adam Brightwell

20. Approve Transportation Development Act (TDA) Allocations for the Health Services Agency's Vision Zero, Bike to Work/School, and the City of Santa Cruz's deallocation request (**Resolutions**)
21. Approve appointments to the Elderly & Disabled Transportation Advisory Committee
22. Approve authorizing the Executive Director to enter into a contract with a special advisor to assist with leadership and management of the Planning, Programming, and Transportation Services Department (**Resolution**) – **staff report will be posted by Friday, June 5, 2026 at 5:00p.m.**

INFORMATION/OTHER ITEMS

23. Accept monthly meeting schedule
24. Accept letters from RTC committees and staff to other agencies
 - a. May 21, 2026 Letter to the California Department of Transportation Re: Support for the City of Santa Cruz's Active Transportation Program Application for the Eastside Safe Routes to Schools Project
 - b. May 21, 2026 Letter to ATP Grant Selection Committee Re: Support for the City of Watsonville Main Street Walkable Streets Improvement Project
 - c. May 26, 2026 Letter to the Honorable Secretary of Transportation RE: Support for the City of Scotts Valley's Safe Streets and Roads for All (SS4A) Implementation Grant Application
 - d. May 26, 2026 Letter to the California Department of Transportation Re: Support for Closing the Gaps: Watsonville's Regional Bicycle & Pedestrian Network Project.
 - e. May 27, 2026 Letter to the Honorable John Laird RE: Protect and Prioritize Greenhouse Gas Reduction Fund Programs for the Santa Cruz Region
25. Accept information items - *none*

REGULAR AGENDA

26. Commissioner Reports – oral reports
27. Director's Report – oral report
(*Sarah Christensen, Executive Director*)
28. Caltrans Report
 - a. Santa Cruz County project updates

29. Adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program as required by CEQA Guidelines and Adoption of the 2050 Santa Cruz County Regional Transportation Plan (RTP)
(Tommy Travers, Transportation Planner)

- a. Staff Report
- b. 2050 MTP/SCS and RTPs EIR Resolution
- c. 2050 RTP Resolution

30. Contract Award for Construction Management Services for Segment 12 of the Coastal Rail Trail
(Joel LaCagnina, Senior Transportation Engineer)

- a. Staff Report
- b. Resolution

31. Review of items to be discussed in closed session

CLOSED SESSION

32. Public Employee Performance Evaluation
(Pursuant to Government Code Section 54957)
Title: Executive Director

33. Conference with Labor Negotiators
(Pursuant to Government Code Section 54957.6)
Agency Designated Representatives: Eduardo Montesino and Steve Mattas
Unrepresented Employee: Executive Director

OPEN SESSION

34. Report on items discussed in closed session

35. Next meetings

The next RTC meeting is scheduled for Thursday, August 6, 2026 at 9:00a.m. at the Santa Cruz County Board of Supervisors Chambers, Room 500B, 701 Ocean Street, 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

LIVE BROADCASTS

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

AGENDA PACKETS

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

COMMENTS FROM THE PUBLIC

Items on the agenda: Written comments regarding items on the agenda that are received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. Oral comments are accepted following the staff report and prior to the discussion period of each item.

Items not on the agenda: Oral comments on topics which are not on the agenda, but are within the Commission's jurisdiction, are accepted during Oral Communications.

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la 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.

ACCESSIBILITY

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This

meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, please attend the meeting smoke and scent-free.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Título 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 Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the minutes ([Attachment 1](#)) for the May 7, 2026 RTC meeting and the May 2, 2026 Santa Cruz County Coastal Rail (SCCCR) meeting ([Attachment 2](#)).

BACKGROUND

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

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

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

Agendas and meeting materials are posted on the [RTC meetings webpage](#) at least seventy- two hours (72) prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting members/ alternates, or voting members unable to attend in person for a just cause pursuant to Senate Bill 707.

DISCUSSION

The Commission is asked to review and approve the May 7, 2026 RTC meeting minutes ([Attachment 1](#)) and the May 7, 2026 Santa Cruz County Coastal Rail minutes ([Attachment 2](#)). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes
2. Santa Cruz County Coastal Rail meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, May 7, 2026
9:00 a.m.**

In-Person Meeting

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

**Remote Participation (see page 5 for more
information)**

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

1. Roll call. The meeting was called to order at 9:18 a.m.

Members present:

City of Capitola

City of Santa Cruz

City of Scotts Valley

City of Watsonville

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Caltrans (ex-officio)

Gerry Jensen

Fred Keeley

Steve Clark

Eduardo Montesino

Manu Koenig

Kimberly DeSarpa

Andy Schiffrin (Alt.)

Monica Martinez (Remote)

Lowell Hurst (Alt.)

Fabian Leonor

Shebreh Kalantari-Johnson

Rebecca Downing

Orchid Monroy-Ochoa (Alt.)

Staff present:

Sarah Christensen

Amin AbuAmara

Marshall Ballard

Krista Corwin

Nick Danty

Bella Kressman

Shannon Munz

Yesenia Parra

Nisha Singh

Steve Mattas (RTC Counsel)

Commissioner Martinez announced that she would attend the meeting remotely under the just cause provision of SB 707.

2. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra communicated that a revised agenda, a Spanish version of the agenda, and handouts for items 8, 11, and 18 were posted to the RTC website.

Executive Director Sarah Christensen proposed moving item 7 from the consent agenda to the regular agenda. The Chair pulled the item from the consent agenda and placed it for consideration under the regular agenda.

3. Oral Communications- No oral communication was requested.

CONSENT AGENDA

Commissioner Clark made a motion, and Commissioner DeSarpa seconded, to approve the consent agenda, with the exception of item 7.

Commissioner Downing recused herself from item 11 due to a conflict of interest.

The motion passed with Commissioners Kalantari-Johnson, Leonor, Downing, Martinez, Koenig, DeSarpa, Montesino, Clark, Keeley, Jensen, and Commissioner Alternates Schiffrin and Hurst voting “aye.”

MINUTES

4. Approved draft minutes of the April 2, 2026 Regional Transportation Commission meeting
5. Accepted draft committee meeting minutes
 - a. March 19, 2026 Interagency Technical Advisory Committee
 - b. April 13, 2026 Bicycle Advisory Committee
 - c. April 14, 2026 Elderly & Disabled Transportation Advisory Committee

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

6. Authorized the Executive Director to execute agreements to accept the permanent trail easement for Segment 12 (**Resolution 51-26**)

7. Approved amending the RTC Programming and FY2025/26 and FY 2026/27 Budget and approve TDA Claims from Santa Cruz Metropolitan Transit District (METRO), the Volunteer Center, Community Bridges, and the RTC (**Resolutions**) – *Item was moved from consent agenda for consideration under the regular agenda*
8. Approved authorizing the Executive Director to enter into an agreement with Lisac General Engineering for vegetation control along the Santa Cruz Branch Rail Line (**Resolution 57-26**)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

11. Approved authorizing the Executive Director to enter into an Administration, Coordination, and Licensing (ACL) agreement with Santa Cruz County Coastal Rail (**Resolution 58-26**)

INFORMATION/OTHER ITEMS

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

REGULAR AGENDA

The Chair brought forth item 7 from the consent agenda for consideration on the regular agenda.

7. Approved amending the RTC Programming and FY 2025/26 and FY 2026/27 Budget and approve Transportation Development Act (TDA) Claims from Santa Cruz Metropolitan Transit District (METRO), the Volunteer Center, Community Bridges, and the RTC (**Resolutions**).

Supervising Transportation Planner Marshall Ballard and Director of Internal Services Nisha Singh delivered a presentation.

Director of Internal Services Nisha Singh responded to Commissioners' questions regarding the shift in budgeting strategy pertaining to programming TDA funds; provisions in the RTC's Rules and Regulations

regarding TDA apportionments; cashflow process through invoicing and reimbursement from grants.

Executive Director Sarah Christensen responded to Commissioners' questions regarding the Commission's communication to recipient agencies; the RTC's budget approval and TDA claims process; budgetary impacts of organizational restructuring; and cost saving strategies within the agency.

Commissioners discussed: background on TDA apportionment and budget approval process; impacts of previous years' decisions to allocate more funding to the recipient agencies at the expense of RTC's reserves; encourage RTC staff to be more proactive in communicating with recipient agencies regarding budgetary decisions; essential roles that METRO and Community Bridges play in the community; consideration of phased adjustment needed to avoid larger disruption in the future.

RTC Counsel Steve Mattas responded to a Commissioner's question regarding actions available to the Commission today.

Corey Aldridge, CEO of the Santa Cruz Metropolitan Transit District responded to a Commissioner's questions regarding METRO's budget.

Commissioner Keeley made a motion and Commissioner Clark seconded the motion to approve the staff recommendation to adopt Resolutions:

1. Amending the Regional Transportation Commission Programming and FY 2025/26 and FY 2026/27 Budget (**Resolution 52-26**) to amend previously programmed projects, as requested by project sponsors, to reflect scope and funding updates.
2. Approve the FY 2026-27 claim from the Santa Cruz Metropolitan Transit District (**Resolution 53-26**) for:
 - a. TDA-Local Transportation Fund (TDA) funds in the amount of \$9,310,691; and,
 - b. State Transit Assistance Funds (STA) funds in the amount of \$4,595,164.
3. Approve the FY 2026-27 (TDA) Article 8 claim from the Volunteer Center (**Resolution 54-26**) in the amount of \$108,897.
4. Approve the FY 2026-27 (TDA) Article 8 claim from Community Bridges (**Resolution 55-26**) in the amount of \$914,735 (Exhibit A to Attachment 4).

5. Approve the FY 2026-27 (TDA) Article 3 and Article 8 claim (**Resolution 56-26**) for RTC administration (\$1,000,000) and planning (\$917,378).

The motion passed with Commissioners Jensen, Keeley, Clark, Montesino, DeSerpa, Koenig, Martinez, Downing, and Commissioner Alternates Hurst and Schiffrin voting “aye” and Commissioners Kalantari-Johnson and Leonor voting “no.”

Received public comment from:
Corey Aldridge, Santa Cruz METRO
Jesus Bojorquez, Lift Line
Tony Nunez, Community Bridges
Nadia Noriega, Lift Line
Ray Cancino, Community Bridges
Brian Peoples, Trail Now
Michael Saint
Doug Underhill
Sean
Jim Helmer

15. Commissioner Reports

Chair Montesino requested an update on potential new RTC office locations.

16. Director’s Report

Executive Director Sarah Christensen reported on the completion of the emergency sidewalk repair project along Main Street in Watsonville and presented a certificate of appreciation to Caltrans Ex-Officio Orchid Monroy-Ochoa for collaboration on the project; community engagement opportunities to learn more and give feedback on the Santa Cruz Branch Rail Line (SCBRL) Corridor Climate Resilience study; public comment period on the North Coast Transportation Demand Management Plan open through May 15, 2026; ribbon-cutting ceremony for the Panther Beach Parking lot scheduled for May 20, 2026 at 4:00pm; full overnight closure of Highway 1 at the Mar Vista Overcrossing scheduled for May 14, 2026; Santa Cruz Bike Fest kick-off on May 1, 2026 and month-long activities planned; staffing updates; staff attendance at the California Passenger Rail Summit; expression of condolences for the passing of influential Bay Area transportation advocate, teacher, and leader, Rod Diridon, Sr.

Commissioners discussed: legacy and memories of Supervisor Diridon; sending a delegation of Commissioners and staff to the Mineta Institute’s celebration in memoriam of Mr. Diridon.

Commissioner Jensen departed the meeting at 11:02 a.m.

Received public comment from:

Brian Peoples, Trail Now
Michael Saint
Jim Helmer
Sean
Lani Faulkner

17. Caltrans Report

Orchid Monroy-Ochoa, Office Chief of Transportation Planning at Caltrans, delivered the Santa Cruz County Project Updates list and highlighted: issues resolved with the two temporary signals north of Boulder Creek; Caltrans offering an on-call shuttle service through the construction zone seven days per week, from 7am-6pm; Felton Safety Project continues with utility relocations and has an anticipated completion date at the end of the month, with sidewalk construction starting thereafter; update to the Fiscal Year 2027/28 Sustainable Planning grant application guide and upcoming identical virtual workshops on May 12 and May 14; appreciation for the certificate of recognition and gratitude to the community of Watsonville for their patience through the construction period.

Commissioners discussed: Appreciation for Caltrans' work in the Pajaro Valley on Highway 152.

Commissioner Martinez departed the meeting at 11:12 a.m.

Received public comment from:

Jim Helmer

18. 2026 Draft Unmet Transit and Paratransit Needs List

Transportation Planning Technician Sierra Topp delivered a presentation.

The public hearing opened at 11:30 a.m.

Received public comment from:

Matt Farrell, Santa Cruz County Friends of the Rail and Trail
Brian Peoples, Trail Now
Michael Saint
Jim Helmer

Commissioners discussed: pedestrian safety measures around bus stops; the importance of public education about improving safety for non-motorist travelers.

Commissioner DeSerpa made a motion and Commissioner Clark seconded the motion to approve the staff recommendation to:

1. Adopt the 2026 Draft Unmet Transit and Paratransit Needs List with revisions as appropriate following the public hearing; and
2. Consider unmet transit and paratransit needs as funding becomes available.

The motion passed unanimously with Commissioners Kalantari-Johnson, Leonor, Downing, Koenig, DeSerpa, Montesino, Clark, Keeley, and Commissioner Alternates Schiffrin and Hurst voting “aye.”

19. Review of items to be discussed in closed session

RTC Counsel Steve Mattas provided an overview of the item to be discussed in closed session and communicated that reportable action is anticipated from the closed session.

The Commission entered closed session at 11:45 a.m.

CLOSED SESSION

20. Conference with Legal Counsel: Existing Litigation
(Pursuant to Government Code Section 54956.9(d)(1))
SCCRTC v. Kajihara, et al. – Santa Cruz Court Case No. 21CV00211

OPEN SESSION

The Commission reconvened in open session at 11:51 a.m.

21. Report on items discussed in closed session

RTC Counsel Steve Mattas communicated that the Commission gave unanimous authority to enter into a settlement agreement in the Kajihara claim. Mr. Mattas noted that Commissioner Downing abstained from participating in the closed session.

The meeting adjourned at 11:53 a.m.

22. Next meetings

The next RTC meeting is scheduled for Thursday, June 11, 2026, at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Fourth Floor, Watsonville, CA 95060.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Corey Aldridge

Jesus Bojorquez

Tony Nunez

Nadia Noriega

Ray Cancino

Brian Peoples

Michael Saint

Doug Underhill

Sean

Jim Helmer

Lani Faulkner

Matt Farrell

Cynthia Convisser

Paula Bradley

Heather Adamson

Larry Pageler

Linda Wilshusen

Paul Guirguis

Veronica

Derek

Ilia Bulaich

Santa Cruz County Coastal Rail

Draft MINUTES

Thursday, May 7, 2026

9:00 a.m.

In-Person Meeting

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

Remote Participation

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

1. Roll call – The meeting was called to order at 9:00 am.

Members present:

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Andy Schiffirin (Alt.)
County of Santa Cruz	Monica Martinez (Remote)
County of Santa Cruz	Lowell Hurst (Alt.)
Santa Cruz Metropolitan Transit District	Fabian Leonor
Santa Cruz Metropolitan Transit District	Shebreh Kalantari-Johnson
Santa Cruz Metropolitan Transit District	Rebecca Downing
Caltrans Ex-Officio	Orchid Monroy-Ochoa (Alt.)

Staff present:

Sarah Christensen	Nisha Singh
Krista Corwin	Yesenia Parra
Bella Kressman	Steve Mattas (RTC Counsel)
Shannon Munz	

2. Additions or deletions to consent or regular agendas

Administrative Services Officer Yesenia Parra communicated that a handout for item 5 and a Spanish version of the agenda were posted to the website.

3. Oral communications

Received public comment from:

Paula Bradley

Brian Peoples, Trail Now

Michael Saint

CONSENT AGENDA

Director Clark made a motion and Director Montesino seconded the motion to approve the consent agenda. The motion passed with Directors Kalantari-Johnson, Jensen, Montesino, Clark, Downing, Leonor, Keeley, Koenig, DeSerpa, and Director Alternates Schiffrin and Hurst voting “aye.”

4. Adopt Bylaws and Appoint Officers for Santa Cruz County Coastal Rail, a Non-Profit Corporation (**Resolution 1-26** and **Resolution 2-26**)

REGULAR AGENDA

Director Martinez arrived to the meeting via Zoom at 9:07 a.m. She announced that she would be attending the meeting remotely under the just cause provision of SB707 to care for a sick child.

Director Downing announced that she would be recusing herself due to a conflict of interest and left the meeting.

5. Approve an Administration, Coordination, and License Agreement with the Santa Cruz County Regional Transportation Commission for the Remainder of the Freight Easement over the Santa Cruz Branch Rail Line & Authorize Filings with the Surface Transportation Board for the Santa Cruz County Coastal Rail to Serve as the Designated Common Carrier for the Remainder of the Freight Easement over the Santa Cruz Branch Rail Line.

Ms. Sarah Christensen delivered a presentation. RTC Counsel Steve Mattas responded to Commissioners' questions regarding timeline of filings with the Surface Transportation Board.

Director Schiffrin (Alt.) made a motion and Director Clark seconded the motion to approve the staff recommendation to adopt **Resolution 3-26** to:

1. Approve an Administration, Coordination, and License Agreement with Santa Cruz County Regional Transportation Commission for the Santa

Cruz County Coastal Rail to serve as the common carrier (non-operating) for the Remainder of the Fright Easement over the Santa Cruz Branch Rail Line effective as of the conveyance of the Remainder of the Fright Easement from St. Paul & Pacific Rail to Santa Cruz County Coastal Rail; and

2. Authorize the necessary filings with the Surface Transportation Board be made, for Santa Cruz County Coastal Rail to serve as the common carrier for the Remainder of the Fright Easement over the Santa Cruz Branch Rail Line.

The motion passed unanimously with Directors Jensen, Keeley, Clark, Montesino, DeSerpa, Koenig, Martinez, Leonor, Kalantari-Johnson, and Director Alternates Hurst and Schiffrein voting "aye."

Received public comment from:

Brian Peoples, Trail Now
Michael Saint
Matt Farrell

6. Next meetings

No meeting is scheduled for the Santa Cruz County Coastal Rail at this time. Future meetings will be scheduled as needed.

The meeting adjourned at 9:18 a.m.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Sierra Topp
Amanda Marino
Nick Danty
Marshall Ballard
Riley Gerbrandt
Cindy Convisser
Rae Hughes
Brian Peoples
Paula Bradley
Michael Saint
Matt Farrell

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive the draft meeting minutes for the Measure D Taxpayer Oversight Committee, the Safe on 17 Taskforce, the Interagency Technical Advisory Committee, the Bicycle Advisory Committee, and the Elderly & Disabled Transportation Advisory Committee.

BACKGROUND

The Regional Transportation Commission (RTC) has three advisory committees: Bicycle Advisory Committee (BAC), Elderly and Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC). The RTC also hosts the Safe on 17 Taskforce and has a Budget and Administration/Personnel committee made up of RTC Commissioners. These groups review and provide technical advice and input on projects and programs to the Regional Transportation Commission (RTC), local public works and planning departments, and other partner agencies; coordinate and provide recommendations to the RTC on the use of funds; and serve as a forum to discuss and improve transportation projects. The Measure D Taxpayer Oversight Committee reviews the annual independent fiscal audits of the expenditures of Measure D revenues and issues an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance.

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

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

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

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

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

MDTOC: <https://www.sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>
Safe on 17: <https://www.sccrtc.org/meetings/traffic-operations-system-safe-on-17/>

Remote participation via Zoom is available for members of the public, non-voting committee members, alternates, and voting committee members unable to attend in person due for a just cause per SB 707. If there are no major items to be brought before a committee, the meetings are cancelled.

DISCUSSION

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

Attachments:

1. April 01, 2026 Measure D Taxpayer Oversight Committee
2. April 08, 2026 Safe on 17 Taskforce
3. April 16, 2026 Interagency Technical Advisory Committee
4. May 11, 2026 Bicycle Advisory Committee
5. May 12, 2026 Elderly & Disabled Transportation Advisory Committee
6. May 21, 2026 Interagency Technical Advisory Committee



**Santa Cruz County
Regional Transportation Commission
Measure D Taxpayer Oversight Committee**



**Meeting
Draft Minutes
Wednesday, April 1, 2026
5:30 p.m.**

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

1. Call to Order: Chair Hodsdon called the meeting to order at 5:40 p.m.
2. Roll Call/Introductions

Members Present (all in person):

Frederick Harron, District 1 (Vice-Chair)
Mark Johannessen, District 2
Philip Hodsdon, District 3 (Chair)
Antonio Rivas, District 4
Jennifer Merchant, District 5

Excused Absences:

RTC Staff:

Italo Jimenez, Finance and Budget Officer
Tommy Travers, Transportation Planner

Guests:

Jim Malberg, City of Capitola
Kailash Mozumder, City of Capitola
Casey Carlson, County of Santa Cruz
Nelly Park, County of Santa Cruz
Claire Gallogly, City of Santa Cruz
Edward Torres, City of Santa Cruz
Murray Fontes, City of Watsonville
Miguel Lizarraga, City of Watsonville
Chris Miranda, City of Watsonville
Joey Nolasco, City of Watsonville

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): None

4. Additions, deletions, or other changes to consent and regular agendas: None

CONSENT AGENDA

A motion (Merchant/Johannessen) was made to approve the consent agenda. The motion passed unanimously with members Harron, Johannessen, Hodsdon, Rivas, and Merchant voting in favor.

5. Approved Minutes of the June 10, 2025 Oversight Committee Meeting

REGULAR AGENDA

6. Overview of Committee Purpose, Scope of Responsibilities, Membership Composition and Bylaws

No presentation.

7. Fiscal Year 2024/2025 Measure D Audits and Expenditure Reports for Direct Recipient Agencies

Representatives from the City of Capitola, County of Santa Cruz, City of Santa Cruz, and City of Watsonville described the projects and services for which they used their formula shares of Measure D funds in FY24/25.

Individual Committee members posed several questions and made comments to the representatives related to aspects of the expenditure reports and audits including using Measure D funds as leverage to secure outside funding, recipients' planned uses of funds, and certain terms used in the audits. An error was identified in the County of Santa Cruz's categorization of debt in their Maintenance of Effort report. Capitola was asked to correct their website so that their 5-Year Plan is accessible to the public.

Committee members expressed appreciation for the City of Santa Cruz's reporting and for the City of Watsonville's presentation.

For future years, they requested that staff request, as part of the question on Planned Use of Fund Balances & Potential Liabilities, information on encumbrances. Staff will also clarify expenditure report fields related to secured grants received, and ensure that recipients use the latest templates for reporting consistency.

8. Oversight Committee Annual Report
No presentation. Annual Report preparation will be discussed at next meeting.
9. Oral Communications: None.
10. Adjourn: Chair Hodsdon adjourned the meeting at 7:30 p.m.

Minutes respectfully submitted by Tommy Travers, Transportation Planner

<https://rtcsc.sharepoint.com/sites/programming/Shared Documents/MeasureD/Committee Meetings/2026/June/Draft Minutes-TOC-2026-04-01.docx>



SANTA CRUZ COUNTY TRAFFIC OPERATIONS OVERSIGHT COMMITTEE & SAFE ON 17 TASK FORCE MEETING AGENDA

Date: Wed. April 8, 2026	Dial-In Option: (669) 900-9128
Start Time: 10:00am	Meeting ID: 850 2826 5664
Location: 1101 Pacific Ave, Suite 250, Santa Cruz, CA and Online via Zoom	Passcode: 094804

DRAFT MEETING MINUTES

Attendees:

• Max Friedman (RTC) • Marshall Ballard (RTC) • Jason Thompson (RTC) • Jacob Klein (RTC) • Kathy Kleinschmidt (Caltrans D5) • Eric Carver (Caltrans D5) • Paul Guirguis (Caltrans D5) • Heidi Crawford (Caltrans D5) • Catalina Foster (Caltrans D5) • Sheridan Nansen (Caltrans D4) • Kelsey Rodriguez (Caltrans D4) • Orlando Ramirez (Caltrans D4) • Ruben Magallanes (Caltrans D4) • Pete Rasmussen (Santa Cruz METRO)	• Bryce Danenhauer (CHP San Jose) • Justin Bradford (CHP San Jose) • Angela Galindo (CHP San Jose) • Israel Murillo (CHP Santa Cruz) • Brian Winterholder (Santa Clara Fire Department) • Katelyn Costa (MTC) • Lisette Jones (Assembly Member Gail Pellerin's Office) • Cliff Barber (American Civil Constructors) • Jeff Bates (Community of Redwood Estates)

1. **Introductions** – Introductions were made.

2. **Oral Communications** – None.



3. **Additions or Deletions to the Agenda** – None.

4. **Information Items** – RTC staff provided a summary of major incidents on Highway 17 over the past year and an overview of current collision, economic, and enforcement trends.

Staff reported that there were 606 total collisions on Highway 17 in 2025. There were 5 fatal collisions, compared to zero fatalities in 2024. CHP Santa Cruz has issued 2,086 regular time citations and 930 overtime citations. CHP San Jose has issued 3,281 regular citations and 270 overtime citations. CHP Santa Cruz logged 930 overtime hours on Highway 17 while CHP San Jose logged 254. Staff also provided information on 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 on Highway 17 over this five year period and an annual cost per mile of approximately \$10.5 million corridor-wide during this period.

Staff shared an update on the Freeway Service Patrol program and Call Box program. FSP operates two towing beats in Santa Cruz County, including one along Highway 17. On Highway 17, FSP provided 571 motorist assists in 2025. Most assists were related to flat tires, mechanical issues, and collisions. FSP operations schedules are being adjusted to match peak periods of traffic on Highway 17. Additionally, the call box program, with approximately 20 call boxes on Highway 17, is in the process of being decommissioned due to significantly reduced usage of the system.

5. **California Highway Patrol – Safe on 17 Updates** – Caltrans District 4 CHP representatives provided an overview of their goals and objectives for the Santa Clara County side of Highway 17. Officers described a few challenging areas throughout the corridor and described infrastructure improvements that could increase safety. Officers mentioned three CHP officers were injured in 2023 while assisting motorists on Highway 17 and provided details on the speed enforcement process. Additionally, CHP officers discussed truck enforcement and provided recommendations for additional speed limit signs.

Caltrans District 5 CHP representatives described several methods to increase safety on the Santa Cruz County side of Highway 17 including education, enforcement, and community outreach. CHP described several factors that contribute to crashes and described how social media can contribute to safety throughout the corridor. CHP also



described a few educational programs CHP is working on including a class called Start Smart.

Jacob Klein (RTC) asked which social media platforms CHP currently uses. CHP clarified that Instagram is the most popular platform, but they also use Facebook and Twitter.

Marshall Ballard (RTC) asked how the RTC can contribute to CHP's efforts. CHP described several ways the RTC is already contributing and described a past incident where government agencies posted on their social media platforms to inform the public about a closure. Max Friedman (RTC) asked for details on how to sign up for CHP's education programs. CHP clarified that contacting CHP directly is the best way to sign up for the programs.

6. **Update on 17 Comprehensive Multimodal Corridor Plan** – Caltrans D4 staff gave updates on recent developments for the State Route 17 Comprehensive Multimodal Corridor Plan including recent public workshops, survey results, and the overall timeline and next steps of the plan.
7. **Received Caltrans District 5 Highway 17 Project Updates** – Caltrans D5 staff provided an overview of active and upcoming construction projects on Highway 17. Caltrans is investing in pavement preservation and high friction surface treatment installations, integrating safety countermeasures such as rumble strips through SB 1-funded SHOPP projects along the northbound lanes of Highway 17 at four locations. Caltrans D5 is also utilizing SHOPP funds to replace and repair drainage systems and culverts along Highway 17. Caltrans staff reported that this project has been pushed out one year with a construction period beginning in Spring 2029. Caltrans D5 staff provided an overview of all of the different traffic management systems (TMS) elements being employed along Highway 17 to improve safety and operations. This includes changeable message signs, traffic cameras, vehicle detection stations, and radar feedback curve warning signs. These TMS elements can be viewed through the Caltrans QuickMap app.
8. **Received Caltrans District 4 Highway 17 Project Updates** – Caltrans D4 staff announced that they would provide updates on District 4 Highway Projects on Highway 17 via email to RTC staff and task force members.
9. **Discussion** – None.



10. Approved Next Meeting Date – The next Safe on 17 Task Force & TOS Oversight Committee meeting is scheduled for Wednesday, September 16, 2026, from 10 AM to 12PM. The meeting will be held in-person with remote option. Meeting details are listed on the [Safe on 17 meetings webpage](#).

Minutes respectfully submitted and prepared by: Max Friedman, Safe on 17 Program Manager



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, Touns, 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 Guiguís 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 Guirguís, 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 charrette 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 Uργο 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



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, May 11, 2026**

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

5:30 pm to 8:00 pm

1. Call to Order: Chair Gina Cole called the meeting to order at 5:42 p.m.

2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Sally Arnold, District 3
Rick Hyman, District 5
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Chair)

**Members Remote, Voting under Just
Cause or Emergency:**

None

Staff:

Max Friedman, Transportation Planner
Nick Danty, Transportation Planner
Riley Gerbrandt, Associate Engineer
Grace Blakeslee, Supervising Transportation
Planner

Members Remote, Not Voting:

Theresia Rogerson, Dist. 5 (Alt.)
Kelly Curlett, CTSC (Alt.)

Unexcused Absences:

None

Excused Absences:

Alex Santiago, District 3 (Alt.)
Steven Jonsson, District 4 (Alt.)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Catherine Weber, City of Watsonville (Alt.)
Matt Miller, Ecology Action
Jennifer Villegas Moreno, Ecology Action
(Alt.)
Alexander Yasbek, CTSC

Vacancies:

District 1 - Primary
District 2 - Alternate
District 4 - Primary
City of Scotts Valley – Primary and Alternate

Guests:

Ben Ruggeberg, Member of the public
Logan Cardoza, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely:

None.

4. Staff announcements

Staff provided an announcement regarding an upcoming grand opening of the Panther Beach Parking Lot on Highway 1, as well as the closure of the informal Davenport parking lot on May 18th, 2026.

Staff also announced that the planned completion of Segment 5 of the Monterrey Bay Sanctuary Scenic Trail is slated for November 2026.

5. Oral communications

None.

6. Additions or deletions to consent and regular agendas:

None.

CONSENT AGENDA

7. Approve draft minutes of the April 13th, 2026, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

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

REGULAR AGENDA

9. Receive information and provide input on Draft North Coast Transportation Demand Management (TDM) Plan – Max Friedman, RTC

Max Friedman provided a presentation on the SCCRTC's North Coast Transportation Demand Management (TDM) Plan. The Committee received information on the Plan's overall vision and objectives, evaluation of traveler profiles and needs, and priority projects, and they were invited to complete

a survey and provide feedback in-person. Individual committee members expressed concerns over parking lot design and enforcement capacities with regards to recreational vehicles, inconsistent cell phone coverage along Hwy 1, potential separated bikeway improvements on Highway 1, absence of industrial and agricultural land use context from the Plan, and potential negative aesthetic impacts to the natural environment. Multiple committee members recommended speed limit signs along the Monterey Bay Sanctuary Scenic Trail, accessibility improvements for older non-disabled adults such as large-size text on signs, a post-project survey of visitors and residents, and the inclusion of long-range development proposals for the Davenport Cement Plant in the Plan.

10. Receive information and provide input on Zero Emission Passenger Rail and Trail Project Update – Riley Gerbrandt, RTC

Riley Gerbrandt provided a presentation on RTC's Zero Emission Passenger Rail and Trail Project and asked for feedback on the Trail Segments 13-20 Memo. The Memo presents a summary of the proposed conceptual trail alignment within or close to the SCCRTC-owned Santa Cruz Branch Rail Line corridor right-of-way including boundary determination, cross-section design, and cost. Individual committee members brought up topics pertaining to the absence of a cost analysis of an interim trail design on segments 13-20 from the memo, escalation of material costs, equity implications of not starting segment construction in Watsonville, and the addition of trees to segment 17b. One committee member expressed concerns about the timing of Committee input relative to the release of an in-progress interim trail report that will be presented to the Commission in June 2026. RTC Staff assured the committee that ample notice and instruction will be given on when and how to provide input during the environmental phase of the project.

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

Paula Bradley discussed accessibility issues presented by RTC's Hazard Reporting Tool, citing its unintuitive interface and operability. The committee discussed the potential to make the interface more mobile friendly or convert the browser-based tool into a mobile app like Bike Lane Uprising. Logan Cardoza, a member of the public, suggested not creating an additional app to report hazards and noted that people will be less likely to report observations because of needing to download it on their phone.

Jack Brown stated that he is tracking the operation of bikeway delineators along Soquel Drive; a component of Santa Cruz County's Soquel Drive

Buffered Bike Lane & Congestion Mitigation Project. He noted that the quantity of delineators on Soquel Drive has dropped from 1,100 at the time of project completion to less than 300 as of May 11th due to device removal and collisions. Mr. Brown announced that the County's Public Works Department is interested in pursuing a strategy to pilot delineators along certain segments of Soquel Drive prior to reinstalling them across the entire corridor.

12. Adjourn

The meeting adjourned at 7:36 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for June 8th, 2026, from 5:30pm to 8:00pm at **the Aptos Branch Library**. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:
Nick Danty, Transportation Planner



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

DRAFT MEETING MINUTES

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

Vice Chair, Wells Shoemaker, called the meeting to order at 1:32pm

Members Present

Ares Wakamo, Social Services Provider – Persons of Limited Means
(Volunteer Center)

Jesus Bojorquez, CTSA (Lift Line)

Nadia Noriega, CTSA (Lift Line)

Bobbi Wood, SCMTD (METRO)

Michael Pisano, Potential Transit User (60+)

Wells Shoemaker, Vice Chair, 2nd District

Katie Nunez, 4th District

Portia Ramer, 5th District

Members Remote, not voting

Patty Talbott, Social Services Provider – Seniors

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Max Friedman, Transportation Planner
Grace Blakeslee, Supervising Transportation Planner
Daniel Suarez, Transportation Planning Intern
Riley Gerbrandt, Associate Engineer

Guests Present

Paula Bradley, Community Member
Stu Mertz, Community Member

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)

None

4. 1:35pm — Oral communications

None

5. 1:40pm — Additions or deletions to the consent or regular agenda

Committee Member, Katie Nunez, arrived during Item 5.

Staff noted that Regular Agenda Items 9 and 10 were switched. Staff also noted that a handout associated with Item 10 (formerly Item 9) was posted online prior to the meeting and printed copies were made available at the in-person meeting location.

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**
- 7. Receive TDA Revenue Report**
- 8. Approve E&D TAC Draft Minutes from April 14, 2026**

Motion (Pisano/Ramer) to approve the April 14, 2026, Consent Agenda. The motion passed unanimously with committee members Ares Wakamo, Nadia Noriega, Michael Pisano, Wells Shoemaker, Katie Nunez, Portia Ramer voting "aye".

REGULAR AGENDA

9. North Coast TDM Plan: Milestone 3: Final Report

Committee Members, Bobi Wood and Jesus Bojorquez, arrived during Item 9.

RTC Transportation Planner, Max Friedman, presented the Draft Final North Coast Transportation Demand Management (TDM) Plan (Milestone 3) and shared a survey for E&D TAC members to provide feedback on the Plan.

Committee members discussed pedestrian safety along Highway 1 in the plan area, including the benefits of formal pedestrian crossings and the importance of pairing roadway design improvements with enforcement measures.

Committee members also discussed potential paid parking strategies on the North Coast. Questions were raised regarding the purpose and goals of paid parking, as well as how impacts could be mitigated through complementary strategies such as free park-and-ride facilities and transit services.

Additional discussion focused on the need for coordination with San Mateo County to coordinate transportation and parking management strategies.

No action taken

10. Zero Emission Passenger Rail and Trail Project (ZEPRT) Update

RTC Associate Engineer, Riley Gerbrandt, provided an update on the Zero Emission Passenger Rail and Trail (ZEPRT) Project. Mr. Gerbrandt reviewed the RTC action at the December 2026 meeting with a recommendation that included support for future rail and continued partnership with the Caltrans Division of Rail on Corridor Identification and direct staff to bring back to the Commission for consideration a final design for and take any other actions to implement the Interim Trail on Segments 9-11.

Committee members asked whether the interim trail would be paved and noted that paved surfaces are necessary to accommodate certain disabilities and mobility devices.

Discussion focused on accessibility considerations for both rail and trail facilities, including ADA access to restrooms and boarding areas for individuals using larger e-mobility devices.

Committee members also asked about the availability of charging stations for e-mobility devices along the trail, noting that many devices have a limited travel range of approximately five miles.

Additional comments emphasized the importance of amenities along the trail and at rail facilities, including seating for rest breaks, shade or weather protection, and water fountains.

No action taken

11. Receive Program Updates

a. Volunteer Center

- i. The transportation program continues to experience high demand and is currently providing more rides per week than ever before. Program hours have been expanded from 10:00 a.m.–2:00 p.m. to 9:00 a.m.–5:00 p.m. Riders may request earlier or later trips, and staff will attempt to accommodate those requests as capacity allows. The program provides rides throughout Santa Cruz County but does not currently operate outside the county. Participants may contact the program directly or be referred by service providers.

b. Community Bridges

- i. Staff reported an increase in on-demand rides, including growing demand from Monterey and San Benito counties. The Transportation Network Company (TNC) Access for All program has exceeded its original goal, increasing from 1,000 to 3,000 rides. Community Bridges also continues to operate an out-of-county transportation program providing rides to San Francisco/San Jose and Monterey five days per week from 8:00 a.m.–2:00 p.m.

c. Santa Cruz Metro

- i. No updates provided

d. SCCRTC

- i. Update on TDA funding reserve funding and decision on allocations.
- ii. The 2026 Unmet Transit and Paratransit Needs List was approved by the RTC at the May Public Hearing.

e. Pedestrian Ad-hoc Subcommittee

- i. The subcommittee is collaborating with members of the Bicycle Committee to develop and distribute a flyer addressing pedestrian and bicycle safety near construction sites and maintaining access during construction activities.

ii. Pedestrian Hazard Report

Adjourn – 3:00 pm

NEXT MEETING: Tuesday June 9, 2026, at 1:30pm hosted in person at the RTC Office. 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



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

MINUTES

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

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

Online: Zoom

ITAC Members Present:

California Department of Transportation	Paul Guirguis
Santa Cruz County Planning	Fernanda Pini (Alt.)
Santa Cruz County Public Works	Casey Carlson (Alt.)
Santa Cruz Metropolitan Transit District (METRO)	John Urgo
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning	Claire Gallogly
Scotts Valley Public Works	Cody Wentworth (Alt.)
Watsonville Public Works	Miguel Lizarraga
Watsonville Community Development	Justin Meek
University of California Santa Cruz (UCSC)	Georgina Arais (Alt.)

RTC Staff Present: Marshall Ballard, Nisha Singh, Nick Danty, Tristan Sayre, Jason Thompson, Jaeden Gales, Sarah Christensen

Others Present – In person:

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

Regina Valentine (Association of Monterey Bay Area Governments),

Others Online: Michael Pisano (Soquel Resident) Tommy Travers (RTC), Sierra Topp (RTC),

1. **Call to Order:** Chair Starkey called the meeting to order at 1:32 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 (Gallogly/Guirguis) *approving the consent agenda with members* Starkey, Valentine, Guirguis, Urgo, Carlson, Wentworth, Pini, Miller, Gallogly, Lizarraga, Meek, and Arias *voting “aye”*.

4. **Approve Minutes of the April 19, 2026 ITAC meeting**
5. **Receive Highlights from the May 7, 2026 Regional Transportation Commission Meeting**

REGULAR AGENDA

6. **Receive presentation about TDA Funding**

Marshall Ballard, RTC Senior Transportation Planner presented a PowerPoint on the Transportation Development Act (TDA), which outlined TDA funding rules and priorities, SCCRTC Rules and Regulations, and TDA claims for local projects. Paul Guirguis asked a question regarding TDA funds being used as a match for grant. He also asked a question regarding cost savings and whether amendments to the TDA funds are possible. John Urgo asked question regarding the increase of TDA reserve funds. Matt Starkey asked if the distributions of TDA funding is set in statute. Claire Gallogly asked if reporting on TDA funds should be more frequent.

7. **Receive presentation of the Safe on 17 Annual Report**

Max Friedman, RTC Transportation Planner, presented a PowerPoint on the Safe on 17 Annual Report. Max provided information regarding the goals history, and program strategies regarding Safe on 17. He also discussed the Freeway Service Patrol, SAFE funding, economic impacts of collisions, and the decommissioning of call boxes. Max also provided a demonstration of the Highway 17 Crash Dashboard. The full report will be brought forward at the June 2026 RTC meeting. Mark Starkey asked a question regarding the economic impact of the collisions and if it has been applied to Highway 1. Matt Miller asked a question regarding the large number of collision decreases in the first five years of the Safe on 17 program. A member of the public asked a question regarding the decommissioning of the call boxes and if the Safe on 17 Crash Dashboard is publicly available.

8. **Receive update and act on the Work Zone Data Specification for Construction Projects**

Marshall provided a verbal update on the Work Zone Data Exchange (WZDx). Staff recommend 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. Representatives from Scotts Valley and Watsonville expressed support.

ITAC members unanimously approved a motion (Gallogly / Lizarraga) approving the staff recommendation.

9. Reimagine METRO and Potential Services Cuts in FY28 Cost Saving Measures and Service Reduction Framework

John Urgo, from METRO, presented information on the Reimagine METRO service expansion pilot and potential service reduction scenarios. Matt Miller asked if the capital projects are still useful with potential service cuts. Paul Guirguis asked a question regarding the potential ballot measure and if there will be service cuts even with approval of the measure. Paul also asked why METRO is in this financial situation despite the increased ridership. Claire Gallogly asked how people involved with housing have responded to the potential service cuts. Miguel Lizarraga asked if METRO can use public advertisement to advocate for the measure. Justin Meek agreed that potential service cuts could affect housing development. Marshall Ballard asked when did Youth Cruz Free start and if LCTOP funding goes away, can the Youth Cruz Free program continue? Claire Gallogly asked what the plan is to educate members of public on the benefits on METRO before the ballot measure in March 2028. Justin Meek asked if the average trip length is collected. Miguel Lizarraga asked if METRO has information other agencies can distribute. Marshall Ballard asked if METRO has used VMT evaluations to assist in service reduction planning.

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

City of Santa Cruz Public Works: Murray Street bridge set to close June 10th until just before October. The East path under the bridge is closed until October. Over the Summer, there will be curb ramp and storm drainage improvements at various intersections downtown. The Pacific Beach Roundabout project is finished. The City is working with METRO on their rapid corridor project. City is working on interim designs for Rail Trail project. They are working on Safety Action Plan. They adopted Active Transportation Plan.

City of Watsonville: A Caltrans project is underway in construction in Watsonville city limits on Highway 129 and 152. Lee Road phase 1 in construction. Harkins Slough bridge project will begin construction next month. ATP Cycle 8 large combination application includes segments 18 and 19 of the Rail Trail and a road diet on Main Street.

City of Scotts Valley: Safety Action Plan was approved by City Council this month. Scotts Valley Drive and Mount Hermon corridor improvements

complete street project will begin construction shortly. A Safe Streets for All application was submitted.

County of Santa Cruz: County has begun the 2026 pavement management project. Safety Action Plan approved. The County is moving forward with an Active Transportation Program application. The Guidelines are currently being updated and are taking feedback.

Caltrans: Caltrans is anticipated award announcements for Sustainable Transportation Planning Grant Program.

METRO: No update.

Ecology Action: Conducted audits at schools in Watsonville for ATP applications. Capitola ATP outreach began two weeks ago and will continue through summer.

City of Capitola: 41st Avenue multi-modal project and will begin construction in June or July. The 41st Avenue Corridor Plan is almost finalized. Their first Local Road Safety Plan safety plan was approved. City will apply for an Active Transportation Program Grant and Safe Streets for All grant.

SCCRTC: Safe Streets for All grant was submitted yesterday. Tristan Sayre and Nick Danty are new staff members of the RTC.

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

John Urgo (as a member of the public) encouraged people to sign the initiative to get METRO on the ballot for March 2028.

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:

- Planning for Climate Resilience of the Santa Cruz Branch Rail Line
- Ad hoc Data Group report
- Safe on 17 established goal revision
- Hazard Report updated process and feedback

13. **Adjourn – 4:02 p.m.**

Minutes respectfully submitted by Jaeden Gales, Transportation Planner

AGENDA: June 11, 2026

TO: Regional Transportation Commission

FROM: Amanda Marino, Transportation Planner

RE: Planning for Climate Resilience of the Santa Cruz Branch Rail Line Milestone 2 Study Update

RECOMMENDATION

Staff recommends that the Regional Transportation Commission receive information on the Planning for Climate Resilience of the Santa Cruz Branch Rail Line Milestone 2 Study update.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) in 2012 to preserve as a future transportation corridor. This 32-mile corridor, running near the coast from Pajaro Junction to Santa Cruz, is proposed for passenger and freight rail, as well as bicycle and pedestrian trail. Portions of the Coastal Rail Trail have been constructed or are in development along the SCBRL corridor. In December 2025, the RTC took action on the ZEPRT Final Project Concept Report and directed staff to prepare the final design and take actions needed to implement the Interim Trail for Segments 8 through 11 along the SCBRL.

Like many communities in California and nationwide, Santa Cruz County is facing the effects of climate hazards and sea level rise. Storms, rising tides and coastal erosion are expected to intensify, requiring thoughtful planning to ensure the preservation of transportation assets. Funded by a Caltrans Sustainable Planning grant, the RTC initiated a climate resiliency study to understand potential climate hazards impacts and concepts for climate resiliency based on the transportation uses described in the Zero Emission Passenger Rail and Trail Project Concept Report.

In January 2026, RTC approved an amendment to the professional services contract associated with the Climate Resiliency for the ZEPRT Corridor Study to add scope to create concepts for the both the short-term Interim Trail in addition to the longer-term passenger rail and trail concept on the Santa Cruz Branch Rail Line.

DISCUSSION

RTC is leading a planning study to assess climate hazards impacting the Santa Cruz Branch Rail Line transportation corridor including but not limited to coastal erosion and flooding, to evaluate how these hazards may be exacerbated by sea level rise and climate changes. This information will be used to develop climate resilient transportation facility concepts at the SCBRL corridor's most vulnerable sites over the projected life of projects and based on the adaptability of different types of infrastructure. Four sites are the focus of this study and include

- Capitola Bluffs
- La Selva/Manresa Bluffs
- Harkins Slough Rail Crossing
- Pajaro River Rail Bridge

The concepts will be developed for the use of an interim trail in the short term and combined passenger rail, freight and trail in the longer term at the Capitola Bluffs, La Selva/Manresa Bluffs, and Harkins Slough Rail Crossing. The climate resiliency concepts at Pajaro River Rail Bridge will focus on passenger rail and freight rail only based on the assumption that a new separate bridge for a trail will be constructed across the Pajaro River and that active freight rail will continue in this area in the short as well as long term.

The first step in the study was to identify the climate hazards at these locations (Milestone 1). The results of the climate hazards analysis inform the climate resilient transportation concepts that could be evaluated moving forward. Some examples of climate resilient concepts that could be contemplated at each of these locations could include rock slope protection, beach nourishment, drainage improvements, and alignment modifications of the rail and trail infrastructure.

Milestone 2 involves developing climate resilient concepts at each location for both a short term and longer term transportation needs. Each concept considers a scenario under which existing facilities are protected or designed to adapt to future conditions. As appropriate, relocation of facilities will also be considered. Then each concept will be evaluated using a standard set of criteria to compare the benefits. The results of the evaluation will inform a selected preferred concept. The evaluation criteria include measures such as resilience to climate hazards, cost, environmental impacts, public access, active transportation benefits, and transportation benefits to transit-dependent and underserved populations.

The Draft Climate Resilience Plan will identify preferred concepts that can be incorporated in the project design and project next steps including environmental review. The plan will also incorporate a roadmap for implementation and potential funding sources. The Final Climate Resilience Plan will include a recommendation of a selected preferred design concept for each of the vulnerable sites for both the short and long term use.

Project Schedule:



Upcoming Public Input Opportunities (Milestone 2):

- Online Community Info Session: May 27 at 6:00 pm via Zoom (link available at [sccrtc.org](https://www.sccrtc.org)).
- In-Person Community Workshop: June 9 from 6:00 – 7:30 pm at the Aptos Grange Community Center.
- In-Person Community Workshop: June 10 from 6:00 – 7:30 pm at the Watsonville Civic Plaza Community Room.

To stay up to date with the plan progress visit:

<https://www.sccrtc.org/projects/rail/scbrlclimatestudy/> for updates and to sign up for the study's mailing list.

Email zeptrtCR@sccrtc.org with comments or questions.

Therefore, **Staff recommends that the Regional Transportation Commission receive information on the Planning for Climate Resilience of the Santa Cruz Branch Rail Line (SCBRL) Milestone 2 Study update.**

FISCAL IMPACT

There are no new fiscal impacts associated with receiving information on the Planning for Climate Resilience of the SCBRL Milestone 2 update. This planning study is funded by a Caltrans Sustainable Transportation Planning grant awarded in 2024 with a match in Measure D and RTC planning funds.

SUMMARY

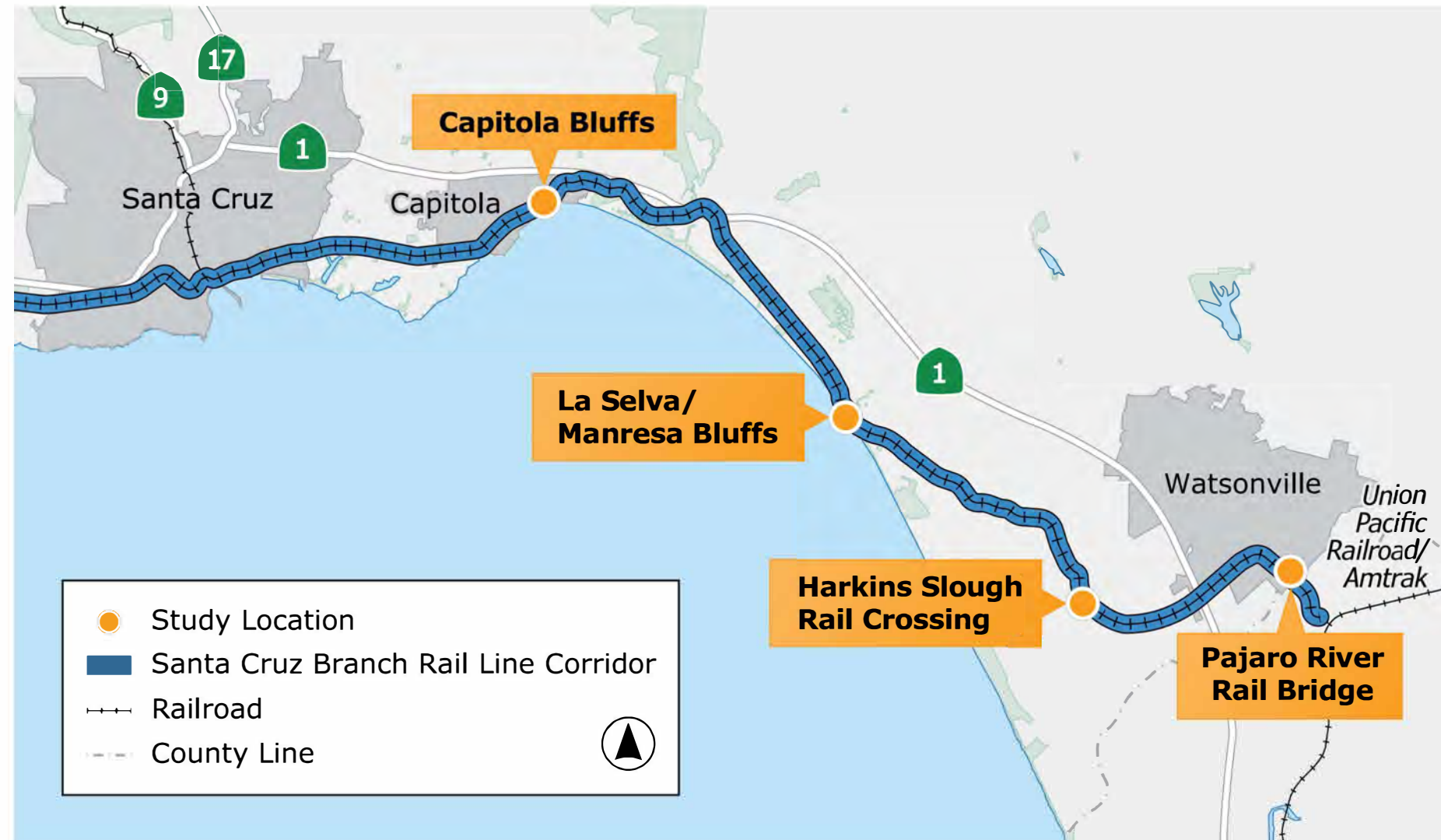
RTC staff was awarded a Caltrans Sustainable Transportation Planning grant to develop climate-resilient concepts for four vulnerable locations along the SCBRL, ensuring the long-term viability of this transportation asset. The current phase of the study, Milestone 2, is focused on providing information on climate hazards and gathering input on the design concept alternatives, and evaluation criteria.

ATTACHMENTS

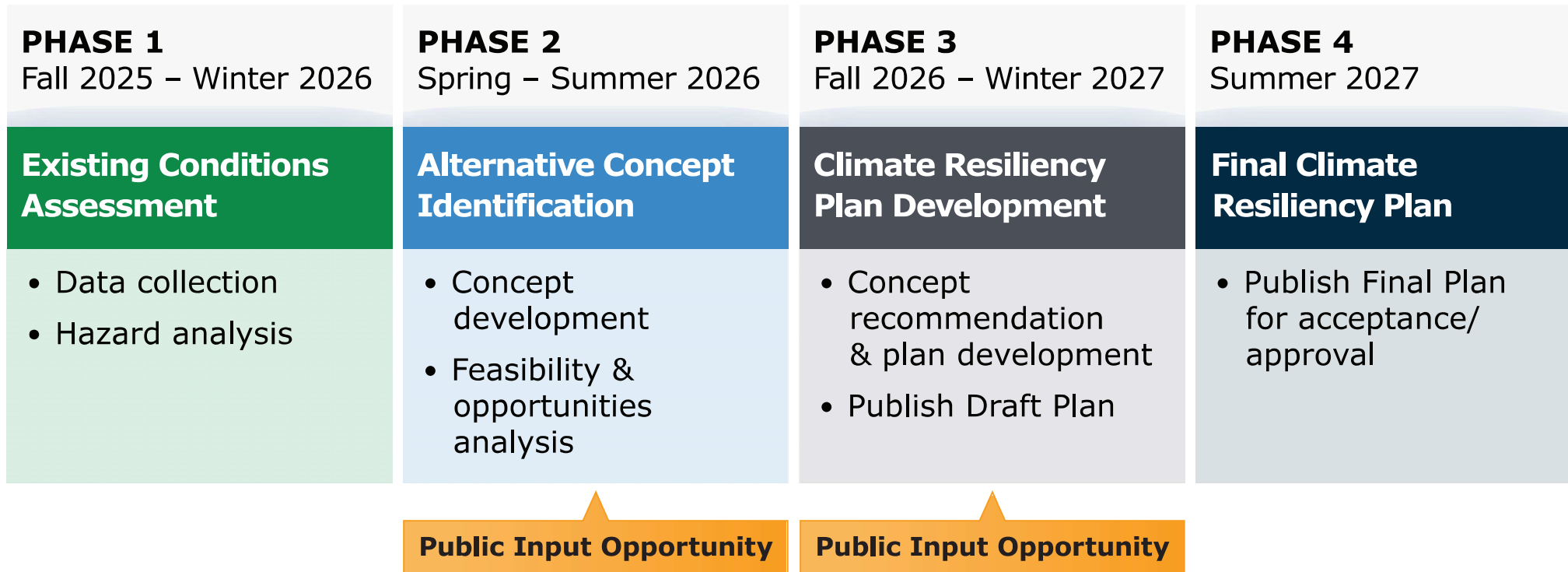
1. Milestone 2 Outreach Materials

What is the Climate Resilience Study?

- **Assesses climate threats** at the four most vulnerable areas of the Santa Cruz Branch Rail Line (SCBRL) corridor
- **Proposes and evaluates concepts** to make the SCBRL corridor more resilient to climate change impacts
- **Considers future transportation uses** of the SCBRL corridor:
 - Interim trail in the short-term
 - Passenger and freight rail alongside trail in the long-term (Zero Emission Passenger Rail and Trail Project)
- **Informs future decision making** of transportation projects at these locations

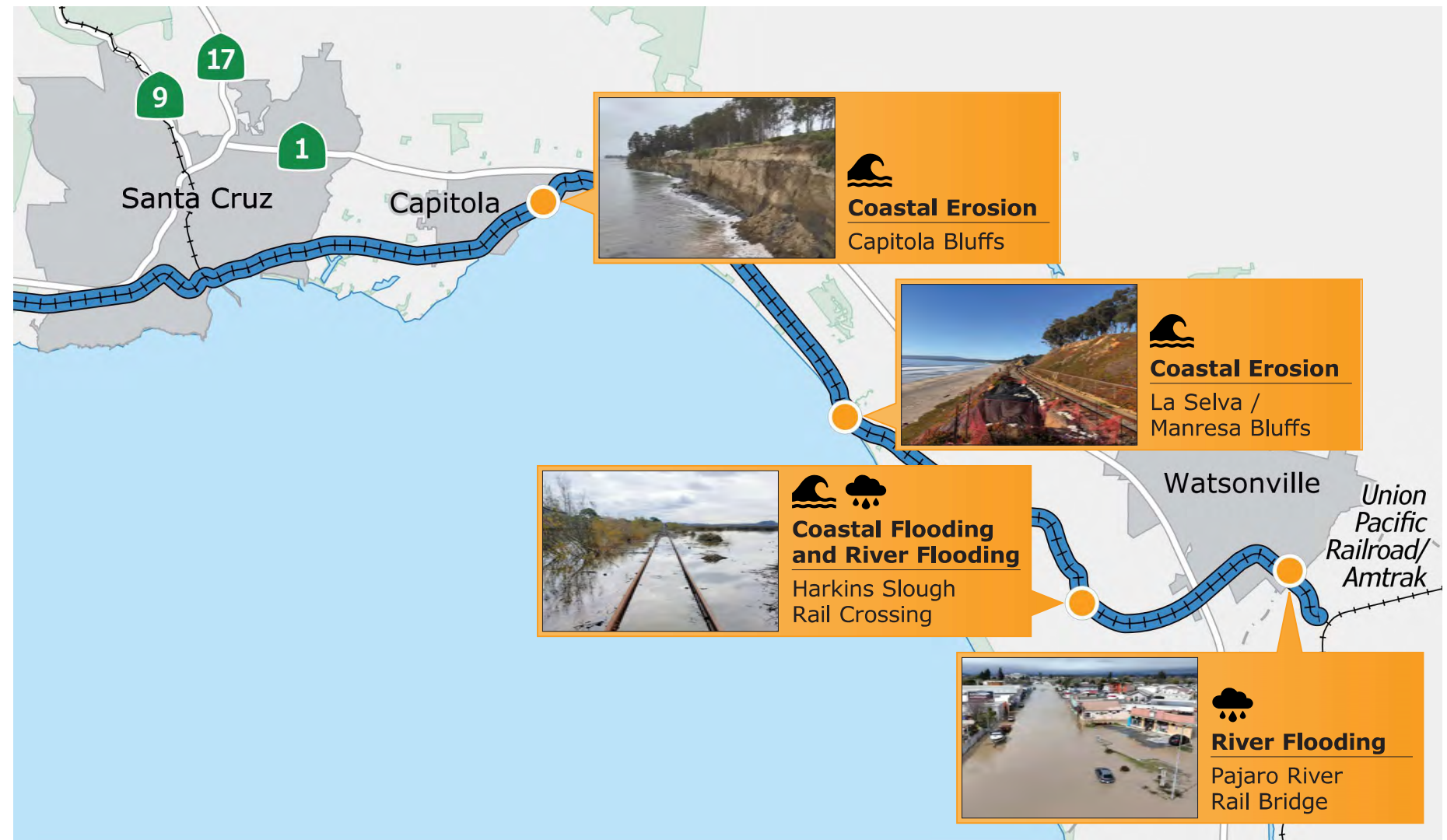


Climate Resilience Study Schedule



What are the Future Climate Hazards?

- Stronger storms, rising tides and coastal erosion are expected to intensify, requiring planning to ensure the future of our transportation corridors.
- Study looks at the conditions of the sites today and how they will change over time from the impacts of climate hazards.
- Climate hazards evaluated in this study include sea level rise, increased precipitation, waves and storm surge, coastal erosion, flooding, and wildfires.

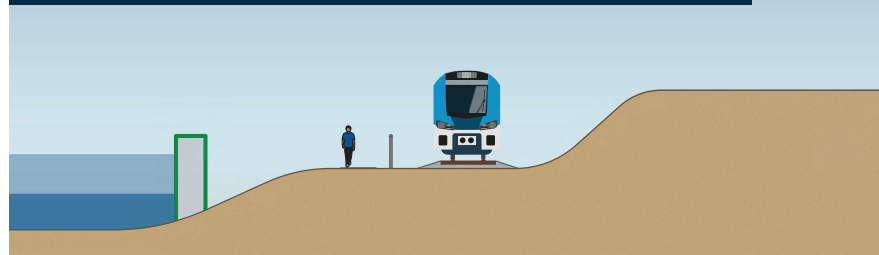


Coastal Erosion: Capitola Bluffs photo by City of Capitola. River Flooding: Pajaro River Rail Bridge photo by Josh Edelson/AFP, from Getty Images.

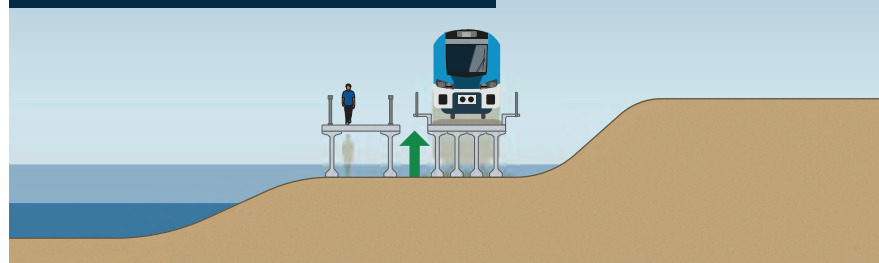
What Concepts are Being Considered?

- After understanding the hazards, the next step is to look at a range of options to address hazards at each site.
- The proposed Zero Emission Passenger Rail and Trail (ZEPRT) Final Project Concept rail and trail alignments are the baseline that alternatives will be considered against.
- RTC will consider **Protect/Accommodate/Retreat alternatives** to make sure a variety of options are considered, from measures that may protect infrastructure for short term and long term use of the corridor.

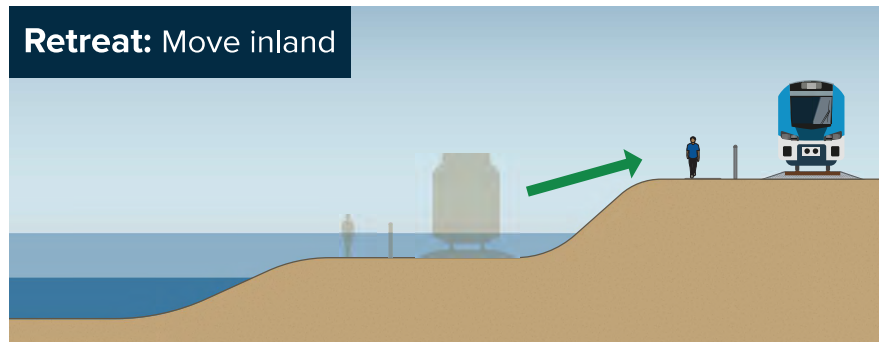
Protect: Retaining wall, vegetation, drainage, etc.



Accommodate: Floodproofing



Retreat: Move inland



What is a Concept?

The features or structures that make up how our transportation system is designed and built to improve the resilience of the infrastructure.

Examples



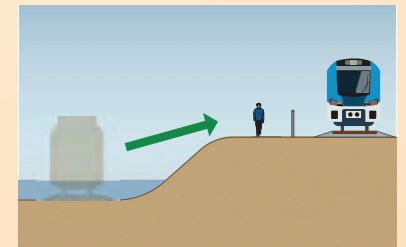
Drainage Improvements



Dune Creation/Revegetation



Viaduct



Relocation

Dune Restoration/Revegetation photo from Manhattan Beach Dune Restoration Project. Viaduct photo by Perry A. Dominguez.

What Timeframe Do We Plan For?

Two Projects Are Being Studied

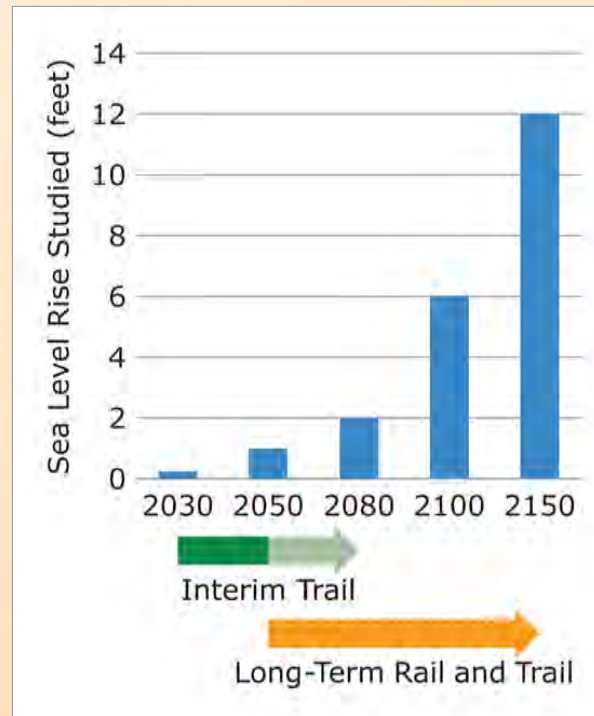
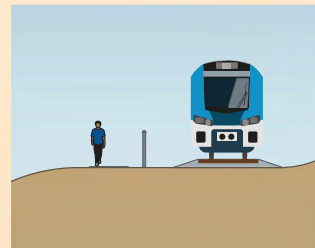
Interim Trail

- Assuming construction in **2030**
- Aiming to be resilient for 50 years (**through 2080**)



Long-Term Rail and Trail

- Assuming construction in **2050**
- Aiming to be resilient for 100 years (**through 2150**)



Concepts Can Vary Based on Project and Timeframe

The hazards vary over time, so some concepts will work better in the short term than in the long term.

The consequences of a temporary loss of service are more severe with a rail than for a trail.

Design and safety standards are different for a trail or a rail line.

Timeframes and phasing of the concepts will be discussed during the study's next Milestone.

Capitola Bluffs

Hazards and Concepts Overview

Hazards

What is going to happen?



Existing Conditions

Bluff erosion, mainly caused by waves.



Future Conditions

Sea level rise will cause more waves to hit the face of the bluff, increasing the rate of erosion.

The alignment is projected to be threatened around 2100 (with 6 feet of sea-level rise).

Concepts

What can we do about it?



1 Retaining Wall



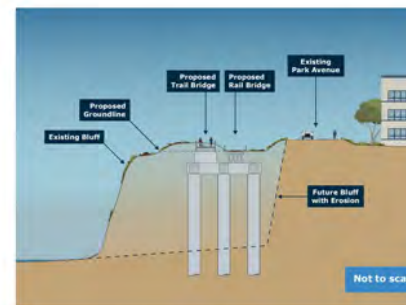
2 Rock Slope Protection



3 Beach Nourishment



4 Sand Retaining Groins



5 Buried Hillside Viaduct

Relocation

- 6 Park Avenue on Viaduct
- 7 Monterey Avenue on Viaduct

Existing Conditions photo by City of Capitola. Retaining Wall photo by DP Gadal/iStock. Rock Slope Protection photo from Pima Stone, LLC. Beach Nourishment photo by Jim West/Alamy Stock. Sand Retaining Groins photo by Jeff Gritchen, Orange County Register.

La Selva/Manresa Bluffs

Hazards and Concepts Overview

Hazards

What is going to happen?



Existing Conditions

Bluff erosion, mainly caused by rainfall and surface water runoff.



Future Conditions

Current erosion causes would continue, but sea level rise will cause more waves to hit the face of the bluff, significantly increasing the rate of erosion.

Concepts

What can we do about it?



1 Drainage Improvements



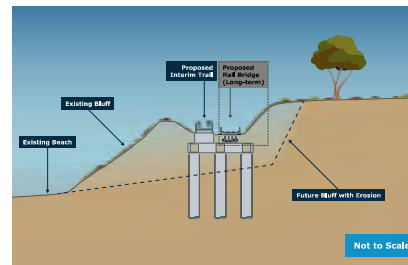
2 Vegetation Restoration

3 Dune Creation

These would appear similar to each other after constructed.



4 Rock Slope Protection



5 Buried Hillside Viaduct

Relocation

- 6 Freight and passenger rail to Highway 1 corridor, connects with SCBRL corridor at Buena Vista Drive
- 7 Freight rail at current alignment, passenger rail following Highway 1 corridor to Watsonville

Vegetation Restoration and Dune Creation photo from Wadulh Dunes Restoration Project.
Rock Slope Protection photo by Carlos Avila Gonzalez.

Harkins Slough

Hazards and Concepts Overview

Hazards

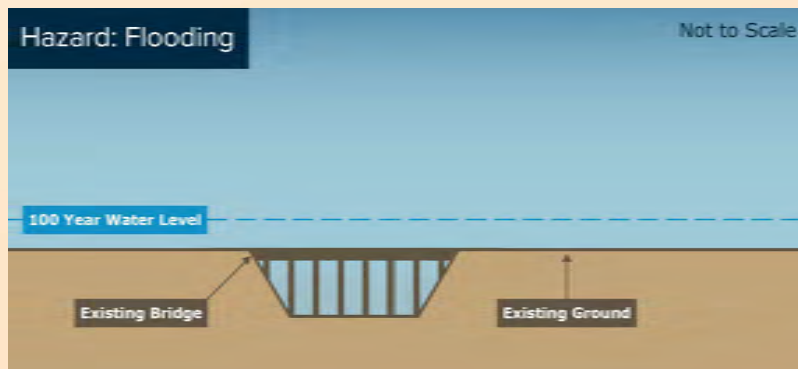
What is going to happen?



Existing and Future Conditions

Flooding overtops the embankment and the bridge in large storms. Currently this is mainly caused by stream flows. Climate change will result in flooding from both tidal backwater and stream flows.

Concepts shown at the location of the existing bridge.



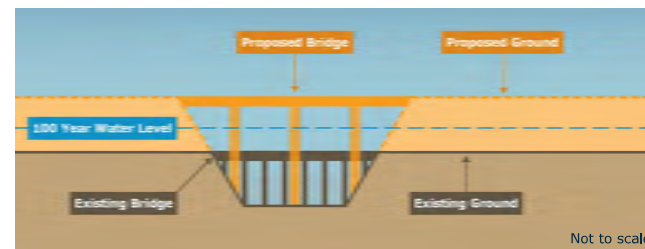
Existing and Future 100-year water levels are similar, so one is shown for simplicity.

Concepts

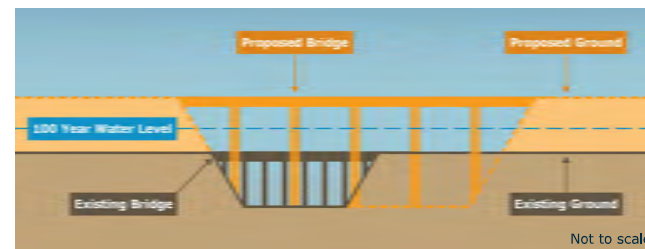
What can we do about it?

1 Rehabilitate/Retrofit Existing Bridge

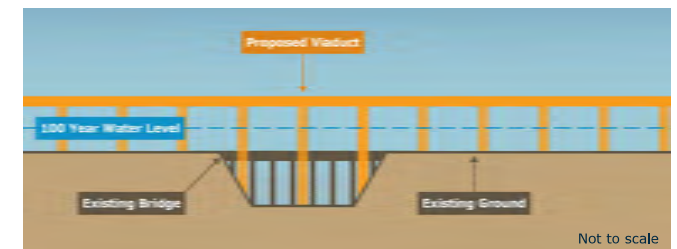
This only applies to interim trail.



2 Elevate Bridge — Same Opening Size



3 Elevate Bridge — Expand Opening



4 Viaduct Across Entire Slough

Relocation

- 5 Freight and passenger rail along San Andreas Road to Watsonville
- 6 Freight rail at current alignment, passenger rail to Highway 1 corridor to Watsonville

Pajaro River

Hazards and Concepts Overview

Hazards

What is going to happen?

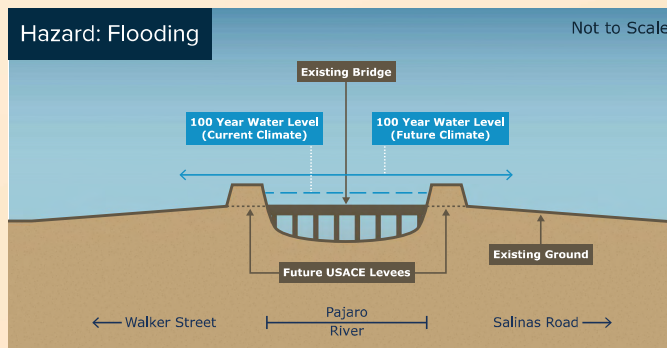


Existing Conditions

The bridge and channel are undersized for the 100-year flow.

Baseline Condition (with USACE Levees)

The water surface is higher but contained within the levees in the channel. The bridge is undersized when considering climate change impacts.

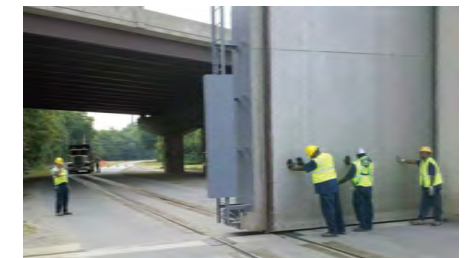
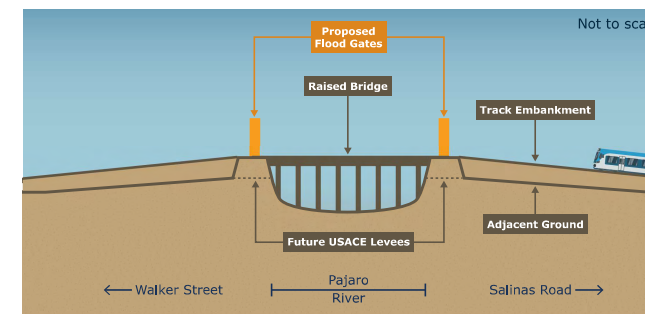


Future Conditions

With the USACE levee project and accounting for climate change, increased precipitation intensities would further raise the water levels in the Pajaro River over time. Sea level rise will have an impact but less than that of the increased precipitation.

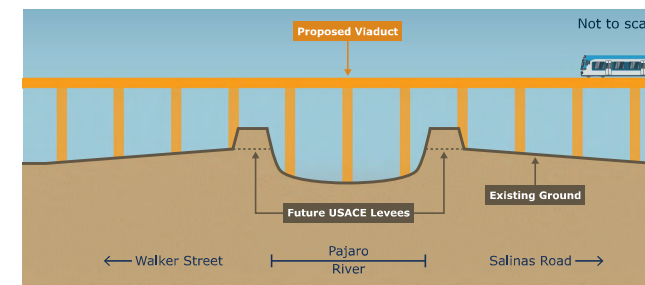
Concepts

What can we do about it?



1 Flood Gates

Flood gates would need to be closed when water levels from precipitation are high. There would be no rail service during those times.



2 Viaduct

Viaduct would need to continue west past Riverside Drive before it could come down to existing grades.

Relocation

3 Bridge crossing moved 1,500 feet southwest of existing rail bridge. Would require relocation of planned Watsonville Station, likely south on Riverside Drive

Flood Gates photo from City of Richmond Virginia.

TO: Santa Cruz County Regional Transportation Commission

FROM: Isabella Kressman, Real Property Specialist
Nick Fabbricino, Real Property Technician

RE: Contract Amendment for Graffiti Abatement Services on the Santa Cruz Branch Rail Line

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to amend agreement No. TP2157 with Graffiti Protective Coatings, Inc. for ongoing graffiti abatement services on the Santa Cruz Branch Rail Line right-of-way, to increase the contract budget by \$31,500 for a not-to-exceed value of \$148,000, replace Rate Sheet (Attachment 1, Exhibit A), and extend the contract term to June 30, 2027.

BACKGROUND

The RTC acquired the Santa Cruz Branch Rail Line (SCBRL) in 2012 for the purpose of providing transportation alternatives in Santa Cruz County. The RTC maintains the rail corridor north of active freight operations in Watsonville, between Mile Post (MP) 3 and MP 31.39. Rail corridor maintenance involves ongoing basic maintenance, including abatement of graffiti vandalism along the SCBRL.

In September 2022, the RTC entered into a 1-year independent contractor agreement with Graffiti Protective Coatings, Inc. (Contractor) for ongoing graffiti abatement services along the SCBRL corridor. The Contractor was the only responsive bid received through an informal bid process. RTC Staff have amended contract TP2157 three times to add contract funds and extend the term, amendments have been approved through the Chair of the Commission's Signing Authority.

DISCUSSION

Graffiti vandalism is generally a problem in Santa Cruz County. Once graffiti vandalism occurs, it is more likely to attract further vandalism while

impacting the community and affecting perceptions about public safety. The corridor is subject to recurring illegal graffiti vandalism of certain highly targeted signage and features. RTC Staff have observed that areas with graffiti are more likely to attract trespassers on the SCBRL corridor at night and higher incidences of dumping and litter. Contracting for regular bi-monthly patrols for graffiti abatement services provides the resources to regularly paint over the graffiti as soon as it occurs, deterring additional vandalism and preventing a public nuisance.

In 2022, RTC Staff prepared a request for quotes for graffiti abatement services which was sent to qualified contractors subject to the California Uniform Public Construction Cost Accounting Act (CUPCCAA). The contractor was the only responsive bidder and their rates were determined reasonable for bi-monthly patrols of agreed to routes at a flat monthly fee, which includes both labor and supplies for graffiti abatement. Amending the current contract to add an additional \$31,500 in funds and extending the contract term will allow RTC to continue graffiti abatement services within the SCBRL corridor until a new contract is procured.

The recommendation for adding funds to agreement No. TP2157 is consistent and justified under current RTC procurement policies. This contract was awarded through an informal bidding procedure, a request for quotes, subject to CUPCCAA. As of January 1, 2025, informally bid procurement through CUPCCAA applies to public projects less than \$220,000. The contract term will be less than the maximum allowed term of 5 years before the contract must be resolicited. These services will be reprocured in 2027 to comply with RTC procurement policy.

Staff recommends that the RTC approve a resolution (Attachment 1) authorizing the Executive Director to amend contract TP2157 for graffiti abatement services along the SCBRL corridor, to increase the contract budget by \$31,500 for a not-to-exceed value of \$148,000, update the Rate Sheet (Attachment 1, Exhibit A), and extend the contract term to June 30, 2027.

FISCAL IMPACT

There are no new fiscal impacts associated with amending contract TP2157. The staff recommendations are consistent with the approved preventative maintenance budget and Measure D Active Transportation category programming.

SUMMARY

The Santa Cruz Branch Rail Line corridor requires on-going maintenance to address illegal graffiti vandalism, which can impact public safety and attracts further vandalism and dumping in the corridor. The current Contractor has performed services satisfactorily and staff wish to continue receiving services under the current agreement; therefore, staff recommends amending contract TP2157, to increase the contract budget by \$31,500 for a not-to-exceed value of \$148,000, replace Contract Rate Sheet, and extend the contract term to June 30, 2027.

Attachments:

1. Resolution
 - A. Contract Rate Sheet

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE AGREEMENT WITH GRAFFITI PROTECTIVE COATINGS, INC. FOR GRAFFITI ABATEMENT SERVICES ALONG THE SANTA CRUZ BRANCH RAIL CORRIDOR TO ADD \$31,500 IN COMPENSATION FOR A NOT-TO-EXCEED VALUE OF \$148,000, REPLACE CONTRACT RATE SHEET, AND EXTEND THE CONTRACT TERM TO JUNE 30, 2027

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Line (Branch Line) in October 2012;

WHEREAS, the RTC has ensured continuation of freight service with an agreement with a rail operator, implemented recreational rail service, has begun construction of a bicycle and pedestrian path and completed studies on potential additional uses of the branch rail line right-of-way;

WHEREAS, the RTC maintains the Branch Line north of active freight operations;

WHEREAS, illegal graffiti vandalism within the Santa Cruz Branch Rail Line corridor impacts public safety and attracts further vandalism and dumping in the corridor, and needs to be addressed on an ongoing basis; and

WHEREAS, staff proposes to continue using the services of Graffiti Protective Coatings, Inc. for work that requires additional compensation and time until a new contract is procured.

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

The Executive Director is authorized to amend the agreement No. TP2157 with Graffiti Protective Coatings, Inc. for graffiti abatement services along the Santa Cruz Branch Rail corridor to increase the budget by \$31,500 for an amount not to exceed \$148,000, replace Contract Rate Sheet, and extend the contract term to June 30, 2027.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: Contract Rate Sheet

Distribution: RTC Fiscal, RTC Project Manager, Contractor



April 15, 2026

To: Nicolas Fabbicino, SCCRTC

From: Carla Lenhoff, GPC Inc.

Re: Contract Amendment Updated Rates

The updated rates accounting for a 2.3% CPI increase are as follows:

Cost (RENEWAL TERM WITH 2.3% INCREASE)

A) Twice a month patrol of routes per bid, inclusive of all costs including materials, is \$2,537/month.

B) Hourly Fee is \$131/hr plus \$36/gallon paint & \$36/gallon graffiti remover products. Add \$153 mobilization charge per day crew is dispatched.

Kindly reach out with any questions or concerns.

Carla Lenhoff, President
Graffiti Protective Coatings, Inc.
(323) 428-3530 cell

TO: Regional Transportation Commission (RTC)

FROM: Max Friedman, Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission accept the [Final North Coast Transportation Demand Management \(TDM\) Plan Report](#).

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 population of people using 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. 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.

This agenda item represents completion of Milestone 3 and recommends Commission acceptance of the North Coast TDM Plan.

DISCUSSION

The [Final North Coast TDM Plan](#) provides a coordinated framework to enhance safety, access, and travel options along the North Coast. Key elements of the Plan include:

- Overall TDM Plan Vision and Objectives;
- Analysis of existing conditions and identifying community concerns;
- Evaluation of traveler behavior & needs and development of traveler profiles;
- Comprehensive set of strategies made up of a combination of projects, programs, and services to manage transportation demand;
- 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.

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.

- **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 or 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, four 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.

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

visitation. **Staff recommends that the Commission receive and accept the North Coast TDM Plan.**

FISCAL IMPACTS

There are no fiscal impacts associated with acceptance of the North Coast TDM Plan at this time. Acceptance 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. Acceptance 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.

ATTACHMENTS:

1. North Coast TDM Executive Summary
2. North Coast TDM Priority Projects Concept Sheets

Santa Cruz County

North Coast Transportation Demand Management (TDM) Plan



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?



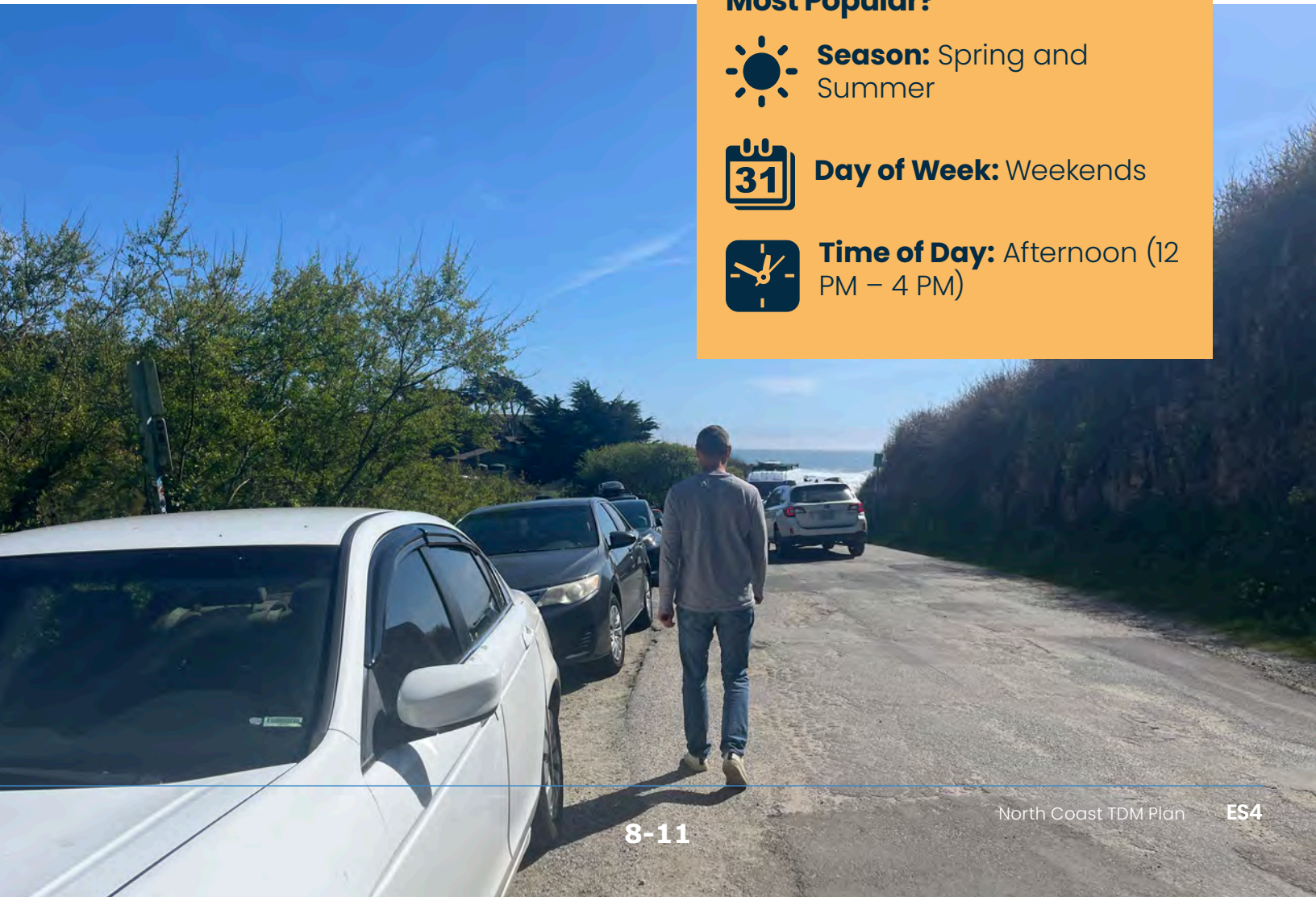
Season: Spring and Summer



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



Well Planned Vehicle Access



Clear Signage and Traveler Information



Convenient Transit



Park Once Supportive Facilities

Projects, Programs, and Services

Specific implementable actions organized by category

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

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

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

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

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

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, four 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

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

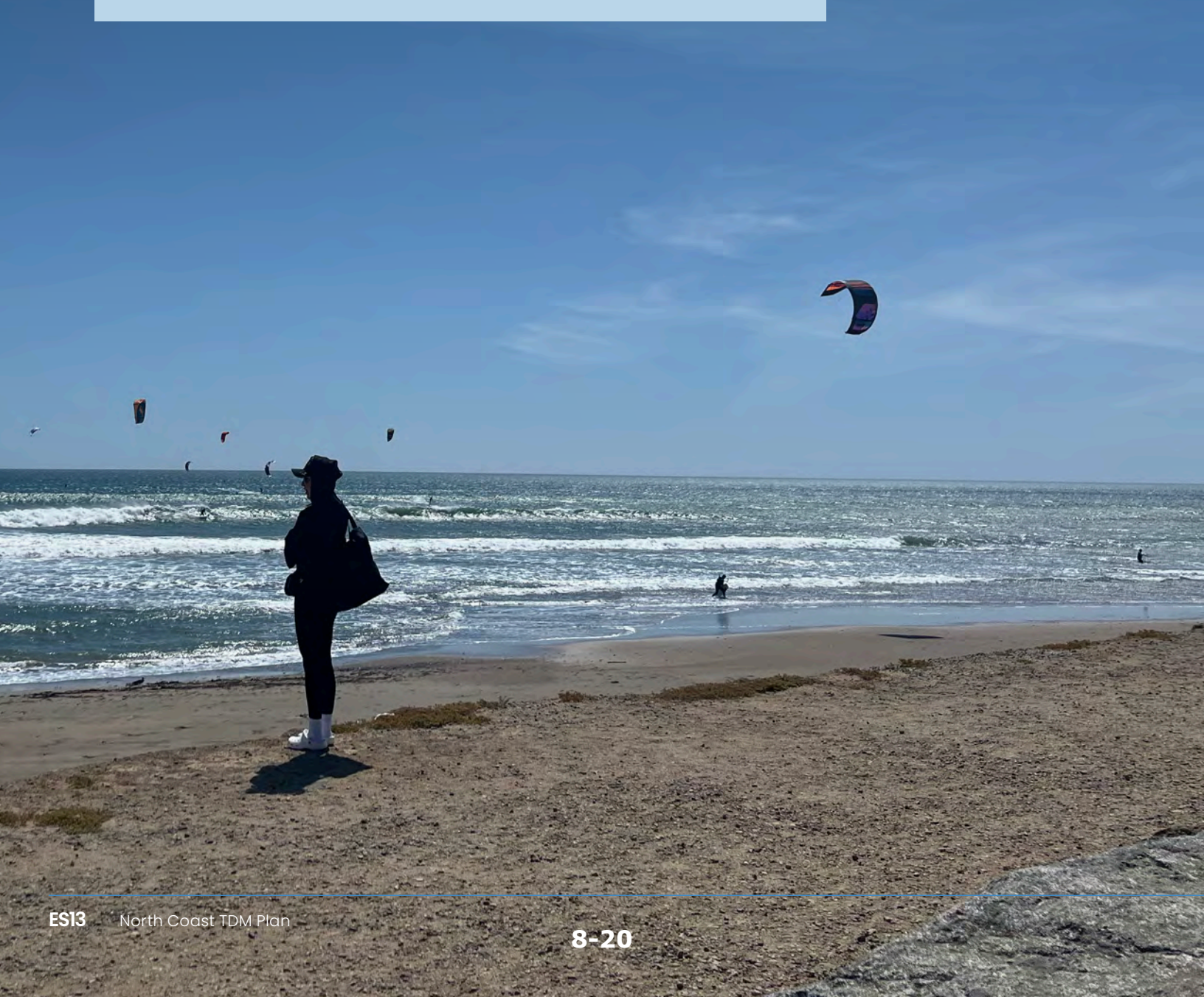
The North Coast TDM Plan outlines a phased implementation strategy including short-, medium-, and long-term TDM projects, programs, and services to align with funding availability, staffing capacity, and interagency coordination needs. Early actions focus on lower-cost, high-impact improvements such 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.	• 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

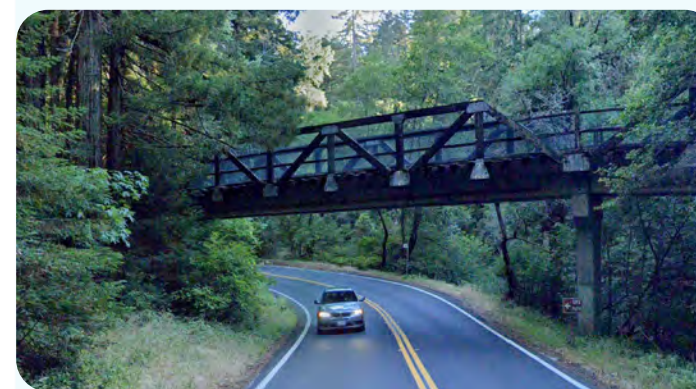


Photo 2. Cross Marin Trail Overcrossing Sir Francis Drake Blvd. - Marin County, CA



Photo 3. Trail Underpass

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

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

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 Coast's "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.



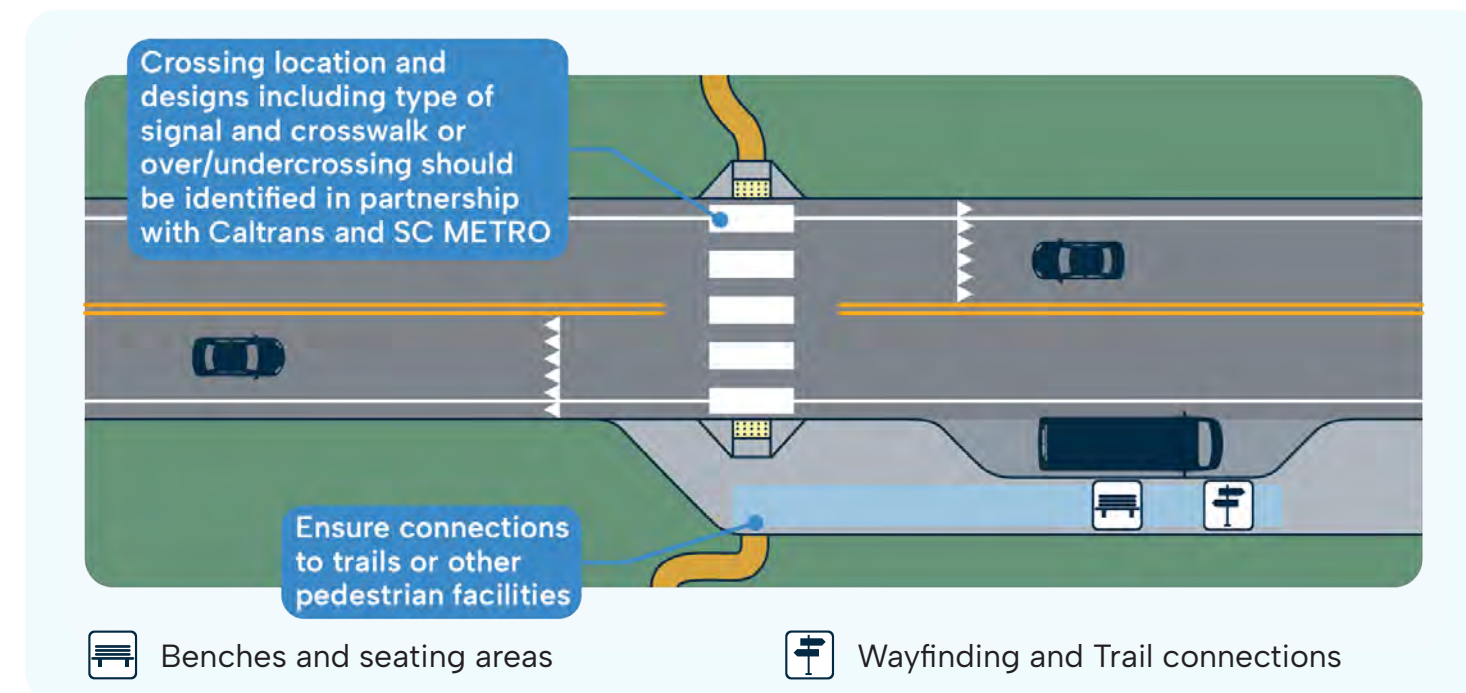
Goals Addressed

- 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



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

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

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.



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

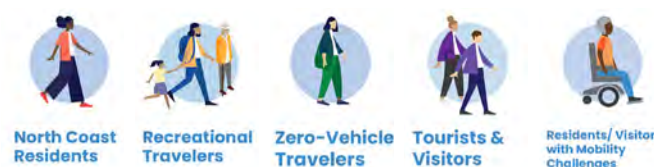
- Elevated trail
- ~8ft wide, bike and pedestrian use
- Bridged or cantilivered off of SR-1
- Highly constrained areas
- Highest cost



Goals Addressed

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

User Needs Addressed



Case Study Examples



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



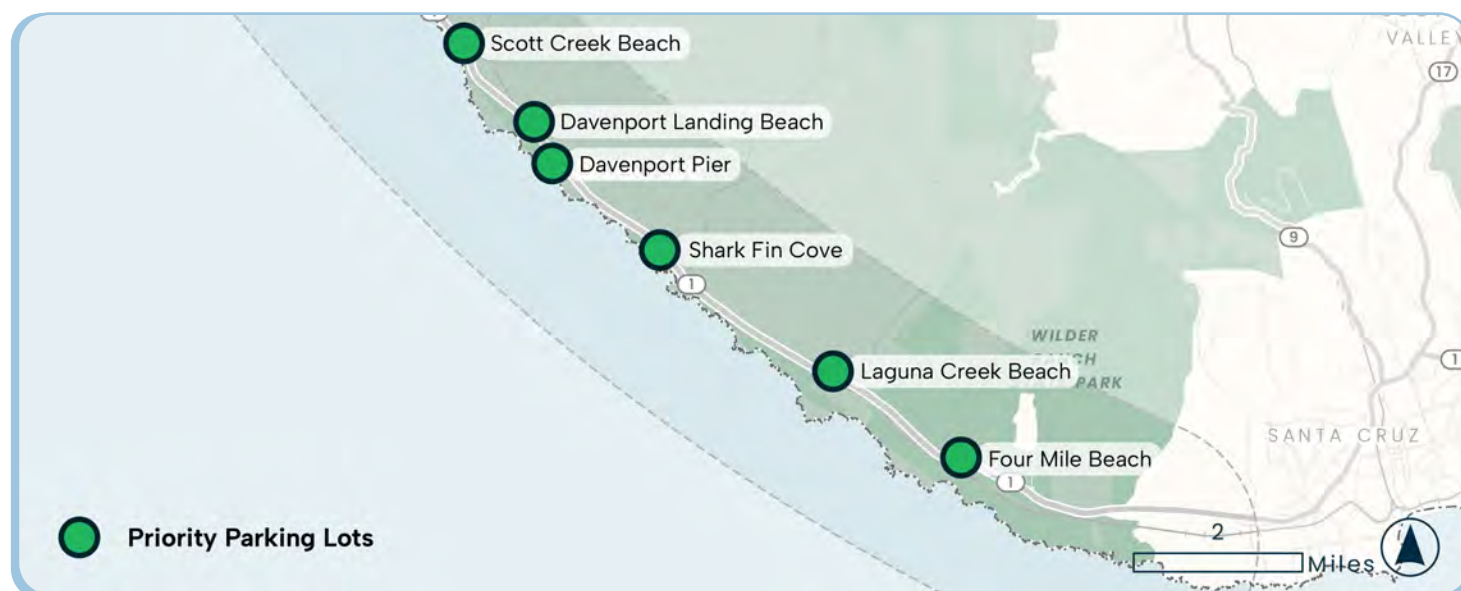
Photo 6. Midcoast Multi-Modal Trail - San Mateo County, CA

Requires coordination with all Priority Projects

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 as bathrooms. Construction should prioritize high-demand locations with fewer feasibility constraints first.



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 required to be effective.
- Parking areas should have be opened sunrise to sunset. Operating hours should be enforced.
- Maintenance required.

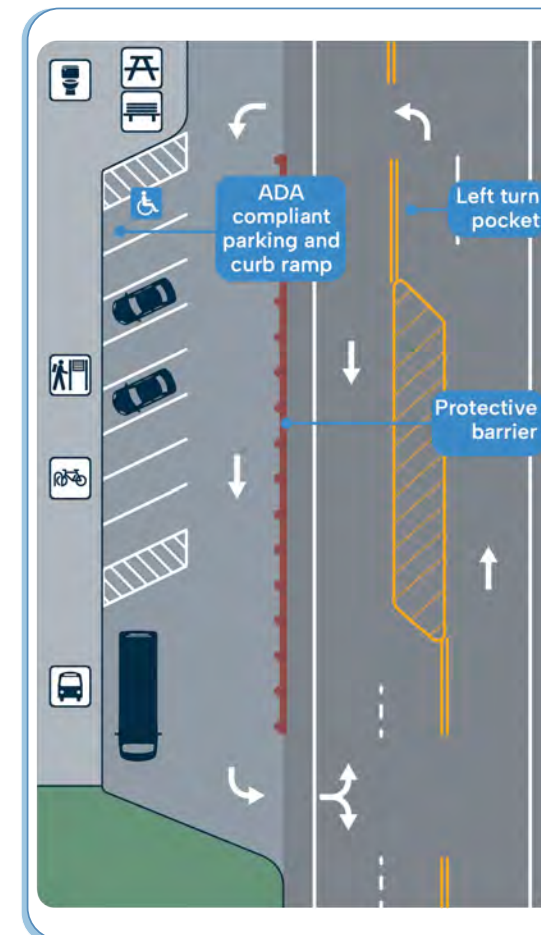
Goals Addressed

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

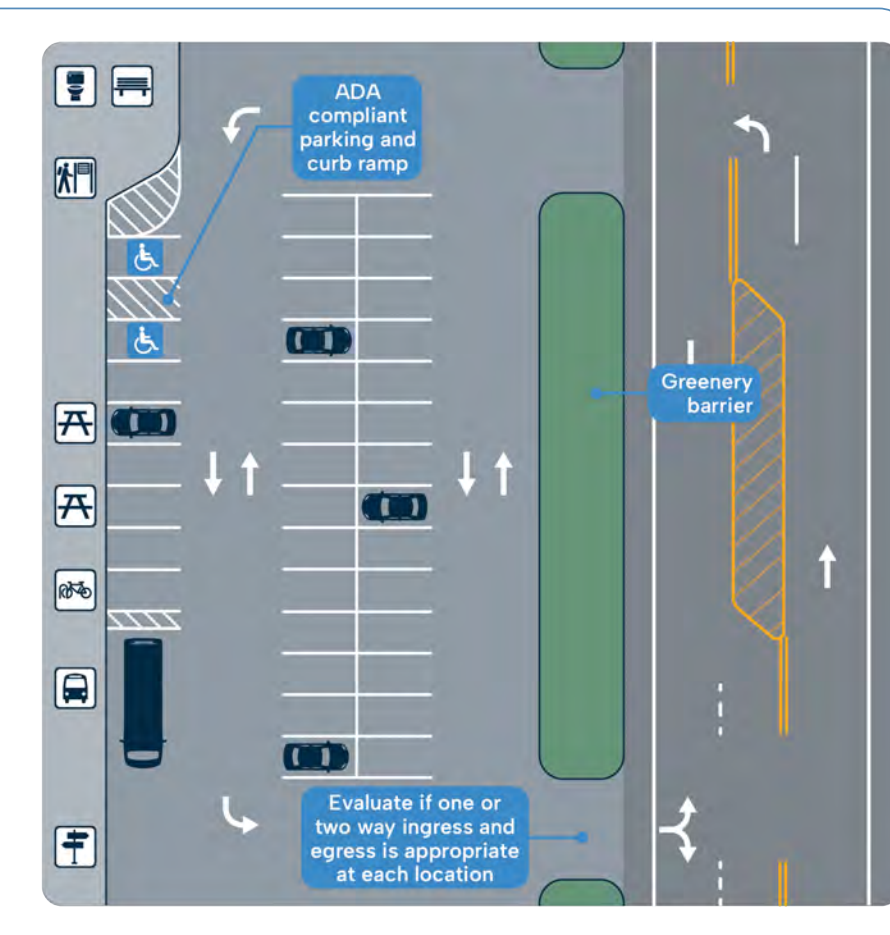
User Needs Addressed



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

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

AGENDA: June 11, 2026

TO: Regional Transportation Commission (RTC)

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 Regional Transportation Commission serving as the Service Authority for Freeway Emergencies (RTC SAFE) accept the attached 2025 Annual Report for the Safe on 17 Safety Corridor Program and receive information on a new Highway 17 collision dashboard 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

The 2025 Safe on 17 Annual Report summarizes:

- collision and citation trends
- supplemental CHP enforcement activities
- highway safety improvement projects
- public outreach efforts
- economic analysis of collisions
- other corridor safety initiatives along the Highway 17 corridor

In addition to the annual report, staff developed a new [Highway 17 collision dashboard](#) to improve public and stakeholder access to corridor safety information. The dashboard includes interactive collision data, mapping tools, and trend analysis intended to support ongoing safety monitoring 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 is 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	+500%
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 ([Attachment 1](#)).

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 2](#)). 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 includes updated information on ongoing and planned safety improvement projects in both Santa Cruz and Santa Clara Counties. These projects include but are not limited to pavement surface treatments and drainage improvements as well as the development of the State Route 17 Comprehensive Multimodal Corridor Plan to address safety, reliability, and multimodal accessibility throughout the corridor.

FISCAL IMPACT

The RTC SAFE funds are generated from a \$1 fee per year on all vehicles registered in Santa Cruz County and are used to pay for motorist aid programs and services. Funds are included in the approved RTC budget and the Safe on 17 program does not have any additional fiscal impacts.

SUMMARY

The 2025 Safe on 17 Annual Report ([Attachment 1](#)) summarizes the work completed by CHP, Caltrans, RTC, and other partner agencies to improve safety along the Highway 17 corridor. The report includes information on supplemental CHP enforcement activities, collision and citation trends, highway safety improvement projects, Safe on 17 Task Force coordination efforts, public information and outreach activities, analysis of the economic impacts associated with corridor collisions, and a new Highway 17 collision dashboard developed to improve access to corridor safety data and support ongoing safety analysis.

Attachment

1. 2025 SAFE on 17 Annual Report

Safe on 17

Highway 17 Safety Corridor

2025 Annual Report

January 1, 2025, to December 31, 2025



METROPOLITAN
TRANSPORTATION
COMMISSION



Prepared by the Santa Cruz County Regional Transportation Commission

INTRODUCTION

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force in 1999. The task force was convened to identify conditions and behaviors contributing to collisions on the corridor and to recommend and implement solutions. The task force drew from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced enforcement, engineering (capital improvements), signing and striping, public education and awareness.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate average achieved during the 36-month period funded by an Office of Traffic Safety (OTS) grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety, and a traffic operations system all contribute to improving safety on Highway 17. The task force collects data to measure the outcome of these efforts, benchmark progress and monitor where additional improvements may be needed.

Funding for extra CHP enforcement has been provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) in the combined amount of \$100,000 per year since 2002. In May 2019, the RTC SAFE approved \$50,000 annually in Measure D funds to augment \$50,000 in annual SAFE funds for additional CHP enforcement on Highway 17 in Santa Cruz County and to cover inflationary cost increases in hourly rates.

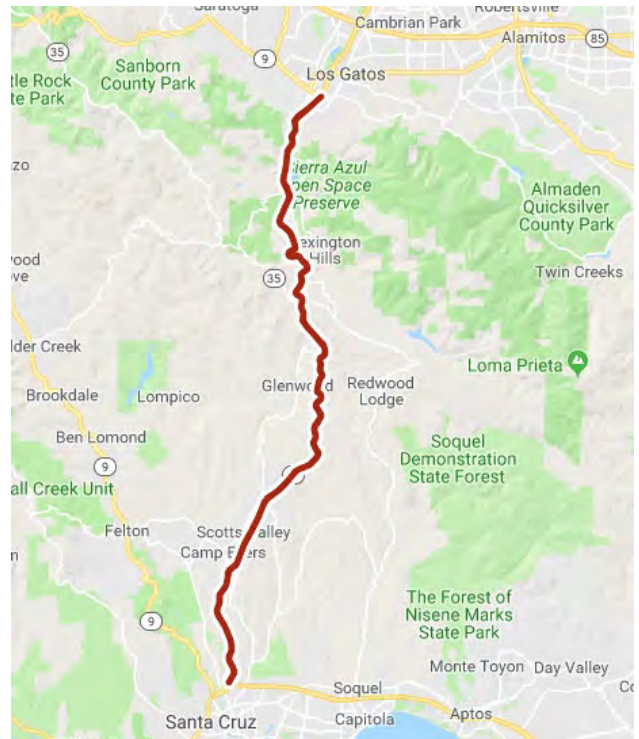


Figure 1 - Map of Highway 17 Corridor

2025 Highway 17 Summary of Facts

- There were 606 total collisions on Highway 17.
- There were 5 fatal collisions and 222 injury collisions.
- Injury collisions occurred most frequently in March.
- CHP issued 1,200 overtime citations and logged 935 overtime hours.

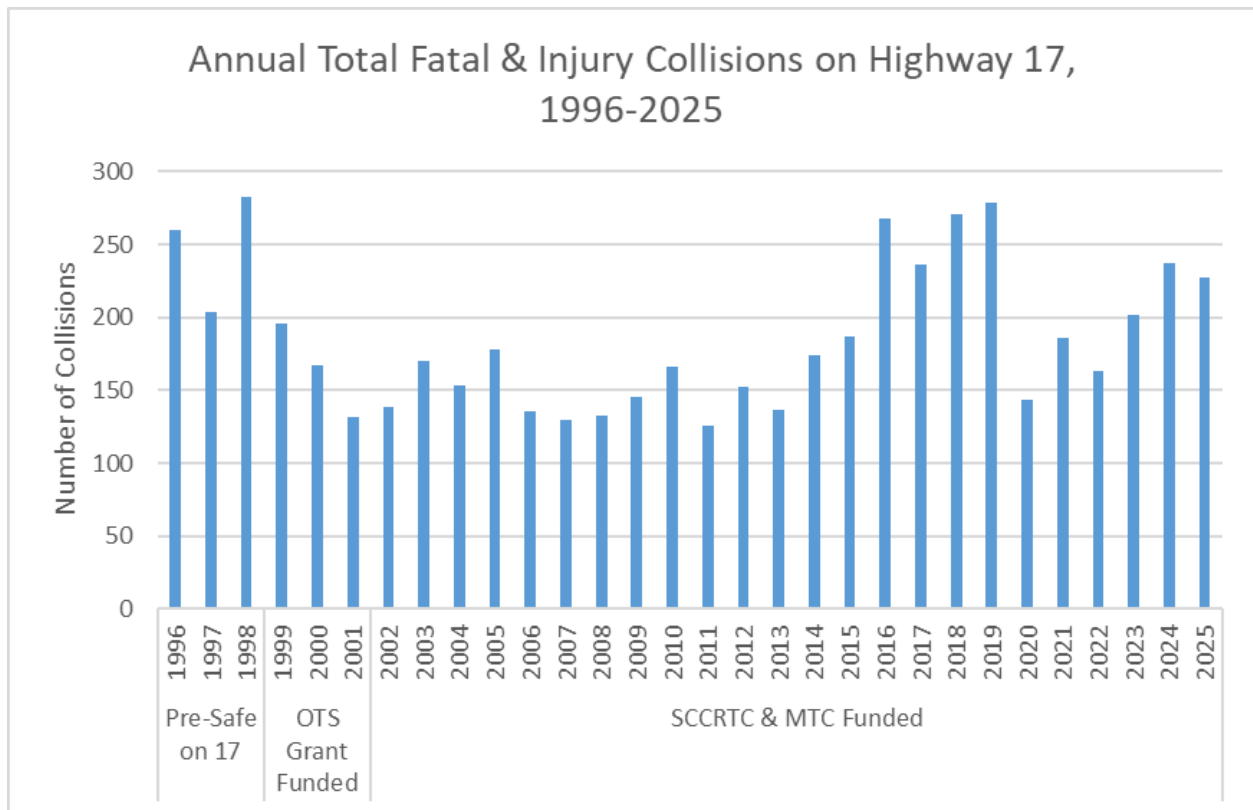
HIGHWAY 17 SAFETY OVERVIEW

Collision Data and Trends

There were 606 total collisions reported on Highway 17 in 2025, representing a 12% decrease compared to 2024. Of the total collisions reported, 222 involved injuries and 5 involved fatalities. Property damage only (PDO) collisions accounted for approximately 63% of all reported collisions along the corridor. Injury collisions decreased approximately 6% compared to 2024, while fatal collisions increased from zero reported fatalities in 2024 to five fatal collisions in 2025.

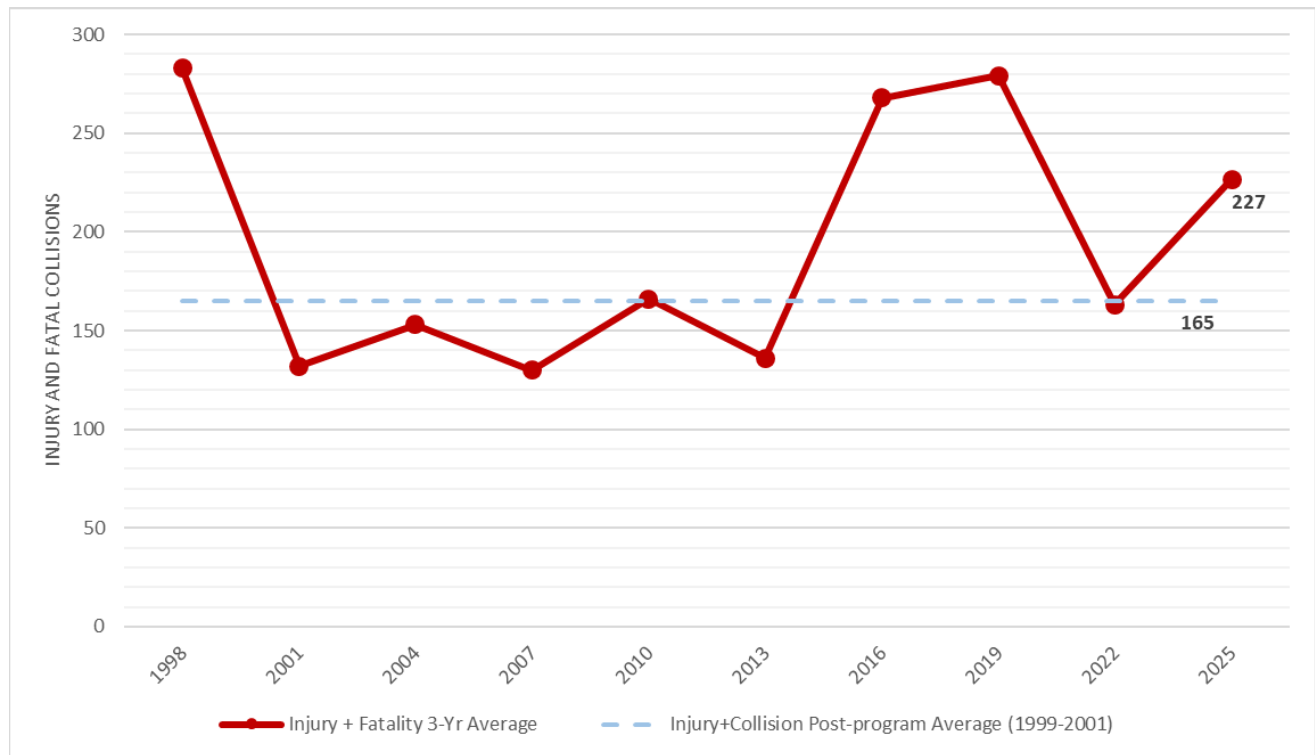
Figure 2 shows the annual injury and fatal collision data between 1996 and 2025. Injury and fatal collisions have decreased an average of 31% annually since 2019, when such collisions reached a program high of 279 collisions. There was a significant decrease in 2020, from 279 to 143, a near 50% decrease, due to the COVID-19 pandemic. Since 2020, annual injury and fatal collisions have been on a steady increase towards the program high in 2019.

Figure 2: Annual Injury & Fatal Collisions (1996 – 2025)



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 227, which exceeds the Task Force goal by 35%. Figure 3 shows the 3-year injury and fatal collision average between 1998 and 2025.

Figure 3: 3 Year Average Injury + Fatal Collisions (1996 – 2024)



Highway 17 Collision Summary (2025)			
Collision Type	Santa Cruz County	Santa Clara County	Total Corridor
Property Damage Only	122	257	379
Injury Collisions	79	143	222
Fatal Collisions	3	2	5
Total Collisions	204	402	606

Collision activity on the Santa Cruz County side was highest during the second and fourth quarters of 2025, with injury collisions peaking between April and June. Approximately two-thirds of all Highway 17 collisions occurred on the Santa Clara County side of the corridor. Collision activity was highest during the first and fourth quarters of the year.

Partner agencies continue monitoring collision trends, roadway conditions, and operational data to identify opportunities for targeted enforcement, roadway safety improvements, traveler information enhancements, and coordinated emergency response efforts aimed at reducing fatal and serious injury collisions on Highway 17.

Rainfall and Weather Impacts

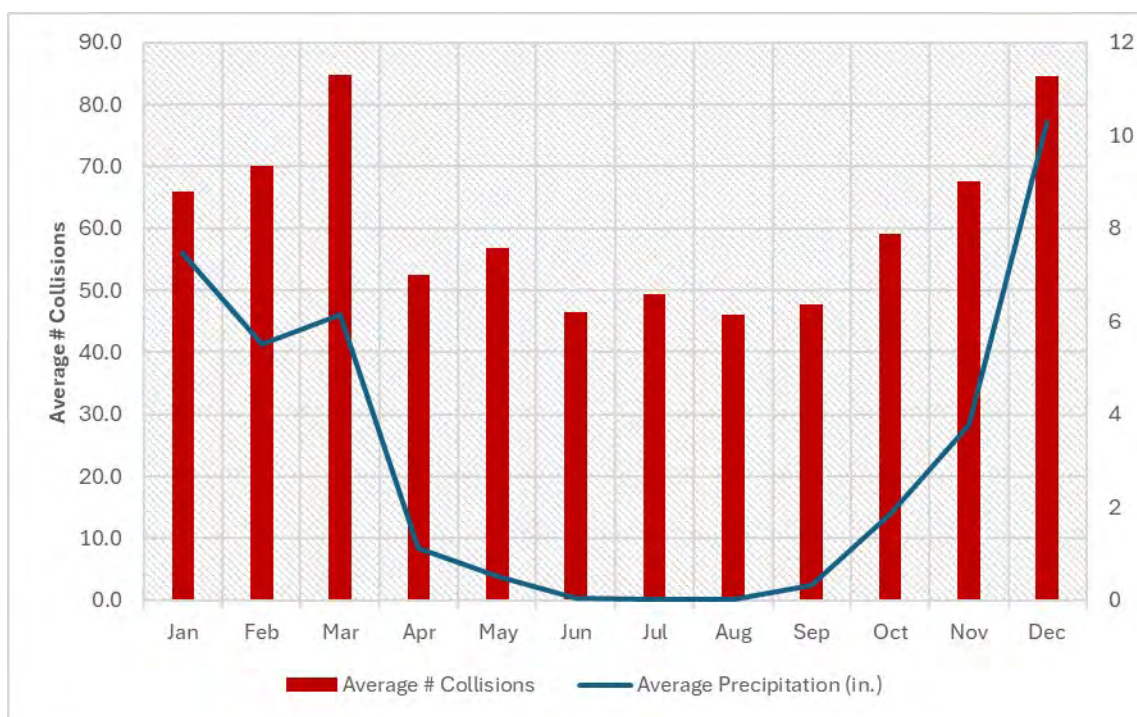
External factors may also influence the total number of collisions. Wet weather is considered to increase traffic collisions due to slippery pavement and decreased visibility of the roadway. Increased injury and fatal collisions tend to coincide with wet weather.

Annual rainfall was 25.1 inches in 2024 and 29.44 inches in 2025. Average annual rainfall in Santa Cruz County is 30.36 inches. In addition, the average annual rainfall over the past five years (2021 through 2025) was 37.12 inches and collisions have increased significantly over that period.

In Santa Clara County, annual rainfall was 16.04 inches in 2025, and 23.09 in 2024. Average annual rainfall in the county is between 15 and 21 inches. Average rainfall over the past 5 years (2021 through 2025), was 15.35 inches.

Severe, prolonged storms are projected to increase with climate change, and Santa Cruz County may see an increase in severe weather events, as it has in the past 5 years. In February 2023, there was a 3 day period where the NOAA Los Gatos weather station recorded snowfall, of around 9 inches, causing significant travel disruptions and closures on Highway 17.

Figure 4: 5-Year Monthly Average Precipitation + Collisions



[Highway 17 Collision Dashboard](#)

To improve public and stakeholder access to corridor safety information, RTC staff developed a Highway 17 collision dashboard displaying five years of collision data collected through the Statewide Integrated Traffic Records System (SWITRS). The dashboard allows users to filter collision data by year, jurisdiction, collision severity, and collision type. The dashboard also includes an interactive map and corresponding graphs and tables intended to support ongoing safety analysis, interagency coordination, and public understanding of collision trends along the Highway 17 corridor.

Prepared by the Santa Cruz County Regional Transportation Commission

The Highway 17 Collision Dashboard can be accessed via the following link:
<https://sccrtc.maps.arcgis.com/apps/dashboards/b90ce94f9c4d46cbb13a77f17398b26e>

ECONOMIC IMPACT OF COLLISIONS

Overview

SR-17 is classified as a high-collision corridor by the California Department of Transportation (Caltrans). Property damage only (PDO) collisions are the most common type of reported collision in the Statewide Integrated Traffic Records System (SWITRS). To quantify the cost of PDO collisions, an average regional deductible of \$750.00 was used along with the average PDO claim severity from the California Department of Insurance (CDI), adjusted for inflation. In California, PDO collisions must be reported if damages are over \$1000 and are entered into the SWITRS database. Drivers will pay the \$750 deductible (on average), and insurers make up the remaining cost, \$2439 on average, per PDO collision. According to the NHTSA, 23% of collisions are paid directly by involved drivers. 54% of collisions are covered by private insurers. The remaining 23% is split between the government and other sources.

To estimate the broader economic and societal impacts associated with injury and fatal collisions, the Federal Highway Administration (FHWA) Crash Cost for Highway Safety Analysis framework was used in combination with regional adjustment factors provided by Caltrans. Highway 17 experiences a high concentration of collisions involving injuries and fatalities, resulting in significant economic and societal impacts throughout the corridor.

The FHWA-Caltrans crash cost framework incorporates both immediate and long-term impacts associated with collisions.

- Immediate Costs:
 - o Emergency response
 - o Damage to highway infrastructure
 - o Vehicle repair
 - o Insurance claims and administration costs
 - o Lost wages
- Ongoing Costs:
 - o Loss in economic productivity
 - o Ongoing medical costs
 - o Quality of life impacts

Results

The analysis estimated approximately \$1.6 billion in total collision impacts along Highway 17 across Santa Cruz and Santa Clara Counties between 2020 and 2025. Each collision has an associated estimated impact based on severity, as provided by the Crash Cost model. Based on this, a fatal collision has an estimated impact of \$10,436,547.

Between 2020-2025, insurers paid an average of \$866,211 in Santa Cruz County and \$466,874 in Santa Clara County, per year, for all collisions on Highway 17. Drivers paid \$238,250 in Santa Cruz County, and \$140,125 in Santa Clara County per year, for all collisions on Highway 17.

CHP ENFORCEMENT ACTIVITIES

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along the entirety of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road. The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements.

Highway 17 CHP Enforcement and Citations (2025)			
Enforcement and Citations	Santa Cruz County	Santa Clara County	Total Corridor
Overtime Enforcement Hours	681	254	935
Overtime Citations	930	270	1200
Regular Citations	2,086	3,281	5367

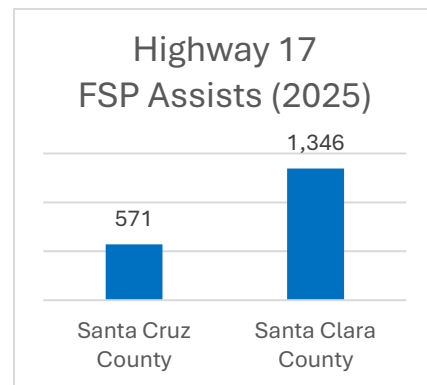
FREEWAY SERVICE PATROL



The Regional Transportation Commission (RTC) coordinates the Freeway Service Patrol (FSP) program on the Santa Cruz County side of highway 17 and Metropolitan Transportation

Prepared by the Santa Cruz County Regional Transportation Commission

Commission (MTC) coordinates FSP on the Santa Clara County side. The Santa Cruz County FSP program provides towing service free of charge to stranded motorists on Highway 17 from Mount Hermon Road to Summit Road and Highway 1 from Highway 9 to State Park Drive during high traffic periods. The goal of the FSP program is to reduce non-recurrent congestion caused by disabled vehicles, collisions, and debris on freeways.



Recent Annual Average Daily Traffic (AADT) data indicates a shift from historic traffic patterns which consisted of a morning and afternoon peak to an overall incline and decline throughout the day. The RTC is adjusting the service schedule to more closely align with current traffic patterns which will significantly increase the efficiency of the service.

Highway 17 Beat 1 (Santa Cruz County side - RTC)		
Days of Operation	Shift Type	Hours
Wednesday – Friday	Morning Shift	7:00AM – 10:00AM
	Afternoon Shift	2:30PM – 5:30PM
Saturday, Sunday, & Holidays	10:00 AM – 4:00 PM	

Highway 17 Beat 32 (Santa Clara County side - MTC)		
Days of Operation	Shift Type	Hours
Monday - Friday	Morning Shift	5:30AM – 7:30PM
Saturday & Sunday	12:30 PM – 7:30 PM	

CALL BOX DECOMMISSIONING AND REMOVAL

The RTC currently oversees approximately 65 call boxes located along State Routes 1, 9, 17, 129, and 152. Approximately 19 of these RTC owned call boxes are located along State Route 17. Roadside call box usage along Highway 17 has continued to decline significantly as motorists increasingly rely on cell phones and in-vehicle communication systems for roadside assistance. In March 2026, the RTC approved the decommissioning and removal of roadside call boxes on highways within Santa Cruz County, including call boxes located along Highway 17. As part of the decommissioning process, RTC staff has terminated maintenance and cellular services and begun the process of bagging the call boxes prior to their eventual removal from the Caltrans right-of-way. Call boxes in Santa Clara are not managed by RTC and are in turn are not being decommissioned or removed.

EMERGENCY RESPONSE

Highway 17 incidents often require coordination between the California Highway Patrol (CHP), Caltrans, local fire agencies, Freeway Service Patrol, emergency medical personnel, and other relevant responding agencies. The Safe on 17 Task Force continues to discuss incident response coordination, roadway closures, traveler information systems, and opportunities to improve safety along the corridor. Traveler information systems such as Cruz511 and Caltrans QuickMap, changeable message signs, and social media alerts are utilized to provide real-time information to motorists during incidents and roadway closures.

EDUCATION AND PUBLIC INFORMATION

RTC SAFE, MTC SAFE, CHP, and Caltrans continued providing public information related to safe driving on Highway 17 throughout 2025. Public outreach efforts included social media updates, traveler information systems, media interviews, traffic advisories, lane closure alerts, and public safety messaging focused on reducing collisions and improving motorist awareness along the corridor.

Traveler information was provided through Cruz511, Caltrans QuickMap, CHP incident reporting systems, social media platforms, and changeable message signs (CMS) located along Highway 17 near Scotts Valley, Los Gatos and the Santa Cruz/Santa Clara County line. These systems were used to provide motorists with information related to collisions, roadway closures, weather conditions, travel delays, and ongoing construction activities.

CHP also continued public education efforts through community outreach events, motorcycle safety events, and driver education programs. CHP Santa Cruz hosted “Start Smart” workshops for teen drivers and their parents, as well as “Age Well, Drive Smart” workshops focused on senior driver safety.

SAFE ON 17 TASK FORCE MEETINGS



The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments. There were two meetings in 2025 – March 19th and October 15th both hosted by SCCRTC in Santa Cruz.

In 2025, 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 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, Safe on 17 meetings are combined with RTC Traffic Operation Systems Oversight Committee meetings. There is a significant overlap in membership in these committees and subject matter. Traffic operation systems elements such as closed-circuit television cameras and changeable message signs can be tools for enhancing safety on the Highway 17 corridor and require coordination between the separate CHP and Caltrans jurisdictions covering the Highway 17 safety corridor.

HIGHWAY SAFETY IMPROVEMENTS

Caltrans has a comprehensive process for evaluating and constructing the projects that provide the greatest benefit to the motoring public. In 2025, Caltrans continued to make improvements to Highway 17 to improve safety with the following projects:

Completed Projects

SR 17 Truck Overturn Repairs

This project, located in the southbound lanes of Highway 17 south of Sugarloaf Road in Santa Cruz County, repaired pavement damaged by a truck overturn collision, repaired a retaining wall, and reconstructed guardrail. Construction began in October 2025 and was completed in December 2025.

Ongoing Projects and Studies

SR 17 Comprehensive Multimodal Corridor Plan

Caltrans is developing a Comprehensive Multimodal Corridor Plan (CMCP) for State Route 17 between Highway 1 in Santa Cruz County and the Interstate 280/880 interchange in San Jose. The plan is intended to address increasing challenges related to congestion, safety, climate resiliency, emergency response, and multimodal access along the corridor. The CMCP will build on previous corridor planning efforts and work with regional and local agencies, stakeholders, and communities to develop a long-range vision for the corridor. The plan will also evaluate opportunities for bicycle, pedestrian, transit, freight, and operational improvements to support multimodal accessibility and improve corridor reliability and safety.

SR 17 Pavement Surface Treatment

This project, located at four locations within Santa Cruz County, including the northbound lanes of Highway 17 between the Highway 1 on-ramp and the Pasatiempo Drive off-ramp, will install Non-Rubberized Open Grade Friction Course pavement. Construction is currently scheduled to begin in Summer 2027 and be completed in Summer 2028.

SR 17 Drainage Improvements

This project, located at 13 locations between the Highway 1/17 intersection in Santa Cruz County and just south of Summit Road, will replace or repair drainage systems along the corridor. Construction is currently scheduled to begin in Spring 2029 and be completed in Spring 2030.

SR 17 Replace Culverts

This project, located near Summit Road of Highway 17 in Santa Cruz County, will restore the functionality of two drainage systems in poor condition. Construction is currently scheduled to begin in Summer 2028 and be completed in Fall 2028.

SR 17 Traffic Management Systems Maintenance Projects

This project, located at five locations on Highway 17 between south of Granite Creek Road and just south of Summit Road, and at one location near Emeline Avenue on Highway 1 in Santa Cruz County, will replace two Changeable Message Signs (CMS), two Closed-Circuit Television (CCTV) cameras, one Traffic Census Station on Highway 17, and one Vehicle Detection System on Highway 1. Construction is currently scheduled to begin in Summer 2027 and be completed in Fall 2027.

SR 17 Bicycle/Pedestrian and Wildlife Crossing Project

This project, located on Highway 17 between post miles 4.10 and 5.80 in Santa Clara County, will construct a bicycle/pedestrian and wildlife crossing across Highway 17. Construction is currently scheduled to begin in Spring 2027 and be completed in Fall 2028.

Bridge Rail Replacement and Upgrade Project

This project, located on Highway 17 in Los Gatos, will upgrade bridge rails at the Santa Cruz Avenue Undercrossing and Main Street Overcrossing to meet current crash and safety standards. Construction began in Summer 2024 and is currently scheduled to be completed in Summer 2026.

SR 17 Corridor Congestion Relief Project

This project will implement corridor congestion relief improvements and upgrade the Highway 17/Highway 9 interchange in the Town of Los Gatos. Proposed improvements may include modifications to on- and off-ramps, improvements to Highway 17 mainline lanes and shoulders to reduce bottlenecks, implementation of transportation technology systems, and bicycle and pedestrian improvements. Construction is currently scheduled to begin in Fall 2029 and be completed in Winter 2031.

Highway 17 Bicycle and Pedestrian Overcrossing at Blossom Hill Road

This project will construct a bicycle and pedestrian overcrossing at Blossom Hill Road in the Town of Los Gatos. The project is intended to improve bicycle and pedestrian mobility, encourage active transportation, and enhance safety for all modes of travel between Roberts Road West and Roberts Road East. Construction is currently scheduled to begin in Winter 2026 and be completed in Winter 2027.

CONCLUSION AND NEXT STEPS

There were 5 fatal collisions and 222 injury collisions reported on Highway 17 during 2025. While the total number of collisions and injury collisions decreased compared to 2024, fatal collisions increased during the year.

Partner agencies continued implementing a combination of supplemental CHP enforcement, roadway safety improvements, traveler information systems, public education efforts, and interagency coordination strategies aimed at improving safety on Highway 17. CHP enforcement, public education campaigns, changeable message signs, and traveler information systems also continued to support ongoing efforts to encourage safe driving behaviors along the corridor.

In 2025, the RTC also expanded corridor safety analysis efforts through the development of a Highway 17 collision dashboard and an economic impact analysis of collisions on the corridor. The analysis estimated approximately \$1.6 billion in economic and societal impacts associated with collisions on Highway 17 between 2020 and 2025, demonstrating the significant regional impacts associated with roadway collisions.

As the Safe on 17 Program continues to evolve, RTC staff will work with partner agencies to evaluate opportunities to modernize the goals and objectives of the Safe on 17 Task Force to better align with Vision Zero principles and California's Safe System Approach. Potential updates may include establishing measurable collision reduction targets, identifying strategies to reduce speeding and dangerous driving behaviors, strengthening coordination around enforcement and roadway safety

improvements, and aligning future program objectives with the “5 Es” of transportation safety: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies.

RTC staff and partner agencies will also continue exploring legislative and policy opportunities related to automated speed safety systems and other strategies intended to reduce speeding and improve safety on Highway 17, particularly in constrained segments of the corridor where traditional enforcement can be challenging.

ATTACHMENTS

Attachment 1: Summary of Annual Highway 17 Collision Data

Attachment 2: Summary of Extra CHP Enforcement Hours

Attachment 3: Economic Impact of Collisions on Highway 17

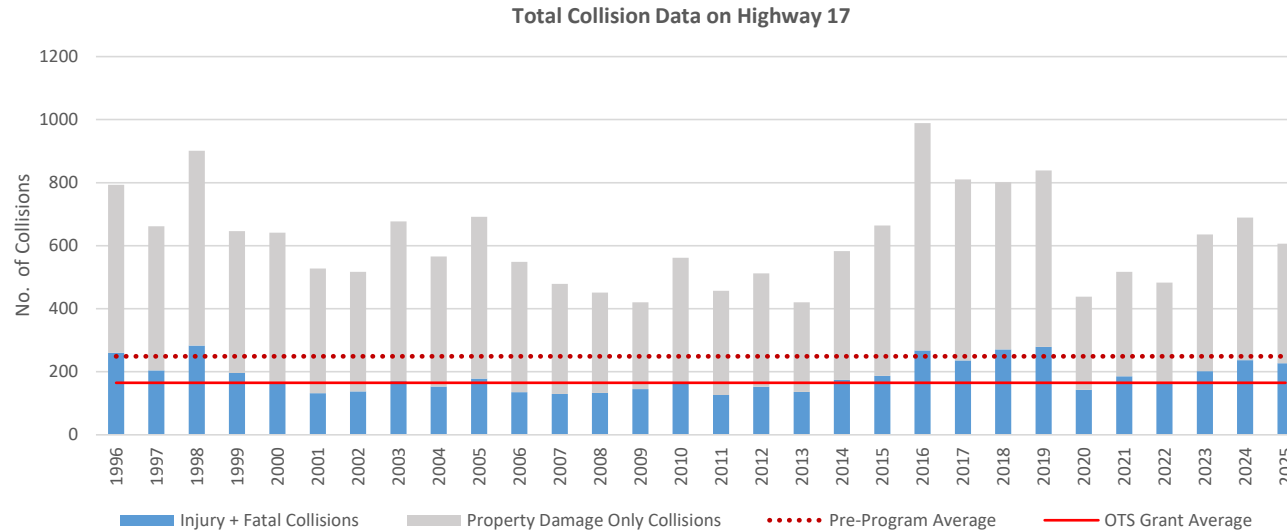
Attachment 4: [Highway 17 Collision Dashboard](#)

Highway 17 Collision Data 1996-2025

Year	Pre-Safe on 17						OTS Grant Funded						SCCRTC & MTC Funded													
	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	123	49	84	44	85	58	74
Fatal	5	4	0	1	0	5	0	4	1	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0
Total	385	408	284	378	435	466	335	311	315	326	225	303	190	327	218	459	218	348	207	485	185	364	163	316	180	271
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133	

*PDO=Property Damage Only

NOTE: Annual Average Injury and Fatal Collision prior to SAFE on 17 Program = 249; 3-Year Average Injury and Fatal Collision during OTS Grant period = 165



Highway 17 Collision Data 1996-2025

SCCRTC & MTC Funded																																		
Year	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	123	152	144	252	149	182	135	225	133	151	178	231	237	240	259	462	267	307	252	278	251	309	129	166	183	148	177	143	271	163	287	165	257	122
Injury	36	107	61	103	42	84	42	108	65	69	62	109	94	93	121	145	105	130	126	143	146	129	82	57	103	81	87	71	116	81	151	86	143	79
Fatal	0	2	1	1	0	0	1	1	1	1	2	1	0	0	2	0	1	0	1	1	3	1	4	0	1	1	2	3	2	3	0	0	2	3
<i>Total</i>	<i>159</i>	<i>261</i>	<i>206</i>	<i>356</i>	<i>191</i>	<i>266</i>	<i>178</i>	<i>334</i>	<i>199</i>	<i>221</i>	<i>242</i>	<i>341</i>	<i>331</i>	<i>333</i>	<i>382</i>	<i>607</i>	<i>373</i>	<i>437</i>	<i>379</i>	<i>422</i>	<i>400</i>	<i>439</i>	<i>215</i>	<i>223</i>	<i>287</i>	<i>230</i>	<i>266</i>	<i>217</i>	<i>389</i>	<i>247</i>	<i>438</i>	<i>251</i>	<i>402</i>	<i>204</i>
Total Collisions	420		562		457		512		420		583		664		989		810		801		839		438		517		483		636		689		606	
Hwy 17 Injury and Fatal Collisions	145		166		126		152		136		174		187		268		236		271		279		143		186		163		202		237		227	

*PDO=Property
Damage Only

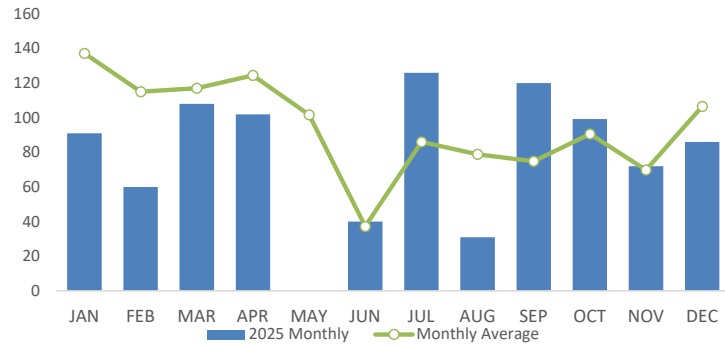
Total California Highway Patrol Extra Enforcement Hours Worked

Highway 17 Extra Enforcement Hours, 2005-2025

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	AVG 23-25
JAN	30	43	6	84	31	32		84	49	48	38	134	50	102	98	-	227	146	142	81	91	137
FEB	28	47	98	48	0	24		115	92	72	47	42	82	77	133	122	170	136	74	136	60	115
MAR	48	34	115	83	0	28	170	102	105	148	80	36	0	41	174	160	127	63	94	194	108	117
APR	82	55	42	20	36	28	320	107	186	148	81	121	145	86	190	95	154	82	91	194	102	125
MAY	82	24	159	3	66	43	267	128	172	100	151	188	165	51	133	199	104	79	94	130	-	102
JUN	101	207	167	50	28	66	112	198	140	419	49	70	69	28	81	38	-	25	73	12	40	37
JUL	124	97	108	90	52	33	109	0	87	32	62	95	34	0	54	144	-	-	72	60	126	86
AUG	164	60	112	142	151	51	139	6	109	113	64	64	28	0	54	43	-	154	57	74	31	79
SEP	175	68	69	42	238	26	137	135	97	160	86	60	101	36	102	100	59	79	45	72	120	75
OCT	108	415	30	55	90		89	130	42	81	58	66	16	0	65	264	87	123	54	90	99	91
NOV	140	187	298	206	248		100	124	75	102	72	112	80	36	36	91	56	70	24	127	72	70
DEC	250	79	272	621	51		86	129	0	80	48	93	137	63	67	180	89	156	60	142	86	107
TOTAL	1,331	1,315	1,474	1,443	989	330	1,528	1,257	1,152	1,503	836	1,080	907	520	1,186	1,434	1,071	1,113	878	1,312	935	1062

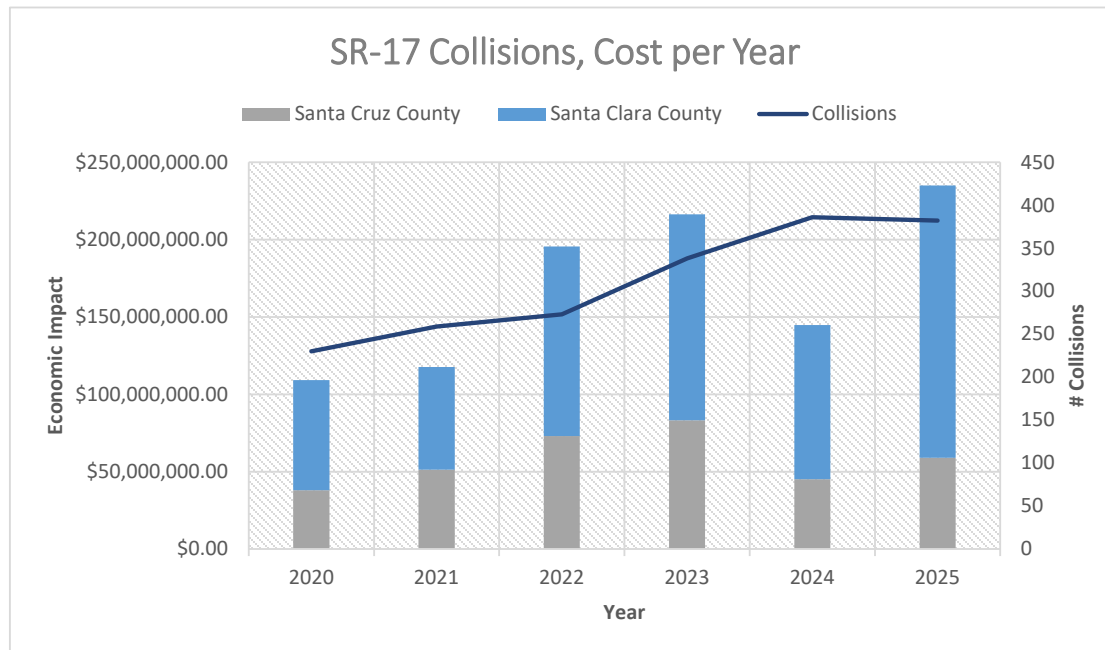
 Moratorium on extra enforcement by Governor due to state budget crisis.

**CHP Extra Enforcement Hours Worked by Month
2025 vs Monthly Average**

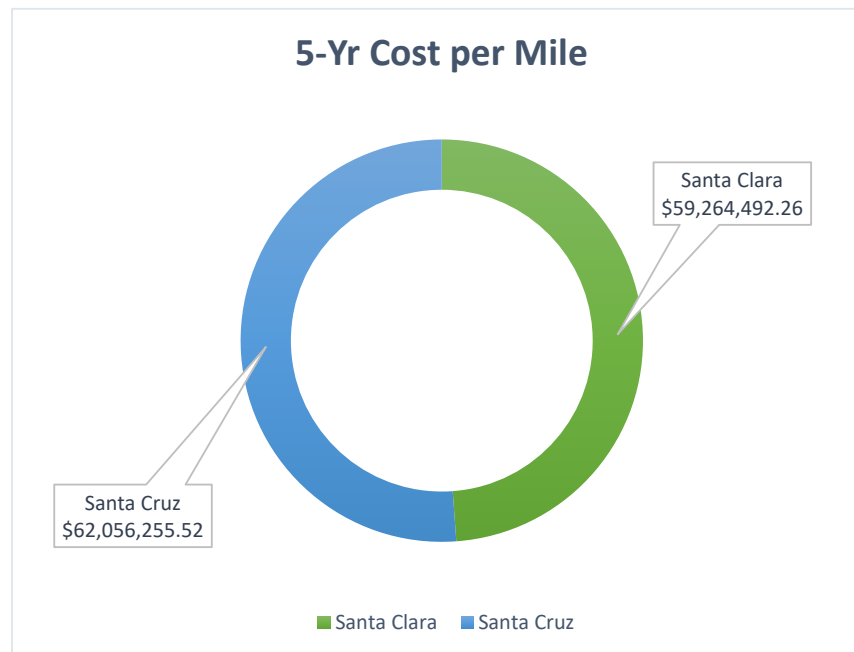


Highway 17 Economic Impact - 2020-2025

Year	2020		2021		2022	
Santa Clara/Santa Cruz	SCL	SCZ	SCL	SCZ	SCL	SCZ
Cost (Fatalities)	\$10,436,547.00	\$0.00	\$10,436,547.00	\$10,436,547.00	\$41,746,188.00	\$20,873,094.00
Cost (Disabling)	\$24,758,091.00	\$22,007,192.00	\$19,256,293.00	\$16,505,394.00	\$44,014,384.00	\$33,010,788.00
Cost (Possible)	\$21,736,408.00	\$10,381,568.00	\$23,034,104.00	\$16,870,048.00	\$16,870,048.00	\$13,625,808.00
Cost (Minor)	\$14,169,816.00	\$5,597,952.00	\$13,645,008.00	\$7,522,248.00	\$19,942,704.00	\$5,423,016.00
Total Cost by County	\$71,100,862.00	\$37,986,712.00	\$66,371,952.00	\$51,334,237.00	\$122,573,324.00	\$72,932,706.00
Total Cost per Year	\$109,087,574.00		\$117,706,189.00		\$195,506,030.00	
Total Loss	\$71,100,862.00	\$37,986,712.00	\$66,371,952.00	\$51,334,237.00	\$122,573,324.00	\$72,932,706.00
SR-17 Total Cost, 5 year	\$1,018,111,286.00					
PDO Collisions						
Cost to Insurer	\$462,467.35	\$345,308.96	\$619,194.64	\$352,897.65	\$372,801.38	\$779,275.14
Cost to Self	\$168,750.00	\$126,000.00	\$214,500.00	\$122,250.00	\$116,250.00	\$243,000.00
Total Cost per Year	\$1,102,526.31		\$1,308,842.29		\$1,511,326.52	



2023		2024		2025	
SCL	SCZ	SCL	SCZ	SCL	SCZ
\$62,619,282.00	\$31,309,641.00	\$0.00	\$0.00	\$31,309,641.00	\$10,436,547.00
\$22,007,192.00	\$27,508,990.00	\$41,263,485.00	\$19,256,293.00	\$90,779,667.00	\$24,758,091.00
\$23,358,528.00	\$16,545,624.00	\$26,278,344.00	\$18,167,744.00	\$26,602,768.00	\$14,274,656.00
\$25,015,848.00	\$7,872,120.00	\$32,013,288.00	\$7,697,184.00	\$27,290,016.00	\$9,446,544.00
\$133,000,850.00	\$83,236,375.00	\$99,555,117.00	\$45,121,221.00	\$175,982,092.00	\$58,915,838.00
\$216,237,225.00		\$144,676,338.00		\$234,897,930.00	
\$133,000,850.00	\$83,236,375.00	\$99,555,117.00	\$45,121,221.00	\$175,982,092.00	\$58,915,838.00
\$473,508.85	\$1,185,156.65	\$501,314.97	\$1,399,504.30	\$371,962.48	\$1,135,126.87
\$128,250.00	\$321,000.00	\$126,000.00	\$351,750.00	\$87,000.00	\$265,500.00
\$2,107,915.51		\$2,378,569.27		\$1,859,589.34	



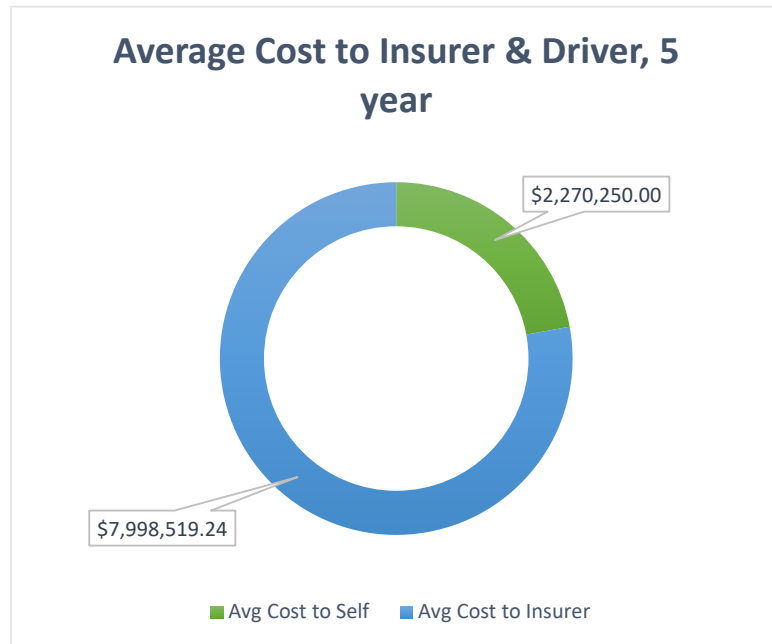
Crash Cost by KABCO Severity	
Severity	Cost
Death (K)	\$10,436,547.00
Disabling (A)	\$2,750,899.00
Other (B)	\$324,424.00
Possible (C)	\$174,936.00
No Injury Observed	\$12,026.00

[Source: FHWA Crash Costs for Highway Safety Analysis. Regional Adjustments provided by California Department of Transportation.](#)

Average PDO Claim Severity	
Year	Cost
2020	\$2,805.41
2021	\$2,915.02
2022	\$3,155.17
2023	\$3,519.06
2024	\$3,734.02
2025	\$3,956.57

[Source: The 2008 California Private Passenger Auto Frequency and Severity Bands](#)

Average Regional Deductible
\$750.00



AGENDA: June 11, 2026

TO: Regional Transportation Commission (RTC)

FROM: Max Friedman, Transportation Planner and Jason Thompson,
Transportation Planning Technician

RE: Freeway Service Patrol Program Contract Amendment

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission serving as the Service Authority for Freeway Emergencies (SAFE) approve the attached resolution (Attachment 1) authorizing the Executive Director to amend the existing agreement with Ladd's Towing for Freeway Service Patrol (FSP) towing service (Contract No. TP2138) on Highway 1 and Highway 17, extending the contract period from July 1, 2026 to June 30, 2027 and adjusting the service schedule to more closely align with current traffic patterns.

BACKGROUND

As the Service Authority for Freeway Emergencies (SAFE), the Regional Transportation Commission (RTC) coordinates the Freeway Service Patrol (FSP) program in Santa Cruz County. The goal of the FSP program is to reduce non-recurrent congestion caused by disabled vehicles, collisions, and debris on freeways. FSP provides towing service to stranded motorists on two beats; Beat 1: Highway 17 from Mount Hermon Road to Summit Road and Beat 2: Highway 1 from Highway 9 to State Park Drive and (Attachment 2). This service aims to target high traffic periods on both beats and is offered free of charge to motorists.

FSP service is delivered through a partnership with Caltrans, the California Highway Patrol (CHP) and towing companies. Caltrans provides a portion of the funding for the program, CHP inspects the tow-trucks, trains and coordinates responses with the tow-truck drivers. The RTC provides matching funds and administers the program, and the towing companies provide trained professional drivers to assist motorists.

The RTC entered into an agreement with Ladd's Towing on January 26, 2022. Throughout the life of this contract, Ladd's Towing has consistently demonstrated reliable service, supported by a strong network of drivers and management practices. Due to operational challenges including truck

manufacturing delays caused by CARB electric vehicle requirements, the contract was amended on May 12, 2025 extending the term through June 30, 2026.

DISCUSSION

As a best practice, the RTC re-procures on-call or ongoing service contracts every 5-years in order to balance vendor accountability with operational stability and allows RTC to test the market and ensure competitive pricing, prevents vendor complacency, and allows for adjustments to services for evolving needs.

RTC staff proposes a one-year extension to the existing contract with Ladd's Towing, extending the term through June 30, 2027. One notable update to the FSP service is a shift in the service schedule. Beginning in FY 26/27 The RTC will begin preparing for a new FSP contract procurement to begin on July 1, 2027 which will be a competitive bid process and include the following:

- Closer coordination with the Metropolitan Transportation Commission FSP program for the Santa Clara side of Highway 17.
- Update to the FSP Operators Manual: In collaboration with CHP, we aim to revise the Santa Cruz County FSP Operators Manual to incorporate the Statewide Guidelines approved in January 2025. The manual's last update was in 2008, necessitating modernization to align with current operational standards.

In accordance with the existing contract our FSP provider will maintain the Bus On Shoulder red paint zones clear of debris as observed from their normal beat operations along SR 1.

Updated Service Hours

Recent Annual Average Daily Traffic (AADT) data indicates a shift in traffic patterns from a morning and afternoon peak to an overall incline and decline throughout the day. Updating the service hours to more closely align with current traffic patterns will significantly increase the efficiency of the service. RTC staff proposes the following adjustments to the service schedule:

Highway 17 Beat 1		
Days of Operation	Shift Type	Hours
Wednesday – Friday	Morning Shift	7:00AM – 10:00AM
	Afternoon Shift	2:30PM – 5:30PM

Saturday, Sunday, & Holidays	10:00 AM – 4:00 PM

Highway 1 Beat 2		
Days of Operation	Shift Type	Hours
Monday – Friday	Morning Shift	7:00AM – 10:00AM
	Afternoon Shift	2:30PM – 5:30PM
Holidays	10:00 AM – 4:00 PM	

Staff recommends that the Regional Transportation Commission serving as the Service Authority for Freeway Emergencies (SAFE) approve the attached resolution (Attachment 1) authorizing the Executive Director to amend the existing agreement with Ladd’s Towing for Freeway Service Patrol (FSP) towing service (Contract No. TP2138) on Highway 1 and Highway 17, extending the contract period from July 1, 2026 to June 30, 2027 and adjusting the service schedule to more closely align with current traffic patterns.

FISCAL IMPACT

SCCRTC SAFE receives ongoing SB1 funding for FSP service in Santa Cruz County. To further support the program, RTC programs additional funds to match state allocations, which include Measure D-Highway category, State Transportation Improvement Program (STIP), and Surface Transportation Block Grant (STBG) funds. Sufficient funds for the program are included in the latest approved FY 2026-27 budget.

SUMMARY

As the regional SAFE, RTC manages the Freeway Service Patrol (FSP) program in Santa Cruz County. In light of current challenges throughout the state, the need for operational consistency, and the opportunity to enhance the impact of the service, staff recommends to amend the existing agreement with Ladd’s Towing for Freeway Service Patrol (FSP) towing service on Highway 1 and Highway 17, extending the contract period from July 1, 2026 to June 30, 2027 and adjusting the service schedule to more closely align with current traffic patterns.

ATTACHMENTS:

1. Resolution
 - a. Draft Amendment 2 to TP2138
2. Map of Freeway Service Patrol Service Area.

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND
AGREEMENTS WITH LADD'S TOWING, FOR THE FREEWAY SERVICE PATROL
PROGRAM FOR HIGHWAY 1 AND HIGHWAY 17**

WHEREAS the Regional Transportation Commission Service Authority for Freeway Emergencies established the Freeway Service Patrol on Highway 1 and Highway 17 which has been a heavily used benefit for Santa Cruz County motorists; and

WHEREAS the current FSP program contract for Highway 1 and Highway 17 will expire in June 2026;

WHEREAS Average Annual Daily Traffic (AADT) data shows that shifting the current service schedule will have substantial benefits to the overall effectiveness of the program;

WHEREAS Amendment 2 to contract TP2138 (EXHIBIT A) extends the contract term through June 30, 2027;

WHEREAS, Ladd's Towing has demonstrated the ability to provide FSP service in accordance with the FSP Operator's Manual; and

WHEREAS, the SCCRTC SAFE receives state funds to operate a regional FSP program;

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

The Executive Director is hereby authorized to amend agreement No. TP2138 with Ladd's Towing, for the FSP program tow services on Highway 1 and Highway 17, to extend the term of the contract to June 30, 2027 and adjust the service schedule to more closely match current traffic patterns.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: A - Amendment 2 to Contract TP2138

Distribution: RTC Fiscal
Ladd's Towing

AMENDMENT 2

TO AGREEMENT NO. TP2138 BETWEEN LADD'S AUTO BODY AND TOWING, INC. AND
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated January 26, 2022, and amended May 12, 2025, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called COMMISSION, and LADD'S AUTO BODY AND TOWING, INC. hereinafter called CONTRACTOR, as follows:

Section 1. Services:

- a) Hours of operation for Beats 1 and 2 are hereby revised and updated in the Scope of Work (Attachment A) attached hereto and incorporated herein by this reference.

Section 2. Compensation:

- a) The Price Breakdown (Attachment C) is hereby replaced with the versions attached hereto and incorporated herein by this reference.
- c) The Monthly Fuel Rate Calculation Schedule (Attachment E) is hereby replaced with the version attached hereto and incorporated herein by this reference.

Term: The term of the contract is hereby extended through June 30, 2027.

All other provisions of said original Agreement and the subsequent amendment shall remain the same.

SIGNATURES

1. CONTRACTOR:

By _____
Bashar Abuyahya
Owner

Date _____

Ladd's Auto Body and Towing, Inc.
PO Box 996, Felton, CA 95018
(831) 335-0868
bashar@laddsaubodytowing.com

2. SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

By _____
Sarah Christensen
Executive Director

Date _____

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

3. APPROVED AS TO FORM:

By _____
Steve Mattas
RTC Counsel

Date _____

4. APPROVED AS TO INSURANCE:

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONTRACTOR

Scope of Work- Attachment A

1 GENERAL DESCRIPTION

The Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (SCCRTC SAFE) requires towing services for the Freeway Service Patrol (FSP). The FSP Program is managed by a partnership with the SCCRTC SAFE, the California Department of Transportation (Caltrans), and the California Highway Patrol (CHP).

The purpose of the FSP program is to provide for the rapid removal of disabled vehicles and debris and those vehicles involved in minor accidents from the freeway during designated service hours. The FSP vehicle operators contracting with the SCCRTC SAFE provide "quick fix" items, e.g., furnishing one gallon of gasoline, changing flat tires, providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs. If the disabled vehicle cannot be repaired in this manner, it is towed to a CHP-designated drop location. In that case, the motorist can request that the FSP vehicle operator contact the CHP Dispatcher to call a CHP rotational tow, specified tow, or relative or friend to assist them.

FSP operators are also responsible for clearing the freeway of automobiles, motorcycles, small trucks (vehicles with a gross weight of only 6,000 pounds or less) and small debris. **All FSP services are provided free of charge to motorists.**

The Freeway Service Patrol operates on selected roadway segments referred to as beats. As shown in **Attachment A-1**, Beat 1 operates on Highway 17 from Mt.

Hermon Rd to Summit Rd and Beat 2 operates from the Highway 1/Highway 9 intersection to Highway 1 – State Park Drive exit. The beats have specific turnaround locations and designated drop locations identified by the CHP. At any time during the contract's term, the SCCRTC SAFE reserves the right to adjust beat specifications to better accommodate demand for the service. These changes can occur during the course of the contract through written contract amendments. If warranted, the contractor may be requested to temporarily reassign his/her FSP operators/trucks to locations outside the assigned beat. In addition, the SCCRTC SAFE reserves the right to modify both Beat 1 and Beat 2 Service Schedules.

The proposed **Highway 17 Beat 1** Service Schedule is as follows:

- Wednesday – Friday, 7:00am – 10:00 am and 2:30pm – 5:30pm
- Saturday - Sunday, 10:00am – 4:00pm
- No service is proposed for the following holidays:
 - Christmas Day to New Year’s Day
 - Martin Luther King Day
 - President’s Day
 - Veterans Day
 - Thanksgiving Day
 - Day After Thanksgiving
 - Columbus Day

The proposed **Highway 1 Beat 2** Service Schedule is as follows:

- Monday – Friday, 7:00am – 10:00am and 2:30pm – 5:30pm
- Saturday – Sunday (Spring and Summer Break), 10:00am – 4:00pm
- No service is proposed for the following holidays:
 - Christmas Day to New Year’s Day
 - Martin Luther King Day
 - President’s Day
 - Veterans Day
 - Thanksgiving Day
 - Day After Thanksgiving
 - Columbus Day

The Santa Cruz Beat 1 and Beat 2 Service Schedules and proposed total contract hours may be modified by SCCRTC SAFE. A monthly calendar will be provided by SCCRTC SAFE to the Contractor every six months and posted on the SCCRTC website (<http://sccrtc.org/services/motorist/>).

FSP vehicles will continuously patrol their assigned beat. **Tow vehicles are dedicated exclusively to the service during the hours of operation.** All maintenance activities are to be conducted during non-service hours.

The guidelines and policies of the FSP program are set forth in the FSP Operator’s Manual, which is incorporated into the contract with the SCCRTC SAFE. **In the event of a discrepancy between this RFP and the FSP Operator’s Manual, the more stringent provision with respect to Contractor performance shall apply.**

Any of the three partner agencies, Caltrans, SCCRTC SAFE, and the CHP, may dispatch an FSP vehicle to incident locations within and beyond the vehicle's patrol limits when necessary. In addition, there may be some instances where

service patrol operators may be requested to lend assistance to peace officers. FSP operators are required to follow the instructions of the peace officer at the scene of any incident by either adding or deleting weekend days, holidays and hours to or from the work schedule.

The drivers are trained on how to patrol the beat prior to starting up the service. Operators may spend approximately 10-minutes per disablement in attempting to mobilize a vehicle. If a vehicle cannot be mobilized within the 10-minute time limit, it should be towed to a designated drop location identified by the CHP. No other drop locations are permitted.

FSP operators are not allowed to tow as independent contractors from incidents that occur during the FSP shift. If called as a rotation tow after a FSP shift, another driver must be dispatched to respond to the incident.

Service patrol operators are not allowed to accept gratuities, perform secondary towing services, recommend secondary tows, or recommend repair/body shop businesses. All public complaints are investigated by the CHP.

Travel time to the beat is at the expense of the contractor.

ATTACHMENT C-1

Santa Cruz Beat 1 - Highway 17

Contractor:

Ladd's Auto Body and Towing inc.

(Updated April 14, 2026)

ITEMS	UNITS	COSTS			
		No. of	Cost per Unit	Total Cost	% of Total Cost
A. Vehicles & Equipment	Unit	Items			
1. Vehicles	<i>Cells in green are automatically calculated; do not modify</i>				
a. Tow Trucks	Trucks			\$ -	0.00%
2. Finance Charges	Year			\$ -	0.00%
3. Insurance & Vehicle Registration Fees	Year	1	\$22,500.00	\$ 22,500.00	10.45%
4. Fuel					
a. Tow Trucks	Gallons	8,450	\$ 5.00	\$ 42,250.00	19.62%
c. Motorist	Gallons	260	\$ 5.00	\$ 1,300.00	0.60%
5. Vehicle Maintenance					
a. Parts Replacement	Trucks	1	\$ 18,750.00	\$ 18,750.00	8.71%
b. Labor	Hours	1	\$ 13,340.00	\$ 13,340.00	6.20%
6. FSP Equipment/Supplies (Refer to Attachment A-Scope of Work)	Trucks	1	\$ 750.00	\$ 750.00	0.35%
Subtotal A (Vehicles & Equipment)				\$98,890.00	45.93%
B. Management & Drivers	Unit	No. of	Cost per Unit	Total Cost	% of Total Cost
7. FSP Management Costs	Year	1	\$ 1,800.00	\$ 1,800.00	0.84%
8. FSP Driver Costs					
a. Wages (# of Drivers 1__)	Hours	1,650	\$ 32.00	\$ 52,800.00	24.52%
b. Workers Compensation	Driver	1	\$9,137.72	\$ 9,137.72	4.24%
c. Taxes	Driver	1	\$8,054.24	\$ 8,054.24	3.74%
9. FSP Driver Benefits					
a. Vacation/Holidays/Sick Days	Driver	1	\$5,472.00	\$ 5,472.00	2.54%
b. Retirement	Driver	1	\$2,704.00	\$ 2,704.00	1.26%
c. Medical, Dental, Vision	Driver	1	\$9,360.00	\$ 9,360.00	4.35%
10. Driver Admin (Pre-op Inspections, Training, etc.)	Hours	1	\$6,336.00	\$ 6,336.00	2.94%
Subtotal B (Management & Drivers)				\$95,663.96	44.43%
C. Administration	Unit	No. of	Cost per Unit	Total Cost	% of Total Cost
11. Administrative Costs - Office Operations	Year	1	\$ 750.00	\$ 750.00	0.35%
12. Other (please specify)				\$ -	0.00%
Subtotal C (Administration)				\$ 750.00	0.35%
D. Final Cost Calculation					
13. Total Cost (Subtotal A + B + C)				\$195,303.96	
14. Subtract Equipment Salvage Value	Trucks	\$ Value		Total Salvage Value	
a. Tow Trucks	1	\$ 10,000.00	\$	10,000.00	
15. Add Profit				\$30,000.00	13.93%
16. Net Cost (item 13 - 14+ 15)				\$215,303.96	
Contract Value (Original Contract Value + Amendment 1 + Amendment 2)				\$1,135,290.74	
17. Total Contract Hours (Service Hours Per Day*Total Schedule FSP Service Days)				1,650	
18. COST PER HOUR PER TRUCK (item 16/17)				\$130.49	

ATTACHMENT C-2

Santa Cruz Beat 2 - Highway 1

Contractor:

Ladd's Auto Body and Towing inc.

(Updated April 14, 2026)

ITEMS	UNITS	COSTS			
		No. of	Cost per Unit	Total Cost	% of Total Cost
A. Vehicles & Equipment	Unit	Items			
1. Vehicles	Cells in green are automatically calculated; do not modify				
a. Tow Trucks	Trucks			\$ -	0.00%
2. Finance Charges	Year			\$ -	0.00%
3. Insurance & Vehicle Registration Fees	Year	1	\$22,500.00	\$ 22,500.00	10.19%
4. Fuel					
a. Tow Trucks	Gallons	7,683	\$ 5.00	\$ 38,415.00	17.40%
c. Motorist	Gallons	260	\$ 5.00	\$ 1,300.00	0.59%
5. Vehicle Maintenance					
a. Parts Replacement	Trucks	1	\$ 18,750.00	\$ 18,750.00	8.49%
b. Labor	Hours	1	\$ 13,340.00	\$ 13,340.00	6.04%
6. FSP Equipment/Supplies (Refer to Attachment A-Scope of Work)	Trucks	1	\$ 750.00	\$ 750.00	0.34%
Subtotal A (Vehicles & Equipment)				\$95,055.00	43.06%
B. Management & Drivers	Unit	No. of	Cost per Unit	Total Cost	% of Total Cost
7. FSP Management Costs	Year	1	\$ 1,800.00	\$ 1,800.00	0.82%
8. FSP Driver Costs					
a. Wages (# of Drivers _1_)	Hours	1,650	\$ 32.00	\$ 52,800.00	23.92%
b. Workers Compensation	Driver	1	\$9,137.72	\$ 9,137.72	4.14%
c. Taxes	Driver	1	\$9,100.21	\$ 9,100.21	4.12%
9. FSP Driver Benefits					
a. Vacation/Holidays/Sick Days	Driver	1	\$7,695.00	\$ 7,695.00	3.49%
b. Retirement	Driver	1	\$2,704.00	\$ 2,704.00	1.22%
c. Medical, Dental, Vision	Driver	1	\$12,800.00	\$ 12,800.00	5.80%
10. Driver Admin (Pre-op Inspections, Training, etc.)	Hours	1	\$8,910.00	\$ 8,910.00	4.04%
Subtotal B (Management & Drivers)				\$104,946.93	47.54%
C. Administration	Unit	No. of	Cost per Unit	Total Cost	% of Total Cost
11. Administrative Costs - Office Operations	Year	1	\$ 750.00	\$ 750.00	0.34%
12. Other (please specify)				\$ -	0.00%
Subtotal C (Administration)				\$ 750.00	0.34%
D. Final Cost Calculation					
13. Total Cost (Subtotal A + B + C)				\$200,751.93	
14. Subtract Equipment Salvage Value	Trucks	\$ Value		Total Salvage Value	
a. Tow Trucks	1	\$ 10,000.00			
15. Add Profit				\$ 30,000.00	13.59%
16. Net Cost (item 13 - 14+ 15)				\$220,751.93	
Contract Value (Original Contract Value + Amendment 1 + Amendment 2)				\$1,073,426.98	
17. Total Contract Hours (Service Hours Per Day*Total Schedule FSP Service Days)				1,650	
18. COST PER HOUR PER TRUCK (item 16/17)				\$ 133.79	

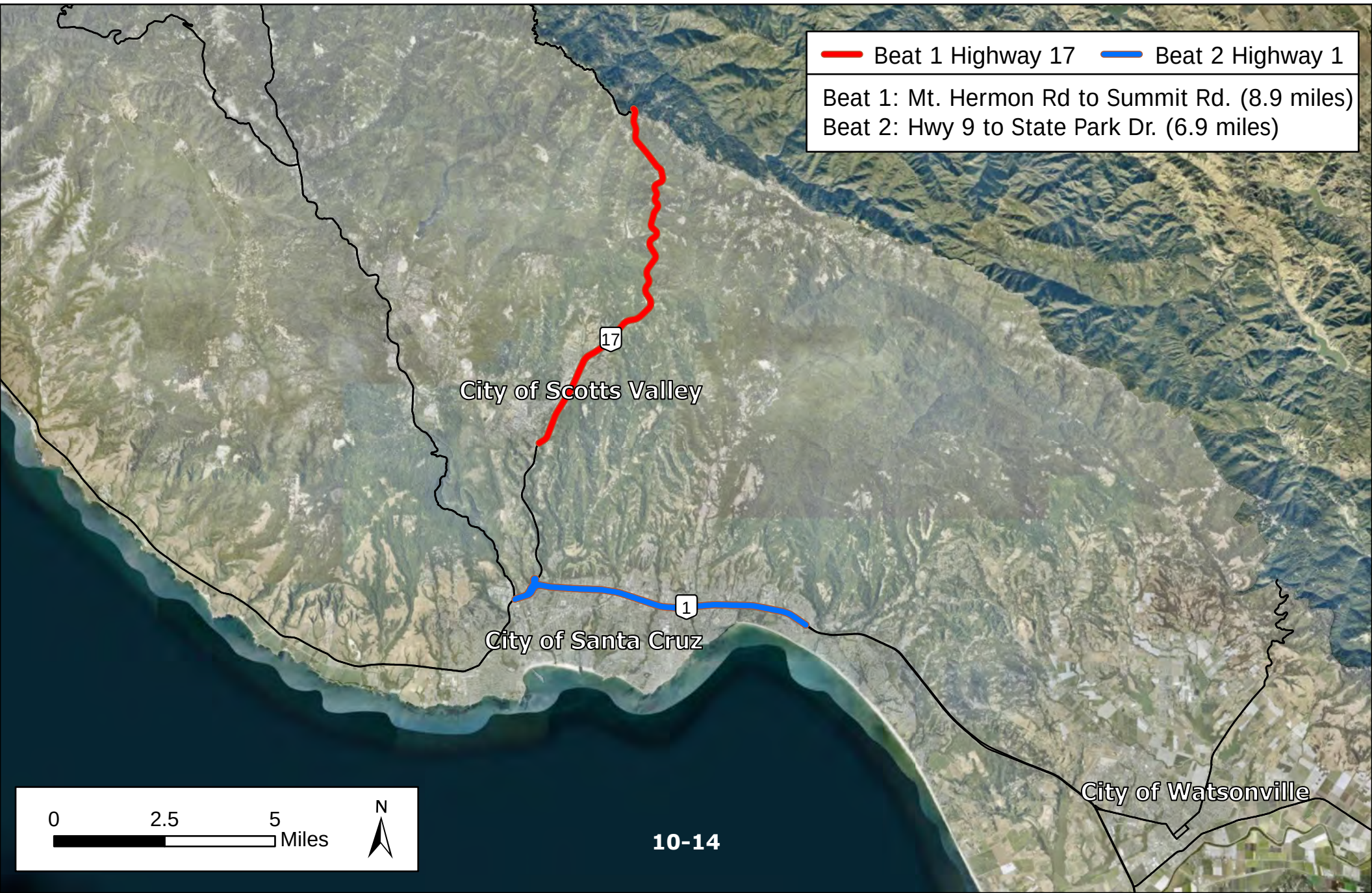
ATTACHMENT E

Santa Cruz County/Bay Area Diesel Fuel Price Tracking and Averaging Schedule

2022		2023		2024		2025		2026		2027
APRIL	OCTOBER	JANUARY	JULY	JANUARY	JULY	JANUARY	JULY	JANUARY	JULY	JANUARY
4/4/2022	10/3/2022	1/2/2023	7/3/2023	1/1/2024	7/1/2024	1/6/2025	7/7/2025	1/5/2026	7/6/2026	1/4/2027
4/11/2022	10/10/2022	1/9/2023	7/10/2023	1/8/2024	7/8/2024	1/13/2025	7/14/2025	1/12/2026	7/13/2026	1/11/2027
4/18/2022	10/17/2022	1/16/2023	7/17/2023	1/15/2024	7/15/2024	1/20/2025	7/21/2025	1/19/2026	7/20/2026	1/19/2027
4/25/2022	10/24/2022	1/23/2023	7/24/2023	1/22/2024	7/22/2024	1/27/2025	7/28/2025	1/26/2026	7/27/2026	1/25/2027
MAY	10/31/2022	1/30/2023	7/31/2023	1/29/2024	7/29/2024	FEBRUARY	AUGUST	FEBRUARY	AUGUST	FEBRUARY
5/2/2022	NOVEMBER	FEBRUARY	AUGUST	FEBRUARY	AUGUST	2/3/2025	8/4/2025	2/2/2026	8/3/2026	2/1/2027
5/9/2022	11/7/2022	2/6/2023	8/7/2023	2/5/2024	8/5/2024	2/10/2025	8/11/2025	2/9/2026	8/10/2026	2/8/2027
5/16/2022	11/14/2022	2/13/2023	8/14/2023	2/12/2024	8/12/2024	2/17/2025	8/18/2025	2/16/2026	8/17/2026	2/16/2027
5/23/2022	11/21/2022	2/20/2023	8/21/2023	2/19/2024	8/19/2024	2/24/2025	8/25/2025	2/23/2026	8/24/2026	2/22/2027
5/30/2022	11/28/2022	2/27/2023	8/28/2023	2/26/2024	8/26/2024	MARCH	SEPTEMBER	MARCH	8/31/2026	MARCH
5/30/2022	DECEMBER	MARCH	SEPTEMBER	MARCH	SEPTEMBER	3/3/2025	9/1/2025	3/2/2026	SEPTEMBER	3/1/2027
JUNE	12/5/2022	3/6/2023	9/4/2023	3/4/2024	9/2/2024	3/10/2025	9/8/2025	3/9/2026	9/8/2026	3/8/2027
6/6/2022	12/12/2022	3/13/2023	9/11/2023	3/11/2024	9/9/2024	3/17/2025	9/15/2025	3/16/2026	9/14/2026	3/15/2027
6/13/2022	12/19/2022	3/20/2023	9/18/2023	3/18/2024	9/16/2024	3/24/2025	9/22/2025	3/23/2026	9/21/2026	3/22/2027
6/20/2022	12/26/2022	3/27/2023	9/25/2023	3/25/2024	9/23/2024	3/31/2025	9/29/2025	3/30/2026	9/28/2026	3/29/2027
6/27/2022		APRIL	OCTOBER	APRIL	9/30/2024	APRIL	OCTOBER	APRIL	OCTOBER	APRIL
JULY		4/3/2023	10/2/2023	4/1/2024	OCTOBER	4/7/2025	10/6/2025	4/6/2026	10/5/2026	4/5/2027
7/4/2022		4/10/2023	10/9/2023	4/8/2024	10/7/2024	4/14/2025	10/13/2025	4/13/2026	10/13/2026	4/12/2027
7/11/2022		4/17/2023	10/16/2023	4/15/2024	10/14/2024	4/21/2025	10/20/2025	4/20/2026	10/19/2026	4/19/2027
7/18/2022		4/24/2023	10/23/2023	4/22/2024	10/21/2024	4/28/2025	10/27/2025	4/27/2026	10/26/2026	4/26/2027
7/25/2022		MAY	10/30/2023	4/29/2024	10/28/2024	MAY	NOVEMBER	MAY	NOVEMBER	MAY
AUGUST		5/1/2023	NOVEMBER	MAY	NOVEMBER	5/5/2025	11/3/2025	5/4/2026	11/2/2026	5/3/2027
8/1/2022		5/8/2023	11/6/2023	5/6/2024	11/4/2024	5/12/2025	11/10/2025	5/11/2026	11/9/2026	5/10/2027
8/8/2022		5/15/2023	11/13/2023	5/13/2024	11/11/2024	5/19/2025	11/17/2025	5/18/2026	11/16/2026	5/17/2027
8/15/2022		5/22/2023	11/20/2023	5/20/2024	11/18/2024	5/26/2025	11/24/2025	5/25/2026	11/23/2026	5/24/2027
8/22/2022		5/29/2023	11/27/2023	5/27/2024	11/25/2024	JUNE	DECEMBER	JUNE	11/30/2026	JUNE
8/29/2022		JUNE	DECEMBER	JUNE	DECEMBER	6/2/2025	12/1/2025	6/1/2026	DECEMBER	6/1/2027
SEPTEMBER		6/5/2023	12/4/2023	6/3/2024	12/2/2024	6/9/2025	12/8/2025	6/8/2026	12/7/2026	6/7/2027
9/5/2022		6/12/2023	12/11/2023	6/10/2024	12/9/2024	6/16/2025	12/15/2025	6/15/2026	12/14/2026	6/14/2027
9/12/2022		6/19/2023	12/18/2023	6/17/2024	12/16/2024	6/23/2025	12/22/2025	6/22/2026	12/21/2026	6/22/2027
9/19/2022		6/26/2023	12/25/2023	6/24/2024	12/23/2024	6/30/2025	12/29/2025	6/29/2026	12/28/2026	6/28/2027
9/26/2022					12/30/2024					



Attachment 2 - Freeway Service Patrol Service Area



AGENDA: June 11, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician and Amanda Marino, Transportation Planner

RE: Award of TP 2611: Professional Services for Marketing Services for GO Santa Cruz County

RECOMMENDATION

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into agreement TP 2611 with Miller Maxfield for professional marketing and communications services with a not to exceed value of \$50,000 to support the GO Santa Cruz County transportation demand management program.

BACKGROUND

The Regional Transportation Commission (RTC) operates Cruz511, a countywide transportation demand management (TDM) program, with a focus on reducing the number of drive-alone trips to, from or through Santa Cruz County. The goal is to help residents and commuters find alternatives to driving alone that are less stressful, less costly, and better for the environment. Cruz511 key services include carpool and vanpool matching, transit trip planning, real-time traffic information, park and ride lot coordination, biking/walking resources, and employer assistance for workplace-based commute programs. Cruz511 traffic map and commute resources are available online at <https://cruz511.org>.

GO Santa Cruz County (GO SCC) is a separate web-based platform that uses RideAmigos' commuter management software to connect commuters with transportation options and reward sustainable travel. GO SCC offers users advanced rideshare and carpool matching capabilities and includes a personalized dashboard to log trips, view achievements, track commute statistics, and claim incentives and rewards. Users can learn more about GO SCC on the program website, www.gosantacruzcounty.org.

RTC is procuring professional marketing and communications services to develop and implement a TDM marketing campaign and provide outreach support for GO SCC. The consultant will develop a multi-faceted marketing plan to strategically reach residents, employers, and employees throughout

Santa Cruz County. The goals are to increase awareness, generate interest in the TDM program, and drive participation on the GO SCC platform. Work under this contract is expected to begin on July 1, 2026, and to end by no later than June 30, 2027. RTC staff seeks to award a 1-year contract with four 1-year options to extend the contract term at discretion of the Commission.

DISCUSSION

On March 25, 2026, the RTC released a Request for Proposals (RFP) 2611 seeking qualified consultants to submit a proposal to support the GO SCC TDM program through strategy, messaging, and branding, development of outreach materials, social media management, community and media relations, speaking opportunities, strategic counsel, and digital marketing. These services will increase awareness of the overall TDM program, generate interest in program elements, and drive participation of countywide SCC platform.

The evaluation committee for this procurement consisted of RTC and City of Santa Cruz staff. Two proposals were received from consulting firms that have experience delivering marketing services for similar public agencies and TDM programs. The proposal review and ranking resulted in the committee interviewing both firms on April 29, 2026. After completion of the interviews and reference checks for both agencies, the evaluation committee determined Miller Maxfield to be the most qualified firm based on selection criteria.

Miller Maxfield was ranked as the top firm due to demonstrating experience in strategic marketing, branding, and messaging for public agencies, experience in stakeholder and public outreach with diverse communities and employers in Santa Cruz County, expertise in digital marketing, ability to produce high-quality visual assets, experience in media relations, proficiency in social media management and content creation, and a demonstration of project management experience on contracts with public agencies including budget and schedule control.

The draft scope of services (Exhibit A to Attachment 1) and fee schedule (Exhibit B to Attachment 1) are included. The scope of work includes 7 key tasks which are:

1. Strategy, Messaging, and Branding
2. Outreach Materials
3. Social Media and Email Marketing
4. Community and Media Relations
5. Speaking opportunities

6. Strategic council
7. Digital Marketing

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into agreement TP 2611 with Miller Maxfield for professional marketing and communications services with a not to exceed value of \$50,000 with a term through June 30, 2027 to support the GO Santa Cruz County transportation demand management program.

FISCAL IMPACT

There are no new fiscal impacts associated with awarding contract TP2611. The services were included in the FY2026-27 budget and work program, which was approved by the Commission at the April 2, 2026 meeting.

SUMMARY

The RTC reprocured a professional services contract to support outreach and marketing for its countywide TDM programs, including Cruz511 and GO Santa Cruz County (GO SCC). The contract will support a comprehensive marketing campaign aimed at increasing awareness of sustainable transportation options and growing participation in the GO SCC platform. Following a competitive Request for Proposals process, RTC staff and City of Santa Cruz representatives evaluated two proposals and selected Miller Maxfield as the most qualified consultant. Staff recommends authorizing the Executive Director to negotiate and enter into a contract with Miller Maxfield for an amount not to exceed \$50,000 for an initial one-year term beginning July 1, 2026, with options to extend annually for up to four additional years.

ATTACHMENTS

1. Resolution
 - a. Scope of Services
 - b. Fee Schedule

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE
AND ENTER INTO AN AGREEMENT WITH MILLER MAXFIELD FOR
PROFESSIONAL MARKETING SERVICES FOR GO SANTA CRUZ COUNTY**

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) promotes sustainable transportation options throughout the region by coordinating incentives, promotional events, campaigns, and information sharing; and

WHEREAS the RTC provides transportation demand management (TDM) and motorist information services through the Cruz511 Rideshare program; and

WHEREAS GO Santa Cruz County (GO SCC) is a web-based platform designed to connect commuters with transportation options and reward sustainable travel to help residents and employers shift their commuting habits; and

WHEREAS the RTC advertised Request for Proposals (RFP) 2611 on March 25, 2026, seeking qualified consultants to provide professional marketing and communications services to develop and implement a TDM marketing campaign and provide outreach support for GO SCC; and

WHEREAS an evaluation committee consisting of RTC and City of Santa Cruz staff reviewed the proposals, conducted interviews, and determined Miller Maxfield to be the most qualified firm based on their experience in strategic marketing, branding, messaging, and stakeholder outreach in Santa Cruz County; and

WHEREAS funding for these services was included in the FY2026-27 budget and work program, which was approved by the Commission at the April 2, 2026 meeting;

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

The Executive Director is hereby authorized to negotiate and enter into agreement TP 2611 with Miller Maxfield for professional marketing services to support the GO

Santa Cruz County transportation demand management program, with a not-to-exceed value of \$50,000 for an initial one-year term beginning July 1, 2026, with options to extend annually for up to four additional years.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Distribution: *RTC Fiscal*

[https://rtcsc.sharepoint.com/rtc staff reports/rtc2026/06/consent/go santa cruz marketing rfp/attach 1. resolution.docx](https://rtcsc.sharepoint.com/rtc%20staff%20reports/rtc2026/06/consent/go%20santa%20cruz%20marketing%20rfp/attach%201.%20resolution.docx)

5 - Work Plan

Task	Key Deliverables
Work Plan, Messaging and Branding	- Update targeted messaging to reflect the current program, engage with audiences and align with the SCCRTC's Equity Toolkit. - Update and execute a comprehensive, multi-channel work plan that will serve as the roadmap for outreach activities. - Ensure accessibility of documents, messaging and brand, guided by the Equity Toolkit. - Establish standing meetings for SCCRTC and M2 to review work plans and priorities, and support collaboration. - Provide monthly summary reports to SCCRTC that summarize marketing activities and support a June 2027 presentation to SCCRTC commissioners.
Outreach Materials	- Audit current collateral materials, determine relevant updates and create new collateral materials that may include, but are not limited to, hand-drawn illustrations, sidewalk decals and expanded promotional ("swag") items. - Design eye-catching social and website graphics. - Produce promotional videos. - Explore opportunities to design and produce physical signage in Santa Cruz County, with special focus on Watsonville; signage may include, but is not limited to, window wraps, banners, vehicle wraps, A-frames, etc. - Recommend multi-platform/multi-channel advertising opportunities that may include, but are not limited to, print, digital, radio and audio streaming.
Marketing: Social Media and Email	- Generate monthly social media content and execute scheduling. - Ensure alignment with City of Santa Cruz's GO Santa Cruz Downtown. - Interact with social media users as needed, including responses to comments and resharing posts from like-minded organizations. - Write content for the monthly program newsletter (hosted in Constant Contact) and draft targeted newsletters to specific audiences, as needed.
Community and Media Relations	- Identify opportunities for outreach at local community events. - Expand employer partnerships and workplace-based outreach. - Secure media coverage through press releases and op-eds. - Submit GO Santa Cruz County to local, regional and nationally recognized awards.
Speaking Opportunities	Identify and coordinate speaking opportunities with major employers, business groups, local community groups and others.
Strategic Council	Provide support for the SCCRTC team and identify opportunities for growth and awareness.
Digital Marketing	- Collaborate with SCCRTC to identify digital marketing goals, timelines and budget. - Conduct community analysis to review target audiences and identify key trends - Determine key goals for digital marketing efforts. - Develop digital marketing content calendar - Design engaging and relevant content intended to spark interest with the target audience. - Audit website, optimize for SEO and ADA standards, and align with Equity Toolkit. - Manage PPC campaigns (using Google AdWords or Bing Ads) to target specific keywords, demographics, locations and interests - SCCRTC to set up and manage digital platforms. - Utilize analytic tools (i.e. Google Analytics, custom URLs) to track and measure effectiveness. - Optimize campaigns to improve ROI and drive conversions. - Collaborate with the SCCRTC's developer team to create landing pages and other marketing assets as needed.

7 - Cost Proposal

Task No.	Task	Est. Fees	Est. hours: Principal	Est. fee: Principal (\$175/hr)	Est. hours: Acct. Mgmt	Est. fee: Acct. Mgmt (\$150/hr)	Est. hours: Graphic Design	Est. fee: Graphic Design (\$125/hr)
1	Strategy, Messaging and Branding	\$5,400	6	\$1,050	24	\$3,600	6	\$750
2	Outreach Materials	\$5,975	9	\$1,575	16	\$2,400	16	\$2,000
3	Social Media and Email Marketing	\$7,025	9	\$1,575	28	\$4,200	10	\$1,250
4	Community and Media Relations	\$5,700	12	\$2,100	24	\$3,600	0	0
5	Speaking Opportunities	\$2,850	6	\$1,050	12	\$1,800	0	0
6	Strategic Council	\$1,950	6	\$1,050	6	\$900	0	0
7	Digital Marketing	\$9,200	12	\$2,100	34	\$5,100	16	\$2,000
Est. Fees		\$38,100	60		144		48	

3rd Party Hard Costs

Advertising	\$9,900
Printing	\$2,000
Estimated Costs	\$11,900

Est. Miller Maxfield fee	\$38,100
Est. 3rd Party Hard Costs	\$11,900
TOTAL	\$50,000

AGENDA: June 11, 2026

TO: Regional Transportation Commission

FROM: Amin AbuAmara P.E., Director of Capital Projects

RE: 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 for Construction
Support

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to execute Amendment No. 3 to Cooperative Agreement No. 05-0419 with Caltrans (Exhibit A to Attachment 1) for the Highway 1 State Park Drive to Bay Avenue/Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project, including revised construction support invoicing and payment provisions to include a \$200,000 initial deposit for construction support costs.

BACKGROUND

In 2022, the RTC entered into Cooperative Agreement No. 05-0419 with Caltrans for the construction of the Highway 1 State Park Drive to Bay Avenue/Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project. Caltrans serves as the implementing agency for construction and is responsible for administering the construction contract and associated construction support activities, while the RTC is responsible for funding construction capital and construction support costs as the project sponsor.

On April 2, 2026, the RTC approved Amendment No. 3 to the Construction Cooperative Agreement to increase construction support funding for the Project by \$4 million to address additional construction support costs associated with project delivery challenges, including utility conflicts, design modifications, change orders, and schedule extensions.

DISCUSSION

The Cooperative Agreement amendment includes updated language requiring RTC to provide an initial deposit of \$200,000 for construction support activities. The agreement states that the deposit represents approximately one month of estimated construction support costs and will be applied toward future eligible project expenditures incurred by Caltrans. Caltrans requires initial deposits whenever local funding is introduced on any project phase in their Cooperative Agreements, and this amendment is the first time local funds is added to the Construction Support phase of this agreement.

The deposit requirement was not specifically identified in the version of the agreement presented to the RTC on April 2, 2026. As a result, staff is returning to the Commission to obtain authorization for the Executive Director to execute the revised agreement language that includes the deposit provision.

The \$200,000 deposit does not increase the previously approved construction support authorization. Rather, the deposit will be funded from and applied toward the previously approved construction support funding amount and serves as an advance payment mechanism for eligible reimbursable construction support costs under the Cooperative Agreement. The remainder of the Cooperative Agreement amendment remains substantially unchanged from the version previously approved by the RTC, including the previously authorized \$4 million increase for construction support funding.

Therefore, **staff recommends the RTC approve the attached resolution (Attachment 1) authorizing the Executive Director to execute Amendment No. 3 to Cooperative Agreement No. 05-0419 with Caltrans (Exhibit A to Attachment 1) for the Highway 1 State Park Drive to Bay Avenue / Porter Street Auxiliary Lanes, Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project, including revised construction support invoicing and payment provisions to include a \$200,000 initial deposit for construction support costs.**

FISCAL IMPACT

Approval of this action will authorize the RTC to provide a \$200,000 construction support initial deposit to Caltrans in accordance with the revised Cooperative Agreement amendment requirements. The deposit will be funded from the previously approved \$4 million construction support allocation authorized by the RTC on April 2, 2026, and does not represent

additional project funding above that approved amount. The deposit will be applied toward reimbursable construction support costs as the project progresses. The project remains fully funded following this action.

SUMMARY

Staff presented information regarding revisions made to Amendment No. 3 to Cooperative Agreement No. 05-0419 following RTC approval on April 2, 2026. The revised agreement includes updated invoicing and payment provisions requiring a \$200,000 initial construction support deposit to Caltrans. The deposit will be funded from the previously approved \$4 million construction support allocation and does not represent additional project funding. Accordingly, staff recommends authorizing the Executive Director to execute the amendment.

ATTACHMENTS

1. Resolution
 - a. Coop Agreement Amendment 3

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of April 2, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING AMENDMENT NO. 3 TO THE COOPERATIVE
AGREEMENT WITH CALTRANS (CALTRANS COOP 05-0419) FOR THE
HIGHWAY 1 AUXILIARY LANES AND BUS ON SHOULDER PROJECT BETWEEN
STATE PARK DRIVE AND BAY AVENUE/PORTER STREET TO INCLUDE
UPDATED CONSTRUCTION SUPPORT DEPOSIT PROVISIONS

WHEREAS, on April 2, 2026, the Santa Cruz County Regional
Transportation Commission adopted Resolution No. 47-26 authorizing the
Executive Director to negotiate and execute Amendment No. 3 to
Cooperative Agreement No. 05-0419 with Caltrans to add up to \$4 million
for the Construction Support component of the Highway 1 Auxiliary Lanes
and Bus on Shoulder Project between State Park Drive and Bay
Avenue/Porter Street interchanges;

WHEREAS, following Commission approval, Caltrans provided a revised
final execution version of Amendment No. 3 that included updated invoicing
and payment provisions requiring a \$200,000 initial construction support
deposit;

WHEREAS, the revised agreement language specifies that the \$200,000
deposit represents approximately one month of estimated construction
support costs and will be applied toward future eligible reimbursable
construction support expenditures incurred by Caltrans; and

WHEREAS, the \$200,000 construction support deposit will be funded from
and applied toward the previously approved \$4 million Construction Support
allocation authorized by the Commission on April 2, 2026, and does not
increase the total previously authorized project funding amount;

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

The Executive Director is hereby authorized to execute Amendment No. 3 to
Cooperative Agreement No. 05-0419 with Caltrans (Exhibit A) for the
Highway 1 State Park Drive to Bay Avenue/Porter Street Auxiliary Lanes,
Bus on Shoulder, and Mar Vista Bicycle and Pedestrian Overcrossing Project,
including revised construction support invoicing and payment provisions to

include a \$200,000 initial deposit for construction support costs.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: A. Amendment 3 to Cooperative Agreement (Coop 05-0419)

AMENDMENT NO. 3 TO AGREEMENT 05-0419

This Amendment No. 3 (AMENDMENT) to Agreement 05-0419 (AGREEMENT), executed on and effective from [REDACTED], is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Santa Cruz County Regional Transportation Commission, a public corporation/entity, referred to hereinafter as SCCRTC.

RECITALS

1. CALTRANS and SCCRTC, collectively referred to as PARTIES, entered into AGREEMENT on Oct 11, 2022, defining the terms and conditions for, *construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and State Park Drive interchanges on Highway 1, bus-on-shoulder elements, drainage facilities, construct retaining walls and sound walls, including the replacement of the Capitola Avenue overcrossing and construction of new bicycle and pedestrian overcrossing at Mar Vista Drive*, referred to as PROJECT.
2. PARTIES entered into Amendment No. 1 to AGREEMENT 05-0419 on June 13, 2023 to increase STIP/RIP funds by \$692,900 and increase LOCAL funds by \$4,570,000.
3. PARTIES entered into Amendment No. 2 to AGREEMENT 05-0419 on October 15, 2025 to increase LOCAL funds by \$6,600,000 for Construction Capital.
4. The AGREEMENT established a contribution of \$0 in LOCAL funds towards Construction Support for the PROJECT.
5. PARTIES now seek to increase LOCAL funds by \$4,000,000 for Construction Support.

IT IS THEREFORE MUTUALLY AGREED:

1. A revised Funding Summary No. 04 is attached and made part of the AGREEMENT. Any reference to the Funding Summary in the AGREEMENT is deemed to refer to the revised Funding Summary NO. 04 attached herein.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Brian Zamora, Assistant Transportation Engineer

1101 Pacific Avenue, Suite 250

Santa Cruz, CA 95060

Office Phone: 831-460-3200

Email: bzamora@sccrtc.org

CALTRANS

Madilyn Jacobsen, Project Manager

50 Higuera Street

San Luis Obispo, CA 93401

Office Phone: 805-835-6328

Email: Madilyn.Jacobsen@dot.ca.gov

SIGNATURES

PARTIES are authorized to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT. By signing below, the PARTIES each expressly agree to execute this AMENDMENT electronically.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Scott Eades
District Director

By: _____
Sarah Christensen
Executive Director

By: _____
Attorney
Department of Transportation

VERIFIED OF FUNDS & AUTHORITY:

Attest: _____
Amin AbuAmara
Director of Capital Projects

By: _____
Hannah Ferguson
Project Control Manager

By: _____
Steve Mattas
RTC Legal Council

CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:

By: _____
Lai Saephan
HQ Accounting Supervisor

FUNDING SUMMARY NO. 04

<u>FUNDING TABLE</u>							
<u>IMPLEMENTING AGENCY→</u>			<u>CALTRANS</u>		<u>SCCRTC</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	CONST. SUPPORT	CONST. CAPITAL	
STATE	SCCRTC	STIP/RIP	0	5,621,900 ²	0	0	5,621,900
STATE	SCCRTC	SB1-LPP	0	14,394,000	0	0	14,394,000
LOCAL	SCCRTC	SB1-SCCP	7,760,000	44,077,000	1,000,000	0	52,837,000
LOCAL	SCCRTC	Local	4,000,000	21,170,000 ¹	0	0	25,170,000
Totals			98,022,900				

¹Includes \$14,394,000 of match for SB1 LPP²Includes \$692,900 G-12 funds

v 21				
<u>SPENDING SUMMARY</u>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	<u>CALTRANS</u>	SCCRTC	<u>CALTRANS</u>	
STIP/RIP	0	0	5,621,900	5,621,900
SB1-LPP	0	0	14,394,000	14,394,000
SB1-SCCP	7,760,000	1,000,000**	44,077,000	52,837,000
LOCAL	4,000,000	0	21,170,000	25,170,000
Totals	11,760,000	1,000,000	85,262,900	98,022,900

**Amount to be paid for support work to be done by SCCRTC

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
4. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.
5. Notwithstanding the terms of this AGREEMENT, PARTIES agree to abide by the funding guidelines for all contributed funds that are programmed and allocated by the CTC.

Invoicing and Payment

6. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SCCRTC will pay invoices within five (5) calendar days of receipt of invoice.

7. If SCCRTC has received EFT certification from CALTRANS then SCCRTC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
8. CALTRANS will draw from state and federal funds that are provided by SCCRTC without invoicing SCCRTC when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
9. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

CONSTRUCTION Support

10. SCCRTC will invoice and CALTRANS will reimburse for actual costs incurred and paid.
11. CALTRANS will invoice and SCCRTC will pay the initial deposit of \$200,000 after execution of this AMENDMENT. This deposit represented one (1) months' estimated costs.

Thereafter, CALTRANS will invoice and SCCRTC will reimburse for actual costs incurred and paid.

CONSTRUCTION Capital

12. CALTRANS has invoiced and SCCRTC has paid the initial deposit of \$1,863,900 after execution of this AGREEMENT. This deposit represented one (1) months' estimated costs.

Thereafter, CALTRANS will invoice and SCCRTC will reimburse for actual costs incurred and paid.

TO: Regional Transportation Commission (RTC)

FROM: Grace Blakeslee, Supervising Transportation Planner

RE: Fiscal Year (FY) 2026-27 Overall Work Program

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving the draft final fiscal year (FY) 2026-27 RTC overall work program (Exhibit A to Attachment 1).

BACKGROUND

Each year the RTC works with Caltrans to prepare a work program for the following fiscal year based on the budget approved by the RTC for the planning function as well as state and federal requirements. The work program is required for RTC to receive federal and state transportation planning funds and to demonstrate that the RTC meets federal and state transportation planning requirements. Therefore, the work program must include all the work stipulated to be done by the RTC with planning grant funds awarded to the RTC and to meet all other planning requirements. The RTC's work program also includes all other work that the RTC performs, which tends to result from planning work done by the RTC. As required by Caltrans, the work program provides summary information on the work that the RTC will perform as well as a summary schedule and list of work products.

DISCUSSION

RTC staff prepared a draft FY 2026-27 work program for the RTC and submitted it to Caltrans for review. The work program included as Exhibit A to Attachment 1 incorporates Caltrans comments and suggestions. As in past years, the FY 2026-27 RTC work program (Exhibit A to Attachment 1) addresses responsibilities mandated by state and federal requirements and addresses RTC priorities including:

- Implementation of the 2050 Regional Transportation Plan (RTP) and 2050 Metropolitan Transportation Plan (MTP)/Sustainable Community Strategy (SCS);

- Production and implementation of the various required state and federal funding documents including the Regional Transportation Improvement Program (RTIP);
- Continuation of specific planning efforts including the Highway 1 Coastal Resilience Plan at Waddell and San Vicente Creeks, and Planning for Climate Resilience of the Zero Emissions Passenger Rail and Trail Corridor for which the RTC was awarded state planning grant funds;
- Completion of all preconstruction work (environmental, design, right-of-way, etc.) for Highway 1 auxiliary lane, bicycle and pedestrian overcrossing, and bus on shoulder projects, completing construction for those projects now in construction, and securing funds and ensuring construction of those projects not yet under construction;
- Implementation of the federal transportation law, Infrastructure Investment and Jobs Act (IIJA) in accordance with all state and federal requirements;
- Management, operation, maintenance and planning for the Santa Cruz Branch Rail Line and corresponding right-of-way;
- Continued implementation of the Measure D ½-cent transactions and use tax for local transportation priorities in accordance with the ordinance approved by over two-thirds of Santa Cruz County voters;
- Continued management, maintenance and enhancement of various public information outlets, including information and outreach in Spanish;
- Continued work with project sponsors and funding agencies on securing funds for priority projects for all modes of transportation;
- Implementation of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network master plan through planning, project development and construction of various trail segments;
- Monitor and participate in local, state and federal efforts to address global warming and sustainability;
- Implementation of the Santa Cruz County Bicycle Incentives program for low-income individuals with bicycle safety education;
- Continued work with Caltrans and other partners to improve the safety of all travelers throughout the county including Highway 9 in San Lorenzo Valley;
- Continued services to Santa Cruz area travelers through the Cruz511, Go Santa Cruz County, SAFE callbox, Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service.

The work program must be approved by the Commission prior to submitting to Caltrans, therefore, **staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving the draft final FY 2026-27 RTC overall work program (Exhibit A to Attachment 1).**

FISCAL IMPACT

The work program is consistent with the approved RTC budget and summarizes the work to be done by the RTC using the budget already approved by the RTC. Therefore, the approval of the work program does not have any additional fiscal impacts.

SUMMARY

The RTC must prepare a work program to receive state and federal transportation planning funds and demonstrate compliance with state and federal funding requirements. The attached draft final FY 2026-27 RTC work program includes state-mandated responsibilities and RTC priorities. The draft FY 2026-27 work program has been reviewed by Caltrans and their comments and suggestions have been incorporated. Staff recommends that the RTC adopt the attached resolution (Attachment 1) approving the draft final FY 2026-27 RTC overall work program (Exhibit A to Attachment 1).

Attachments:

1. Resolution
 - a. FY 2026-27 RTC Overall Work Program

S

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION ADOPTING THE FY 2026-27 OVERALL WORK PROGRAM FOR
THE REGIONAL TRANSPORTATION COMMISSION**

WHEREAS, the Santa Cruz County Regional Transportation Commission adopts and periodically amends a budget and work program for each fiscal year to guide its expenses and work;

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

1. The FY 2026-27 Overall Work Program for the Santa Cruz County Regional Transportation Commission (RTC) is hereby adopted as shown in Exhibit A; and
2. The RTC Executive Director is authorized to make revisions and amendments to the FY 2026-27 Work Program for the Santa Cruz County Regional Transportation Commission as needed to incorporate RTC budget changes, and to ensure state approval and receipt of planning funds secured by the RTC by formula or grant award.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

a) FY 2026-27 RTC Work Program



Santa Cruz County Regional Transportation Commission

FISCAL YEAR 2026 – 2027 OVERALL WORK PROGRAM

Final Draft June 2026

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INTRODUCTION

Santa Cruz County is the second smallest of California's 58 counties with 445 square miles of land area. Santa Cruz County is on the coast 65 miles south of San Francisco, 35 miles north of Monterey, and 35 miles southwest of Silicon Valley. The California Department of Finance estimates the population of Santa Cruz County for 2025 at 263,710 and is estimated to increase to about 300,000 by 2050. The largest population (128,136) is in the unincorporated area of the county and the remainder in the four incorporated cities of Capitola (9,670), Scotts Valley (11,831), Watsonville (51,101) and Santa Cruz (62,972). About 80% of the population lives in approximately 20% of the area of the county. The population is clustered primarily along the coast between the City of Santa Cruz and Aptos and in Watsonville, Scotts Valley and the San Lorenzo Valley. Seniors aged 70 and over make up about 12% of the current population and will make up about 20% of the population by 2050.

Most daily work trips (78% or about 100,000) are within county boundaries; however, 16% or over 20,000 of Santa Cruz County commuters travel to San Francisco Bay Area counties, about 5% or over 6,000 to Monterey County and about 1% or over 1,000 go elsewhere. There are also about 20,000 who commute into Santa Cruz County for work. The Santa Cruz Conference and Visitors Council estimates that normally approximately 3 million people visit Santa Cruz County per year and the great majority during the summer months. Nearly one third of Santa Cruz County residents – notably children, the elderly and disabled, and low income individuals and families who cannot afford a car – do not drive a personal vehicle. The vast majority of Santa Cruz County's low income and minority populations live in the south eastern part of the County in and around the City of Watsonville and much of their employment is located in and around the City of Santa Cruz.

The COVID-19 pandemic changed typical commute patterns and forced many employers to shift to remote work, especially for white-collar workers. Many were forced to stop or alter their daily commute to and from work. According to movement data tracked by Google, travel to workplaces within Santa Cruz County dropped more than 50% at the beginning of the statewide stay-at-home order in March 2020 and remains below pre-pandemic levels. Instead of completely going back to a pre-pandemic work style, many companies adjusted to hybrid work, with a few days of teleworking and a few days of staggered in-person work schedules. More recently fewer people are working remotely as more companies require employees to work in-person.

The demographics, geography, availability of jobs, and desirability of Santa Cruz County as a place to call home and visit significantly impact travel in Santa Cruz County and creates a variety of challenges. Those challenges are compounded by the effects of climate change and natural disasters. This fiscal year (FY) 2026/2027 overall work program for Santa Cruz County provides a summary of the work that the Santa Cruz County Regional Transportation Commission (RTC) is undertaking to address those challenges, with the resources that are available

to the region. This includes the work of the RTC as a regional transportation planning agency, the authority for implementation of the Measure D transactions and use tax, and the various other functions of the Regional Transportation Commission. With input from partner agencies, the business community and the public, the RTC works to address the travel needs of the community through its planning work, its funding decisions and the projects and programs implemented. With the aid of those partnerships, Measure D was crafted by the RTC and it was approved in 2016 by a super majority of Santa Cruz County voters. Measure D generates local revenue for transportation and helps to implement goals and address the challenges of the 2050 Regional Transportation Plan (RTP). Thanks to the Measure D funds, the RTC and other local agencies have been successful in securing more grant funds for the transportation needs of Santa Cruz County.

The recent high levels of inflation locally and across the country significantly impact costs. The uncertainties created by the policies of the current presidential administration with respect to transportation funding programs and tariffs create challenges which the RTC along with other agencies must work to address.

The Regional Transportation Commission

The RTC was created in 1972 to allocate funds raised by the state Transportation Development Act (TDA), which sets aside one quarter-cent of the state sales tax for local transportation purposes. The RTC is now designated in state statute as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County. Responsibilities of this designation include preparation of the long range Regional Transportation Plan (RTP), dissemination of local, state and federal funding, and setting local transportation policy.

With 12 (twelve) voting members representing all of the county's supervisorial districts, each of the cities and the transit district plus Caltrans as an ex-officio or non-voting member and a staff of 30 (thirty) full and part-time employees, the RTC works to deliver a full range of convenient, reliable and efficient transportation choices for the community. While promoting long-term sustainability, the RTC provides transportation services, construction management, planning and funding for all travel modes. The RTC board meets once per month for their regular broadcasted hybrid meetings and as needed for Transportation Policy Workshops (TPW). Commissioners meet in person at a publicly announced location(s) consistent with the Brown Act while the public may participate either in person or remotely.

Some of the services provided by the RTC include traveler information and travel demand management through its Cruz511 and Go Santa Cruz County programs. The RTC also serves as the Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County. On Highway 1 and 17, the RTC SAFE provides Freeway Service Patrol tow trucks that quickly respond to and clear highway incidents. In addition, the RTC serves as the "Local

Transportation Authority” responsible for implementation of Measure D, the Santa Cruz County Transportation Improvement Plan Measure, which was approved in November 2016 by over two-thirds of Santa Cruz County voters.

To help ensure ample community participation, the RTC works with the area’s local and regional agencies, community groups, non-profit organizations, business groups and the public, not only through its public meetings, but also public meetings of the following advisory committees who provide recommendations to the RTC:

- The Budget and Administration/Personnel Committee consists of 6 commissioners selected annually by the RTC and provides oversight and recommendations on Commission administration, budget, policy, finance, audit, and personnel issues.
- The RTC’s Bicycle Advisory Committee advises the RTC and project sponsors on bicycle-related activities and reviews bicycle-related projects submitted to the RTC for funding.
- The Elderly and Disabled Transportation Advisory Committee serves in an advisory capacity not only to the RTC, but also to the Santa Cruz Metropolitan Transit District, the county’s Consolidated Transportation Service Agency (Community Bridges), and local jurisdictions, on the planning, funding, and provision of transportation services and pedestrian facilities for seniors and people with physical, mental and economic disabilities. The Elderly and Disabled Transportation Advisory Committee also serves as the designated Social Service Advisory Council, as established in accordance with state law.
- The Interagency Technical Advisory Committee is composed of planning and public works representatives from the four cities, County of Santa Cruz, University of California at Santa Cruz (UCSC), Cabrillo College, Ecology Action Transportation Group, the Santa Cruz Metropolitan Transit District, Association of Monterey Bay Area Governments, Monterey Bay Air Resources District, and Caltrans. The committee reviews and provides technical advice on transportation projects and programs in the region; coordinates and provides recommendations to the RTC on the use of transportation funds; and serves as a forum for sharing information on transportation projects and federal and state requirements for project implementation.
- In addition to the RTC’s three advisory committees, the Traffic Operations System Oversight Committee provides input to Caltrans and the California Highway Patrol (CHP) on the use of changeable and stationary message signs (located on Highways 1 and 17), and other elements of the automated Traffic Operations System. Also, the Safe on 17 Task Force identifies and provides input to Caltrans and the CHP on Highway 17 safety projects and programs.

- As the Local Transportation Authority responsible for the implementation of Measure D, the RTC established a Measure D Oversight Committee. The Committee is composed of one public member from each of the five supervisorial districts. The objective of the Committee is to review the annual independent fiscal audits of the expenditure of the Measure D Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance.
- In addition to working closely with the public and partner agencies through the committees described above, the RTC coordinates closely with the Santa Cruz METRO on transit planning efforts. This includes, but is not limited to, evaluating transit facility design options included in infrastructure projects, support for evaluating transit operations including frequency and routes, coordination regarding bus stop improvements, discussion funding for transit services and other data collection efforts. The planning efforts and coordination with Santa Cruz METRO are described in various Work Elements in the OWP.

Transportation Goals and Challenges

The Santa Cruz County Regional Transportation Commission utilizes a sustainability framework for the production of the Regional Transportation Plan (RTP). The goals, policies, performance measures and targets were developed with extensive public and partner input for a sustainable transportation plan. Performance measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2050 RTP are as follows:

- Goal 1: Reduce vehicle miles traveled (VMT) in order to establish livable communities that improve people's access to their regular needs.
- Goal 2: Eliminate transportation related fatalities and serious injuries for all transportation modes.
- Goal 3: Deliver transportation improvements and maintenance cost effectively and responsive to the needs of all users of the transportation system.
- Goal 4: Establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change.

Goal 5: Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded populations.

The Santa Cruz County RTP identifies policies and measurable targets that are linked to the RTP goals listed above. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long range plan will perform over time in addressing the goals of the RTP.

The goals identified in the RTP seek to address the transportation challenges faced by the region. Like many regions, the Santa Cruz County region population continues to grow which puts a strain on the transportation infrastructure even though the population growth rate has slowed over the last decade. System preservation continues to be a challenge and the average Pavement Management Index in Santa Cruz County is 55 and ranks in 16th in the state for PMI. Safety is also a key challenge for the Santa Cruz County region. Santa Cruz County experienced 152 combined fatal and severe injury collisions in 2024. In addition, congestion periods are length and Santa Cruz County ranks nationally 4th worst for Travel Time Index. Finally, Santa Cruz County is subject to several climate hazards that threaten the transportation infrastructure including, but not limited to coastal bluff retreat, flooding and wildfire.

The projects included in the 2050 RTP endeavor to work toward a sustainable and resilient transportation system that addresses challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for all residents and visitors.

Funding Transportation Needs

Thanks to the passage of SB1, which was upheld by California voters through rejection of Proposition 6 in 2018, and the approval of Measure D in 2016 by a supermajority of Santa Cruz County voters, funding for Santa Cruz County's transportation system is better than it had been in many years. However, the amount of funding available is still quite insufficient to meet all of the community's transportation needs. According to the 2050 RTP, the funding need is about \$17 billion through 2050 and the available funds are about \$6.2 billion. The various sources of funding available to the Regional Transportation Commission include State Transportation Improvement Program (STIP) funds, Surface Transportation Block Grant (STBG) funds, Regional Surface Transportation Program (RSTP) Exchange funds, Transportation Development Act (TDA) funds, Measure D funds and funds established through SB1 for various funding programs. The RTC uses these funds to meet the transportation goals and address the transportation challenges of the community, and establishes its funding decisions through the Regional Transportation Improvement Program (RTIP). The local Measure D funds have been very helpful to leverage federal and state grant funds. Unfortunately, due to the current presidential administration's priorities and their reworking

of criteria for winning grant funds, it remains unclear as to whether transportation projects and programs in Santa Cruz County will remain competitive or whether the current grant programs available will continue to exist.

The RTIP is developed biennially by the RTC and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), which is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of the community. As set forth in the California Transportation Commission (CTC) STIP Guidelines, the RTIP is based on the Regional Transportation Plan that has been developed and updated pursuant to Government Code Section 65080, and a region-wide assessment of transportation needs and deficiencies.

The RTIP is developed in consultation with stakeholders and partner agencies, including Caltrans, the County of Santa Cruz, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the Santa Cruz Metropolitan Transit District (SCMTD), the University of California at Santa Cruz (UCSC), and local non-profits that provide community transportation services or implement local transportation programs. Every year, the RTC also produces a Measure D 5-year program of projects; and working with RTC partners and the Measure D Oversight Committee, the RTC reviews Measure D funds expenditures and issues a public annual report.

Community Participation

Santa Cruz County is a very engaged community and community participation is a very important and integral part of all of the work done by the RTC. The RTC also consults with and coordinates with Native American bands, including Amah Mutsan Tribal Band, Esalen Tribe of Monterey County and Ohlone Costanoan Esalen Native and federal land management agencies including Bureau of Land Management (BLM), the U.S. Fish and Wildlife Service (USFWS), NOAA / National Marine Fisheries Service (NMFS) and the Santa Cruz County Resource Conservation District (RCD), which serves as the USDA Natural Resources Conservation Service (NRCS). on specific projects and efforts. The RTC engages with the community through its various public meetings of the Commission and its committees. Committees include an Interagency Technical Advisory Committee, a Bicycle Advisory Committee, and an Elderly and Disabled Transportation Advisory Committee. The RTC also establishes work groups for planning and funding efforts and develops community participation plans that regularly include open houses, workshops, online surveys, and outreach through email lists, social media, traditional media, radio, television and at established local events. In addition, the RTC produces materials in Spanish and conducts outreach in Spanish to better engage with the Spanish speaking members of the community, about 26% of the population. The RTC continues strong online engagement with the community holding meetings via Zoom and employing a variety of tools such as online virtual open houses, online workshops, and online surveys for a variety of planning and project development efforts. The

RTC continues to make remote participation at meetings available to the public and continues to use a variety of online tools to help ensure a high level of public engagement. The RTC has also completed an equity action plan which includes tools and strategies to help ensure better engagement of the entire community in the work of the RTC.

The Work Program

The fiscal year (FY) 2026-27 overall work program (OWP) for the RTC describes the activities planned during the fiscal year, beginning July 1, 2026 and ending June 30, 2027, to help meet the goals and address the challenges described in the Regional Transportation Plan using the available transportation funds. These activities include the following mandated responsibilities and RTC priorities:

- Implementation of the 2050 Regional Transportation Plan and 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy in coordination and cooperation with the Association of Monterey Bay Area Governments (AMBAG), the Transportation Agency for Monterey County (TAMC) the San Benito Council of Governments (SBtCOG), local jurisdictions, Caltrans and other local and regional agencies;
- Production of the next Regional Transportation Plan and Metropolitan Transportation Plan/Sustainable Communities Strategy in cooperation with AMBAG, Caltrans, regional partner agencies and local partner agencies;
- Conducting planning efforts, in cooperation with partner agencies and the community, to ensure that the challenges facing our transportation system such as resiliency, equity, safety, VMT reduction, etc. are addressed effectively;
- Production and implementation of the various required state and federal funding documents including the Regional Transportation Improvement Program (RTIP);
- Implementation of the Highway 1 Investment Program which includes environmental work, design work and construction of auxiliary lanes/bus on shoulder projects and bicycle and pedestrian facilities from Freedom Boulevard to Soquel Drive;
- Management, operation, planning and improvement of the Santa Cruz Branch Rail Line;
- Implementation of the master plan for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network, which includes environmental work, design work and construction of a variety of trail segments from Davenport to Watsonville;
- Continued work to carry out the RTC's responsibilities to monitor and coordinate with Caltrans and local agencies on timely implementation of state highway and local projects with state or federal funding participation;
- Continued work with project sponsors and funding agencies on securing funds for high priority projects for all

modes of transportation;

- Continued services to Santa Cruz area travelers through the Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service;
- Continued implementation of the Cruz511 and Go Santa Cruz County programs for Santa Cruz County travelers with the Commute Manager program, which is used to partner with other agencies such as the Santa Cruz Metropolitan Transit District to help implement their One Ride at a Time campaign;
- Continuation of the Bike to Work and the Community Traffic Safety Coalition's bicycle and pedestrian education and Vision Zero programs;
- Potential further implementation of the electric bikes incentive program targeting lower income participants;
- Continued implementation of the TNC Access for All program;
- Continued maintenance and enhancement of a variety of public information outlets, which include information and outreach in Spanish;
- Continued development and implementation of systems necessary to ensure that the RTC continues to function efficiently and effectively as an independent government agency;
- Monitor and participate in local, state, and federal efforts to address global warming, sustainability, resiliency and equity;
- Implement the federal transportation laws, Infrastructure Investment and Jobs Act (IIJA);
- Maximize the transportation benefits of the Road Repair and Accountability Act of 2017 (SB1);
- Implement the Measure D ½-cent transactions and use tax for transportation to maximize the benefits to the community; and
- Pursuit of any and all available funding sources for transportation projects in the region including the development of local funding sources as well as seeking other new sources.

Through the activities listed in this work program, the RTC works to deliver a full range of safe, convenient, reliable and efficient transportation choices for the community taking into account sustainability, equity and economic vitality. The RTC also addresses the planning factors listed in the IIJA and Table 1 below shows which planning factors are addressed by each of the work program elements.

In addition to the RTP goals, the Work Program addresses the California Transportation Plan Recommendations. This is shown in Table 2 and shows consistency with the focus of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health as envisioned in the California Transportation Plan.

Table 1:IIJA Act Planning Factors

	WE 101	WE 102	WE 112	WE 113	WE 177	WE 178	WE 179	WE 414	WE 417	WE 419	WE 614	WE 615	WE 621	WE 622	WE 641	WE 682	WE 683	WE 684	WE 801
1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X		X			X	X		X	X		X	X	X	X	X	X
2 Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X		X	X	X	X			X	X	X	X	X	X	X	X	X
3 Increase the security of the transportation system for motorized and non-motorized users.	X		X			X				X	X	X	X	X	X	X	X	X	X
4 Increase the accessibility and mobility of people and for freight.	X	X	X		X		X	X			X	X	X	X	X	X	X	X	X
5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X
6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X				X	X			X	X		X	X	X	X	X	X
7 Promote efficient system management and operation.	X		X	X	X		X	X						X	X	X	X	X	X
8 Emphasize the preservation of the existing transportation system.	X			X			X	X		X				X	X	X	X	X	X
9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.		X						X		X				X	X	X			X
10 Enhance travel and tourism.		X					X	X			X	X	X	X	X	X	X	X	X

Table 2: 2050 California Transportation Plan Recommendations

		WE 101	WE 102	WE 112	WE 113	WE 177	WE 178	WE 179	WE 414	WE 417	WE 419	WE 614	WE 615	WE 621	WE 622	WE 641	WE 682	WE 683	WE 684	WE 801
1	Support Economic Growth	X	X	X		X			X	X		X	X		X	X	X	X	X	X
2	Enhance Safety	X	X	X		X	X	X	X			X	X	X	X	X	X	X	X	X
3	Modernize Goods Movement	X		X											X	X	X	X	X	X
4	Reduce Greenhouse Gases	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X	X
5	Integrate Transportation and Land Use	X	X	X				X				X	X	X	X	X	X	X	X	X
6	Expand Mobility Options	X	X	X				X	X			X	X	X	X	X	X	X	X	X
7	Reduce Vehicle Miles Traveled (VMT)	X	X	X				X	X			X	X	X	X	X	X			X
8	Close First- and Last-Mile Gaps	X	X	X				X	X			X	X	X	X	X				
9	Leverage Technology			X				X	X			X		X		X	X	X	X	X
10	Maintain the Transportation System	X	X	X						X	X	X		X	X	X	X	X	X	X
11	Increase Climate Resilience	X								X	X				X	X	X			X
12	Advance Racial and Economic Justice				X			X	X	X	X				X	X				
13	Protect Public Health	X	X	X		X	X	X	X			X	X	X	X					
14	Foster Regional Collaboration	X	X	X					X	X	X	X	X	X	X	X				

Fiscal Year 2026-27 SCCRTC Work Program Funding Summary

		State RPA	State RPA C/O	STIP	SB1-SCCP	TIRCP	Local	Caltrans FSP	RTC SAFE	MTC SAFE	SPR Part 1 FHWA	SHA-CAP (FY2024-2025)	SHA-CAP (FY2023-2024)	Measure D	LPP	RSTPX	Coastal Conservancy	TOTAL
WE101	Overall Work Program						54,000											54,000
WE102	TDA Administration						1,447,722											1,447,722
WE112	Transp Plan Coord. & Interagency Liaison	130,957					33,043											164,000
WE113	Public Part. Program						80,000											80,000
WE177	Freeway Serv. Patrol							304,095						231,000				535,095
WE178	Service Authority for Freeway Emergencies								481,500	50,000				50,000				581,500
WE179	Cruz511/Rideshare						110,936		80,000					243,000		26,414		460,350
WE413	SCC Climate Adapt -Vulnerability Assessmt.																	0
WE414	Climate Resilience for ZEPRT Corridor						140,576					699,424		340,490				1,180,490
WE417	SCC North Coast TDM Plan						30,000				0							30,000
WE419	Plng for Coastal Res Waddell & San Vicente						107,500						537,499					644,999
WE614	Bike/Ped Planning						80,000											80,000
WE615	Bike & Ped Projects						303,000							16,484,449		437,573	30,000	17,225,022
WE621	Eld & Disabld & ADA						85,000											85,000
WE622	Transp Plng for Region	181,382	0				208,618											390,000
WE641	Transp Imprvmt Prgm	79,161		225,839			40,000											345,000
WE682	SCR Branch Line					666,667	210,072							4,583,450				5,460,189
WE683	Hwy & Roadway Plng	75,000					30,000							0				105,000
WE684	Hwy1 Invest Prgm			300,000	889,858		0							28,804,912				29,994,770
WE801	Measure D Implement													27,667,051				27,667,051
TOTAL		466,500	0	525,839	889,858	666,667	2,960,467	304,095	561,500	50,000	0	699,424	537,499	78,404,352	0	463,987	30,000	86,530,188

Notes:

- (1) WE 414 - full SHA grant funding minus funds used in FY 2024-25 is programmed. Funds will be used over fiscal years 2025-26 and 2026-27. The work must be completed by June 30, 2027.
- (2) WE 417 - full SPR Part I funding minus funds used in prior fiscal years is programmed. This will be used over fiscal year 2025-26. The work must be completed by June 30, 2026 except final invoices/
- (3) WE 419 - full SHA funding minus funds used in previous fiscal years is programmed. This will be used over fiscal years 2025-26 and 2026-27. The work must be completed by June 30, 2027.

WORK ELEMENT NUMBER 101**Overall Work Program****Agency:** SCCRTC**Project Manager:** Luis Pavel Mendez, Director of Planning, Programming and**Total Budget:****\$54,000****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	54,000	0	State RPA	0	0
Services & Supplies	0	0	Local	54,000	0
TOTAL	54,000	0	TOTAL	54,000	0
			% Federal	0%	

Project Description

Develop, maintain, and oversee the annual overall work program (OWP) and budget to carry out the transportation planning activities of the Santa Cruz County Regional Transportation Commission (SCCRTC) in accordance with federal, state and local requirements and available funding. This includes OWP development, coordination, and meetings with local, regional, state and federal agencies (including AMBAG, Caltrans, FHWA, TAMC and San Benito COG) to ensure that the entire three-county region is meeting federal requirements. Additionally, this work element provides monitoring and review of policy and legislative activities that impact the production, coordination, implementation and requirements of the OWP. Further duties include quarterly reporting to verify progress in implementing the work program.

FY 2026-27 Deliverables**Completion Date**

Task 2 - Final FY 2025/26 quarterly report	8/14/2026
Task 3 - Fall FY 2026/27 budget and work program amendment	11/14/2026
Task 4 - quarterly work program reports for FY 2026/27	10/30/2026, 01/29/2027 and 4/30/2027
Task 6 and Task 9 - FY 2027/28 draft and final work program and budget	3/1/2027 and 6/01/2027
Task 7 - FY 2026/27 spring budget and overall work program amendment	4/9/2027
Task 11 - FY 2027/28 work program agreement and associated forms and documents	6/1/2027

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Develop and implement annual Overall Work Program and Budget **0%**

Develop, implement and oversee the annual OWP activities and budget in accordance with federal and state requirements in coordination with Caltrans, AMBAG and other partner agencies; and produce quarterly and annual progress reports.

Previous Accomplishments

Developed and adopted FY 2025/26 OWP and Budget; Processed amendments to the FY 2025/26 OWP and Budget; provided required quarterly and annual progress reports for transportation planning and project activities to Caltrans. Held coordination meeting with Caltrans for development of the FY 2027-28 overall work program.

Task	Description	Activities and Milestones	Completion Date
1	Finalize FY 2025/26 revenues and expenditures (staff)	Revenues and expenditures files	8/14/2026

2	Produce final FY 2025/26 work program quarterly report and end of the year package and provide to Caltrans (staff)	Final FY 2025/26 quarterly report	8/14/2026
3	Prepare and adopt the annual fall FY 2026/27 budget and overall work program amendment (staff)	FY 2026/27 amendment and staff reports	11/14/2026
4	Produce FY 2026/27 quarterly work program reports and invoices for planning funds and provide to Caltrans (staff)	Three FY 2026/27 quarterly work program reports and invoices	10/30/2026 01/29/2027 04/30/2027
5	Prepare for and participate in annual OWP kick-off meeting with TAMC, AMBAG, Caltrans, FHWA, FTA, SBTCOG, SCMTD and MST (staff and partner agencies)	Meeting with regional partners, agenda and materials	1/15/2027
6	Develop FY 2027-28 draft work program and budget and provide document to Caltrans (staff)	Draft FY 2027-28 draft work program and budget	03/01/27 04/09/27
7	Prepare and adopt the annual spring FY 2026/27 budget and overall work program amendment and provide to Caltrans (staff)	Amendment and staff report	
8	Participate in FY 2027-28 OWP development and coordination meetings with AMBAG, Caltrans and other agencies in the region (staff and partner agencies)	Meetings, agendas and materials	04/30/27
9	Incorporate comments/suggestions into final draft FY 2027-28 OWP and provide document to Caltrans (staff)	Final draft FY 2027-28 OWP	06/01/27
10	Prepare and present final FY 2027-28 OWP to SCCRTC board for approval (staff)	Final OWP and staff report	05/07/27
11	Prepare the FY 2027-28 OWP agreement and all associated documents and submit to Caltrans for review, incorporate Caltrans comments on the OWP agreement and associated documents and submit final documents to Caltrans for approval (staff)	OWP Agreement and associated documents	06/01/27
12	Prepare other amendments to the FY 2026/27 budget and work program as necessary and submit to Caltrans (staff)	Amendments and staff reports (two estimated)	05/01/27

WORK ELEMENT NUMBER 102**Transportation Development Act Administration****Agency:** SCCRTC**Project Manager:** Luis Pavel Mendez, Director of Planning, Programming, and Administration
Italo Jimenez, Finance and Budget Officer**Total Budget:** \$1,447,722**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	301,026	0	Local	1,447,722	0
Services & Supplies	1,146,696	0			
TOTAL	1,447,722	0	TOTAL	1,447,722	0

Project Description

The SCCRTC was originally created in 1972 under the Transportation Development Act (TDA). SCCRTC as Regional Transportation Planning Agency (RTPA) for Santa Cruz county implements and administers the Transportation Development Act for Santa Cruz County and distributes TDA Local Transportation Fund (LTF), State Transit Assistance (STA) funds, STA State of Good Repair (SGR) funds, and Low Carbon Transit Operations Program (LCTOP) funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.

FY 2026-27 Deliverables**Completion Date**

Tasks 1 & 4 - Programming, allocations and claims for TDA, STA, SGR and LCTOP funds

6/30/2027

Task 3 - Unmet Transit Needs List

5/28/2027

Task 9 - FY 2025-26 Fiscal Audit

3/31/2027

Task 15 - Triennial performance audit consultant agreement

6/30/2027

Other Task (Nonfederal)

Manage, coordinate and distribute TDA, STA, STA SGR, and LCTOP funds in accordance with state law, requirements and guidelines, and RTC rules and regulations; and implement and administer the TDA in accordance with state law and requirements

Previous Accomplishments

Every year the RTC obtains TDA fund estimates from the Santa Cruz County Auditor and sets funding apportionments based on those estimates. In recent years, due to declines in TDA revenue, the RTC has used TDA reserve funds to meet its TDA allocation obligations and then replenished the reserves. In addition, to the annual fiscal audits of TDA revenues, disbursements and expenditures for the RTC and transit operators, the RTC conducts triennial TDA performance audits. The most recent triennial performance audit was completed in FY 2025-26 and covered fiscal years 2021-22, 2022-23 and 2023-24. In FY 2025-26, the RTC processed a variety of TDA, SGR, STA and LCTOP funding apportionments, claims and allocations for Santa Cruz METRO, Community Bridges, the Volunteer Center, the County of Santa Cruz and the the Cities of Santa Cruz, Capitola and Watsonville. The RTC also completed updates to some of its policies and to its Rules and Regulations.

Task	Description (all tasks below are on-going tasks)	Activities and Milestones	Completion Date
1	Coordinate review of appropriate TDA claims (estimate twelve) with advisory committees (staff and claimants)	Staff reports and resolutions	06/30/27
2	Provide staff support to Budget and Administration/ Personnel Committee (staff)	Agendas and staff reports for two to four meetings	06/30/27

3	Coordinate annual unmet transit needs process, including outreach to traditionally underrepresented communities, and adopt resolution of unmet transit needs finding (staff)	Staff reports, presentation, information materials (Spanish), public outreach, meetings and resolution	05/28/27
4	Maintain records and pay claims for TDA, STA and other trust fund accounts (staff)	Files, invoice processing and payments	06/30/27
5	Assist transit operators with annual financial audits (staff)	Phone calls, emails	06/30/27
6	Implement recommendations in most recent performance audit (staff and claimants)	Staff reports and modifications to processes and forms	06/30/27
7	Obtain TDA funds estimates from County Auditor Controller (staff and County Auditor)	Emails and estimate materials	06/30/27
8	Monitor TDA revenue receipts, compare to estimates and adjust estimates as necessary (staff and County Auditor)	Reports to B&A/P Committee and RTC	06/30/27
9	Conduct the FY 2025/26 annual fiscal audit and implement suggested changes (staff and auditing firm)	Audit report and staff reports	06/30/27
10	Produce staff assignment lists, performance evaluations and personnel actions (staff)	Assignment list, individual staff meetings, evaluation forms	06/30/27
11	Prepare and submit to Caltrans the FY 2026/27 indirect cost allocation plan (staff)	ICAP report and staff report	06/30/27
12	Produce and distribute annual financial report (staff)	Financial report and staff reports	06/30/27
13	Coordinate, meet, confer and negotiate with labor representatives; such activities are included in the indirect cost allocation plan (staff and labor units)	Meetings, agenda and information materials	06/30/27
14	Update RTC's Title VI Civil Rights Program and Language Assistance Plan consistent with federal and state requirements (staff)	Updated Civil Rights Program a language assistance plan	06/30/27
15	Through a public procurement process secure a consultant to perform the triennial performance audit of FY's 2024-25, 2025-26 and 2026-27 (staff)	Staff reports, procurement and consultant contract	06/30/27

WORK ELEMENT NUMBER 112**Transportation Plans Coordination and Interagency Liaison****Agency:** SCCRTC**Project Manager:** Marshall Ballard, Supervising Transportation Planner**Total Budget:****\$164,000****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	164,000	0	State RPA	130,957	0
			Local	33,043	0
TOTAL	164,000	0	TOTAL	164,000	0
			% Federal	0%	

Project Description

This is an ongoing element concerned with the coordination of regional transportation planning activities consistent with federal and state law to maintain a coordinated approach to transportation planning on a local, regional, state and federal level that addresses all aspects of the transportation system, including safety and GHG emissions reductions. This includes coordinated implementation of the Infrastructure Investment and Jobs Act (IIJA), and the State's Senate Bill 1, the Road Repair and Accountability Act of 2017.

FY 2026-27 Deliverables**Completion Date**

Task 9 - Reports to ITAC on programming priorities for funds programmed by RTC	6/30/2027
Task 14 - Reports to ITAC on state and federal budget, administrative and legislative activities that affect transportation planning and programming	6/30/2027

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Coordinate the implementation of the FAST Act and IIJA requirements as it relates to regional transportation planning and monitoring	0%

Previous Accomplishments

In FY 2025-26, the SCCRTC held seven meetings of the Interagency Technical Advisory Committee (ITAC). The ITAC made recommendations on criteria for programming of \$16 million of funding from various federal and state sources and made recommendations for the RTC's programming decision. The ITAC also made recommendations on the 2050 Regional Transportation Plan. SCCRTC staff met regularly with Santa Cruz Metro, AMBAG, TAMC, San Benito COG, VTA, educational institutions, non-profits, local jurisdictions, the Monterey Bay Air Resources District, other regional agencies and Caltrans to discuss and implement coordination efforts. The ITAC initiated discussions about transportation data sharing needs and options for addressing these needs.

Task	Description	Activities and Milestones	Completion Date
1	Collect, process and transmit information on funding, plans and related activities to facilitate interagency communication (staff)	Phone calls, emails, reports and information materials	06/30/27
2	Meet quarterly with Caltrans to coordinate planning and programming activities and prepare materials for meetings (staff)	Teleconference, agenda and meeting materials	06/30/27

3	Coordinate on planning and programming with other agencies throughout the state through participation in the Regional Transportation Planning Agencies group, the Central Coast Coalition, the Rural Counties Task Force, the Self Help Counties Coalition, the Coast Rail Coordinating Council and the California Transportation Commission (staff)	Meeting participation, meeting notes, agendas	06/30/27
4	Participate in the AMBAG Planning Directors meetings for coordination on the development and implementation of the region's MTP/SCS and other transportation planning and programming activities to help ensure coordination of Santa Cruz County efforts with those of other agencies in the region (staff and partner agencies)	Agendas, materials, notes, communications and MTP/SCS	06/30/27
5	Participate in Santa Cruz METRO board meetings and Santa Cruz METRO/RTC management meetings and communicate with other agencies in the region, including Community Bridges and UCSC, to help ensure regional transit planning coordination (staff and partner agencies)	Agendas, materials, notes, communications and coordinated transit plans	06/30/27
6	Continue to coordinate with Caltrans, AMBAG and other partner agencies on improved planning for the movement of goods into, out of and through the region, including potential designation of Critical Urban/Rural Freight Corridors (staff and partner agency)	Communications with partner agencies, meetings	06/30/27
7	Work with the City of Watsonville through its General Plan process, Caltrans Aeronautics and other partner agencies to update and implement the master plan for the Watsonville airport to help ensure efficient access to and from the airport (staff and partner agencies)	Communications with partner agencies, meetings	06/30/27
8	Exchange information concerning transportation planning, and funding with local jurisdictions, Caltrans, AMBAG, Santa Cruz METRO, the Air District, UCSC, and other federal, state and local agencies (staff and partner agencies)	Meetings, phone calls, emails and information materials	06/30/27
9	Participate in, and prepare agendas, reports and materials for the Interagency Technical Advisory Committee (ITAC) to facilitate planning and programming coordination among all of the various transportation partners represented on the Committee - (staff, public works departments, planning departments, transit district, UCSC, Caltrans, AMBAG, Air District)	Five ITAC meetings, agendas and packets	06/30/27
10	Monitor and participate in efforts at the federal, state and local level related to reduction of VMT and other transportation planning and programming measures to reduce green house gases (GHG) and address global warming (staff)	Conference calls, meetings and notes	06/30/27
11	Monitor and participate in efforts at the federal, state and local level and with law enforcement agencies to address and improve the safety of the transportation system (staff and partner agencies)	Conference calls, meetings and notes	06/30/27
12	Prepare for and participate in meetings of the AMBAG Board as an ex-officio representative (staff)	Meetings and notes	06/30/27
13	Coordinate with business and community organizations, and task forces, including those who engage traditionally underrepresented communities, on transportation planning, and funding issues (staff and community organizations)	Presentations, phone calls, meetings and materials in Spanish	06/30/27
14	Coordinate with public entities to track state and federal legislative, regulatory and budgetary developments affecting transportation to more effectively and efficiently coordinate transportation activities with changing requirements - (staff, partner agencies)	Staff reports and information materials	06/30/27
15	Communicate with legislative officials and others on the effective and efficient coordination of proposed legislative and budgetary changes with transportation planning and programming activities - (staff and partner agencies)	Phone calls, emails, letters, reports and meetings	06/30/27
16	Continue to work with Interagency Technical Advisory Committee members and other transportation partners to cooperatively develop and pursue grant opportunities for transportation studies and development of transportation plan components and funding (staff and partner agencies)	Joint grant applications	06/30/27

17	Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management; this includes intergovernmental review of CEQA documents and development plans in coordination with other agencies including Caltrans (staff and partner agencies)	Phone calls, emails, meetings, notes and information materials	06/30/27
18	Monitor and participate in efforts at the state and regional level to effectively implement the requirements of the IJIA and SB1-The Road Repair and Accountability Act of 2017, including federal rulemaking, guidelines and performance measure requirements (staff and partner agencies)	Phone calls, teleconferences, emails, notes and information materials	06/30/27
19	Coordinate with partner agencies for the collection and dissemination of transportation information (staff and partner agencies)	Communications with partner agencies, and transportation data	06/30/27

WORK ELEMENT NUMBER 113

Public Participation Program

Agency: SCCRTC

Project Manager: Shannon Munz, Communications Specialist

Total Budget:

\$80,000

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	60,000	0	Local	80,000	0
Services & Supplies	20,000	0			
TOTAL	80,000	0	TOTAL	80,000	0
			% Federal	0%	

Project Description

This work element includes public participation activities that support the overall public participation program of the SCCRTC but are not attributable to a specific project, program or activity. This includes general maintenance of the RTC website and social media outlets and responding to general inquiries regarding the SCCRTC.

Project Product(s)

Well functioning website and social media outlets and updated general postings, press releases, e-news, SCCRTC meeting highlights, year in review communicating notable accomplishments for the previous year; broadcasts of RTC meetings; hybrid RTC meetings so that the public may participate remotely

Previous Accomplishments

In FY 2024/25, the SCCRTC updated its templates and style sheets for web pages, media releases, reports and other documents to ensure consistent and recognizable styles for RTC documents and ensure better public engagement. In FY 2025-26, the SCCRTC update planning fact sheets to reflect current funding and project schedules and websites to reflect current project status.

Task	Description	Activities and Milestones	Completion Date
1	Provide information to and solicit information from the community at large regarding the general functions and duties of the RTC using the media, internet, advertisements, in-office and partner organization contact distribution mechanisms and presentations to local groups as a means to involve the public in the transportation planning process (staff)	Updated and functioning website	6/30/2027
2	Use print and electronic media to disseminate and solicit information to and from traditionally underrepresented populations (staff)	Bilingual print and electronic media	6/30/2027
3	Fully implement and update as necessary the RTC's Title VI Civil Rights Program and Language Assistance Plan and fully investigate and monitor all Title VI complaints (staff)	Webpage, postings, agendas, forms and list of complaints and investigations	6/30/2027
4	Broadcast regular RTC meetings and public hearings countywide on Community TV (staff and Community TV)	Televised RTC meetings	6/30/2027
5	Hold RTC and committee meetings as hybrid so that the public may participate in person or remotely (staff)	Hybrid meetings	6/30/2027
6	Utilize Spanish translation services during SCCRTC meetings, public workshops and public hearings (staff and consultants)	Translators at meetings	6/30/2027

7	Continue to provide outreach to the community regarding ways to improve safety as users of the transportation system (staff)	Bilingual print and electronic media and public presentations	6/30/2027
8	Work with Caltrans to support their efforts to conduct equitable, meaningful, and collaborative partner agency and community engagement associated with state highway projects and planning studies. Provide feedback to Caltrans on their engagement efforts, when appropriate. (staff and partner agencies)	Meeting materials, public events and presentations	6/30/2027
9	Publicize regional and state news items at the request of Caltrans, including lane closure reports and news releases (staff)	Webpage and social media postings, enews	6/30/2027
10	Work to include agencies and organizations associated with Native American tribes/bands (including non-federally recognized) within Santa Cruz County region in public participation outreach efforts, such as Amah Mutsan Tribal Band, Esalen Tribe of Monterey County and Ohlone Costanoan Esalen Native and Federal Land Management Agency coordination such as Bureau of Land Management (BLM), the U.S. Fish and Wildlife Service (USFWS), NOAA / National Marine Fisheries Service	Phone calls, emails, print and electronic media including enews	6/30/2027
11	Collaborate with Caltrans to implement the RTC's Equity Outreach Plan as part of transportation project development including projects within Santa Cruz County on State Routes	Phone calls, meetings, emails and project specific public outreach plans	6/30/2027

WORK ELEMENT NUMBER 177**Freeway Service Patrol (FSP)****Agency:** SCCRTC**Project Manager:** Max Friedman, Transportation Planner**Total Budget:**

\$535,095

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**EXPENDITURES**

Category	Amount (\$)	Change
Personnel	86,500	0
Services & Supplies	448,595	0
To Reserves	0	0
TOTAL	535,095	0

REVENUE

Source	Amount (\$)	Change
Caltrans FSP	304,095	0
Measure D	231,000	0
From Reserves	0	0
TOTAL	535,095	0

Project Description

SCCRTC Freeway Service Patrol (FSP) operates on Highways 1 and 17 in Santa Cruz County to assist stranded or stalled motorists, and to remove collisions and freeway debris that cause episodic traffic congestion. SCCRTC works closely with Caltrans and California Highway Patrol to implement the program.

FY 2026-27 Deliverables**Completion Date**

Task 1 - Monthly invoices	15 days after the end of each month
Task 3 - Request for proposals	10/16/2026
Task 3 - Tow service contracts	1/15/2027
Task 9 - Data reports	6/30/2027

Other Task (Nonfederal)

Implement county level Freeway Service Patrol

Previous Accomplishments

In FY 2023/24, the RTC worked with the tow service contractor to help address tow truck driver needs, insurance concerns, and data discrepancies, and maintain good service. In FY 24-25, the RTC extended the tow service contract one year. In FY 2025-26, the RTC again extended the tow service contract for one year and based on data analysis and communications with Caltrans and the CHP adjusted the service hours to try to capture more incidents and make the service more effective.

Task	Description	Activities and Milestones	Completion Date
1	Provide supplies as needed, monitor use, evaluate future program needs, and process invoices for payment of service from contractors (staff)	Tow truck service to motorists, invoices, purchase orders, statistics, and reports	06/30/27
2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators and partner with TAMC for the quarterly trainings (staff and partner agencies)	Training sessions, agendas and materials	06/30/27

3	Conduct a public procurement process for towing services (staff)	Contracts for service, logs and invoices	06/30/27
4	Represent the RTC at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for FSP program (staff)	Meeting participation, reports, presentations	06/30/27
5	Improve data collection techniques and enhance data gathering equipment to demonstrate effectiveness of program and improve truck tracking and vehicle dispatching capabilities (staff, partner agencies and contractor)	Data reports and analysis	06/30/27
6	Work with other freeway service patrol programs within the region and neighboring counties to enhance the program's cost-effectiveness and coordinate FSP service (staff and partner agencies)	Cost effectiveness analysis and coordinated services	06/30/27
7	Prepare Annual Report (staff)	Annual report and presentation	06/30/27
8	Continue to promote the program and increase awareness (staff)	Outreach materials in English and Spanish	06/30/27
9	Continue to implement and monitor the usage and effectiveness of FSP tow truck service in cooperation with CHP and Caltrans (staff and partner agencies)	Data reports and analysis	06/30/27
10	Consider revisions to FSP services based on analysis of usage and availability of funding (staff)	Analysis and reports	06/30/27
11	Maintain FSP data collection system and feed the data into the statewide FSP benefit/cost model to better reflect conditions of smaller FSP programs (staff and partner agencies)	Data reports and analysis	06/30/27
12	Provide tow truck service to motorists with tow service providers and under supervision of the CHP (staff, contractor and CHP)	Tow truck service to motorists	06/30/27
13	Investigate and pursue potential new funding sources for FSP programs (staff)	Phone calls, emails, letters and meetings	06/30/27

WORK ELEMENT NUMBER 178**Service Authority for Freeway Emergencies (SAFE)****Agency:** SCCRTC**Project Manager:** Max Friedman, Transportation Planner**Total Budget:**

\$581,500

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	176,500	0	RTC SAFE Funds	481,500	0
Services & Supplies	405,000	0	MTC SAFE funds	50,000	0
			Measure D	50,000	0
TOTAL	581,500	0	TOTAL	581,500	0
			% Federal	0%	

Project Description

The Santa Cruz County Service Authority for Freeway Emergencies (SAFE) operates the County's highway callbox system and works with the California Highway Patrol and Caltrans on motorist aid and highway safety projects and programs.

FY 2026-27 Deliverables**Completion Date**

9	Safe on 17 program annual report and invoice to MTC	6/30/2027

Other Task (Nonfederal)

Maintain and implement SAFE program and provide extra CHP enforcement

Previous Accomplishments

As a result of the continued reduction in call box usage due to the ubiquity of cellular phones, in FY 2025-26, the RTC decided to remove the call box system and submitted the appropriate letter to Caltrans requesting approval to remove the call box system. After Caltrans approval, the RTC conducted a public procurement process and selected a contractor to remove the system. In recent years, RTC and CHP have seen an increase in the number of collisions on Highway 17. Therefore, the RTC increased the amount of funds going to the SAFE on 17 program to significantly increase the amount of CHP enforcement on Highway 17 and reduce collisions.

Task	Description	Activities and Milestones	Completion Date
1	Work with selected contractor to remove call box system, recycle recyclable components and dispose of non recyclable components. (staff and contractor)	Removal of roadside call boxes	06/30/27
2	Continue to provide the Cruz511 Motorist Information system (staff)	Cruz511 web site	
3	Track DMV collection of SAFE funds to ensure accurate revenue collection (staff)	Revenue report	06/30/27
4	Continue to work with the State Wide Motorist Aid Committee to coordinate on statewide issues related to motorist aid systems (staff and partner agencies)	Coordinated and consistent services	06/30/27
5	Continue to administer enhanced CHP enforcement as part of the SAFE on 17 Program to reduce collisions and improve the safety of the transportation system (staff and CHP)	Enforcement data and reports	06/30/27

6	Continue the funding partnership with Metropolitan Transportation Commission (MTC) to ensure continuation of the enhanced CHP enforcement on Hwy 17 and work to match RTC funding by MTC (staff and MTC)	Funding agreement and invoices	06/30/27
7	Continue to monitor and track collision and safety issues on Highways 1 and 17 (staff and partner agencies)	Collision information	06/30/27
8	Coordinate with Caltrans, the County of Santa Cruz, and emergency services on disaster preparedness and evacuation planning (staff and partner agencies)	Communications with partner agencies and disaster and evacuation plans	06/30/27
9	Produce annual report for the Safe on 17 program and invoice MTC for funds (staff)	Annual report	06/30/27

WORK ELEMENT NUMBER 179**Transportation Demand Management: Cruz511/Rideshare & Motorist Information****Agency:** SCCRTC**Project Manager:** Amanda Marino, Transportation Planner**Total Budget:**

\$460,350

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	209,862	0	STBG & RSTPX	26,414	0
Services & Supplies	250,488	0	RTC SAFE Funds	80,000	0
Reserves			Measure D	243,000	0
			Local	110,936	0
			MBARD	0	0
TOTAL	460,350	0	TOTAL	460,350	0

Project Description

Through Cruz511/Rideshare SCCRTC provides traveler information and direct services to Santa Cruz County residents, visitors and employers to encourage the use of sustainable transportation modes; increase vehicle occupancy through carpooling, vanpooling and riding the bus; eliminate vehicle trips through telecommuting and compressed work weeks; and implements other Transportation Demand Management (TDM) strategies. The TDM program establishes the strategies that result in more efficient use of available transportation resources. The program promotes sustainable transportation choices and implements programs that result in emission reduction, regional traffic congestion and delay mitigation, and reduction in vehicle trips and vehicle miles travelled. The work is done in coordination with the Transportation Agency for Monterey County, the Council of San Benito County Governments, the Association of Monterey Bay Area Governments, the Metropolitan Transportation Commission for the San Francisco Bay Area, the Santa Cruz Metropolitan Transit District, the Santa Clara Valley Transportation Authority and the local cities.

Project Product(s)

Cruz511 Rideshare and Traveler Information Program and Go Santa Cruz County commute manager program

Federally Eligible Task

Promote sustainable transportation modes and choices region-wide through the coordination of incentives, promotional events, campaigns and information dissemination

Previous Accomplishments

To keep the service attractive and useful to the community, the RTC constantly updates services and strategies. The commute manager program was fully implemented in FY 2022-23 as Go Santa Cruz County in partnership with the City of Santa Cruz, UCSC and the County of Santa Cruz. In FY 2024-25, the RTC partnered with Santa Cruz METRO to use the RTC's Go Santa Cruz County commute manager program to assist with the implementation of METRO's One Ride At A Time program to help increase transit ridership. In FY 2025-26, the RTC implemented the Go Bike incentive program to incentivize greater use of regular and electric bicycles targeting lower income members of the community for the incentives.

Task	Description	Activities and Milestones	Completion Date
1	Update and maintain content and design of websites including the Cruz511 traveler information component (staff)	Updated Rideshare/Cruz511 Website & traveler information component	6/30/2027

2	Operate 429-POOL hotline and coordinate regional participation and access to the online ride matching system. Maintain online database of people interested in a ride match (staff and consultant)	Match lists, robust database	6/30/2027
3	Direct, monitor, and document media communications related to program's objectives and goals (staff)	Media releases, interviews, articles, etc.	6/30/2027
4	Assist employers in promoting multi-modal travel options and services through transportation fairs and on-site presentations (staff and employers)	Scatter maps, presentation materials, list of employers	6/30/2027
5	Develop and apply a consistent set of evaluation measures for TDM projects and programs (staff)	Improved evaluation tools	6/30/2027
6	Promote VMT-reduction efforts through TDM strategies in partnership with other agencies, including for transportation and development projects (staff and partner agencies)	Coordinated VMT reduction efforts	6/30/2027
7	Promote and facilitate access to existing mobility hubs and park and ride Lots and plan for future facility needs (staff)	Improved mobility hubs, park and ride lots, signs, and agreements; usage counts	6/30/2027
8	Develop and maintain information on TDM initiatives in the community (staff and consultants)	Data on TDM programs	6/30/2027
9	Research most effective methods and strategies to meet program objectives (staff)	Information on other programs	6/30/2027
10	Coordinate with regional rideshare and transit service providers to promote transit services (staff and service providers)	Promotional materials and handouts	6/30/2027
11	Participate in tri-county coordination of outreach campaigns - i.e. Rideshare Week (staff)	Agendas, notes and action items	6/30/2027
12	Prepare and conduct community outreach, education, and promotional materials and provide personalized ridematching services (staff and consultants)	Promotional materials and handouts	6/30/2027
13	Coordinate with the UCSC's commuter manager for UCSC students and staff (staff, partner agencies and consultants)	commute manager website, promotional materials, ads, rewards program, Go Santa Cruz County, UCSE commuter manager	6/30/2027
14	Update Cruz 511 In Your Neighborhood promotional and information materials and continue to provide to the public to encourage use of alternative transportation modes (staff)	Updated Cruz 511 in Your Neighborhood materials	6/30/2027

WORK ELEMENT NUMBER 414**Planning for Climate Resilience of the Zero Emission Passenger Rail and Trail Corridor****Agency:** SCCRTC**Project Manager:** Amanda Marino, Transportation Planner
Grace Blakeslee, Supervising Transportation Planner**Total Budget:** \$1,180,490**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	260,000		SHA CAP	699,424	
Consultant Services	920,490		Local	140,576	
Other	0		Measure D	340,490	
TOTAL	1,180,490		TOTAL	1,180,490	
			% Federal	0%	

Project Description

The RTC purchased the Santa Cruz Branch Rail Line (SCBRL) in 2012 for preservation and to improve area transportation through transit and active transportation uses. The RTC is planning to use the SCBRL as a zero emissions passenger rail and trail corridor. The RTC has been working with a variety of partners to develop multi-use trail segments along the corridor and is developing concepts for a zero emission passenger rail and trail (ZEPRT). The SCBRL corridor is vulnerable to climate change impacts as evidenced by recent weather events and projected future conditions. This planning study will develop short-, medium-, and long-term climate-resilient concepts for the ZEPRT corridor at the four locations most vulnerable to climate hazards - Capitola bluffs, La Selva/Manresa bluffs, Harkins Slough Rail Crossing, and Pajaro River Rail Bridge. Design concepts will consider the impacts of sea level rise, flooding, bluff retreat, and coastal erosion.

FY 2026-27 Deliverables	Completion Date
Task 01 - Quarterly reports and invoices	ongoing
Task 1 - e-news and social media posts	6/30/2027
Task 3- Draft plan	9/30/2026
Task 4- Recommended Project Concepts	4/30/2027
Task 5- Final Climate Resilience Plan	6/30/2027
Task 6 - Board agendas, presentation materials, meeting minutes	6/3/2027

Federally Eligible Task	Proposed Expenditure of Federal Funding
Ensure resiliency of the transportation system	0%

Previous Accomplishments

In FY 2025-26, the RTC awarded a contract to support the planning for climate resilience of the zero emission passenger rail and trail corridor, also referred to as the Santa Cruz Branch Rail Line (SCBRL) to HDR Engineering on 8/15/2025 completing Task 02 consultant procurement. On-going project administration such as a kick-off meeting, biweekly meetings with Caltrans staff and project team, and review of invoices and reports have occurred. A stakeholder and public outreach plan was completed, and RTC staff hosted one online and two in-person public workshops. Staff began to meet one-on-one with key stakeholders and updated various media platforms with the project information associated with Task 1. Task 2, the identification of existing conditions and climate hazards, is completed and have began developing the project concepts and draft climate resilience plan Task 3.

Future Deliverable List

NA

Task	Description	Activities and Milestones	Completion Date

01	<i>Project Administration:</i> Manage and administer the project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract (staff)	Kick-off meeting, Invoices, and Quarterly Project Reports	ongoing
02	<i>Consultant Procurement:</i> Prepare request for proposals with scope of work and schedule and secure consultant (staff)	RFP, consultant contract, kick-off meeting, RTC procurement manual	completed
1	<i>Stakeholder and Public Outreach:</i> Develop stakeholder and public engagement plan employing strategies developed through the Equity Action Plan and leveraging outreach efforts of the zero emissions passenger rail and trail concept project then conduct stakeholder and public engagement through a variety of means throughout the duration fo the project (staff and consultant)	Stakeholder and public outreach plan, project website, e-news, social media posts, meeting announcements, agendas and materials, stakeholder and community organization representative list.	06/30/27
2	<i>Identification of Existing Conditions and Climate Hazards:</i> Identify the existing conditions; assess existing, short-term, and long-term climate hazards for the four locations on the zero emission passenger rail and trail corridor; and perform technical analysis tailored to each site for a robust assessment (staff and consultant)	Existing conditions memo, map of climate stressors and impact areas, list of needed technical studies, and technical reports	completed
3	Develop project concepts and a draft plan for the four locations on the zero emissions passenger rail and trail corridor for 2 to 3 horizon years that represent shorter and longer term (staff and consultant)	Draft plan with alternatives evaluatin matrix and summary of alternatives evaluation	09/30/26
4	<i>Recommended Project Concepts:</i> Determine the recommended project concepts for each of the four locations to infom the alingment of transportation uses on the corridor including passenger rail, freight rail and multi-use trail. (staff and consultant)	Recommended project concepts for each location	04/2027
5	<i>Final Climate Resilience:</i> Produce the final plan for climate resilience at the four locations on the corridor with consideration of comments from the public, stakenholders and partner agencies (staff and consultant)	Final plan for climate resilience	06/30/27
6	<i>RTC Input and Acceptance:</i> Input from RTC Board at key milestones and acceptance of the final plan for climate resilience by the RTC Board (staff and consultant)	Board agendas, presentation materials, meeting minutes	06/30/27

Note: WE414 has a total State Highway Account (SHA) Climate Adaptation Program (CAP) grant funding amount of \$1,369,780. This project is being implemented with funding that is split over 3 fiscal years: FY24-25, 25-26, and 26-27. All work must be completed by June 30, 2027. Final RFR/invoice and the final product are due to Caltrans no later than August 29, 2027. The funding budgeted for FY26-27 takes into account the work completed in FY 24-25 and 25-26 and the work anticipated to be done in FY 26-27.

WORK ELEMENT NUMBER 417**SCC North Coast Transportation Demand Management Plan****Agency:** SCCRTC**Project Manager:** Max Friedman, Transportation Planner
Grace Blakeslee, Supervising Transportation Planner**Total Budget:** \$30,000**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES**

Category	Amount (\$)	Change
Personnel	30,000	0
Consultant Services	0	0
Other	0	
TOTAL	30,000	0

REVENUE

Source	Amount (\$)	Change
SPR- Part 1	0	0
Local	30,000	0
TOTAL	30,000	0
% Federal	0%	

Project Description

This project is to develop a North Coast Transportation Demand Management (TDM) Plan for Santa Cruz County to improve access without a car to North Coast facilities and destinations, while also addressing regional and state safety and equity goals. The plan will identify transportation challenges, strategies for managing demand and providing alternatives to access the spectacular North Coast without an automobile.

FY 2026-27 Deliverables**Completion Date**

Task 01 - Quarterly reports and invoices, DBE reporting

30 days after end of each quarter

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Ensure inclusion of disadvantaged communities in transportation planning and project implementation

0%**Previous Accomplishments**

In FY 2024-25, the RTC completed the procurement process and secured a consultant and initiated work for this North Coast TDM plan. RTC conducted public outreach through an online survey and developed the TDM plan's vision and objectives. In FY 2025-26, the RTC completed the SCC North Coast TDM Plan and submitted it to Caltrans along with other deliverables.

Future Deliverables List

NA

Task	Description	Activities and Milestones	Completion Date
01	Manage and administer the project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract (staff)	RTC-Caltrans Agreement, Kick-off meeting, Invoices, and Quarterly Project Reports	complete
02	Prepare request for proposals with scope of work and schedule and secure consultant (staff and partner agencies)	RFP, Consultant Contract	complete
1	Review existing applicable plans, reports, documents and other literature; review and compile existing relevant data and identify needs; and document existing conditions relevant to project (staff, stakeholders and consultant)	Literature review memo, existing transportation conditions report, data needs list, compiled data, transportation infrastructure conditions memo	complete
2	Define the vision and objectives and establish a framework for evaluating strategies (staff, stakeholders and consultant)	TDM Plan visions & objectives, framework to evaluate strategies	complete

3	Evaluate existing conditions against desired system performance with information on challenges and barriers; prepare and distribute survey to obtain information and solicit broad public input (staff, stakeholders & consultant)	Transportation needs memo	complete
4	Identify strategies to address needs; evaluate identified strategies; develop detailed project descriptions; describe steps to implement recommended strategies (staff and consultant)	Transportation strategies list, project description and concepts, funding strategies, estimated schedule and sequence, strategy development memo	complete
5	Identify stakeholders for outreach and input; hold stakeholder and public meetings and workshops with presentations for outreach and input; construct and conduct survey; solicit input from RTC committees at public meetings; and compile public outreach summary. (staff, stakeholders and consultant)	Stakeholder & public workshops with presentations; website, E-news, list of comments, Survey results, Staff reports and minutes, public outreach summary	complete
6	Produce administrative draft and draft plan and seek stakeholder and public input on the draft plans, and incorporate comments into the final plan (staff and consultants)	Administrative Draft, Draft and Final plans	complete
7	RTC Board review, consideration and approval (staff)	Agenda reports, presentations and resolutions	complete

WORK ELEMENT 419**Planning for Coastal Resilience along the Highway 1 Corridor at Waddell and San Vicente Cree****Agency:** SCCRTC**Project Manager:** Brianna Goodman, Transportation Planner**Total Budget:****\$644,999****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	90,836	0	SHA-CAP	537,499	0
Subrecipient (RCD)	76,664	0	Local	107,500	0
Consultant Services	477,499	0			
Other	0				
TOTAL	644,999	0	TOTAL	644,999	0
			% Federal		

Project Description

This project is to develop a Coastal Resilience Plan for Highway 1 at Waddell and San Vicente Creeks. The RTC will work in partnership with the Resource Conservation District (RCD) to identify short, medium and long term actions for viability and resilience to climate stressors in tandem with ecological restoration of the creeks. A best practices framework will be developed outlining a workable methodology that facilitates multi-agency consensus for developing resilience plans for coastal transportation infrastructure..

FY 2026-27 Deliverables**Completion Date**

Task 01 - Quarterly reports and invoices	30 days after end of each quarter
Task 5- Technical report results	8/31/2026
Task 6- Summary of alternative evaluation	10/30/2026
Task 7 - Draft Plan	3/31/2027
Task 8 - Short list of alternative project concepts at San Vicente & Waddell Creeks	6/30/2027
Task 9- Final Plan	6/30/2027
Task 10 - Board agendas, resolution, materials and minutes	6/30/2027
Task 11- Climate adaptation best practices framework	6/30/2027

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Ensure inclusion of disadvantaged communities in transportation planning and project implementation	0%

Previous Accomplishments

In 2023, RTC prepared and submitted a planning grant application to Caltrans and was awarded the funds to produce this Coastal Resilience Plan for Highway 1 at Waddell and San Vicente Creeks. In FY 2023-24, the kick-off meeting for the project was held with Caltrans, the RTC and Resource Conservation District entered into an agreement specifying the responsibilities and share of funding for each entity. In FY 2024-25 the RTC completed a procurement process and entered into an agreement with a consultant. The RTC also established the stakeholder technical advisory committee. In FY25-26, the RTC, in coordination with the RCD, identified and assessed climate stressors consistent with Caltrans Climate Adaptation Framework and established a baseline for ecological conditions. The RTC solicited public input on the climate hazards and ecological baseline conditions and held a public workshop in January 2026. RTC also initiated further technical analysis of site specific climate hazards.

Future Deliverables List

Task	Description	Activities and Milestones	Completion Date

01	Manage and administer the project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract (staff)	RTC-Caltrans Agreement, RTC-RCD Agreement, Kick-off meeting, Invoices, and Quarterly Project Reports	On-going
02	Prepare request for proposals with scope of work and schedule and secure consultant (staff and RCD)	RFP, Consultant Contract, Consultant kick-off	complete
1	Establish a technical advisory committee to include resources/regulatory agencies at local, state and federal levels; hold meetings and workshops with the technical advisory committee to obtain input; contact tribal (staff, RCD and consultant)	Technical Advisory Committee, agendas and minutes of TAC meetings, tribal outreach list and meetings	06/30/27
2	Conduct public outreach and seek public input through a variety of means including the creation of an advisory group of local representatives, employing strategies developed through the Equity Action Plan, public meetings within the project area, and small group meetings with underserved community members (staff, RCD and consultant)	Website, e-news, social media posts, public meetings with presentations, list of advisory group reps	06/30/27
3	Follow the Caltrans Adaptation Framework to identify and assess climate stressors (staff, RCD and consultant)	Memo and maps on climate stressors	complete
4	Compile and summarize existing ecosystem data for the project area and address data gaps with targeted data collection (staff, RCD and consultant)	Memo on ecosystem of project area	complete
5	Conduct technical analysis for forecasting future physical processes, habitat types and suitability of focus species (staff, RCD, and consultant)	List of needed technical studies, technical reports	08/31/26
6	Develop alternative project concepts for transportation infrastructure and ecosystem restoration that are resilient to climate stressors and improve the ecosystem and maintain access (staff, RCD, and consultant)	Conceptual drawings and descriptions of project alternatives and evaluation of alternatives	10/30/26
7	Produce the draft plan for the project area with the various alternative project concepts for transportation infrastructure and ecosystem restoration (staff, RCD, and consultant)	Draft Plan	03/31/27
8	Determine and produce a short list of concept alternatives that provide the most benefit and are the most feasible (staff, RCD, and consultant)	Short list of alternatives	06/30/27
9	Produce the final coastal resilience plan with short list of preferred alternative project concepts (staff, RCD, and consultant)	Final Plan	06/30/27
10	Present the plan to the RCD for input and to the RTC Board for input and acceptance (staff, RCD and consultant)	Board agendas, resolution, materials and minutes	06/30/27
11	Develop a best practices framework for a workable methodology that facilitates resource agency agreement for identifying needed actions for resilience of coastal highway infrastructure and enhancements to coastal ecosystems (staff, RCD and consultant)	Climate adaptation best practices framework	06/30/27

Note: WE419 has a total of \$1,254,691 in Climate Adaptation SHA funds with a required local match of \$162,558. This project will be implemented over 3 fiscal years: 24-25, 25-26 and 26-27 with a requested one-year extension of FY 26-27. With the extension the work must be completed by June 30, 2027, and the final RFP/invoice and the final product due to Caltrans no later than August 31, 2027. The funding estimated to be used in FY26-27 takes into account the work done in prior years, the work anticipated to be done in FY25-26 and the work estimated for FY 26-27. "Other" includes funds for personnel in future years, consultant work in future years, and other project expenses.

WORK ELEMENT NUMBER 614**Bicycle and Pedestrian Planning****Agency:** SCCRTC**Project Manager:** Thomas Travers, Transportation Planner**Total Budget:** \$80,000**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	80,000	0	Local	80,000	0
Contractual					
TOTAL	80,000	0	TOTAL	80,000	0
			% Federal	0%	

Project Description

The objective of this program is to ensure the development of a regional pedestrian and bicycle infrastructure as an integral part of the overall transportation system for the Santa Cruz County and the AMBAG region. This helps to ensure a better integrated and connected transportation system across modes and helps to ensure a safer transportation system for non-motorists and reduce GHG emissions. This work element includes working with cities and the county to develop, update and implement active transportation plans and integrate active transportation planning in all transportation planning efforts, including project plans, corridor plans and studies, specific area plans, general plans, the regional transportation plan and the metropolitan transportation plan. Work with the Transportation Agency for Monterey County, the Council of San Benito County Governments and AMBAG to ensure that the local active transportation planning efforts are the components that lead to a more robust and integrated active transportation infrastructure for the entire AMBAG region.

Project Product(s)

Bicycle Advisory Committee meetings and materials, updated bicycle plans and active transportation plans, coordinated and safer multimodal transportation system

Federally Eligible Tasks**Proposed Expenditure of Federal Funding**

Planning for a better developed and safer bicycle and pedestrian transportation network that is integrated with other modes and coordinated across the AMBAG region

0%**Previous Accomplishments**

In FY 2025-26, the Bicycle Committee reviewed and provided input on components of the 2050 RTP, including the project lists, reviewed and provided recommendations on programming of state and federal funds, reviewed and provided funding recommendations for Transportation Development Act (TDA) funds and Measure D funds, considered potential improvements to Hwy 9 in San Lorenzo Valley and continued its efforts to maintain committee positions filled. Through ad-hoc committees, the Committee examined and made recommendations on improvements for gap closures or other safety measures throughout the county. The Bicycle Committee held hybrid meetings via Zoom providing the public the option to participate in the meetings remotely.

Task	Description	Activities and Milestones	Completion Date
1	Coordinate and provide staff support for SCCRTC's Bicycle Committee including the production of agendas, staff reports and minutes for six meetings per year. (staff)	Agendas, agenda packets, meetings and minutes	06/09/27
2	Work with the City of Santa Cruz, the University of California at Santa Cruz (UCSC) and other local jurisdictions to modify and update their Active Transportation Plans ensuring that federal and state requirements are met and that bicycle and pedestrian facilities are coordinated with other modes and facilities throughout the region. (staff and partner agencies)	Active Transportation Plans for Santa Cruz and UCSC and other local jurisdictions	06/30/27

3	Engage the public in bicycle and pedestrian transportation planning efforts including the Watsonville community through coordination with Jovenes Sanos, County of Santa Cruz Health Services Agency and other community groups (staff)	Meetings, presentations, and information materials in English and Spanish	06/30/27
4	Work with the local jurisdictions on implementation of their plans and policies to ensure that bicycle and pedestrian travel is adequately integrated and coordinated with other modes and across the region and with overall development to ensure a better integrated and safer multimodal transportation system and employment of a complete streets approach. (staff and partner agencies)	Bicycle and pedestrian transportation network consistent with approved general plans and bicycle plans	06/30/27
5	Pursue continued collection of bicycle counts, pedestrian counts and mode split data (staff and partner agencies)	Bicycle and pedestrian counts, and mode split data	06/30/27
6	Continue working with AMBAG in its efforts to improve the regional travel demand model that includes a bicycle and active transportation component (staff and partner agencies)	Phone calls, emails, meetings, analysis of bicycle use data	06/30/27
7	Coordinate and participate with Caltrans on the implementation of the California Active Transportation Plan, Toward an Active California including the production of a statewide bicycle map and implementatin and update of the District 5 Active Transportation Plan (staff and partner agencies)	Agendas, materials, communications and active, bike and ped transportation plans	06/30/27
8	Coordinate with local, regional, state and federal agencies on bicycle and pedestrian planning and funding efforts (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
9	Work with the County of Santa Cruz, Caltrans, local community groups, businesses and the public on planning for improved bicycle and pedestrian access and facilities in the San Lorenzo Valley that is coordinated with the regional bicycle and pedestrian infrastructure and other transportation modes (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
10	Work with the County of Santa Cruz, Caltrans and community groups on bicycle safety improvements including green bike lane treatments at select freeway interchanges throughout the county (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
11	Coordinate bicycle facility design with rail infrastrucutre and opertions, where there are shared use facilitie (staff)	Meeting materials and communications with partner agencies.	06/30/27

WORK ELEMENT NUMBER 615
Bicycle and Pedestrian Projects and Programs
Agency: SCCRTC

Project Manager: Grace Blakeslee, Supervising Transportation Planner
Thomas Travers, Transportation Planner

Total Budget: \$17,255,022

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027
EXPENDITURES

Category	Amount (\$)	Change
Personnel	749,182	0
Contractual	16,505,840	0
Other		0
TOTAL	17,255,022	0

REVENUE

Source	Amount (\$)	Change
RSTP Exchange	437,573	0
Measure D	16,484,449	0
Local	303,000	0
Coastal Conservancy	30,000	0
TOTAL	17,255,022	0
% Federal	0%	

Project Description

The objective of this program is to encourage a safer bicycle and pedestrian transportation network through the funding, support and implementation of bicycle and pedestrian safety and education programs and projects working in partnership with the Community Traffic Safety Coalition, Bike to Work, partner agencies, the local jurisdictions, the business community and the community at large. This work element also implements the master plan for the Monterey Bay Sanctuary Scenic Trail network and the countywide bike signage plan.

Project Product(s)

Coordinate construction of the Coastal Rail Trail including, but not limited to planning, design consistency, implementation and funding strategies and project agreements.

Federally Eligible Tasks
Proposed Expenditure of Federal Funding

Coordinate and advance bicycle and pedestrian projects and programs in Santa Cruz County

0%

Previous Accomplishments

In FY 2023-24, the RTC continued implementation of the award-winning Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) as defined in the adopted Master Plan and secured federal, state and private grant funds for trail segments. In FY 2023-24 one segment of the Coastal Rail Trail opened to the public in the City of Santa Cruz, and one began construction in the Northcoast. In FY 2023-24 the RTC and partner agencies secured funds for 4 additional segments. In FY 2024-25, construction of Segment 7 in the City of Santa Cruz was completed and the environmental documents for Segments 8 and 9 and Segments 10 and 11 were completed and final design was initiated. In FY 2025-26, RTC initiated development of the remaining Coastal Rail Trail segments. In addition, RTC provided support for implementation of bicycle and pedestrian safety and education programs and strategies to reduce vehicle miles traveled.

Task	Description	Activities and Milestones	Completion Date
1	Continue financial support of the Bike to Work/School program, and the Community Traffic Safety Coalition (CTSC) - (staff and consultants)	Bike week and Bike month; Work Plan implementation for bicycle and pedestrian safety education	06/30/27
2	Continue funding and promoting the bilingual bicycle and pedestrian safety education program (Ride N' Stride) at schools - (staff and consultant)	Approved allocations; safety trainings	06/30/27
3	Investigate and implement methods to reduce vehicle travel by expanding and enhancing bicycle and pedestrian facilities (staff)	Expanded bike and ped facilities	06/30/27
4	Continue to compile and update digitized bikeway information to be provided to the public as a roadway layer through the County's GIS webpage (staff and partner agencies)	Digitized map information	06/30/27

5	Continue outreach and administration of Bicycle Hazard and Pedestrian Access Reports to identify network deficiencies (staff and partner agencies)	Compiled reports	06/30/27
6	Continue working with the Elderly & Disabled Transportation Advisory Committee and its subcommittees to implement the findings of the report "Improving Safety and Accessibility of Sidewalks in Santa Cruz County" (staff)	Improvements to sidewalks	06/30/27
7	Expand the Bicycle Route Signage system in coordination with local jurisdictions, bicycle advocates and community members. Provide outreach to inform the community of the system and conduct bicycle counts to determine its impact on bicycling (staff and partner agencies)	Bike route signage system, outreach materials, bicycle counts	06/30/27
8	Implement the Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) project as defined in the adopted Master Plan; continue to apply for funding for additional trail segment implementation, coordinate with local jurisdictions and execute contracts, and develop overall guidelines and policies (staff and partner agencies)	Funding, implementation plans, guidelines, agreements and policies	06/30/27
9	Implement bicycle and pedestrian improvements in the San Lorenzo Valley working with partner agencies, especially the San Lorenzo Valley School District, the County of Santa Cruz and Caltrans (staff and partner agencies)	Bike and pedestrian improvements, agreements	06/30/27
10	Continue partnering with Caltrans on the production of PID documents that will lead to implementation of bicycle and pedestrian improvements in San Lorenzo Valley (staff and partner agencies)	Partnering agreements and PID documents	06/30/27
11	Continue updating and distributing the Santa Cruz County Bikeways Map (staff)	Updated bikeways map	06/30/27
12	Coordinate bicycle facility design with rail infrastructure and operations, where there are shared use facilities (staff).	Bicycle and rail facility designs	06/30/27

WORK ELEMENT NUMBER 621**Elderly & Disabled & Americans with Disabilities Act****Agency:** SCCRTC**Project Manager:** Amanda Marino, Transportation Planner**Total Budget:**

\$85,000

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	85,000	0	Local	85,000	0
TOTAL	85,000	0	TOTAL	85,000	0
			% Federal	0%	

Project Description

To plan and coordinate the delivery of transportation services to the elderly and persons with disabilities, and to achieve economies of scale among human service and transportation agencies. Additionally, this work element identifies the transportation needs of traditionally underserved groups (elderly, persons with disabilities, persons of color, and low-income) and assesses the adequacy of the transportation system to meet those needs.

Project Product(s)

Agenda packets and minutes of the Elderly and Disabled Transportation Advisory Committee

Inclusion of transportation needs of elderly and disabled into transportation planning and programming efforts and documents

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Administer and conduct Elderly and Disabled Transportation Advisory Committee meetings

0%**Previous Accomplishments**

In FY 2025-26 the Committee, RTC and staff continued its extensive efforts to maintain Committee positions filled. The efforts have been succesful in keeping the vast majority of the committee positions filled. In FY 2025-26, the E&D TAC reviewed and made funding recommendations for TDA, Measure D, state and federal funds. In FY 2025-26, RTC completed administration of two years of the TNC Access for All program and funded on demand wheel chair accessible on demand trips. In FY 2025-26, staff working with the E&D TAC and with extensive public engagement, continued to seek public input on a new evaluation system of the Unmet Needs (i.e. transportation projects and services) as a tool to inform the RTC and the community how transportation projects and services meet community priorities. In FY 25-26, the committee, RTC and staff continued to provide input on proposed plans and projects associated with projects and services that serve pedestrians and people living with disabilities.

Task	Description	Activities and Milestones	Completion Date
1	Coordinate and provide staff support for SCCRTC's Elderly and Disabled Transportation Advisory Committee including the production of agendas, staff reports and minutes for six meetings per year (staff)	Agenda, agenda packet and minutes	06/30/27
2	Implement the accessible pedestrian planning program through the Pedestrian Safety Work Group (subcommittee)	Annual report summarizing activities	06/30/27

3	Continue to coordinate with local public, private, and non-profit entities involved in providing specialized transportation, including Community Bridges, the Volunteer Center, SCMTD and its Metro Advisory Committee (MAC) to ensure that all planning and programming at all levels in the region consider and incorporate the needs of the elderly, disabled and low income communities and is consistent with state plans and coordinated with the Caltrans DOTP Rail Program (staff and partner agencies)	Phone calls, meetings, reports, presentations and improved planning and programming documents	06/30/27
4	Work with the E&D Transportation Advisory Committee to conduct outreach to the elderly, disabled and low income communities in the region on transportation needs to be included in Regional Transportation Plan, Metropolitan Transportation Plan, Regional Transportation Improvement Program, Federal Transportation Improvement Program and other transportation planning and programming documents (staff)	Public meetings, outreach materials, reports and presentations	06/30/27
5	Update the Guide for Specialized Transportation and provide other public information materials on transportation planning and programming for specialized transportation (staff)	Updated public information materials	06/30/27
6	Review project plans to ensure consistency with Regional Transportation Plan policies for improved access to elderly and disabled individuals (staff)	Project summaries and comments	06/30/27
7	Work with AMBAG and other agencies to update the Coordinated Public Transit Human Service Transportation Plan, as needed (staff)	Updated plan	06/30/27
8	RTC implemented relevant recommendations from the Equity Action Plan (staff)	Improved equity initiatives	06/30/27

WORK ELEMENT NUMBER 622**Transportation Planning for the Region****Agency:** SCCRTC**Project Manager:** Grace Blakeslee, Supervising Transportation Planner**Total Budget:****\$390,000****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	340,000	0	State RPA	181,382	0
Other	50,000	0	State RPA C/O	0	0
			Local	208,618	0
TOTAL	390,000	0	TOTAL	390,000	0
			% Federal	0%	

Project Description

The focus of this work element is implementation of the existing transportation plans for the region - the 2050 Regional Transportation Plan (RTP) for Santa Cruz County and the 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy. This work element also includes modifications, updates and amendments that may be necessary to the existing plans and coordination with local and regional agencies for the production of the next set of transportation plans with a 2055 horizon year. Additionally, rules regarding regional transportation planning established by the federal transportation acts, will continue to be implemented. This work element also includes working with local jurisdictions to ensure that regional transportation policies and projects are included in local jurisdiction planning activities. Staff will also continue work on incorporating sustainability, resiliency and equity into all transportation planning documents and activities for the region.

Project Product(s)

Work plan for development of the 2055 RTP

Website updates, enews and social media post regarding implementation of the 2050 RTP and development of the 2055 RTP

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Implement and update the Metropolitan Transportation Plan (MTP)

0%

Previous Accomplishments

In FY 2023-24, working with AMBAG and other partner agencies, the RTC initiated production of the 2050 RTP and 2050 MTP/SCS, completing the goals and policies and initiating update of the project list. In FY 2024-25, the RTC completed the draft project lists and funding forecasts and, in coordination with AMBAG, the Transportation Agency for Monterey County (TAMC) and the San Benito County Council of Governments, initiated the environmental review process for the 2050 RTPs and 2050 MTP/SCS. Also, in FY 2024-25, the RTC accepted the Santa Cruz County Regional VMT Mitigation Program report produced by the County of Santa Cruz with RTC participation. In FY 2025-26, the RTC received input on the draft 2050 RTP and produced the final 2050 RTP.

Task	Description	Activities and Milestones	Completion Date
1	Work with AMBAG, local jurisdictions, the public and other entities in the region to implement and advance the goals, policies, and targets of the 2050 RTP and 2050 MTP/SCS including safety improvements, VMT reduction and greenhouse gas emission reductions. (staff and partner agencies)	Phone calls, emails, meetings, outreach materials	06/30/27

2	Implement a comprehensive public participation and outreach program for implementation of the 2050 MTP/SCS and 2050 RTP, that may include public events, public meetings, printed materials, web site information, public surveying, bilingual outreach, Facebook posts, email distributions, media releases, radio, etc. (staff and partner agencies)	Outreach materials that may include email distributions, website updates, facebook posts, surveys, media releases, including outreach to Spanish speaking population.	06/30/27
3	Continue to work with AMBAG, Caltrans and local agencies to implement the RTP's and MTP's projects, policies, sustainability and safety goals through the various planning and capital improvement programming actions. (staff and partner agencies)	Programming documents that reflect MTP and RTP policies, goals and priorities	06/30/27
4	Working with local jurisdictions, AMBAG, and other partner agencies, identify and document transportation projects and programs required to meet regional and interregional goals, policies and targets including mobility, access, safety, maintenance, greenhouse gas emission reductions and VMT reduction, including development and implementation of a VMT mitigation banking program for Santa Cruz County. (staff and partner agencies)	Phone calls, emails, meetings, outreach materials, reduced VMT	06/30/27
5	Study potential new transportation revenue sources to decrease the funding shortfalls and help to implement the projects in the MTP and RTP, including vehicle registration fees and countywide development impact fee programs. (staff and partner agencies)	Analysis of revenue source options	06/30/27
6	Work with Caltrans and AMBAG on implementing regional planning and transportation safety requirements enacted through the federal transportation acts (staff and partner agencies)	Planning documents consistent with federal requirements	06/30/27
7	Ensure consistency between the MTP and RTP with other transportation planning documents in the region such as general plans, active transportation plans, climate action plans, etc. to ensure that all other planning documents that include transportation are consistent with the MTP and RTP. (staff and partner agencies)	Planning documents consistent with MTP and RTP	06/30/27
8	Ensure that projects proposed for federal, state or local funding are consistent with the MTP and RTP (staff and partner agencies)	Programming documents consistent with MTP and RTP	06/30/27
9	Work with Caltrans to evaluate projects in the Santa Cruz County pipeline to ensure that projects are consistent with state planning documents including the Climate Action Plan for Transportation Infrastructure, the California Transportation Plan, etc. (staff and partner agencies)	Programming documents and projects consistent with state plans	06/30/27
10	Work with Central Coast partner agencies on implementation and update of regional plans including, but not limited to, the Central Coast Sustainable Freight Study and the Electric Vehicle Infrastructure for the Monterey Bay Area (staff and partner agencies)	Implementation of plan activities	06/30/27
11	Work with Caltrans and local agencies on coordinating the potential implementation of elements from the California Freight Mobility Plan (CFMP) (staff and partner agencies)	Coordinated CFMP implementation	06/30/27
12	Continue to participate in Caltrans system planning activities including in the development of planning documents such as California Transportation Plan, plans for regionally significant major studies, Strategic Highway Safety Plan, California Freight Mobility Plan, Interregional Transportation Strategic Plan, Comprehensive Multimodal Corridor Plans, Ramp Metering Development Plan, and the Multi-modal, Operations, Non-SHOPP Transportation Equity Report, etc. (staff)	Regional and state planning documents coordinated with local plans	06/30/27
13	Coordinate with partner agencies to ensure consistency with SB 743 implementation (called out) and to support effective transportation impact analysis related to the State Highway System and other roads in Santa Cruz County.	Meeting materials and communications with partner agencies.	06/30/27
14	Consideration of emerging transportation technologies, alternative-fuel and zero-emission vehicle planning and other regional consortiums.	Meeting materials and communications with partner agencies.	06/30/27

15	Engagement with a cross-section of public and private sector freight stakeholderholds (freight railroads, air cargo, carriers, freight industries, workforce, third-party logitistic provides and freight related associations).	Meeting materials and communications with partner agencies.	06/30/27
15	Performance monitoring where feasible.	Performance monitoring where feasible.	06/30/27

WORK ELEMENT NUMBER 641**Transportation Improvement Programs (TIP)****Agency:** SCCRTC**Project Manager:** Marshall Ballard, Supervising Transportation Planner**Total Budget:****\$345,000****ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	320,000	0	State RPA	79,161	0
Consultant Services	25,000	0	STIP	225,839	0
			Local	40,000	0
TOTAL	345,000	0	TOTAL	345,000	0
			% Federal	0%	

Note: Contractual work under this work element is paid for by local funds and is for assistance with the analysis of programming criteria or potential development of funding sources

Project Description

Administer and monitor federal aid funding programs whose projects are included in the Federal Transportation Improvement Program (FTIP), including federal programs authorized under IIJA such as the Surface Transportation Block Grant Program (STBG - formerly RSTP) and Transportation Alternatives Program (TAP), Highway Safety Improvement Program (SB 1); as well as state programs including Active Transportation Program (ATP) and the Road Repair and Accountability Act of 2017 (SB1) programs such as the Local Partnership Program (LPP) and the Solutions for Constested Corridor Program (SCCP). This includes the production, maintenance and amendments of programming documents required for federally funded and regionally significant projects. The work also includes assisting project sponsors with compliance of requirements to receive the funds and deliver the federally funded and regionally significant projects. This work element also includes leveraging federal funds to secure any required match and funding from other sources to deliver as many regionally significant transportation projects as possible. Produce and implement the Regional Transportation Improvement Program (RTIP) to secure State Transportation Improvement Program (STIP) funds for federally funded and regionally significant projects to ensure delivery of as many regionally significant projects as possible that are included in the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Work with regional and state partners on appropriate implementation of the federal transportation act, IIJA, in California and the Road Repair and Accountability Act of 2017 (SB 1.)

Project Product(s)

FY 2026-27 to FY 2029-30 Metropolitan Transportation Improvement Program (MTIP)

Funding applications and decisions for Surface Transportation Block Grant Program funds and other funding sources

Production of the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP)

Federally Eligible Task**Proposed Expenditure of Federal Funding**

Production and maintenance of the MTIP, RTIP and other programming documents to secure funding and delivery of federally funded and regionally significant projects.

0%

Implementation, administration and monitoring of federal aid funding programs

Previous Accomplishments

In FY 2025-26, the RTC implemented a consolidated funding plan to program funds from a variety of sources and produced the 2026 RTIP. In FYs 2025-26, the RTC made amendments to the 2024 RTIP and worked with AMBAG and the CTC to make corresponding amendments to the FTIP and the STIP. The RTC also coordinated with AMBAG on the production of and amendments to the 2025 Metropolitan Transportation Improvement Program (MTIP). In addition, RTC worked to implement funding programs in the federal IIJA. In FY 2024-25, the RTC was successful in securing federal and state funds to help fund projects in the 2026 RTIP. In FY 2025-26, the RTC also initiated efforts to produce the 2026 Regional Transportation Improvement Program. The RTC also worked with local project sponsors to secure funding allocations from the CTC.

Task	Description	Activities and Milestones	Completion Date

1	Prepare, amend and maintain the Regional Transportation Improvement Program (RTIP) to ensure full funding and delivery of projects in the MTP/SCS and MTIP (staff)	Materials including draft documents, final documents, amendments and timeline	06/30/27
2	Prepare applications and programming documents for Surface Transportation Block Grant (STBG) Program and State Transportation Improvement Program (STIP) funds (staff)	Application and timeline	06/30/27
3	Solicit and receive project applications for the Surface Transportation Block Grant Program and State Transportation Improvement Program (STIP) (staff)	Funding applications	06/30/27
4	Review and evaluate project proposals for the RTIP including their potential to improve safety of the transportation system and reduce GHG emissions; produce draft programming recommendations and program funds (staff)	Recommendations and staff reports and materials	06/30/27
5	Work with AMBAG to prepare amendments to the MTIP and any supporting programming documents such as the RTIP and STIP as needed (staff)	Materials for MTIP amendments	06/30/27
6	Coordinate with AMBAG, Caltrans and other entities as needed on all Federal Transportation Improvement Program (FTIP) amendments and amendments of other programming documents such as the Regional Transportation Improvement Program and the State Transportation Improvement Program (STIP) that impact the FTIP (staff and partner agencies)	FTIP amendments	06/30/27
7	Conduct planning activities (including corridor studies and other transportation planning studies) to identify candidate projects and develop candidate project lists for the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) (staff)	Planning studies	06/30/27
8	Monitor the state and federal transportation budgets and work with Caltrans and the California Transportation Commission on obtaining funding for federally funded and regionally significant projects included in the FTIP, STIP, RTIP, and MTP/RTP (staff and partner agencies)	State and federal transportation budget information materials and reports	06/30/27
9	Monitor federal actions with regard to federal transportation act reauthorization, implementation, extensions and appropriations to ensure funding availability for the MTP and MTIP project lists (staff)	Materials and reports, teleconferences phone calls	06/30/27
10	Program funds for projects through federal and state funding programs that provide funding for regionally significant projects included in the MTIP such as the State Transportation Improvement Program (STIP) and the Surface Transportation Block Grant Program (staff)	Transportation improvement program documents	06/30/27
11	Monitor the implementation of STBG, STIP, HSIP, TAP, NHPP, HBP, Earmark, and other federally-funded programs, with an emphasis on meeting funding program requirements such as timely use of funds and compliance with all Federal and state laws and California Transportation Commission guidelines (staff)	Communications with project sponsors	06/30/27
12	Exchange federal STBG funds for State funds through the State's STP Exchange program (staff)	Reports, resolutions, and agreements	06/30/27
13	Assist local agencies with funding allocation requests (staff)	Allocation requests	06/30/27
14	Work with AMBAG and Caltrans to monitor both major and minor state highway data and information for potential programming of federal, state and/or local funds and secure the funding needed for delivery (staff and partner agencies)	Communications with partner agencies	06/30/27
15	Work with AMBAG, counterpart regional agencies, Caltrans and the California Transportation Commission (CTC) on the development of implementation policies and procedures for federal and state funding programs, including those under SB 1 (staff and partner agencies)	Improved funding procedures	06/30/27
16	Prepare state and federally-mandated information and reports for AMBAG, Caltrans, FHWA, and the CTC (staff)	Reports	06/30/27
17	Monitor development of performance measures as part of IJIA implementation to maximize efficiency of implementation of the MTP and MTIP (staff)	Reports, communications with state and federal agencies	06/30/27

18	Implement a comprehensive public participation and outreach program for production of the various programming documents and funding decisions that includes public workshops, public meetings, printed materials, web site information, public surveying, bilingual outreach, social media, media releases, radio, remote participation for public meetings, etc. (staff)	Outreach materials including materials in Spanish and to traditionally underrepresented communities	06/30/27
19	Work with local agencies, regional agencies, Caltrans and the California Transportation Commission to ensure full compliance with requirements of SB 1 funding sources and maximize the Santa Cruz County benefits from SB 1 funding (staff and partner agencies)	Communications with partner agencies	06/30/27

WORK ELEMENT NUMBER 682**Santa Cruz Branch Rail Line****Agency:** SCCRTC**Project Manager:** Luis Pavel Mendez, Director of Planning and Programmin
Riley Gerbrandt, Senior Transportation Engineer**Total Budget:** \$5,460,189**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027****EXPENDITURES**

Category	Amount (\$)	Change
Personnel	1,000,000	0
Services & Supplies	4,350,189	0
To Reserve	110,000	0
TOTAL	5,460,189	0

REVENUE

Source	Amount (\$)	Change
Measure D	4,583,450	0
TIRCP	666,667	0
Local	200,072	0
Interest	10,000	0
TOTAL	5,460,189	0

Project Description

This work element involves management and development of the Santa Cruz Branch Rail Line right-of-way, purchased by the RTC in 2012 from Union Pacific (UP), and planning for improved future uses. UP retained a freight easement, which UP transferred to the shortline freight service provider selected by the RTC. The RTC, through partnership with the selected rail service operator instituted seasonal recreational passenger rail service and will consider other recreational service possibilities. The development of bicycle and pedestrian paths using the right-of way adjacent to the rail line is shown within the bicycle pedestrian projects work element.

Project Product(s)

SCCRTC meeting materials; Implementation plans for recreational rail service; studies for potential rail and other transit service; agreements with operators; leases

Other Task (nonfederal)

Ownership and management of Santa Cruz Branch Rail Line right-of-way and infrastructure and its operation

Previous Accomplishments

In FY 2021-22, the RTC secured a Short Line RR Improvement Program grant for repairs to Pajaro River bridge and in FY 2022-23 awarded a construction contract for those repairs and FY 2023-24 completed the work. In FY 2022-23 the rail line again sustained storm damages and the RTC initiated work with FEMA and CalOES for storm damage clean up and repairs. In FY 2022-23, the RTC approved funding and selected a consultant for a zero emissions passenger rail concept plan that will lead to environmental analysis and preliminary design and in FY 2023/24 the work was initiated. In FY 2022-23, the RTC also secured a TIRCP grant in the amount fo \$3.45 million for the production of the passenger rail concept plan. In FY 2023-24, the RTC programmed some TIRCP formula funds for the zero emissions passenger rail concept plan. In FY 2024-25, the RTC completed the closeout process with CalOES for reimbursement of funds used for storm damage repairs resulting from the 2017 storm events and the closeout and assitance request was submitted to FEMA. The RTC responded to requests from FEMA for additional information. In FY 2025-26, the RTC completed Milestones 2 and 3 for the Zero Emission Passenger Rail and Trail Concept Report project. Also in FY 2025-26 RTC completed submittal of a permit application to environmental resource agencies that would allow for maintenance activities in areas with environmentally sensitive resources and completed other rail maintenance activities where permits were not required.

Task	Description	Activities and Milestones	Completion Date
1	Establish and maintain contracts and systems to effectively, efficiently and reliably operate the freight service, maintain the rail line and manage the ownership of the property (staff and consultants)	Service contracts, leases, property management policies	06/30/27
2	Investigate lease possibilities, update old leases and secure new leases (staff and consultants)	Updated leases	06/30/27

3	Coordinate operation of the Santa Cruz Branch Rail Line, including current and future uses, with operators, shippers, partner agencies and local jurisdictions (staff, partner agencies and consultants)	Operation agreements	06/30/27
4	Work with rail service operators on the development of recreational rail service on the rail line (staff)	Rail service plan and implementation	06/30/27
5	Seek planning grant funds for the production of feasibility studies and implementation plans for various types of passenger and transit service on the Santa Cruz Branch Rail Line (staff)	Grant applications	06/30/27
6	Guide consultant and contractor work on the rehabilitation of structures and repair and maintenance of railroad infrastructure of the Santa Cruz Branch Rail Line in cooperation with the rail operator and local jurisdictions (staff and consultants)	Meetings, agendas, minutes, phone calls	06/30/27
7	Seek funding for other necessary improvements to the Santa Cruz Branch Rail Line in cooperation with the rail operator and other regional partners (staff and partner agencies)	Funding applications and requests	06/30/27
8	Working with the selected consultant, Caltrans, local jurisdictions, stakeholders and the public work towards seeking options for advancing the the concept plan for zero emissions passenger rail with a trail (staff and consultants)	Zero emissions passenger rail concept plan	06/30/27
9	Continue to work with the Caltrans Division of Rail (DOR) to support the FRA Corridor Identification and Development Program to help implement the State Rail Plan in Santa Cruz County and on any updates and implementation of the State Rail Plan and regional rail service efforts that could benefit Santa Cruz County travelers (staff and partner agencies)	Plan production materials and State Rail Plan	06/30/27
10	Working with Caltrans, freight operators and other stakeholders, consider feasibility and planning for freight operations on the Santa Cruz Branch Rail Line.	Meetings, correspondance, and plans	6/30/207
11	Continue to work with the Transportation Agency for Monterey County, the Coast Rail Coordinating Council, Caltrain, AMTRAK and Caltrans Division of Rail (DOR) to support the establishment of a rail station at the Pajaro junction for any new or expanded rail passenger service on the coast mainline (staff and partner agencies)	Meetings, phone calls, email, reports, presentations	06/30/27

WORK ELEMENT NUMBER 683**Highway and Roadway Planning (SCCRTC)****Agency:** SCCRTC**Project Manager:** Marshall Ballard, Supervising Transportation Planner
Grace Blakeslee, Supervising Transportation Planner**Total Budget:** \$105,000**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	105,000	0	State RPA	75,000	0
Consultant Services		0			
Other		0	Measure D		0
			Local	30,000	0
TOTAL	105,000	0	TOTAL	105,000	0
			% Federal	0%	

Project Description

This work element is for the planning work necessary to maintain and improve the roadway and highway system for efficient movement of people and goods. The work includes participation and coordination with Caltrans on the State Highway Operations and Protection Program, and any other planning documents and efforts to improve the operation and safety of the state highway system. The work also includes participation with local jurisdictions and other partner agencies in their planning efforts to maintain and improve the operation and safety of the highway and roadway system and intersections of the system. This element also includes working with Caltrans, AMBAG and other regional agencies on the effective movement of goods into, out of and through Santa Cruz County.

Project Product(s)

Coordinated State Highway Operations and Protection Program (SHOPP)

Planning grant applications

Local roadway needs assessment

Federally Eligible Task	Proposed Expenditure of Federal Funding
Work with Caltrans and local jurisdictions and other entities on planning for improved roadways and highways	0%

Previous Accomplishments

In FY 2024-25, the RTC began development of the the Rural Highway Safety Plan and adopted the Rural Highways Safety Plan in FY25/26. The RTC also participated with the County of Santa Cruz, City of Watsonville and City of Scotts Valley to seek approval of the local roadway safety plan. In FY25/26, RTC coordinated with Caltrans, Santa Cruz Metro, the County of Santa Cruz and San Lorenzo Schools Complex In FY 25-26, SCCRTC worked with Caltrans, Santa Cruz METRO, the County of Santa Cruz, and the San Lorenzo Valley Schools Complex to coordinate the inclusion of elements from the San Lorenzo Valley Schools Access Study and the SLV/Highway 9 Complete Streets Corridor Plan into future capital projects. Also in FY25-26, working with local stakeholders, the RTC developed a workplan for Highway 1 North Coast TDM plan and sought funds for the production of such a plan to address the transportation needs of locals and visitors. In FY 2025-26, the RTC reviewed local roadways and state highways needs assessments and worked extensively with all jurisdictions and Caltrans to update local roads and state highways projects listed in planning documents (RTP, RTIP, etc). In 2025-26, RTC coordinated with Caltrans on development of the Sate Route 17 Multimodal Corridor Plan and co-hosted two workshops to solicit public input. In FY25/26, RTC staff and committees reviewed and provided input on the Caltrans SHOPP. In FY25/26, RTC submitted four planning grant applications to the Caltrans Sustainable Planning Program.

Task	Description	Activities and Milestones	Completion Dates

1	Proactively review Caltrans SHOPP projects for local and state partnership opportunities during PID development in order to implement multi-modal improvements needed in Santa Cruz County. This includes coordination with Caltrans and the Interagency Technical Advisory Committee at meetings and other communications means. (staff and partner agencies)	Communications with partner agencies and information materials, coordinated SHOPP	06/30/27
2	Work with partner agencies on preparation and update of regional road assessments to establish roadway funding needs and priorities for inclusion in programming documents. (staff and partner agencies)	Regional roads assessment and updates	06/30/27
3	Prepare public information materials in English and Spanish regarding highway and roadway needs and priorities and to communicate to decision makers and the public the need for funding these priorities. (staff)	Public information materials, reports and presentations	06/30/27
4	Work with Caltrans, the CHP and other transportation partners through the Traffic Operation Systems (TOS) Oversight Committee and Safe on 17 Task Force to identify safety, mobility and operations needs, priorities and improvements for inclusion in planning and programming documents. (staff and partner agencies)	Communications with partner agencies and meetings	06/30/27
5	Work with Caltrans and other partners to communicate to the public the feasibility and timing of implementations of transportation projects in Santa Cruz County. (staff and partner agencies)	Public outreach materials	06/30/27
6	In cooperation with Caltrans and other regional partners, review and participate in the production of corridor studies to help ensure consistency with the Regional Transportation Plan (staff and partner agencies)	Meeting materials, communications and Concept Reports for state highways	06/30/27
7	Work with Caltrans, the County of Santa Cruz, and the public to prioritize funding needs and identify funding opportunities for efforts along the State Highway System (staff and partner agencies)	Meeting materials, communications and documentation of multimodal needs	06/30/27
8	Working with Caltrans, the County of Santa Cruz, the San Lorenzo Valley School District and the public to coordinate and work toward implementation of findings from the Highway 9 schools complex circulation and access study (staff, partner agencies and consultant)	Coordination meetings, emails and other communications	06/30/27
9	Seek out grant funding opportunities and develop grant applications and agreements for highway and roadway planning (staff and partner agencies)	Funding applications and agreements	06/30/27
10	Work with Santa Cruz METRO and other local and regional agencies to continue to incorporate the Bus on Shoulders study into planning and programming efforts (staff and partner agencies)	Meeting materials, communications, and funding arrangements	06/30/27
11	Work with Caltrans, the Land Trust of Santa Cruz County and other transportation partners to develop plans for improved motorist safety and wildlife protection along Highways 1 and 17. (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
12	Collaborate with Caltrans District, the CHP and other partner agencies to develop, update, and/or participate in Caltrans District 5 State Route 17 Comprehensive Multimodal Corridor Plan, the Caltrans District 5 Active Transportation Plan (CAT) Plan Update, the Caltrans District 5 Transit Plan, the City of Capitola Active Transportation Plan, the Santa Cruz Metro Master Plan, and any other State and local planning effort that arises impacting roads and highways in Santa Cruz County.	Meeting materials, communications with partner agencies and document review.	06/30/27
13	Work with Caltrans, the CHP and other partner agencies to develop plans for necessary transportation improvements on Highways 129 and 152 (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
14	Work with Caltrans, local and regional agencies to ensure that requirements of SB 1 for highway and roadway planning and improvement are fully met and well coordinated (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/27
15	Engagement with emerging transportation technologies, alternative-fuel and zero-emission vehicle planning and other regional consortiums.	Meeting materials and communications with partner agencies.	06/30/27
16	Incorporate climate adaptation and resiliency into core planning, project prioritization and project development.	Meeting materials and communications with partner agencies.	06/30/27
17	Engagement with a cross-section of public and private sector freight stakeholderholds (freight railroads, air cargo, carriers, freight industries, workforce, third-party logistic providers and freight related associations).	Meeting materials and communications with partner agencies.	06/30/27

WORK ELEMENT NUMBER 684**Highway 1 Corridor Investment Program (SCCRTC)****Agency:** SCCRTC**Project Manager:** Amin Abuamara, Director of Capital Projects**Total Budget:**

\$29,994,770

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027**EXPENDITURES**

Agency	Amount (\$)	Change
Personnel	835,660	0
Services and supplies	29,159,110	0
Contingency Reserves	0	
TOTAL	29,994,770	0

REVENUE

Source	Amount (\$)	Change
STIP	300,000	0
Local		0
Measure D	28,804,912	0
SB1-SCCP	889,858	0
TOTAL	29,994,770	0
% Federal	0%	

Project Description

SCCRTC is responsible for tasks including the implementation of the Project Approval/ Environmental Documents (PA/ED) phase for the Highway 1 Corridor Investment Program, which includes HOV Lanes and bicycle and pedestrian crossings. Through this investment program, the SCCRTC will produce environmental documents with project level environmental review for auxiliary lanes and bus on shoulder projects between 41st Avenue and Freedom Boulevard with bicycle and pedestrian overcrossings as planned. As environmental review is completed for specific highway segments, the RTC will proceed to design and then construction of projects. Through every step the RTC will work with Caltrans and other partner agencies and secure funding to implement the projects. Work with Santa Cruz Metro

Project Product(s)

Final design, right of way certification and construction documents for specific highway segments within the Highway 1 Corridor Investment Program to construct auxiliary lanes, bus on shoulder infrastructure and bicycle and pedestrian overcrossings.

Other Task

Project Approval/ Environmental Documents (PA/ED) for specific highway segments, final design documents and construction of projects

Previous Accomplishments

In FY 2025-26, construction of the Highway 1 41st to Soquel Auxiliary Lanes project was completed and opened the new Chanticleer Bicycle and Pedestrian Overcrossing of Highway 1 and the Capitola Avenue Overcrossing of Highway 1. In FY 2025-26, the RTC continued construction on the Highway 1 Bay/Porter to State Park Drive Auxiliary Lanes and Mar Vista Overcrossing project. In addition, the RTC advanced design on the Highway 1 State Park Drive to Freedom Boulevard Auxiliary Lanes project.

Task	Description	Activities and Milestones	Completion Date
1	Work with and support consultants, project development teams, Caltrans, local, and regional agencies on the construction of the Highway 1 41st to Soquel auxiliary lanes with bus on shoulders project (staff, partner agencies and consultants)	Meetings, agendas, minutes	06/30/27
2	Work with and support consultants, project development teams, Caltrans, local, and regional agencies on the construction of the Highway 1 State Park to Bay/Porter auxiliary lanes and Mar Vista overcrossing with bus on shoulders project (staff, partner agencies and consultants)	Meetings, agendas, minutes	06/30/27

3	Guide the consultant work in cooperation with project partners to complete the design and initiate construction for the Highway 1 Freedom Boulevard to State Park Drive Auxiliary lanes and Coastal Trail Segment 12 with bus on shoulders project (staff, partner agencies and consultants)	Final design and construction contract	06/30/27
4	Working with Santa Cruz METRO, Caltrans and other partners incorporate the necessary Bus on Shoulder features into the design of the auxiliary lanes projects (staff, partner agencies and consultants)	Technical studies, preliminary design & environmental document	06/30/27
5	Update concept of operations as needed and enter into and update as needed memorandum of understanding with Caltrans, CHP and SC METRO (staff)	Submittals to the CTCDC and CTCDC approval	06/30/27
6	Work with Caltrans, resource agencies and local partners to produce a plan, project initiation documents and environmental analysis to identify strategies that preserve and enhance the critical transportation link that is Highway 1 in the North Coast while preserving and enhancing the critical habitat in the region. (staff and partner agencies)	Meetings, communications, Feasibility Study, Modeling, and concept report	06/30/27
7	Coordinate with Caltrans and the consultant team to ensure consistency with cooperative agreements, to meet all funding and project reporting requirements and to ensure designs and environmental documents meet state requirements. (staff and consultants)	Reports, invoices	06/30/27
8	Implement public outreach plans for the environmental documents and design including outreach to traditionally underrepresented communities (staff and consultants)	Public meetings, outreach materials in English and Spanish	06/30/27
9	Coordinate public outreach efforts with other RTC projects and other local and regional agencies, and respond to concerns from residents and businesses (staff and partner agencies)	Coordinated outreach, responses to public	06/30/27
10	Work with SC Metro to support operational plan and public information campaign for Bus on Shoulder	Coordinated outreach and operational analysis and communications	06/30/27
11	Ongoing engagement with a cross-section of public and private sector freight stakeholders (freight railroads, air cargo, carriers, freight industries (agriculture, retail, manufacturing), workforce, third-party logistic providers, and freight-related associations).	Phone calls, emails and other communication	06/30/27
12	Release requests for proposals and select consultants for various environmental review and design work activities; and release requests for bids and award contracts for construction activities (staff and consultants)	RFPs, RFBs, consultant contracts	06/30/27

Measure D Implementation

Agency: SCCRTC

Project Manager: Thomas Travers, Transportation Planner

Total Budget:

\$27,667,051

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2026-2027

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	710,612	0	Measure D	27,666,801	0
Services and supplies	134,129	0	Interest	250	
Apportionments	26,822,060	0			
Unappropriated	250	0			
TOTAL	27,667,051	0	TOTAL	27,667,051	0
			% Federal	0%	

Project Description

SCCRTC is responsible for implementing Measure D, which was approved in November 2016 by over 2/3 of county voters and began generating revenue for transportation projects in April 2017, after the RTC established the necessary agreements with the State. Implementation includes receiving funds from the 1/2-cent transactions and use tax and distributing those funds to the cities, the county, SC Metro and Community Bridges. The RTC also programs some of the Measure D funds to projects and is responsible to ensure that those projects get delivered in accordance with Measure D. The effort includes an oversight committee to help account for the expenditure of funds consistent with the approved Measure D and to produce an annual report.

Project Product(s)

Agreements with local agencies and project sponsors, annual reports, audit reports, 5 year implementation plans and updates, 30-year implementation plan and updates

Previous Accomplishments

In FY 2025-26, Measure D raised over \$27 million for a variety of transportation projects. In December 2025, the RTC approved Measure D 5-year plans, which estimate Measure D revenues and allocations over the next five years. RTC programmed funds from the Measure D regional categories (i.e. Highway, Rail and Active Transportation) to existing and new projects to address projected funding need and service expenses over the Measure D 5-year plan period. In FY25-26, RTC completed a cash flow analysis of the Measure D revenues over the life of the program (through FY46/47) to inform strategic implementation of Measure D revenues and entered into and/or amended cooperative agreements with project sponsors to receive Measure D revenues. RTC also reviewed Measure D 5-year plans and expenditures from agencies that receive direct allocations.

Task	Description	Activities and Milestones	Completion Date
1	Receive funds from State Department of Tax and Fee Administration, distribute the funds to local agencies and projects in accordance with Measure D and RTC policies and decisions (staff and partner agencies)	Payments received and issued	06/30/27
2	Produce estimates of overall funding available and the formula distributions to each category of projects and implementing entity (staff and consultants)	Fund estimates	06/30/27
3	Secure and manage consultant services to analyze funds received and produce reports and audit the use of the funds (staff and consultants)	Requests for proposals, contracts	06/30/27
4	Produce and implement outreach plan to inform voters on the use of Measure D funds (staff and partner agencies)	Public outreach plan, including Spanish outreach	06/30/27

TO: Regional Transportation Commission

FROM: Marshall Ballard, Supervising Transportation Planner

RE: Regional Transportation Commission Programming & Budget Amendments for Fiscal Year 2026-27

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt resolutions amending the Regional Transportation Commission Programming and FY 2026/27 Budget (Attachment 1) to amend previously programmed projects, as requested by project sponsors, to reflect scope and funding updates (Exhibit A to Attachment 1).

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated regional transportation planning agency for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. The biannual consolidated grants program allocates formulaic dollars to projects that meet the programs evaluation criteria. The last two cycles of consolidated grants have funded both Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (RSTPX). Interim amendments are made as needed to support project implementation.

DISCUSSION

As project sponsors implement projects that have been approved for funds by the RTC, it is not uncommon for project costs, schedules, scope, and other information to change. The proposed amendments shown in Exhibit A to Attachment 1 are requests from project sponsors to shift funding, between and from projects approved by the RTC in 2025 and included in the Regional Transportation Plan (RTP).

The RTC can make cost savings available to program for other projects in a future competitive call for projects, as most grant funds were originally programmed on a competitive basis and the RTC is never able to approve all of the funding requests it receives. However, the RTC has regularly approved

requests from project sponsors to instead shift funds to other projects that the RTC has approved for funding, in order to help fill funding gaps, cost increases, or integrate additional complete streets elements. A request was received from the City of Capitola (Attachment 2) to reprogram funds awarded last fall to projects that better align with the City's priorities.

In order to support implementation of projects that were vetted and prioritized through the most recent competitive consolidated grants process, **staff recommends that the RTC adopt a resolution (Attachment 1) amending the Regional Transportation Commission RTC programming, FY 26 / 27 budgets, as applicable, to update project information for several previously programmed projects, as summarized in Exhibit A to Attachment 1.** If the RTC does not approve shifting funds between projects, these funds would remain in the current projects allocation.

FISCAL IMPACT

There are no net fiscal impacts associated with staff's recommendation to amend the RTC Programming and Budgets. RSTPX funds flow through the RTC Budget and amendments to projects funded by RSTPX funds are reflected in the RTC Budget.

SUMMARY

Staff and project sponsors recommend that the RTC amend the RTC Programming and Budget to shift funding between previously programmed projects and allocate funds to a new project that is in the RTP and is included in Segment 11 of the Coastal Rail Trail.

Attachments:

1. Resolution 2026-27 RTC Budget Amendments
Exhibit A: RTC Budget Amendments
2. City of Capitola Reprogramming request

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AMENDING THE FY 2026-27 REGIONAL TRANSPORTATION
COMMISSION BUDGET**

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including:

- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX)

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

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

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

The Regional Transportation Commission's Fiscal Year 2026-27 Budget and Work Program are hereby amended to update project information as summarized in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: Regional Transportation Commission Budget Amendments
Distribution: RTC Programming, RTC Fiscal, Project Sponsors

Exhibit A to Attachment 1

FY 2025-26 and 2026-27 Regional Transportation Commission Budget Amendments

Amendments to Previously Approved Projects

Formal Amendments Approved at June 11, 2026 RTC meeting

Action	Project #	Agency	Project(s) (Previous/Reallocated)	Proposed Amendment
Shift RSTP funds between projects	Cap 23 / Cap 16	Capitola	Capitola Complete Streets / Bay Avenue Corridor	Reprogram \$50,000 from the Capitola Complete Streets Sidewalk Infill Project to the Bay Avenue Corridor Project – Final Design to support matching funds for federally funded improvements along the Bay Avenue corridor.
Move RSTPx funds to projects	Cap 16 / Cap 24	Capitola	Bay Avenue Corridor / Capitola Trestle	Reprogram \$200,000 from the Bay Avenue Corridor Project – Final Design to support planning and feasibility work associated with the Capitola Trestle.



420 Capitola Avenue
Capitola, California 95010
Telephone: (831) 475-7300
FAX: (831) 479-8879

Website: <http://www.cityofcapitola.org>

May 29, 2026

Marshall Ballard
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

Subject: Request for RTIP Reprogramming

Dear Mr. Ballard:

The City of Capitola respectfully requests the reprogramming of a portion of its Regional Transportation Improvement Program (RTIP) funding awarded through the RTC's 2025 Consolidated Grants Program and 2026 RTIP.

Specifically, the City requests the following:

- Reprogram \$200,000 from the Bay Avenue Corridor Project – Final Design to support planning and feasibility work associated with the Capitola Trestle.
- Reprogram \$50,000 from the Capitola Complete Streets Sidewalk Infill Project to the Bay Avenue Corridor Project – Final Design to support matching funds for federally funded improvements along the Bay Avenue corridor.

These adjustments will better align available funding with current transportation priorities, advance planning for the Capitola Trestle, and support leveraging federal funding opportunities for the Bay Avenue Corridor Project.

Please let me know if any additional information is needed to process this request.

Sincerely,

Jessica Kahn, P.E.
Public Works Director
City of Capitola

TO: Santa Cruz County Regional Transportation Commission

FROM: Jaeden Gales, Transportation Planner
Riley Gerbrandt, Senior Transportation Engineer

RE: Measure D-Rail Category Funds to Serve as Local Match for the Consolidated Infrastructure and Safety Improvements (CRISI) Application for the Zero Emission Passenger Rail & Trail (ZEPRT) Project Environmental Component

RECOMMENDATIONS

Staff recommends the Santa Cruz County Regional Transportation Commission program an additional \$1,440,000 in Measure D-Rail Corridor funds in FY 2027/28 through FY 2031/32 to serve as the local match for the Zero Emission Passenger Rail & Trail (ZEPRT) Project Environmental Component, for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding application.

BACKGROUND

The Commission accepted the ZEPRT Final Project Concept Report at its December 2025 meeting and directed staff to continue pursuing competitive state and federal funding opportunities for the next phase of the project, including preliminary engineering and environmental review activities.

The next phase of ZEPRT includes Project Approval and Environmental Documentation (PA&ED), including preliminary engineering, technical studies, stakeholder coordination, CEQA and NEPA environmental review, and preparation of environmental documents for the approximately 22-mile Santa Cruz Branch Rail Line corridor.

In November 2025, the Commission designated \$1 million in 2028 STIP shares toward advancing ZEPRT preliminary engineering and environmental review activities. The Commission's adopted Measure D 5-Year Program also includes Measure D Rail Corridor funds programmed for ZEPRT operating concept work, preliminary engineering, and environmental review. Staff anticipate that a portion of those programmed Measure D funds will remain available as carryforward funding to support the CRISI application local match, subject to confirmation by Commission Fiscal Staff.

In March 2026, the RTC authorized staff to pursue CRISI competitive funds to support the pre-construction activities for the ZEPRT project.

On April 20, 2026, the Federal Railroad Administration (FRA) released the Fiscal Year 2025–2026 Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, with applications due June 22, 2026. The CRISI Program provides discretionary federal funding for rail infrastructure and project-development activities, including environmental review and preliminary engineering.

RTC Staff are preparing a CRISI application requesting federal funding to complete the ZEPRT PA&ED phase.

DISCUSSION

Since the Commission's March 2026 authorization to pursue CRISI funding, staff have continued developing the application and coordinating with Caltrans Division of Rail regarding a potential letter of support. Caltrans has indicated that demonstration of the full required non-federal local match would strengthen consideration of the request.

A letter of support from Caltrans would strengthen the Commission's CRISI application by demonstrating that the State's rail agency supports advancing ZEPRT through environmental review and preliminary engineering and views the project as consistent with California's passenger rail, freight rail, safety, resiliency, and emissions-reduction objectives. Because CRISI is a highly competitive federal rail grant program, support from Caltrans would also help show the FRA that the project has state-level alignment, interagency coordination, and a credible path toward future implementation.

Following completion of the ZEPRT Project Concept Report, the project team refined the estimated cost for the PA&ED phase. The refined estimate was developed by reviewing the conceptual capital cost estimate for the project and evaluating the anticipated level of effort required to complete environmental review and preliminary engineering activities.

Based on this effort, staff estimate the total cost to complete the ZEPRT PA&ED phase at approximately \$25.3 million. This estimate reflects the anticipated work required to complete CEQA and NEPA environmental review, prepare an EIR/EIS document, conduct technical studies and agency coordination, complete public and stakeholder engagement, and advance preliminary engineering for a 22-mile shared-use rail corridor with passenger rail, freight rail, bridges, crossings, stations, signals, drainage, trail

improvements, and related corridor infrastructure.

Staff propose requesting approximately \$20.25 million in CRISI funding, with a required 20% non-federal local match of approximately \$5.06 million. Staff propose satisfying the local match requirement through a combination of previously designated STIP shares, existing Measure D Rail funds previously programmed for the ZEPRT project, and additional \$1,430,000 in future Measure D Rail Corridor funds.

In order to demonstrate the full required non-federal local match, as requested by Caltrans as they consider the request for a letter of support, **Staff recommends the RTC program an additional \$1,440,000 in Measure D-Rail Corridor funds in FY 2027/28 through FY 2031/32 to serve as the local match for the Zero Emission Passenger Rail & Trail (ZEPRT) Project Environmental Component, for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding application.**

NEXT STEPS

CRISI awards are anticipated to be announced in late 2026 or early 2027. If awarded, staff anticipate initiating consultant procurement activities in 2027 and beginning the ZEPRT PA&ED phase in approximately August 2027. Key anticipated milestones include:

- Summer 2026 – CRISI application submitted
- Late 2026 / Early 2027 – Anticipated award announcement
- 2027 – Grant authorization and consultant procurement
- August 2027 – Begin PA&ED phase
- 2028–2030 – Environmental review, technical studies, public engagement, and preliminary engineering
- February 2031 – Anticipated Commission consideration of final environmental document

FISCAL IMPACT

The estimated cost to complete the ZEPRT Environmental component is approximately \$25,300,000. Staff proposes requesting \$20,250,000 in federal CRISI funding, with a required 20 percent non-federal local match of \$5,060,000. The proposed local match would be funded through a combination of existing and future programmed sources that demonstrate sufficient capacity to meet the match requirement, including:

- Expected \$820,000 in carryover FY 2025/26 Measure D Rail Corridor funds, based on the Measure D FY 2026-27 Proposed Budget which includes carryover from the ZEPRT Project Concept Development work;

- Programming of additional \$1,440,000 in future Measure D-Rail Corridor funds, subject to Commission approval;
- \$1,800,000 previously programmed FY 2026/27 and FY 2027/28 Measure D-Rail Category funds, as identified in the latest approved Measure D: 5-Year Program of Projects; and
- \$1,000,000 in previously designated 2028 STIP shares;

SUMMARY

Staff returned to the Commission, consistent with prior direction to pursue competitive funding opportunities for ZEPRT, to recommended programming future Measure D-Rail Category funds to demonstrate the full local match needed for the CRISI application and support staff's submittal of the application for federal funding to complete ZEPRT preliminary engineering and environmental review activities.

AGENDA: June 11, 2026

TO: Regional Transportation Commission (RTC)

FROM: RTC Staff

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

BACKGROUND:

Transportation Development Act revenues are received monthly from the State of California Tax and Fee Administration. Attachment 1 provides the Commission with the status of cumulative revenue receipts for April 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. April FY 2025–26 revenues were 10.98% higher than April FY 2024–25. Actual revenues for April FY 2025–26 were 4.01% 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

The variance between the Transportation Development Act (TDA) FY 2025–26 budgeted revenues and actual cash receipts as of April 2026 is minimal, at 0.25 percent, representing a difference of \$31,575. FY 2025-26 Transportation Development Act cash receipts for April 2026 are \$85,109 (10.98%) higher at \$860,370 compared to \$775,261 in April 2025. April 2026 cash receipts represent February 2025 sales tax revenues as shown in Attachment 1.

<u>Actual Cash Receipts April 2026</u>			
<u>FY 2024-25</u>	<u>FY 2025-26</u>	<u>Increase / (-) Decrease</u>	
775,261	860,370	10.98%	85,109
<u>Budgeted to Actuals April 2026</u>			
<u>Budgeted</u>	<u>Actual</u>	<u>Increase / (-) Decrease</u>	
827,225	860,370	4.01%	33,145

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 April 2026

CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION STATEMENT OF COUNTY 1/4% TRANSPORTATION FUND DISTRIBUTION

Juris Code: 44

Date: 05/15/2026

For the periods shown below

Payee: COUNTY OF SANTA CRUZ

AUDITOR-CONTROLLER

Total Due	1st QTR 2026	2,932,051.41
Prior Credits		0.00
Prior Distributions	1st QTR 2026	-229,255.92
Prior Advances	1st QTR 2026	-1,592,400.00
Cost of Admin		-22,184.15
Cost of Bus & Trans Agency		-669.93

Balance	1st QTR 2026	1,087,541.41
Total Payment (by EFT)		1,087,541.41

Total Due Breakdown by Period:

Distribution Prior to 3rd Quarter 2025	31,034.86
Distribution 3rd Quarter 2025	8,988.79

Distribution 4th Quarter 2025	158,726.82
Distribution 1st Quarter 2026	2,732,302.81
Distribution 2nd Quarter 2026	998.13
Total Due (As Above)	2,932,051.41

If you would like to request older statements or have any questions, please contact CDTFA Local Revenue Branch by email at jservices@cdtfa.ca.gov, phone at (916) 324-3000, or mail:

California Department of Tax and Fee Administration
Local Revenue Branch, MIC: 27
PO Box 942879
Sacramento, CA 94279-0027

**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 (-)	% Increase (+) /Decrease (-)
							FY2025 to FY2026	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	860,370	33,145	4.01%	100.30%	85,109	10.98%
MAY	1,297,651	1,065,750	1,087,541	21,791	2.04%	100.46%	(210,110)	-16.19%
JUNE	1,037,186	949,025	-					
TOTAL	12,449,684	12,617,577	11,721,919	53,367	0.42%	92.90%	309,421	2.49%
July 2025 through May 2026								
	10,114,847	11,668,552	11,721,919	53,367	0.46% Cash		309,421	15.89%
September 2025 through May 2026								
	7,863,171	8,013,401	8,394,757	381,356	4.76% Accrual		531,586	6.76%

I:\FISCAL\7.TDA\MonthlyReceipts\FY2026\11. May 2026\[FY2026 May 2026 TDA Receipts.xlsx]Summary

AGENDA: May 7, 2026

TO: Regional Transportation Commission (RTC)

FROM: RTC STAFF

RE: Measure D Revenues from March 2026

BACKGROUND

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

Attachment 1 provides the Commission with the status of cumulative revenue receipts from July 2025 through 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 is the March 2026 Measure D revenue report, cash receipts are 2,045,223, (2.33%) higher than the receipts from March of 2025. Staff will continue to monitor revenues and provide updates monthly.

DISCUSSION:

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

FY 2025-26 Cash Receipts

FY 25-26 Measure D cash receipts for March 2026 are \$46,613 (2.33%) higher at \$2,045,223 compared to \$1,998,610 in the same period in FY 2024-25. March 2026 cash receipts represent January 2026 sales tax revenues.

Jan. 2025	Jan. 2026	Increase / (-) Decrease	
1,998,610	2,045,223	2.33%	46,613

FY 2025-26 Quarterly Sales Tax Revenues

The March 2026 distribution from the California Department of Tax and Fee Administration represents January 2026 sales tax revenues.

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter on an accrual basis. Q1 & Q2 represent July 2025

through December 2025 revenues received from September 2025 through February 2026.

The table below reflects the April 2025 Measure D projection from Hinderliter de Llamas for FY 2024-25 Quarter 1 & 2.

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

	Q1 (July-Sep)	Q2 (Oct-Dec)	Q3 (Jan-March)	Q4 (April - June)	Fiscal YTD
FY 2024-25	6,821,605	7,150,991			13,972,596
FY 2025-26	7,096,085	7,205,900			14,301,985
\$ Difference	274,480	54,909			329,389
% Difference	4.02%	0.77%			2.36%

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

	Q1 Projected (July-Sep)	Q2 Projected (Oct-Dec)	Q3 Projected (Jan-Mar)	Q4 Projected (Apr-Jun)	Fiscal YTD
FY 2024-25	6,865,876	7,134,629			14,000,505
FY 2025-26	7,025,727	7,196,987			14,222,714
\$ Difference	159,851	62,358		-	222,209
% Difference	2.33%	0.87%			1.59%

Quarter 1 & 2 FY 2026 accrual basis-actual receipts were \$329,389 (2.36%) higher compared to the same period in FY 2025. There is no data comparison for Quarter 3 FY 2026 because Quarter 3 ends May 31, 2026

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

FISCAL IMPACT:

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

Attachments

1. Status Report on Measure D Revenues from March 2026.

SCCRTC TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D SUMMARY OF REVENUE ALLOCATION BY MONTH FY 2026 ENDING JUNE 30, 2026																
		RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	FY 2026 TOTAL	FY 2025 TOTAL	% Increase (+) /Decrease (-) FY 2025 to FY 2026	\$ Increase (+) /Decrease (-) FY 2025 to FY 2026	
GROSS			2,379,185.25	2,591,120.94	2,299,835.82	2,371,098.28	2,485,561.44	2,264,652.36	2,095,565.45	2,906,092.42	2,045,223.32	21,438,335.28	16,025,430.16			
BOE FEES			-	(60,410.00)	-	-	(60,410.00)	-	-	(60,410.00)	-	(181,230.00)	(88,540.00)			
NET			2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	2,095,565.45	2,845,682.42	2,045,223.32	21,257,105.28	15,936,890.16	33.38%	5,320,215.12	
ADMINISTRATION & IMPLEMENTATION - 729100/75381																
ADMINISTRATION - SALARIES & BENEFITS		1%	23,791.85	25,307.11	22,998.36	23,710.98	24,251.51	22,646.52	71,817.65	28,456.82	20,452.23	263,433.05	159,368.90	65.30%	104,064.15	
O/H ADMIN			25,153.46	26,755.44	24,314.55	25,067.96	25,639.43	23,942.58	11,784.46	26,311.18	18,910.13	207,879.20	120,121.12	73.06%	87,758.07	
SALARIES & O/H IMPELME& OVERSIGHT			11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	11,786.90	7,227.47	11,786.89	11,786.89	101,522.65	70,139.55	44.74%	31,383.10	
SERVICES & SUPPLIES			11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	11,177.42	12,469.08	12,469.08	12,469.08	104,471.75	28,291.67	269.27%	76,180.08	
Subtotal			71,909.63	75,026.86	70,277.23	71,743.26	72,855.26	69,553.42	103,298.66	79,023.98	63,618.34	677,306.65	377,921.24	79.22%	299,385.40	
TO DISTRIBUTE TO INVESTMENT CATEGORIES			2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	1,992,266.79	2,766,658.44	1,981,604.98	20,579,798.63	15,558,968.92	32.27%	5,020,829.72	
1. NEIGHBORHOOD - 729200/75382			30%	692,182.69	736,705.22	668,867.58	689,806.51	705,688.85	658,529.68	597,680.04	829,997.53	594,481.49	6,173,939.59	4,667,690.67	32.27%	1,506,248.92
SLV SR9		Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	250,000.00	194,444.44	28.57%	55,555.56	
HWY 17 Wildlife		Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	97,222.22	28,572.22	28.57%	27,777.78	
			41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	375,000.00	291,666.67	28.57%	83,333.33	
City of Capitola - V41597		4.80%	31,680.13	33,848.37	30,544.68	31,564.41	32,337.88	30,041.23	23,773.12	37,807.29	26,512.26	278,109.36	211,629.29	31.41%	66,480.07	
City of Santa Cruz - V110467		22.33%	145,761.99	155,738.21	140,537.74	145,229.56	148,788.34	138,221.32	121,078.66	176,021.98	123,434.92	1,294,812.72	989,336.20	30.88%	305,476.52	
City of Scotts Valley - V102713		4.93%	31,698.12	33,867.60	30,562.03	31,582.34	32,356.25	30,058.29	29,711.86	38,876.60	27,262.11	285,975.20	219,498.94	30.29%	66,476.26	
City of Watsonville - V111928		16.02%	104,137.64	111,265.02	100,405.25	103,757.25	106,299.77	98,750.31	89,482.29	126,283.34	88,555.84	928,936.71	681,327.26	36.34%	247,609.45	
County of Santa Cruz		51.93%	337,238.14	360,319.35	325,151.21	336,006.29	344,239.96	319,791.87	291,967.45	409,341.65	287,049.69	3,011,105.60	2,274,232.32	32.40%	736,873.28	
		100%	650,516.02	695,038.56	627,200.91	648,139.84	664,022.19	616,863.01	556,013.37	788,330.87	552,814.83	5,798,939.59	4,376,024.01	32.52%	1,422,915.58	
2. HWY Corridors - 729300/75383			25%	576,818.91	613,921.02	557,389.65	574,838.75	588,074.05	548,774.73	498,066.70	691,664.61	495,401.24	5,144,949.66	3,889,742.23	32.27%	1,255,207.43
3. TRANSIT/PARATRANSIT - 729400/75384			20%	461,455.12	491,136.82	445,911.72	459,871.00	470,459.24	439,019.79	398,453.36	553,331.69	396,321.00	4,115,959.73	3,111,793.78	32.27%	1,004,165.94
Santa Cruz Metro (SCMTD) 16%		80%	369,164.10	392,909.45	356,729.37	367,896.80	376,367.39	351,215.83	318,762.69	442,665.35	317,056.80	3,292,767.78	2,489,435.03	32.27%	803,332.75	
Community Bridges - V127587 - 4%		20%	92,291.02	98,227.36	89,182.34	91,974.20	94,091.85	87,803.96	79,690.67	110,666.34	79,264.20	823,191.95	622,358.76	32.27%	200,833.19	
4. ACTIVE TRANSPORT262626ATION - 729500/75385			17%	392,236.86	417,466.29	379,024.96	390,890.35	399,890.35	373,166.82	338,685.35	470,331.93	336,872.85	3,498,565.77	2,645,024.72	32.27%	853,541.05
5. RAIL CORRIDOR - 729600/75386			8%	184,582.05	196,454.73	178,364.69	183,948.40	188,183.69	175,607.91	159,381.34	221,332.68	158,528.40	1,646,383.89	1,244,717.51	32.27%	401,666.38
DISTRIBUTED TO INVESTMENT CATEGORIES			100%	2,307,275.62	2,455,684.08	2,229,558.59	2,299,355.02	2,352,296.18	2,195,098.94	1,992,266.79	2,766,658.44	1,981,604.98	20,579,798.63	15,558,968.92	32.27%	5,020,829.72
TOTAL ADMIN & IMPELM AND INVESTMENT CATEGORIES				2,379,185.25	2,530,710.94	2,299,835.82	2,371,098.28	2,425,151.44	2,264,652.36	2,095,565.45	2,845,682.42	2,045,223.32	21,257,105.28	15,936,890.16	33.38%	5,320,215.12

I:\FISCAL\6.Measure D\2Distribution To Investment Category\FY2026\FY2026 09 March 2026 Measure D Distribution with YTD comparison.xlsxSummary

TO: Santa Cruz County Regional Transportation Commission

FROM: Nisha Singh, Director of Internal Services

RE: Measure D 5-Year Plan Active Transportation Category
Amendment and FY 2025/26 RTC Budget, Measure D Budget and
Work Program Carryover Adjustments

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt a resolution (Attachment 1):

1. Amending the Measure D 5-Year Program of Projects for the Active Transportation Category to add \$35,000 in FY 2025/26 for RTC Oversight of Coastal Rail Trail Projects in South County and Capitola; and
 2. Amending the FY 2025/26 RTC Budget, Measure D Budget and Work program accordingly, and account for carryover of prior-year labor costs as identified in Exhibit A to Attachment 1.
-

BACKGROUND

The RTC annually adopts a Budget and Work Program to guide transportation planning, programming, and project development activities for the upcoming fiscal year. Periodic updates to these documents occur to maintain compliance with funding requirements, ensure accurate reporting, and reflect timing of work efforts across fiscal years.

In certain cases, project expenditures may span fiscal years due to normal administrative and accounting processes, necessitating carryover adjustments to align budgets with actual work performed and recorded.

DISCUSSION

As part of the FY 2025/26 budget update, staff identified adjustments necessary to maintain accurate financial reporting and support ongoing regional transportation activities.

The related expenditures were aligned with FY 2024/25 work and were incorporated into the budget for that year. Due to standard year-end accounting practices, the corresponding journal entry was processed in FY 2025/26. This timing resulted in the need to carry over the applicable budget so expenditures remain matched to approved work and funding sources.

Additionally, one budget category requires an adjustment this fiscal year: a total increase of \$35,000 within the Measure D-Active Transportation category, distributed across two subcategories, to ensure adequate support for Coastal Rail Trail program activities. These revisions also include labor and overhead updates consistent with RTC staffing allocations, reflected in Exhibit A to Attachment 1.

Staff recommends that the RTC adopt a resolution (Attachment 1) amending the Measure D 5-Year Program of Projects for the Active Transportation Category to add \$35,000 for RTC Oversight of Coastal Rail Trail in South County and Capitola; and amending the FY 2025 / 26 RTC Budget, Measure D Budget and Work program accordingly, and account for carryover of prior-year labor costs as identified in Exhibit A to Attachment 1.

FISCAL IMPACT

The carryover (labor) allocations do not create new fiscal impacts but realign existing appropriations to the correct fiscal year. The \$35,000 adjustment to the Measure D-Active Transportation category reflects new programming within the Measure D-Active Transportation category and associated budget for FY2025/26 for RTC Oversight of Coastal Rail Trail Projects being initiated in South County and Capitola.

SUMMARY

Staff recommends approval of carryover and labor adjustments (additions) necessary in FY2025/26 to maintain accurate financial alignment and support the continuation of ongoing transportation projects.

Attachments:

1. Resolution
 - a. Labor and Overhead Allocation Summary

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION TO AMEND THE MEASURE D 5-YEAR PLAN ACTIVE
TRANSPORTATION CATEGORY TO INCREASE FUNDING PROGRAMMED TO RTC
OVERSIGHT AND TECHNICAL ASSISTANCE AND APPROVING THE CARRYOVER
RELATED BUDGET AMENDMENT FOR FY 2025-26 REGIONAL TRANSPORTATION
COMMISSION BUDGET AND WORK PROGRAM**

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) annually adopts a Budget and Work Program to advance regional transportation priorities and maintain continuity of essential planning and project development activities;

WHEREAS, adjustments to the Budget and Work Program are periodically required to ensure alignment with approved funding sources, program obligations, and ongoing project needs;

WHEREAS, the only adjustment required within the RTC budget is an increase in the Active Transportation category, with a total of \$35,000 added across two subcategories;

WHEREAS, the costs were properly aligned with FY 2024–25 work and budget authorization. Due to normal year-end accounting processes, the journal entry was completed in FY 2025–26, which necessitated carrying over the applicable budget; and

WHEREAS, the proposed labor carryover and budget adjustments are required to maintain accurate financial reporting and the seamless administration of ongoing transportation programs;

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

1. The Measure D 5-Year Program Active Transportation Category is hereby amended to add \$35,000 in FY 2025/26 for RTC Oversight of Coastal Rail Trail Projects in South County and Capitola; and
2. The FY 2025/26 RTC Budget, Measure D Budget, and Work program is hereby amended accordingly, and account for carryover of prior-year labor costs as identified in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: *Exhibit A – FY 2025-26 SCCRTC (RTC) Budget and Work Program and Measure D Budget Adjustments- Labor and Overhead Allocation Summary*

Distribution: *RTC Fiscal*

Budget Additional Allocation			
GL Key	Allocated Labor (51070)	Allocated Overhead (62354)	Note
721410 – SCCRTC-CRUZ511 TRAV INFO & TDM	\$ 72,746.82	\$ 54,831.19	Carryover
721751 – TRANS COMMISSION-PLANNING	\$ 424,559.82	\$ 376,671.69	Carryover
721827 – TRANSP SAFE - FSP	\$ 9,580.25	\$ 7,221.70	Carryover
722261 – SCCRTC-AUX LNS 41ST SOQUEL	\$ 9,502.77	\$ 7,162.49	Carryover
722280 – SCCRTC-ACTIVE TRANSPORTATION	\$ 72,235.51	\$ 54,446.83	Carryover
722281 – SCCRTC-ACTIVE TRNS-NORTH COAST	\$ 30,122.74	\$ 22,703.92	Carryover
722283 – SCCRTC-ACTIVE TR-CITY WATSONVI	\$ 12,990.79	\$ 12,009.21	Addition of funds \$25,000
722284 – SCCRTC-ACTIVE TR-CITY CAPITOLA	\$ 5,196.32	\$ 4,803.68	Addition of funds \$10,000
729100 – SCCRTC-MEASURE D-ADMIN	\$ 236,610.98	\$ 178,340.49	Carryover
729202 – SCCRTC-MEAS D SLV H9 CORR IMPR	\$ 6,072.26	\$ 4,576.60	Carryover
729300 – SCCRTC-MEAS D HIGHWAY CORRIDOR	\$ 358,222.52	\$ 283,853.85	Carryover
729500 – SCCRTC-MEAS D ACTIVE TRANSPORT	\$ 334,566.94	\$ 252,173.85	Carryover
729600 – SCCRTC-MEAS D RAIL CORRIDOR	\$ 307,628.88	\$ 231,857.92	Carryover
Total	\$ 1,880,036.60	\$ 1,490,653.42	

AGENDA: June 11, 2026

TO: Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Reject claim from Adam Brightwell represented by Drake Law Firm

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve rejecting the claim from Adam Brightwell represented by Drake Law Firm for an incident along the Santa Cruz Branch Rail Line near 415 Natural Bridges Dr., Santa Cruz CA 95060.

BACKGROUND

As a public agency that owns property, the RTC is subject to liability and legal claims due to incidents on RTC-owned property. The RTC owns the Santa Cruz Branch Rail Line (SCBRL) and manages the rail property north of Mile Post 3.0 in Watsonville.

DISCUSSION

The SCBRL is an active, federally regulated railroad and trespassing is prohibited under California Penal Code Section 369i. On February 13, 2026, the RTC received a claim (Attachment 1) from Adam Brightwell, represented by Drake Law Firm, regarding a fall on the Santa Cruz Branch Rail Line trestle near Antonelli Pond located northwest of the Natural Bridges roadway grade crossing on the west side of Santa Cruz. The claimant was walking on the trestle's maintenance walkway when one of the wooden boards broke, causing his leg to go through the opening. He landed on his left hip and struck his right knee on the board.

The RTC has several no trespassing signs along the Santa Cruz Branch Rail Line on both sides of the trestle near Antonelli Pond. Staff has reviewed the claim with the RTC's insurance carrier, Special District Risk Management Authority (SDRMA).

Staff recommends that the Commission reject Adam Brightwell's claim.

Once the Commission takes action, SDRMA—our insurance carrier—will handle the full claim process. If any further actions are needed based on SDRMA’s investigation, they will be brought back to the Commission.

SUMMARY

On February 13, 2026, the RTC received a claim from Adam Brightwell, represented by Drake Law Firm, regarding a fall on a railroad trestle near Antonelli Pond in Santa Cruz, California. Staff recommend rejecting the claim.

Attachments:

1. Claim from Adam Brightwell

BENJAMIN DRAKE, ESQ. State Bar No. 243207

Benjamin@drakelawgroup.com

JASON S. COHEN, ESQ. State Bar No. 210988

Jason@drakelawgroup.com

KEVIN SALUTE, ESQ. State Bar No. 173366

Kevin@drakelawgroup.com

DRAKE LAW FIRM

19935 Ventura Blvd., 3rd Floor

Woodland Hills, California 91364

Tel.: (888) 315-5721

Fax: (888) 340-6488

Service: litigation@drakelawgroup.com

Received

FEB 13 2026

RTC

Attorneys for Claimant, ADAM BRIGHTWELL

SUPERIOR COURT OF THE STATE OF CALIFORNIA

COUNTY OF SANTA CRUZ

GOVERNMENT CLAIM

ADAM BRIGHTWELL,

Plaintiff,

v.

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION;
COUNTY OF SANTA CRUZ; CITY OF
SANTA CRUZ; STATE OF CALIFORNIA;
and DOES 1-50,

Defendants.

**GOVERNMENT CLAIM FOR
DAMAGES PURSUANT TO
CALIFORNIA GOVERNMENT CODE §§
905 and 910, *et seq.***

Please be advised that Claimant ADAM BRIGHTWELL (hereafter "Claimant") hereby submits a Governmental Claim pursuant to *Government Code* sections 905 and 910, *et seq.* and other authorities.

1 **1. NAME AND ADDRESS OF CLAIMANTS:**

2 Adam Brightwell, c/o his attorneys Drake Law Firm, 19935 Ventura Boulevard, 3rd
3 Floor, Woodland Hills, California 91364.

4 **2. ADDRESS TO SEND ALL CLAIMS AND OTHER NOTICES:**

5 Drake Law Firm, Drake Law Firm, 19935 Ventura Boulevard, 3rd Floor, Woodland
6 Hills, California 91364; Telephone: (888) 340-6488; E-mail: litigation@drakelawgroup.com.

7 **3. TIMELINESS OF CLAIM:**

8 Claimant has timely filed a Government Claim within six months of the incident/injuries
9 giving rise to this claim.

10 **4. THE DATE, PLACE AND OTHER CIRCUMSTANCES OF THE**
11 **OCCURRENCE OR TRANSACTIONS WHICH GIVE RISE TO THE**
12 **CLAIMS ASSERTED:**

13 On or about August 14, 2025 at approximately 5:00 PM, Claimant was a pedestrian
14 walking along the SCCRTC railway in the City of Santa Cruz, California, at or near 415 Natural
15 Bridges Dr Santa Cruz, CA 95060. As Claimant was walking along the railroad trestle near
16 Antonelli Pond, one of the wood boards on the trestle broke. Claimant's leg went through the
17 hole. Claimant landed on his left hip and struck his right knee on the board. At all times
18 mentioned herein, Respondents knew or should have known that Claimant and others were using
19 the railroad trestle as a walkway.

20 **5. GENERAL DESCRIPTION OF INJURY:**

21 As a direct and legal result of the Respondents' conduct, Claimant suffered serious and
22 ongoing personal injuries and great physical, mental, and emotional pain and suffering, all to his
23 general damage in an amount that exceeds \$10,000.

24
25 As a direct and legal result of the Respondents' conduct, Claimant was forced to incur,
26 and will continue to be forced to incur, various medical costs and expenses as special damages
27 in an amount exceeding \$10,000.

1 As an actual and proximate result of the Respondents' Claimant has suffered and will
2 continue to suffer loss of income, including overtime and pension, and loss of other privileges
3 and benefits.

4 As an actual and proximate result of said conduct, Claimant has incurred and will
5 continue to incur attorney's fees under the applicable provisions.

6
7 **6. KNOWN WITNESSES:**

8 Claimant and possibly others.

9 **7. AMOUNTS CLAIMED:**

10 Pursuant to *Government Code* section 910(f), the amount of compensatory and other
11 damages claimed exceeds \$10,000 and will lie within the unlimited jurisdiction of the Superior
12 Court. Claimant also seeks to recover herein statutory and other penalties, damages, attorney's
13 fees, expert fees, costs as provided by law, including, *inter alia*, *C.C.P.* section 1021.5, 1032, et
14 seq. *Government Code* sections 3300, et seq., 3500, et seq., and 53298, et seq., and/or other
15 applicable authorities.

16
17
18 DATE: February 11, 2026

DRAKE LAW FIRM

19
20 By: 
21 Kevin Salute, Esq.
22 Benjamin Drake, Esq.
23 Attorneys for Claimant
24
25
26
27

TO: Regional Transportation Commission (RTC)

FROM: Tommy Travers, Transportation Planner

RE: TDA Article 8 Bicycle & Pedestrian Allocations for FY 2026/27 County Health Services Agency's Vision Zero Program, FY 2026/27 Bike To Work/School, and City of Santa Cruz

RECOMMENDATION

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC):

1. Adopt a Resolution ([Attachment 1](#)) approving the County Health Services Agency's Vision Zero Program funding request, work plan and budget for \$156,000 in FY 2026/27 RTC Transportation Development Act (TDA) funds;
 2. Adopt a Resolution ([Attachment 2](#)) approving Ecology Action's Bike To Work/School Program funding request, work plan and budget for \$156,000 in FY 2026/27 RTC TDA funds; and
 3. Adopt a Resolution ([Attachment 3](#)) de-allocating \$150,000 of TDA funds from the West Cliff Drive Path Paving project and returning it to the City of Santa Cruz's unallocated balance.
-

BACKGROUND

Since Fiscal Year (FY) 1998/99, the Regional Transportation Commission has budgeted some of its Transportation Development Act (TDA) funding to the Community Traffic Safety Coalition (CTSC), operated by the Santa Cruz County Health Services Agency (HSA). The CTSC serves all of Santa Cruz County, and develops programs and projects focused on preventing bicycle and pedestrian injuries and fatalities and increasing the use of safe alternative modes of transportation. Since FY 2001/02, the Commission has also funded HSA's Ride N Stride Bicycle and Pedestrian School Education Program with TDA funds. Since 2023 the RTC has funded the two programs with a combined \$156,000 in TDA funds.

The RTC has supported the Bike Encouragement and Walk and Roll to School (WRTS) (formally Bike to Work) program for the 40 years that the program has been in existence, either through RTC staff support,

sponsorship, or as the program's major funder. The Bike Encouragement and Walk and Roll is a project of Ecology Action, a non-profit environmental organization that includes multiple initiatives including sustainable and active transportation education and engagement. In February 2003, the Commission approved \$40,000 in FY 2003/04 TDA funds for the Bike to Work program and committed to providing on-going funding at a level of \$40,000 per year as approved each year in its annual budget. The most recent budget increase was approved by RTC in 2022 to fund the program with \$72,000.

The agreement between the RTC and County HSA for the Vision Zero Program and the agreement between the RTC and Ecology Action for the Bike to Work/School & Encouragement Program includes annual review, feedback, and comment by RTC advisory committees and the Commission on their work plan as part of the funding review and approval process.

There are currently \$153,007 of TDA Article 8 Bicycle & Pedestrian funds allocated for the City of Santa Cruz's West Cliff Path Paving Project Phase 3, a project to perform repaving, minor widening, and minor markings updates to the West Cliff Drive bicycle and pedestrian Path.

DISCUSSION

County Health Services Agency (HSA)

RTC's annual distribution of TDA funds to the County HSA provides funding for the CTSC staff and a suite of programs referred to as the Vision Zero Program. The CTSC, with input from RTC staff, produces a two-year Vision Zero Program Work Plan, updated every year. It describes providing enhanced education programs, interagency coordination, data reports, and other support for the CTSC, in order to promote the countywide pursuit of best practice solutions to improve safe access especially for pedestrians and bicyclists. This includes participating in regularly scheduled meetings of the Watsonville Vision Zero Task Force and supporting development and implementation of Vision Zero policies and action plans in Scotts Valley, Capitola, and the unincorporated area of Santa Cruz County. A major education program to be funded is Ride N Stride, which consists of bike and pedestrian safety classroom presentations in English and Spanish to elementary school students at low-income schools within the county, reaching 1,000-1,500 children. A key initiative of the CTSC in FY 2026/27 will be to produce a new media toolkit and educational materials to increase public awareness and local jurisdiction implementation of evidence-

based proven traffic safety strategies such as roundabouts and traffic calming. The TDA funding request under consideration would provide one year of funding for bicycle and pedestrian related work described in the Claim form and supplemented with further descriptions in the Work Plan.

The County HSA Transportation Development Act Claim form, Work Plan, and proposed budget (Exhibit A to Attachment 1) provide a detailed description of the proposed activities to be completed in FY 2026/27. \$156,000 is included in the RTC's FY 2026/27 budget for the program. Biannual Progress Reports of services provided by County HSA for the Vision Zero Program during the calendar year 2025 are also included in the attachment.

The request was reviewed in April by the Bicycle Advisory Committee and the Elderly & Disabled Transportation Advisory Committee, and both recommended approval.

Ecology Action

RTC's annual distribution of TDA funds to Ecology Action provides funding for bicycle commute encouragement programs and events in October and May, including an in-person Bike To Wherever (Bike To Work) Day event, Walk and Roll to School Day (formerly Bike/Walk to School), and continuing general-public online encouragement and education campaigns, including Bike Challenge months where community members are motivated to increase bicycle use for all trips in a friendly competition featuring prizes. Events including group rides, workshops, and e-bike demos will be held.

The Ecology Action TDA Claim form, work plan, and proposed budget (Exhibit A to Attachment 2) provide a detailed description of the proposed activities to be completed in FY 2026/2027. \$72,000 is included in the RTC's FY 2026/27 budget for the program. A summary of services provided by Ecology Action during the 2025 calendar year are also included in the attachment.

The request was reviewed in April by the Bicycle Advisory Committee, and they recommended approval.

City of Santa Cruz

The City of Santa Cruz is requesting (Exhibit A to Attachment 3) to de-allocate TDA funds previously approved assigned to the West Cliff Path

Paving Project to free up funds for future allocation to other eligible projects.

Staff recommend that the RTC review and approve by resolution the Santa Cruz County Health Services Agency's TDA request of \$156,000 for the Vision Zero Program (Attachment 1), Ecology Action's TDA request of \$72,000 for the Bike To Work/School Program (Attachment 2), and the City of Santa Cruz's request to de-allocate \$150,000 from the West Cliff Path Paving Project (Attachment 3). The projects are consistent with the RTC's Regional Transportation Plan, budget, and work program.

FISCAL IMPACT

The RTC's approved FY 2026-27 budget includes apportionment of \$156,000 and \$72,000 in Article 8 Bicycle & Pedestrian TDA funds to cover the requests of the HSA and Ecology Action. The request by the City of Santa Cruz is to return \$150,000 of funds assigned to one of their projects to their unallocated balance, which remains available for future allocation for City of Santa Cruz projects. Therefore, there are no additional fiscal impacts to approving these TDA claims.

SUMMARY

Attached are requests from the County Health Services Agency for \$156,000 in FY 2026/27 TDA funding for the Vision Zero Program, from Ecology Action for \$72,000 in FY 2026/27 TDA funding for the Bike To Work/School Program, and from the City of Santa Cruz to de-allocate funds from a project. Staff recommend that the Commission approve the requests.

Attachments:

1. Resolution
 - a. Request Letter from Health Services Agency, TDA Claim Form, Vision Zero Program Work Plan, Proposed FY26/27 Budget, progress reports for work performed during calendar year 2025
2. Resolution
 - a. Request Letter from Ecology Action, TDA Claim Form, Walk & Roll Programs Scope of Work, Proposed FY26/27 Budget, progress reports for work performed during calendar year 2025
3. Resolution
 - a. Request Letter from City of Santa Cruz for de-allocation

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION APPROVING TRANSPORTATION DEVELOPMENT ACT (TDA)
ARTICLE 8 FUNDING FOR THE
SANTA CRUZ COUNTY HEALTH SERVICES AGENCY VISION ZERO PROGRAM**

WHEREAS, the County of Santa Cruz Health Services Agency's (HSA) Vision Zero Program provides bicycle and pedestrian safety education and outreach, and policy coordination;

WHEREAS, the Regional Transportation Commission approved \$156,000 in its FY 2026/27 budget for the Santa Cruz County Health Services Agency Vision Zero program;

WHEREAS, the Santa Cruz County Health Services Agency submitted an Article 8 Transportation Development Act funding request for its Vision Zero program consistent with the Regional Transportation Commission's Rules and Regulations and approved FY 2026/27 budget; and

WHEREAS, the Bicycle Advisory Committee and the Elderly and Disabled Transportation Advisory Committee reviewed the Article 8 Transportation Development Act funding request and proposed scopes of work at their respective April 2026 meetings and recommend approval;

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

The Regional Transportation Commission hereby approves \$156,000 in Fiscal Year 2026/27 Transportation Development Act Article 8 funds for the Santa Cruz County Health Services Agency Vision Zero Program.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Eduardo Montesino, Chair

Sarah Christensen, Secretary

Exhibits:

- a) Request Letter from Health Services Agency, TDA Claim Form, Vision Zero Program Work Plan, Proposed FY26/27 Budget, progress reports for work performed during calendar year 2025

Distribution: RTC Fiscal
 RTC Planner
 County Health Services Agency

COMMUNITY TRAFFIC SAFETY COALITION



March 27, 2026

Sarah Christensen, Executive Director
Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue Ste. 250
Santa Cruz, CA 95060

Regarding: FY 2026-2027 TDA Request for the Vision Zero program

Dear Ms. Christensen:

The Santa Cruz County Health Services Agency (HSA) provides Safe & Active Transportation programming through its Community Traffic Safety Coalition (CTSC) and their Vision Zero Work Plan. HSA is submitting this annual request of \$156,000 in Transportation Development Act (TDA) funding to support staffing and project implementation for the first year of the attached 2026-2028 Vision Zero Work Plan. HSA will provide at least \$204,000 in personnel match through other grant funding, HSA program management, fiscal and administrative support, and/or community in-kind contributions, for a total Vision Zero budget of \$360,000 for FY 2026-27.

CTSC's mission is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling, walking, and rolling. The CTSC developed a two-year work plan for FYs 2026-2028 that continues to support the current Vision Zero jurisdictions of Watsonville, Santa Cruz, Scotts Valley and the County. In addition, the CTSC will collaborate with the City of Capitola to pass a Vision Zero resolution. CTSC staff work with coalition members to advocate for Vision Zero policies that aim to eliminate all traffic related fatalities and serious injuries for all jurisdictions.

The Vision Zero Work Plan incorporates ongoing programs, such as Ride n' Stride, which provides bilingual bicycle and pedestrian safety education to elementary school students. Additional programs include Bicycle Traffic School, Child Passenger Safety, Traffic Calming, and Helmet Fit & Distribution. Program staff work through these programs to conduct outreach efforts and provide safety education and equipment, such as bicycle helmets, to low-income residents in underserved areas throughout the county.

Enclosed you will find the TDA Local Transportation Funds Claim form, two-year work plan, and budget for this program. I attest to the accuracy of this claim and all its accompanying documentation. Every effort has been made to ensure that the Vision Zero work plan reflects the needs and concerns of the community. Thank you for your consideration and continued support of our vision for safe, accessible, and equitable transportation for all.

Sincerely,

Corinne Hyland, MPH
Senior Health Services Manager
County of Santa Cruz Health Services Agency
(831) 454-7558 corinne.hyland@santacruzcountyca.gov

Transportation Development Act (TDA) CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: Community Traffic Safety Coalition (CTCS) - Vision Zero
2. Implementing Agency: County of Santa Cruz Health Services Agency
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: Santa Cruz County Regional Transportation Commission
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$156,000
STA (transit/paratransit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 2026/2027
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
☒ Article 8 Bicycle and/or Pedestrian Facility
☐ Article 4 Public Transportation
☐ Article 8 Specialized Transportation via city sponsor
☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Corinne Hyland

Secondary Contact (in event primary not available): Andrea Solano

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):
See attached **CTSC Vision Zero Work Plan for FY 2026-2028**
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The Vision Zero work plan has a countywide focus engaging all jurisdictions. As needs and opportunities arise in the work plan period, specific jurisdictions, communities, or neighborhoods may be targeted for traffic safety activities.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community) Santa Cruz County experiences higher rates of bicycle and pedestrian involved fatal and injury collisions than other comparison cities across the state and the pandemic exacerbated this (Please see attached **CTSC Vision Zero Work Plan for FY 2026-2028** for crash statistics and rankings). To address this, the CTSC adopted Vision Zero in 2016 as a new approach to our traffic safety work. Vision Zero is a world-wide traffic safety program that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. This program aligns with the mission of the CTSC, which is to prevent traffic-related injuries and fatalities for all road users, with a focus on people biking and walking. The CTSC therefore provides a forum for various agencies and individuals to share information, address issues, collaborate on solutions, and act as a resource for its members and the community. The CTSC envisions

safe, accessible and equitable transportation for all in Santa Cruz County.

11. Project Productivity Goals for this fiscal year:
 - a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): Please see attached **CTSC Vision Zero Work Plan for FY 2026-2028**.
 - b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided): The target audience for Vision Zero policy adoption in the CTSC work plan is community stakeholders and decision makers in each jurisdiction while also engaging a broad spectrum of community members throughout the county in identifying issues and developing solutions. Please also see the “Centering Equity” section of the work plan on how our programs aim to prioritize underserved, at-risk, and disadvantaged communities through our policy work and direct service. Through a variety of program activities, such as outreach and education, several thousand people are reached directly each year.
12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? Programmed into the 2045 RTP under project #CO50 as well as Target 2.A.1 in Goal #2.
13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): The CTSC works to promote safe and active transportation by conducting community-based activities, such as participating in Bike/Walk to School/Work Days and Open Streets events, distributing bike helmets to low-income youth and adults, and utilizing both traditional and social media messaging to reach all age groups. The aim of the attached two-year Vision Zero work plan is to develop policies and projects that use a Safe System approach while encouraging active forms of transportation.
14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services may NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

What is the total project cost? \$360,000

Is project fully funded? No, additional grant funding is sought each year to match TDA funding.

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)? TDA funds are used for personnel, travel and materials needed to implement the program. Please see attached Community Traffic Safety Coalition Budget for FY 2026-27.

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*
 - a. Bike/Ped: Cities/County: ☐ Up to 90% upon initiation of work OR ☐ 100% upon project completion
HSA/BTW: ☐ Quarterly disbursement OR ☒ Semi-annual disbursement
 - b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR ☐ Quarterly disbursement
 - c. Volunteer Center: ☐ Full approved claim amount in the first quarter
 - d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval _____ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding? If yes, date RTC approved: _____	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

Bike/Ped (Article 8) Only

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

- a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date _/ _/ _								
Total Cost/Phase								
\$TDA Requested (this claim)								
Prior TDA:								
Source 3:								
Source 4:								
Unsecured/ additional need**								

*Please describe what is included in "Other":

- b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Please see attached Community Traffic Safety Coalition Budget for FY 2026-27.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration /Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

The Community Traffic Safety Coalition (CTSC) strengthened coordination with local jurisdictions to better align resources and expand program reach, such as by supporting the County and the cities of Scotts Valley and Watsonville with Vision Zero Action Plans and contributing to the Santa Cruz County Safety Action Plan. A key trend is the shift toward local ownership of Vision Zero efforts, improving efficiency and long-term sustainability.

CTSC also increased awareness of local traffic safety issues through the [2014–2023 Crash Report](#), helping build support for data-driven decisions, particularly around disproportionate impacts on bicyclists and pedestrians. A follow-up report is planned for release in July.

Partnerships with Ecology Action, UC Santa Cruz, the City of Santa Cruz, and California Highway Patrol expanded engagement through coalition meetings and the E-bike Safety Subcommittee, which is advancing youth safety efforts and exploring countywide education opportunities. The Health Services Agency (HSA) continues to secure funding from the California Office of Traffic Safety and partner on Active Transportation Program Cycle 6 efforts in Watsonville, leveraging external resources to broaden program impact.

For the next fiscal year, the Ride n' Stride Program will focus on expanding outreach and increasing participation among elementary schools countywide by offering bilingual (English/Spanish) presentations for students. To maximize efficiency and economies of scale, HSA will continue coordinating closely with Ecology Action to avoid duplication of services and strategically schedule school visits by region.

Priorities and goals for next fiscal year also include advancing a countywide Vision Zero education campaign to promote proven safety strategies and maximize reach through shared messaging across jurisdictions. CTSC will continue supporting jurisdictions in moving from planning to implementation, identifying opportunities to align efforts and increase efficiency.

What is different from last year's program/claim?

CTSC will shift from planning to implementation by supporting jurisdictions in advancing evidence-based strategies through Vision Zero Action Plans. A key effort will be a countywide Vision Zero education campaign.

The campaign will include:

- Promoting evidence-based traffic safety strategies (e.g. roundabouts, speed humps, lane narrowing, separated bicycle and pedestrian facilities, and enhanced lighting and crossings).
- Developing a Vision Zero social media toolkit for use across jurisdictions to support consistent messaging and broader reach.
- Creating educational materials that encourage the use of “crash” and “collision” instead of “accident,” helping shift public perception from inevitability to preventability.
- Producing educational videos on Vision Zero principles and traffic safety strategies and initiatives to increase public awareness and engagement.

CTSC will also prioritize supporting the City of Capitola in adopting a Vision Zero resolution, positioning the City to become eligible for Safe Streets and Roads for All (SS4A) funding and strengthening regional alignment and competitiveness for external funding.

Schedule of regular progress reports including an evaluation at the end of the year:

- ☐ SCMD – April each year
- ☐ Specialized Transportation: Quarterly¹ to E/D TAC, RTC _____ (Months/Year)
- ☒ HSA/BTW: Bicycle Committee (annually or as requested); RTC (annually or as requested)

SCMTD, CTSA and Volunteer Center Only

19. a. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant?

b. Does the project meet an unmet transit need from the most recently approved RTC **Unmet Paratransit and Transit Needs List**? Describe.

CTSA and Volunteer Center (Article 8) Only

20. Where appropriate, are these specialized transportation services coordinated with other transportation services, including METRO service? Describe.

21. Provide performance information, as pertinent, which demonstrate service efficiency and effectiveness, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). (99246d, per Performance Audits)

a. *Volunteer Center, only:* ☐ provide a minimum 4,000 rides per year

22. Discuss the needs and types of the passengers being served, the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. (99246d, per 2010 Performance Audit)

SCMTD, CTSA, Volunteer Center & RTC Only

¹ If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services Agency (CTSA) should include on-time performance of the service. Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service.

Documentation to Include with Your Claim (all TDA Claims):**All Claims**

- ☐ A **letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ **Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- ☐ **Evidence of environmental review for capital projects**

Article 8 Bicycle/Pedestrian Claims sponsored by RTC (*Bike to Work, HSA*)

- ☐ A **budget including the name (for key personnel), classification, actual hourly rate, and billing rate for labor** (*later changes must be approved in writing by RTC TDA coordinator in advance of billing period and should not result in a reduction in scope identified in this claim*).
- ☐ **Approved indirect cost ratio in effect, if planning to use TDA for indirect costs.** *Indirect costs are only eligible if the organization has a current ICAP approved by Caltrans for the period covering when expenditures are incurred.*

All Transit and Specialized Transportation Claims (*SCMTD, CTSA, and Volunteer Center*)

- ☐ A **copy of the operating and capital budgets for the coming fiscal year**
- ☐ **Description of capital projects**, including timeframe over which project will be funded and implemented
- ☐ **Operating Plan** for current and upcoming activities (*can be within project/program description*)
- ☐ **TDA Standard Assurances Checklist**

Article 4 Transit Claims

- ☐ A **certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ **Other Certifications**

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

PROOF OF EXPENDITURES: Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

CERTIFIED FISCAL AUDIT: Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

Signature Courne Hyland Title: Senior Health Services Manager Date: March 27, 2026

COMMUNITY TRAFFIC SAFETY COALITION

of SANTA CRUZ COUNTY



www.sctrfficsafety.org ♦ www.facebook.com/sctrfficsafety ♦ CTSC@santacruzcounty.us ♦ (831) 454-7551

CTSC Vision Zero Work Plan

Fiscal Years 2026-2028

CTSC Vision and Mission

The Community Traffic Safety Coalition (CTSC) of Santa Cruz County envisions safe, accessible, and equitable transportation for all. The mission of CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling, walking, and rolling. The vision and mission of CTSC align with Vision Zero, an international policy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

To help achieve the vision and mission, CTSC supported the cities of Watsonville, Santa Cruz, and Scotts Valley, along with unincorporated Santa Cruz County, in passing Vision Zero policies to eliminate traffic-related fatalities and severe injuries. CTSC adopted the Safe System Approach to help jurisdictions reach this goal more effectively. Many countries have adopted this approach to achieve Vision Zero, including the U.S. Department of Transportation (see appendix A for more information on the Safe System Approach).

Vision Zero Needs Statement

Data analysis and community engagement indicates that traffic violence is a serious problem in the county. The high number of reported pedestrian and bicyclist injuries and fatalities over the years led CTSC to Vision Zero. As the coalition and community partners move to increase and enhance active transportation, safety for bicyclists and pedestrians is more important than ever.

2023 Statewide OTS CRASH RANKINGS*

*Most current rankings available

According to the 2023 California Office of Traffic Safety (OTS) rankings, **Santa Cruz County**, including the cities of Watsonville, Santa Cruz, Scotts Valley, and Capitola, ranked among the **10 highest (worst) of all 58 California counties** for the below crash categories involving motor vehicles, bicyclists, and pedestrians.

The rankings are based on a variety of factors, including **observed crash counts, population size, and total vehicle miles traveled.**

Santa Cruz County

Crash Type (victims killed and injured)	Crash Ranking
Bicyclists	1st
Bicyclists (under age 15)	3rd
Had Been Drinking Driver (under 21)	8th

The Cities of Santa Cruz and Watsonville ranked in the top 10 among 103 similarly sized cities for the categories below.

Santa Cruz

Crash Type (victims killed and injured)	Crash Ranking
Bicyclists	2nd

Watsonville

Crash Type (victims killed and injured)	Crash Ranking
Pedestrians (under age 15)	3rd
Pedestrians	4th

Capitola ranked in the top 10 among 74 similarly sized cities for the categories below.

Capitola

Crash Type (victims killed and injured)	Crash Ranking
Pedestrians (65+)	1st
Pedestrians	5th
Bicyclists	2nd
Bicyclists (under age 15)	2nd
Alcohol Involved (under age 21)	6th
Alcohol Involved	10th

The city of Scotts Valley did not rank in any of the top 10 categories.

[\(https://www.ots.ca.gov/media-and-research/crash-rankings/\)](https://www.ots.ca.gov/media-and-research/crash-rankings/)

The UC Berkeley SafeTREC's Transportation Injury Mapping System (TIMS) shows the number of people killed or seriously injured in Santa Cruz County in the 3-year period from 2021 to 2023 increased to 168 people on average as compared to 155 people on average from 2018 to 2020. Statewide trends for the same 3-year periods (2021-2023 compared to 2018-2020) also show an increasing trend for those killed or seriously injured from 17,236 to 19,122, respectively ([TIMS](#))

Centering Equity

At its core, Vision Zero emphasizes that all people have a right to move about their communities safely. That goal cannot be met without acknowledging and addressing racial and socioeconomic disparities in the transportation system. These disparities in transportation are evident across communities worldwide.

Throughout the nation, Vision Zero's data-driven analysis reveals a concentration of traffic safety issues that suggest racialized patterns of disinvestment and neglect. Between 2015 and 2019, the Governor's Highway Safety Association found that the rate of traffic deaths per 100,000 was 146 for American Indians/Alaskan Natives and 69 for African Americans compared to 58 for the total United States population ("[An Analysis of Traffic Fatalities by Race and Ethnicity](#)"). A study conducted by Dangerous by Design found that between 2016-2020, people of color, particularly Native and Black Americans, were more likely to die while walking than any other race or ethnic group ([Dangerous by Design 2022](#)).

Locally, the impact of crashes is also not felt equally. A study done by the CTSC in 2017 found that more than half of Santa Cruz County's fatal and life changing injury crashes occur on only 6% of our streets. More than half of these dangerous streets are in low-income neighborhoods ([sctrafficsafety.org](#)).

There is tremendous income disparity in Santa Cruz County. According to the 2018-2022 U.S. Census, 12.5% of Santa Cruz County residents were living in poverty while the median household income was \$104,409 ([census.gov/quickfacts](#)). Santa Cruz County also has high rates of houselessness. The 2022-2023 Grand Jury Report stated that Santa Cruz County "has more homeless people per capita than anywhere else in California; some 2,300 of our residents are without housing" ([Grand Jury Report 2022-2023](#)). Because unhoused individuals often live in dangerous locations, most notably along high-speed roadways, they shoulder a disproportionate share of traffic-related injuries and fatalities ([Sonoma Vision Zero Action Plan, 2022](#)).

CTSC focuses traffic safety efforts on communities that are disproportionately impacted by traffic violence, including lower-income areas and school districts, unhoused individuals, people of color, and migrant and seasonal farmworkers. The coalition will utilize newly developed equity data tools, such as the [Regional Transportation Commission's Santa Cruz County Transportation Equity Plan](#), [USDOT Equitable Transportation Community \(ETC\) Explorer](#) and the [Caltrans Transportation Equity Index \(EQI\)](#), to gain greater insight into the impacts of inequity on transportation in the county. The coalition is now in its ninth year of Vision Zero work, and this plan will continue that work with an emphasis on equity into 2028.

Vision Zero Work Plan Objectives and Activities for Fiscal Years 2026-2028

GOAL: Promote and support Vision Zero policies, task forces, and action plans in all jurisdictions throughout the county utilizing the Safe System Approach.

Four out of five jurisdictions within Santa Cruz County have adopted Vision Zero. The City of Watsonville passed a Vision Zero policy in 2018, formed the Watsonville Vision Zero Task Force in 2020, and developed their first Vision Zero Action Plan in 2021. The City of Santa Cruz adopted Vision Zero in 2019. Unincorporated Santa Cruz County (“the County”) and the City of Scotts Valley passed resolutions in August 2022.

The County received federal Safe Streets & Roads for All (SS4A) funding in 2023 to develop new Vision Zero Action Plans for the County and Scotts Valley. Watsonville is also included in the SS4A grant to update their Action Plan. The County, Scotts Valley, and Watsonville have done extensive community outreach and data collection to effectively develop or update their Action Plans. More recently, Santa Cruz received SS4A funding and is in the process of collaborating with partners and collecting data.

CTSC continues to promote Vision Zero adoption and implementation within jurisdictions. CTSC plays an advocacy role in supporting the jurisdictions in implementing Vision Zero, as well as developing and maintaining collaborative relationships for other grant funded traffic safety programs that support Vision Zero. Unlike each of the county’s jurisdictions, CTSC can neither create nor implement Vision Zero policies, task forces, or action plans (see Appendix B for more information on CTSC’s roles and responsibilities).

CTSC will maintain and enhance countywide Vision Zero collaboration and support across jurisdictions through the below objectives, which align with the five elements of the Safe System Approach: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

Primary Objectives

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

- Staff programs:
 - o Child Passenger Safety (CPS) educates low-income parents and caregivers on properly securing young passengers in their vehicles and distributes car seats through CPS technicians.
 - o Bicycle Traffic School (BTS) quarterly classes provide a diversion program for bicycle traffic violators and educate interested members of the public on bicycle safety. Enhance promotion of BTS through school newsletters, flyers, and social media.
 - o Ride n’ Stride offers safe walking and biking presentations in English and Spanish to elementary schools and parent/caregiver groups throughout the county, with an emphasis on lower-income school districts.

- o Bicycle Helmet Fit and Distribution at schools, community events, and through established helmet fit sites, focusing on communities lacking resources, such as unhoused persons and lower-income individuals and families.
- Staff activities:
 - o Share timely traffic safety news, events, PSAs, and education on CTSC Facebook and Instagram platforms.
 - o Maintain the CTSC web page to promote traffic safety programs and Vision Zero efforts.
 - o Offer educational materials in English, Spanish, and indigenous languages spoken within the community (e.g., Mixteco, Triqui, and Zapoteco) when possible.
- Conduct a county-wide Vision Zero educational campaign, including:
 - o Promote education on evidence-based traffic safety strategies, including roundabouts, speed bumps, lane narrowing, separated bicycle and pedestrian facilities, and enhanced lighting and crossings.
 - o Develop a Vision Zero social media toolkit for use across jurisdictions to support consistent messaging and broader reach.
 - o Develop educational materials promoting the use of “crash” and “collision” instead of “accident” to shift public perception from inevitability to preventability.
 - o Produce educational videos on Vision Zero, traffic safety, and CTSC initiatives to increase public awareness and engagement.
- Coordinate an annual Week Without Driving campaign and community event in partnership with Santa Cruz METRO and the County’s Community Development and Infrastructure Department.
- Develop and disseminate educational materials and deliver presentations to promote pedestrian and bicycle safety, with an emphasis on e-bike safety.
- Collaborate with the County Substance Use Disorders Services (SUDS) program on DUI/impaired driving prevention.
- Host events for elected officials and relevant government staff to experience traveling through the county using active transportation.
- Develop questions for candidates running for office regarding safe and active transportation.

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g., pedestrians and bicyclists). The role of the CTSC is to support and advocate for local jurisdictions to design and build roadway improvements that increase safety for all road users.

- Assist in collecting and analyzing crash and safety data to identify and evaluate problem areas and traffic situations.
- Include community members and community feedback when planning and designing traffic safety systems and infrastructure projects.
- Incorporate system-level changes that allow for consideration of project impacts on those using active transportation.
- Advocate for evidenced-based traffic safety approaches (e.g., roundabouts, speed bumps, narrowing travel lanes, separated bicycle and pedestrian facilities, and improved lighting and pedestrian crossings).

- Encourage funding and land use planning to increase opportunities for more active and sustainable forms of transportation.
- Advocate for utilizing pop-up infrastructure demonstration projects prior to design and construction of permanent road improvements.
- Complete bicycle and pedestrian safety audits to proactively identify dangerous road locations that can inform jurisdictions of high priority areas for road safety improvements.
- Promote [RTC's Hazard Report](#) to improve roadways and enhance pedestrian and bicyclist safety.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- Child Passenger Safety (CPS):
 - o Provides free car seats and car seat inspections to lower-income families to help ensure greater vehicle safety for young occupants.
 - o Keeps informed about the latest car seat and vehicle restraint system safety technology and recall information.
 - o Uses the National Digital Car Seat Check form to improve consistency, accuracy, and quality of child passenger safety data collected during car seat check events and car seat appointments.
 - o Provides input on local, state, or federal policies and designs that make vehicles safer, such as collision avoidance systems and connected vehicle technology.
- Provide education on safe vehicles and enhanced safety features, including the installation of backup cameras.
- Advocate for appropriate safety measures on large vehicles (e.g., safety features for limited visibility and lateral protective devices (LPDs), also known as side guards, on commercial vehicles)

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

- Traffic Calming staff program:
 - o Provides trash can stickers to slow traffic on residential streets in the City of Santa Cruz, and PACE car stickers to residents in all local jurisdictions to slow traffic on residential streets.
- Collaborate with jurisdictions on speed management (e.g., funding to implement temporary projects that slow vehicle speeds and sharing research reports on effective measures to slow drivers).

- Promote lowering speeds on high injury corridors to reduce fatal and serious injury crashes.
- Engage with the local government to address traffic speed issues that community members experience.
- Support projects that slow vehicle speeds and protect bicyclists and pedestrians.
- Advocate for installing cameras at busy intersections to capture red-light running and speeding, especially at school zones and high-crash locations.

Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

- Post online acknowledgements and response to lives lost and those severely injured.
- Develop and share annual crash reports with elected officials, law enforcement agencies, fire departments, the County Office of Education and the public to highlight local traffic safety issues.
- Involve multiple stakeholders, such as fire and police departments, to review factors that contribute to local serious injury and fatal crashes.
- Assist in identifying the built environment factors that impact crash dynamics and increase understanding that the designers of those systems hold responsibility as well to reduce “victim blaming.”
- Work with law enforcement agencies to share local crash data and report on traffic citation trends, especially regarding e-bikes.
- Assist jurisdictions in developing a plan to respond to fatal and severe injury crashes.
- Participate in the World Day of Remembrance for Road Traffic Victims or other annual memorial events.
- Develop and explore resources to support families who have been impacted by traffic violence, including resources from Families for Safe Streets.
- Reach out to crash survivors and individuals who have lost loved ones to hear their stories and engage them in generating greater awareness to humanize these traumatic experiences.

Appendix A

The Safe System Approach

The Safe System Approach incorporates the following 6 principles:

1. **Death and Serious Injuries are Unacceptable.** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans Make Mistakes.** People will inevitably make mistakes and make decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes to avoid death and serious injuries when a crash occurs.
3. **Humans are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates those physical human vulnerabilities.
4. **Responsibility is Shared.** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the public—are vital to preventing fatalities and serious injuries on our roadways.
5. **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and react afterwards.
6. **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Unlike prior approaches that prioritize human behavior and place most of the blame on the individuals involved in a crash, the Safe System Approach works by building and reinforcing multiple layers of protection to prevent crashes from happening and minimizing harm to individuals when crashes occur. This holistic approach incorporates the following 5 objectives to achieve zero traffic deaths and serious injuries:

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.



<https://www.transportation.gov/NRSS/SafeSystem>

Appendix B

CTSC Roles and Responsibilities

The coalition staff are employed by the County of Santa Cruz Health Services Agency (HSA) in the Public Health Division and are responsible for assisting the coalition in managing its operations, including coalition meetings, member communication, and community engagement, as well as work plan development, implementation, and evaluation. The coalition members and partner agencies actively participate in meetings and play an advisory role in fiscal management and strategic planning. Members and partner agencies take on specific work plan tasks as appropriate. Two coalition leaders (Co-Chairs) are elected by coalition members for two-year terms and are responsible for facilitating coalition meetings, providing expertise and guidance to coalition staff, and signing coalition letters.

CTSC will provide support, technical assistance, and resources to jurisdictions and the community to implement Vision Zero, as well as develop and maintain collaborative relationships for other grant funded traffic safety programs that support Vision Zero. The Coalition and staff are also committed to providing traffic safety programming, such as the Ride n' Stride education program, the Bicycle Traffic

School diversion program, Bicycle Helmet Fit and Distribution Sites, participation in Bike/Walk to School and other community outreach events, Pace Car and Trash Can Sticker traffic calming programs, maintenance of the CTSC website at sctrafficsafety.org, Facebook and Instagram platforms, and traffic related injury and fatality crash data.

**Community Traffic Safety Coalition
Vision Zero Budget, TDA FY 2026-27**

Line Item	TDA Budget	HSA Match	Total Project Costs
Personnel (Salary + Benefits)			
Health Educator(s) , 1.0 FTE	75,000	56,500	131,500
Health Program Specialist(s), 1.0 FTE	75,000	58,500	133,500
Program Manager/Support Staff		89,000	89,000
Subtotal Personnel	150,000	204,000	354,000
Travel/Mileage	1,000		1,000
Direct Costs			
Project Implementation	5,000		5,000
Totals	\$156,000	\$204,000	\$360,000

CTSC's Vision Zero programs include:

Ride n' Stride
 Child Passenger Safety
 Bicycle Traffic School
 Helmet Fit & Distribution program
 Traffic Calming program
 Website, FB Page, YouTube channel
 Match for ATP, OTS, SS4A, other grants

BIANNUAL PROGRESS REPORT TRANSPORTATION DEVELOPMENT ACT FUNDS

Fiscal Year 24-25 Second BIENNIAL PERIOD
January 1, 2025-June 30, 2025

Project Title: Community Traffic Safety Coalition
Agency: Santa Cruz County Health Services Agency
Project Contact: Kelly Curlett

Vision Zero Work Plan Activities Progress

The Community Traffic Safety Coalition (CTSC) will continue to promote Vision Zero adoption and implementation within jurisdictions, as well as develop and maintain collaborative relationships for other grant funded traffic safety programs that support Vision Zero.

Primary work plan objectives:

1. Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.
2. Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g. pedestrians and cyclists). The role of the CTSC is to support and advocate for local jurisdictions to design and build roadway improvements that increase safety for all road users.
3. Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.
5. Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

Progress on activities for each objective:

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

- o Facilitated **two Bike Traffic School classes** on February 8th and May 8th with 4 and 2 court referred attendees, respectively.
- o Participated in meetings with Tiffany Martinez, the Community Development and

Infrastructure Departmental Communications Officer, and Rebecca Downing, Santa Cruz Metro Board Chair, on February 27th, April 9th, and May 28th to discuss collaboration on a county-wide **Week Without Driving Campaign** from September 29th to October 5th. The purpose of the campaign is to raise awareness of the barriers and challenges faced by non-drivers and promote safer driving and the importance of creating an accessible community for all.

- o Facilitated **helmet fit trainings** for one new staff member from Ecology Action on March 7th and for four staff members from Cradle to Career on April 1st.
- o Collaborated with Tiffany Martinez in March on the development of social media posts to promote information regarding Vision Zero and infrastructure improvements within the county to reduce fatal and serious injury collisions.
- o Drafted and finalized in May the [2014-2023 Crash Report](#) to raise awareness of local traffic safety issues and advocate for safety improvements in our community.
- o Developed and shared social media posts to CTSC's Facebook and Instagram accounts for National Bike Safety Month in May. Posts included information regarding e-bike safety and workshops; the importance of wearing a helmet; Bike to Wherever Day; two Watsonville Community Bike Rides; and the e-bike survey. The posts reached 703 individuals.
- o Presented to members of the Elderly and Disabled Transportation Advisory Committee on May 13th regarding Vision Zero, the Safe System Approach, and the 2024-2026 CTSC Vision Zero Work Plan.
- o Convened an **E-bike Safety Subcommittee meeting** on May 19th to share the findings from an e-bike survey for parents of 6th-12th grade students to inform teen e-bike related educational efforts. The survey was developed by a Cal-EIS Fellow with assistance from CTSC staff, Ecology Action, and Public Health's Population Health unit.
- o Convened a **CTSC meeting** on June 3rd to share the results of the e-bike survey as well as discuss the county-wide Week Without Driving Campaign.
- o Assisted the Cal-EIS Fellow with developing a [CTSC E-bike Survey Results Handout](#) to share with Subcommittee and CTSC members.
- o Presented to 30 healthcare providers on a county-wide **Clinician Resource Call** on June 10th regarding the 2014-2023 Crash Report and how providers can support traffic safety efforts.
- o Drafted and submitted a **mini-grant application** to America Walks for \$2,000 on June 17th to fund a county-wide community event during the Week Without Driving campaign.
- o Drafted and finalized in June the **Impact of Traffic Violence on Santa Cruz County** ([English](#), [Spanish](#)) to provide an overview of the key findings from the Crash Report.
- o Drafted the **press release** for the Crash Report the end of June for release in July.
- o Provided pedestrian and bicyclist traffic safety education and informational pamphlets/flyers reaching a total of 609 individuals at the following 4 events: Earth Day Santa Cruz, Children's Day at Alianza Charter School, Bike to Wherever Day, and a Watsonville community bike ride.

- o Provided information and resources on car seat safety via OTS funding at Earth Day Santa Cruz and Children's Day at Alianza Charter School.
- o Facilitated **22 Ride n' Stride** presentations via TDA funding at 7 lower-income elementary schools in Watsonville reaching 459 students.
- o Facilitated 20 bicycle and pedestrian safety education sessions for 422 elementary students at 8 elementary schools via OTS funding.
- o Subcontractor, Ecology Action continues implementation on the County HSA's state Active Transportation Program Cycle 6 (ATP6) non-infrastructure grant to implement education and encouragement activities at 12 Watsonville schools over four years, including several traffic gardens and temporary pop-up infrastructure projects.
- o Purchased and received the following **TDA funded items** for distribution and use at community events, pedestrian safety walks and bike rides, Ride n' Stride presentations, and to community partners serving low-income and unhoused community members:
 - 25 bike light sets (50 lights)
 - 1,000 reflective slap bracelets
 - 500 reflective arm bands
 - 500 reflective pendants
 - 2 crossing guard signs
 - 5 helmet fitting measuring tapes
 - 90 bicycle helmets (TDA and OTS funded)
 - 800 walk and bike safety coloring books (500 English, 300 Spanish)
 - 800 crayons
 - Box of traffic safety teaching cards
- o Distributed the following safety items purchased via TDA funding:
 - 100 reflective pendants at the Fourth of July Parade in Aptos to promote Week Without Driving.
 - 13 reflective arm bands at a bilingual pedestrian safety presentation followed by a low-stress walk for older adults.
 - 13 helmets at a community bike ride in Watsonville.
- o Distributed the following safety items purchased via OTS funding:
 - 109 helmets at community-based helmet fitting sites, community events, and elementary schools.
 - 1,488 reflective slap bracelets and arm bands at community events and presentations.
 - 32 bike light sets (64 lights) for community partners.

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g. pedestrians and cyclists). The role of the CTSC is to support and advocate for local jurisdictions to design and build roadway improvements that increase safety for all road users.

- o Participated in biweekly planning meetings as part of the federal SS4A grant for gathering data and community input to develop Vision Zero Action Plans for the City

of Scotts Valley, the County unincorporated area, and to update the current City of Watsonville plan.

- o Participated in the January 7th, March 4th, and May 6th **Watsonville Vision Zero Task Force** meetings to discuss progress on the Vision Zero Corridors Study to improve roadway safety.
- o Convened **CTSC meetings** on February 10th and April 1st focusing on reviewing and finalizing the Crash Report.
- o **Distributed the Crash Report** to all local elected officials and law enforcement agencies on May 23rd to advocate for roadway improvements in the county.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- o Distributed 36 child safety seats (34 OTS funded) with 23 of those seats distributed via individual appointments to low-income family members and 13 seats through our partner agency technicians at Raices y Cariño, Santa Cruz Community Health, and Early Head Start / Head Start.
- o Child Passenger Safety Technicians (CPST) continued to track and document local car seat safety data utilizing the National Digital Car Seat Check Form (NDCF) to identify local trends and patterns to enhance safety efforts.
- o Continued to monitor legislation at the state and national level on vehicle safety standards and crash avoidance technology.
- o Continued to review the list of recalls for car seats and restraint systems on vehicles as part of the CPS program each time one of our CPSTs meets with a family to inspect or install a car seat or booster seat.

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

- o Provided education and **traffic calming and pace car stickers** to community members residing in the City of Santa Cruz.

Post-Crash Care:

- o Acknowledged and responded to lives lost due to traffic collisions in our county via postings of fatalities on the CTSC Facebook page.
- o Provided the [Families for Safe Streets](#) resource in both the full Crash Report and overview and key findings to promote resources for victims or loved ones of victims of traffic violence.
- o Participated in a meeting with City of Watsonville staff on June 13th to discuss plans for the annual **World Day of Remembrance for Road Traffic Victims** event on November 16th.

CTSC Media Coverage

CTSC was not featured in the media during this biannual period but received significant

media coverage the beginning of the 2025-2026 Fiscal Year with the release of the 2014-2023 Crash Report.

CTSC Letters of Support/Advocacy

- 1) **January 13, 2025** – Sent a letter to the City of Capitola in support of the City’s Active Transportation Plan to increase active transportation through improved infrastructure, safety measures, and community engagement.
- 2) **January 21, 2025** – Sent a letter to the Santa Cruz County Board of Supervisors to express concerns regarding the proposal to permit on-site cannabis consumption in lounges in Santa Cruz County given the potential public safety risks associated with cannabis consumption and impaired driving.

Webinars, Conferences, and Trainings Attended

Real Talk on Equity in Roadway Safety— June 5th

Hosted by the Vision Zero Network, this one-hour webinar brought together a panel of experts for a discussion about what it takes to see the changes that are needed to cultivate transportation systems that are truly safe and accessible for everyone.

An Overview of Equity Protections in Speed Camera Programs — June 13th

Hosted by the Vision Zero Network, this one-hour webinar discussed how speed safety cameras, when thoughtfully implemented, offer significant safety benefits and provide an alternative to police-led traffic stops, which require more resources and are associated with racial bias.

Prioritizing Vision Zero Efforts for Greatest Impact— June 20th

Hosted by the Vision Zero Network, this one-hour webinar explored ways communities can take a more holistic approach to identifying problem areas and appropriate solutions, building buy-in for change, and promote opportunities for agencies to better coordinate safety improvements with other infrastructure work.

Preventing Pediatric Vehicular Heatstroke— April 30th

This webinar provided a comprehensive analysis of contributing factors (including environmental, behavioral, and vehicular), recent research, and national statistics regarding pediatric vehicular heatstroke. Staff further shared this webinar with local child passenger technicians and champions.

Ongoing CTSC Programs

Bicycle Traffic School (BTS) – BTS two-hour classes are now offered quarterly and are taught by CTSC staff. The two-hour classes continue to be taught virtually after transitioning to this format during the pandemic. CTSC staff provides information about this diversion program to local law enforcement agencies regularly. In addition, the class is offered free to the public for those who want to feel safer and more confident riding on busy local streets.

Traffic Calming Programs - In an effort to slow traffic on residential streets, CTSC offers both a Trash Can Sticker and PACE Car stickers for community members to use when speeding is an issue in their neighborhood. The Trash Can Sticker is a sticker developed by CTSC that says 'Please Drive Slowly' to be placed on curbside waste collection bins. This traffic calming program is currently operating in the City of Santa Cruz only. The PACE Car program also aims to reduce speeds in neighborhoods and has been ongoing for many years. Pace car community members sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car Sticker on their vehicles. The more Pace car drivers in a neighborhood, the more effectively the program works to slow traffic. Anyone who is interested in requesting a Trash Can or Pace Car sticker may go to the Order/Comment Form of the CTSC website at www.sctrafficsafety.org

Child Passenger Safety (CPS) Program – CTSC staff also coordinate the county's CPS program that consists of community education and outreach, technician training and support, and car seat installation and checkup events. Quarterly stakeholder meetings are held to coordinate events, share resources, and discuss how best to serve low-income families in need of car seat inspections and education. Additional grant funding is secured annually for this program to cover staff time and to purchase car seats.

CTSC Website, Facebook Page and YouTube Channel – CTSC maintains an active social media presence through its website, Facebook page, and YouTube channel. The Facebook page at www.facebook.com/sctrafficsafety is used to share timely traffic safety related news and events, promote safe traffic behaviors, and air targeted PSAs. The YouTube channel at www.youtube.com/sctrafficsafety includes video playlists for bike safety, distracted driving, and child passenger safety resources. Our website outlines information on CTSC meetings, Vision Zero, BTS, and our other programs, such as Ride n' Stride.

Photographs From Events



Earth Day Santa Cruz



Aptos Fourth of July Parade



Bike to Wherever Day

Please find the invoices and supporting documentation for TDA funds for the period January-June 2025 attached.

BIANNUAL PROGRESS REPORT TRANSPORTATION DEVELOPMENT ACT FUNDS

Fiscal Year 25-26 Second BIENNIAL PERIOD
July 1, 2025-December 31, 2025

Project Title: Community Traffic Safety Coalition
Agency: Santa Cruz County Health Services Agency
Project Contact: Kelly Curlett

Vision Zero Work Plan Activities Progress

The Community Traffic Safety Coalition (CTSC) continues to promote Vision Zero adoption and implementation within jurisdictions, as well as develop and maintain collaborative relationships for other grant funded traffic safety programs that support Vision Zero.

Primary work plan objectives:

1. **Safer People:** Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.
2. **Safer Roads:** Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g. pedestrians and cyclists). The role of the CTSC is to support and advocate local jurisdictions to design and build roadway improvements that increase safety for all road users.
3. **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.
5. **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

Progress on activities for each objective:

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

- o Shared a [press release](#) announcing the [2014-2023 Crash Report](#) and “*Impact of Traffic Violence on Santa Cruz County*” summary ([English](#), [Spanish](#)) on July 17.
- o Convened two E-bike Safety Subcommittee meetings on May 8 and October 27. At the May 8 meeting, members shared updates on crash statistics, as well as e-bike

safety programs and strategies for potential collaboration. At the October 27 meeting, Claire Gallogly presented on the City of Santa Cruz's policy, enforcement, and educational plans to improve e-bike safety. Additionally, members discussed applying for an ATP Cycle 8 grant to develop e-bike safety curriculum for middle and high school students.

- o Facilitated two Bike Traffic School classes. The class on August 9th had four court referred attendees, as well as three non-court referred minors that attended with a parent for a total of ten participants. The second class on November 6th had seven court referred attendees, as well as one minor and two parents for a total of ten participants.
- o Facilitated a helmet fit training on August 12 at Ecology Action's Watsonville office for three new Ecology Action and two new Growing Greatness staff members.
- o Convened three CTSC meetings on August 5, October 7, and December 2. Agenda items from the August 5 meeting included: a presentation on the Ben Lomond Village Alliance's request for a crosswalk/beacon at the Newell and Madrone intersection, and a discussion of follow-up and additional promotion of the 2014-2023 Crash Report. Agenda items from the October 7 meeting included: a recap of the Week Without Driving (WWD) campaign and event, as well as a presentation regarding World Day of Remembrance and plans to host the 2025 event at Chanticleer County Park. Agenda items from the December 2 meeting included: a presentation and discussion on HiRail (rubber-grade fillings for railroad flanges), and development of the 2026-2028 Vision Zero Work Plan.
- o Collaborated with Tiffany Martinez (Community Development and Infrastructure Departmental Communications Officer), Rebecca Downing (Santa Cruz Metro Board Chair), and Danielle Frost (Santa Cruz Metro Chief Communications & Marketing Officer) on social media advertising and distribution of posters to promote WWD from September 29-October 5. The purpose of WWD is to raise awareness of the barriers and challenges faced by non-drivers and promote safer driving and the importance of creating an accessible community for all.
- o Secured funding in the amount of \$1,000 through an America Walks grant to purchase items (t-shirts, reflective tags, and a stage) for the county-wide WWD event on September 30 at the Capitola Mall.
- o Coordinated outreach with community partners, including Mission Pedestrian, Go Santa Cruz County, CHP, Santa Cruz County Office of Response, Recovery & Resilience, and the RTC Elderly and Disabled Transportation Advisory Committee to host booths at the WWD event.
- o Hosted a CTSC booth at the WWD event to promote bicycle and pedestrian safety and information on the 2014-2023 CTSC Crash Report.
- o Participated in a Senior Resource Fair in Watsonville on October 3, reaching 40 older adults with bike and pedestrian safety education, focusing on walking and biking precautions tailored to older adults, via OTS funding.
- o Developed and shared social media posts to CTSC's Facebook and Instagram accounts for both California Pedestrian Safety Month in September and National Pedestrian Safety Month in October. Posts included information regarding the Week

Without Driving campaign/event, trick or treating safety, the high rates of pedestrian deaths and injuries in Santa Cruz County, the different factors involved in pedestrian safety and how to stay safe, and a community event on safer walking and biking in Watsonville. The posts reached 4,928 individuals.

- o Participated in two Walk & Roll to School Day events hosted by Ecology Action on October 8 and October 15. CTSC staff assisted with set up, checked in students, and distributed healthy snacks. Staff supported a total of 394 students at six schools in Watsonville.
- o Facilitated an e-bike safety presentation with Officer Murillo, CHP Public Information Officer for the Santa Cruz area, at the Live Oak Boys and Girls Club to 17 teens and parents on November 17.
- o Participated in a Senior Resource Fair in Watsonville on October 3, reaching 40 older adults with bike and pedestrian safety education, focusing on walking and biking precautions tailored to older adults, via OTS funding.
- o Facilitated seven Ride n' Stride presentations via TDA funding reaching 105 students.
- o Facilitated six bicycle and pedestrian safety education sessions for 135 elementary students at two elementary schools via OTS funding.
- o Subcontractor, Ecology Action continues implementation on the County HSA's state Active Transportation Program Cycle 6 (ATP6) non-infrastructure grant to implement education and encouragement activities at 12 Watsonville schools over four years, including several traffic gardens and temporary pop-up infrastructure projects.
- o Distributed the following safety items purchased via TDA funding at events, presentations, and to community partners serving low-income and unhoused members:
 - 40 helmets at community-based helmet fitting sites, community bike rides, and elementary schools.
 - 770 reflective slap bracelets at community events and presentations.
 - 19 bike light sets (38 lights) to community partners.
 - 375 reflective pedants at community events and elementary schools

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g. pedestrians and cyclists). The role of the CTSC is to support and advocate for local jurisdictions to design and build roadway improvements that increase safety for all road users.

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- o Attended biweekly planning meetings as part of the federal Safe Streets and Roads for All grant. Provided input on Vision Zero Safety Action Plans drafts for the City of Scotts Valley, the County unincorporated area, and to update the current City of Watsonville plan.
- o Participated in Watsonville Vision Zero Task Force meetings on July 1, September 2, and November 4 to discuss progress on the Vision Zero Corridors Study and improving roadway safety.

- o Presented to members of the RTC Bicycle Advisory and Interagency Technical Advisory Committees regarding the Crash Report on August 11 and 12, respectively.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- o Provided information and resources on car seat safety via OTS funding at four community events reaching a total of 267 youth and adults.
- o Participated in five highly publicized child safety seat checkups hosted by agencies at community locations to educate and empower parents and caregivers to properly install and use an appropriate car seat for their child via OTS funding.
- o Conducted one child safety seat education class at Migrant and Seasonal Head Start, reaching a total of 17 professionals who transport children via OTS funding.
- o Collaborated with the Sheriff's Department to train patrol officers on child passenger safety restraint systems via OTS funding. Roughly 100 patrol officers attended a two hour in-person training session that included hands-on installation activities and practice installing car seats in patrol cars.
- o Child Passenger Safety Technicians (CPST) continued to track and document local car seat safety data utilizing the National Digital Car Seat Check Form (NDCF) to identify local trends and patterns to enhance safety efforts.
- o Continued to monitor legislation at the state and national level on vehicle safety standards and crash avoidance technology.
- o Continued to review the list of recalls for car seats and restraint systems on vehicles as part of the CPS program each time one of our CPSTs meets with a family to inspect or install a car seat or booster seat.

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

- o Shared social media posts providing statistics on how higher speeds greatly increase injury/fatality rates among pedestrians via the CTSC Facebook and Instagram platforms.
- o No requests for traffic calming and pace car stickers this biannual period.

Post-Crash Care:

- o Participated in meetings with the City of Watsonville and Santa Cruz County Community Development and Infrastructure staff on July 16, August 3, September 19, and October 9 regarding the 2025 World Day of Remembrance event. This year, plans were made to hold the event in a more centralized location (Chanticleer County Park) to draw participation from both north and south county. Unfortunately, the event was canceled due to inclement weather.
- o Collaborated with Jillian Ritter, First District Supervisor's Manu Koenig's Analyst, to issue a proclamation for World Day of Remembrance for Road Traffic Victims.
- o Attended the County's Board of Supervisors' meeting on November 18 to speak during public comment on the significance of World Day of Remembrance and

express gratitude for the proclamation.

CTSC Media Coverage

Santa Cruz Sentinel—July 10, 2025

Soquel man killed in e-bike crash near Watsonville identified

This article reports on the death of a 78-year-old man who was killed in an electric bike crash outside of Watsonville. At the end of the article, the Santa Cruz County Health Services Agency is mentioned as a resource for e-bike safety and offers a link to CTSC’s “*What to Know About E-bike Safety*” handout.

Link: <https://www.santacruzsentinel.com/2025/07/10/soquel-man-killed-in-e-bike-crash-near-watsonville-identified/>

Lookout Santa Cruz— July 1, 2025

Santa Cruz County drivers beware: SO much as touching your cellphone in the car could now get you fined

This article highlights the new law making it illegal to touch your phone while driving to help prevent distracted driving. The article includes a statement from Kelly Curlett about the upcoming release of the crash report and that data on the number of crashes caused by distracted driving is hard to pinpoint.

July—17, 2025

The 2014-2023 Crash Report was highlighted in the following articles, as well as radio and news broadcasts:

Santa Cruz County ranks second in California for bike, alcohol-related crashes, safety report shows

Link: <https://lookout.co/santa-cruz-county-ranks-second-in-california-for-bike-alcohol-related-crashes-safety-report-shows/story>

Santa Cruz County ranks high in bicycle and pedestrian crashes

Link: <https://www.ksbw.com/article/santa-cruz-county-high-bicycle-pedestrian-crashes/65442280#:~:text=A%20new%20report%20from%20Santa,about%2C%22%20Laurn%20Cummins%20said.>

Santa Cruz County ranks second worst in the state for bicycle deaths and injuries

Link: <https://kioncentralcoast.com/news/2025/07/18/santa-cruz-county-ranks-second-worst-in-state-in-bicycle-deaths-and-injuries/>

Santa Cruz County Safety Coalition releases 2014-2023 Crash Report

<https://pressbanner.com/community-traffic-safety-coalition-releases-2014-2023-crash-report/>

Bike fatalities high in Santa Cruz County, public broadcasting funding at risk

Link: <https://www.kazu.org/kazu-news/2025-07-17/bike-fatalities-high-in-santa-cruz-county-public-broadcasting-funding-at-risk>

CTSC Letters of Support/Advocacy

There were no requests for letters of support this biannual period.

Webinars, Conferences, and Trainings Attended

Videography 101 Training—July 16

Hosted by the County, this workshop covered the essentials of video production, including camera settings, framing, lighting, audio basics, and basic storytelling to develop programmatic videos for various departments. Staff will utilize these skills to develop traffic safety videos to post on CTSC Facebook and Instagram platforms.

Santa Cruz Safety Action Plan Safer Streets Workshop—October 29

Hosted by the City of Santa Cruz Public Works Department, this workshop included a review of traffic safety best practices of traffic safety and a walk audit on Laurel Street from Mission Street to Front Street to identify problem areas and potential traffic safety improvements.

Ongoing CTSC Programs

Bicycle Traffic School (BTS) – BTS two-hour classes are now offered quarterly and are taught by CTSC staff. The two-hour classes continue to be taught virtually after transitioning to this format during the pandemic. CTSC staff provides information about this diversion program to local law enforcement agencies regularly. In addition, the class is offered free to the public for those who want to feel safer and more confident riding on busy local streets.

Traffic Calming Programs - To slow traffic on residential streets, CTSC offers both a Trash Can Sticker and PACE Car stickers for community members to use when speeding is an issue in their neighborhood. The Trash Can Sticker is a sticker developed by CTSC that says 'Please Drive Slowly' to be placed on curbside waste collection bins. This traffic calming

program is currently operating in the City of Santa Cruz only. The PACE Car program also aims to reduce speeds in neighborhoods and has been ongoing for many years. Pace car community members sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car Sticker on their vehicles. The more Pace car drivers in a neighborhood, the more effectively the program works to slow traffic. Anyone who is interested in requesting a Trash Can or Pace Car sticker may go to the Order/Comment Form of the CTSC website at www.sctrafficsafety.org

Child Passenger Safety (CPS) Program – CTSC staff also coordinate the county’s CPS program that consists of community education and outreach, technician training and support, and car seat installation and checkup events. Quarterly stakeholder meetings are held to coordinate events, share resources, and discuss how best to serve low-income families in need of car seat inspections and education. Additional grant funding is secured annually for this program to cover staff time and to purchase car seats.

CTSC Website, Facebook Page and YouTube Channel – CTSC maintains an active social media presence through its website, Facebook page, and YouTube channel. The Facebook page at www.facebook.com/sctrafficsafety is used to share timely traffic safety related news and events, promote safe traffic behaviors, and air targeted PSAs. The YouTube channel at www.youtube.com/sctrafficsafety includes video playlists for bike safety, distracted driving, and child passenger safety resources. Our website outlines information on CTSC meetings, Vision Zero, BTS, and our other programs, such as Ride n’ Stride.

Photographs From Events

Week Without Driving event





Ride n' Stride Presentations





Please find the invoices and supporting documentation for TDA funds for the period July-December 2025 attached.

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION APPROVING TRANSPORTATION DEVELOPMENT ACT (TDA)
ARTICLE 8 FUNDING FOR THE
SANTA CRUZ COUNTY BIKE TO WORK/SCHOOL PROGRAM**

WHEREAS, Bike encouragement events provide important information, education, and incentives for encouraging and rewarding bicycle transportation;

WHEREAS, the Regional Transportation Commission allocated \$72,000 in its Fiscal Year 2026/27 budget for the Bike to Work/School Program; and

WHEREAS, Ecology Action submitted an Article 8 Transportation Development Act funding request for the Santa Cruz County Bike to Work/School program consistent with the Regional Transportation Commission's Rules and Regulations and approved FY 2026/27 budget; and

WHEREAS, the Bicycle Advisory Committee reviewed the request and proposed scope of work at its April 2026 meeting and recommends approval;

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

The Regional Transportation Commission hereby approves \$72,000 in FY 2026/27 Transportation Development Act Article 8 funds for the Bike to Work/School Program.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Eduardo Montesino, Chair

Sarah Christensen, Secretary

Exhibits:

- a) Request Letter from Ecology Action, TDA Claim Form, Walk & Roll Programs
Scope of Work, Proposed FY26/27 Budget, progress reports for work
performed during calendar year 2025

Distribution: RTC Fiscal
 RTC Planner
 Ecology Action's Bike to Work Program



March 2026

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

Dear Director Christensen,

Ecology Action respectfully requests \$72,000 in Transportation Development Act (TDA) funds for FY 2026–2027 to support our countywide Walk & Roll Programs (formally Bike To Work), including Fall Biketober, Spring Bike Month, Bike to Wherever Day, and Walk & Roll to School Day. These programs are among the longest-running and most comprehensive active transportation encouragement efforts in Santa Cruz County, supporting both K–12 students and adults in choosing biking and walking for everyday trips.

During FY 2026–27, Ecology Action will deliver a mix of in-person engagement and year-round digital programming to drive behavior change, increase awareness of new and planned bicycle infrastructure, and normalize biking as a safe, accessible transportation option. Programming will include pop-up Bike to Wherever Day breakfast sites across Santa Cruz County; countywide bike challenges and events; and coordinated Walk & Roll to School activities at 30–40 school sites, with a strong emphasis on South County and other underserved areas.

TDA funding provides essential foundational support that allows Ecology Action to leverage additional state, regional, and private resources—including Active Transportation Program (ATP) grants, employer partnerships, volunteer support, and in-kind donations—to maximize reach and impact. Our programs directly complement significant local investments such as the Rail Trail, new bike and pedestrian bridges, school access improvements, and expanding e-bike access and incentive programs.

With nearly four decades of experience, Ecology Action is uniquely positioned to deliver inclusive, culturally responsive encouragement programming. We prioritize bilingual materials, partnerships with community-based organizations, and focused outreach in equity-priority communities, including Watsonville, Live Oak, and Beach Flats. We also leverage platforms such as Love to Ride to track



participation, transportation, health, and equity metrics, ensuring accountability and continuous improvement.

We are grateful for the RTC's longstanding partnership and respectfully request consideration of this \$72,000 TDA allocation for FY 2026–2027 to sustain and strengthen active transportation participation countywide.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. Hoeksema".

Andrew Hoeksema
Vice President Community Programs
Ecology Action

Transportation Development Act (TDA) CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: Ecology Action's Walk & Roll Encouragement Programs
2. Implementing Agency: Ecology Action
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: SCCRTC
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$_____ \$72,000_____
STA (transit/paratransit only) \$_____
5. Fiscal Year (FY) for which funds are claimed: FY __26__ / __27__
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
☒ Article 8 Bicycle and/or Pedestrian Facility
☐ Article 4 Public Transportation
☐ Article 8 Specialized Transportation via city sponsor
☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: _____ Emily Gomez _____
Telephone Number: _____ E-mail: _____

Secondary Contact (in event primary not available): _____ Tawn Kennedy _____
Telephone Number: _____ E-mail: _____
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

Summary of Funded Scope of Work (FY 2026–2027) (see attached for full Scope of Work)

- Implement countywide **active transportation encouragement and education programming** combining in-person events and digital engagement to support everyday walking and bicycling.
- Plan, coordinate, and deliver **Fall Biketober (Oct 2026)** and **Spring Bike Month (May 2027)** campaigns, including rides, workshops, ebike safety activities, and community events.
- Organize and host **Bike to Wherever Day** with in-person breakfast stations across incorporated and unincorporated Santa Cruz County communities.
- Coordinate and implement **Fall and Spring Walk & Roll to School Days** at K–12 school sites countywide, in collaboration with Ecology Action youth bike safety programming.
- Conduct **community outreach and engagement**, with targeted efforts in South County and underserved communities to increase equitable participation.
- Recruit, train, and coordinate **volunteers** to support school-based and community events.

- Develop and deliver **multichannel promotional and marketing campaigns**, including original artwork, print materials, email newsletters, websites, and social media.
- Provide **ongoing digital engagement** and campaign management through online platforms to encourage participation and track engagement.
- Conduct **infrastructure awareness and education** highlighting new and upcoming bicycle and pedestrian projects that improve safety and access.
- Produce and distribute **bilingual (English/Spanish) outreach and education materials** for all major campaigns and events.

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The project includes the entire Santa Cruz County area including all the incorporated cities.

10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

Ecology Action's program addresses the growing need to reduce single-occupancy vehicle travel while expanding access to safe, affordable, and healthy transportation options in Santa Cruz County. Consistent with successful Bike to Work and Bike Month programs across California, the program provides incentives, education, and outreach that support residents in choosing bicycling for everyday transportation.

The primary goal is to normalize bicycling as a viable and practical mode of travel for a wide range of trip types. Through year-round programming, the project offers residents multiple opportunities to experience how bicycling can replace car trips for commuting, errands, and school travel. A multi-pronged outreach strategy ensures broad community reach and sustained behavior change.

The project delivers significant community benefits, including reduced traffic congestion and parking demand; decreased air, water, and noise pollution; and lower greenhouse gas emissions. By promoting active transportation, Bike Encouragement also supports public health goals by increasing physical activity and helping to address rising rates of obesity among both adults and youth.

This effort is particularly important as Santa Cruz County faces worsening congestion, climate impacts, and rising transportation costs. Bicycling offers a low-cost alternative for short and medium trips, helping residents reduce fuel expenses and increasing transportation affordability. The growing availability of local and regional e-bike rebates further expands access by making bicycling feasible for longer distances and a broader range of riders.

Overall, this program is an effective, proven approach to advancing a more sustainable, healthy, and resilient transportation system for the community.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Ecology Action (EA) will evaluate project productivity, success, and completion using a combination of participation metrics, digital engagement data, and equity-focused indicators that reflect increased active transportation usage, expanded reach, and efficient program delivery.

Performance measures for the fiscal year include:

- Event participation totals for Bike to Wherever Day and Walk & Roll to School Days.
- School participation, with an achievable target of approximately 30–40 K–12 school sites countywide.

- Digital communications performance, including reach, engagement, and interactions across social media, electronic newsletters, and campaign communications.
- Digital platform data collected through the Love to Ride platform, including new user registrations; participation by new and occasional riders; workplace and regional participation (e.g., Watsonville vs. Santa Cruz); trip data such as miles ridden, trips logged, and estimated CO₂ emissions avoided; self-reported health and active-exercise benefits; age and gender equity indicators; peer encouragement and engagement activity; and digital marketing metrics including email open and click-through rates. These data points will be used to evaluate outcomes and refine ongoing campaign targeting and messaging.

Building on prior years, EA will continue to monitor the number of participants overall; first-time, beginning, and infrequent riders; shifts away from single-occupancy vehicle trips; and non-car travel to school among K–12 students. EA also tracks media reach, website traffic, newsletter growth, and the number of community, business, and school events supported through in-person outreach.

Together, these performance measures provide a comprehensive framework to assess productivity, ensure accountability, and support continuous improvement, while advancing equitable access to active transportation opportunities throughout Santa Cruz County.

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

We anticipate 7,700-10,000 people will participate directly in this program

- c. How does this project advance equity for low-income individuals and/or people of color?

Ecology Action is committed to ensuring all programming advances equity and meaningfully serves low-income communities and communities of color. In Santa Cruz County, approximately 46% of K–12 students are eligible for free or reduced-price lunch, a commonly used proxy for low-income households (National Center for Education Statistics / California Department of Education). Additionally, district-level summaries from the Santa Cruz County Office of Education report 60–70% minority enrollment, indicating that well over half of students countywide are students of color.

Our Walk & Roll programming serves roughly half of all public schools in Santa Cruz County, with intentional and sustained resourcing over the past several years to expand participation in Pajaro Valley Unified School District, where student populations are predominantly Latino and from low-income households. This targeted approach helps reduce barriers to participation and ensures that encouragement, safety education, and access to active transportation resources reach communities most impacted by transportation inequities.

Equity is further advanced through data-informed outreach and culturally responsive engagement. By leveraging data collected through the Love to Ride platform—including age, gender, health indicators, and ridership patterns—we are able to tailor outreach to specific audiences, including Spanish-speaking communities, using culturally relevant messaging and timely encouragement to increase participation.

Our staff team reflects the communities we serve and includes Spanish-speaking staff and speakers of Indigenous languages such as Mixteco. In collaboration with Ecology Action’s DEI team, our marketing and outreach efforts prioritize in-language, culturally aligned campaigns to ensure programming is inclusive, welcoming, and accessible. Together, these strategies help remove participation barriers, increase representation, and foster positive, community-driven engagement in active transportation.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? Yes, Project RTC #26

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

This program supports a measurable shift away from single-occupancy vehicle travel by encouraging bicycling, walking, rolling, and multimodal trips. Program activities reduce driving and parking demand while increasing the use of active transportation and transit connections.

Consistent with outcomes observed across the state for similar Bike To Work programs, the project promotes mode shift by encouraging participants to replace vehicle trips with bicycle and walk trips, or to combine bicycling with public transit for longer commutes. Many participants report increased use of bus-and-bike trips, supported by transit bicycle accommodations and employer- and community-based encouragement activities.

At schools, the program contributes to reductions in short vehicle trips by increasing the number of students who bike, walk, or roll to school. Through Walk & Roll to School Day and related education and encouragement efforts, families are supported in choosing non-car travel modes for daily school trips, which can reduce congestion and parking pressure in school zones during peak arrival and dismissal periods.

The program also complements broader transportation demand management strategies used throughout California, including incentive-based encouragement, trip tracking, and public outreach, which are widely recognized as effective tools for reducing single-occupancy vehicle trips and supporting multimodal travel choices.

Overall, the Bike Encouragement and Bike School program advances a more balanced, multimodal transportation system by reducing reliance on driving, increasing active and transit-supported travel, and improving safety and access for people of all ages.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

See Ecology Action budget attached with demonstrated match

What is the total project cost? \$112,000

Is project fully funded? No

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)?

Staff time to cover the numerous activities that directly engage youth, families, adults and seniors.

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*

a. Bike/Ped: Cities/County: ☐ Up to 90% upon initiation of work OR ☐ 100% upon project completion

HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

b. CTSA: ☒ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR ☐ Quarterly disbursement

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval _____ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding? If yes, date RTC approved: _____	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	To Be Reviewed by RTC Bicycle Committee April 2026
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	

Bike/Ped (Article 8) Only

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Plannin g	Environ -mental	Design/ Engineering	ROW	Constructio n	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date __/__/__								
Total Cost/Phase								
\$TDA Requested (this claim)								
Prior TDA:								

Source 3:								
Source 4:								
Unsecured/ additional need**								

*Please describe what is included in "Other":

- b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used.
Can be substituted with alternate budget format. *See Ecology Action budget attached*

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administratio n/Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

To increase program visibility, engagement, and impact, Ecology Action continues to deliver all active transportation education and encouragement programs under the unified Modo brand. Modo allows us to communicate clearly and effectively with a broad cross-section of Santa Cruz County residents, including grade school students in Watsonville, university students at UCSC, seniors in Live Oak, and residents of all ages, backgrounds, abilities, and mobility needs throughout the county.

By eliminating industry-specific jargon, the Modo brand improves accessibility and helps community members more readily understand and engage with our programs, supporting increased participation and usage.

During the most recent fiscal year, Ecology Action made targeted efforts to reduce operating costs while sustaining and expanding program delivery. A primary strategy has been continued investment in our volunteer program. Ecology Action actively develops and retains a skilled volunteer base through consistent engagement, including regular communications, volunteer appreciation and engagement events, and ongoing recruitment of new volunteers. Volunteers provide critical program support and contribute skilled labor that enhances program quality while reducing staffing costs.

In addition, Ecology Action continues to leverage strong community partnerships to secure both cash and in-kind donations that supplement TDA funding. Local businesses, public agencies, and individual supporters contribute equipment, professional services, and product donations that directly offset operating expenses and

allow limited transportation funds to be used more efficiently. Building on nearly 40 years of program delivery experience, Ecology Action consistently generates non-TDA matching resources from non-transportation funding sources.

In the prior year, the program secured over \$50,000 in cash and in-kind support services, strengthening fiscal sustainability and expanding program reach without increasing public subsidy requirements. Ecology Action also continues to pursue complementary funding from federal and state Active Transportation programs, local foundations, and other applicable funders to diversify revenue streams and reduce reliance on any single funding source.

An important trend influencing program delivery is the increasing complexity of active transportation safety needs, particularly related to youth bicycling and the rapid growth of e-bike use. In response, Ecology Action is emphasizing scalable, cost-effective education models that allow programs to adapt to emerging trends while maintaining efficient use of resources. These strategies position Ecology Action to maximize impact, expand program usage, and remain responsive to evolving community needs.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

In the upcoming fiscal year, Ecology Action (EA) will implement targeted strategies to maximize economies of scale, improve program efficiency, and increase active transportation usage, with a particular focus on emerging residential density in downtown Santa Cruz and other high-density areas. As housing patterns evolve, EA is refining outreach and program delivery to better reach residents who are more likely to rely on walking, biking, and shared mobility for daily trips.

EA will continue to prioritize high-impact, in-person community engagement while strengthening a coordinated digital engagement strategy. By aligning messaging, outreach schedules, and promotional assets across campaigns, EA will reduce duplicative efforts while maintaining consistent year-round visibility and opportunities for participation. These integrated approaches allow staff time and resources to be used more efficiently while expanding overall reach.

The expansion of e-bike share presents a significant opportunity to increase ridership and program usage, particularly among residents of multi-unit housing who may face barriers to bike ownership such as cost, storage, and maintenance. EA will work closely with BCycle and the local host jurisdiction to deliver targeted education and encouragement focused on how e-bike share can support everyday transportation needs. Outreach will be concentrated in higher-density residential areas and downtown activity centers to maximize system utilization and program efficiency, while coordinated messaging across e-bike share, incentives, and safety education will amplify impact.

EA will also leverage data collected through the Love to Ride platform during the prior fiscal year—including participation by age, gender, and geography—to refine outreach strategies and tailor messaging to populations and neighborhoods with the greatest potential for growth. Using these data insights to guide campaign design will allow EA to more effectively engage new and occasional riders, increase participation rates, and reduce per-participant costs. Together, these strategies will strengthen program sustainability and support increased active transportation usage countywide.

19. What is different from last year's program/claim?

Compared with FY 25–26, the FY 26–27 program places greater focus and simplification on core, in-person encouragement events—Walk and Roll to Wherever Day and Fall/Spring Walk & Roll to School Days.

The new scope also introduces more coordinated digital engagement, tighter alignment across campaigns, and greater reliance on participation data (e.g., school participation, digital metrics, Love to Ride survey insights) to refine outreach, target audiences for increased encouragement and improve efficiency.

Overall, FY 26–27 reflects a shift toward streamlined programming, more focused event delivery, and data-guided efficiency improvements not emphasized in the prior year

20. Schedule of regular progress reports including an evaluation at the end of the year:

☐ SCMD – April each year

☐ Specialized Transportation: Quarterly¹ to E/D TAC, RTC _____ (Months/Year)

☒ HSA/BTW: Bicycle Committee _April, 2026_____ (Month, year); RTC __May 2027_____ (Month, year)

SCMTD, CTSA and Volunteer Center Only

21. a. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant?

b. Does the project meet an unmet transit need from the most recently approved RTC **Unmet Paratransit and Transit Needs List**? Describe.

CTSA and Volunteer Center (Article 8) Only

22. Where appropriate, are these specialized transportation services coordinated with other transportation services, including METRO service? Describe.

23. Provide performance information, as pertinent, which demonstrate service efficiency and effectiveness, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). *(99246d, per Performance Audits)*

a. *Volunteer Center, only:* ☐ provide a minimum 4,000 rides per year

24. Discuss the needs and types of the passengers being served, the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. *(99246d, per 2010 Performance Audit)*

SCMTD, CTSA, Volunteer Center & RTC Only

25. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.

¹ If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services Agency (CTSA) should include on-time performance of the service.

Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service.

Documentation to Include with Your Claim (all TDA Claims):**All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Statement from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

Article 8 Bicycle/Pedestrian Claims sponsored by RTC (Bike to Work, HSA)

- ☐ A budget including the name (for key personnel), classification, actual hourly rate, and billing rate for labor (later changes must be approved in writing by RTC TDA coordinator in advance of billing period and should not result in a reduction in scope identified in this claim).
- ☐ Approved indirect cost ratio in effect, if planning to use TDA for indirect costs. Indirect costs are only eligible if the organization has a current ICAP approved by Caltrans for the period covering when expenditures are incurred.

All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)

- ☐ A copy of the operating and capital budgets for the coming fiscal year
- ☐ Description of capital projects, including timeframe over which project will be funded and implemented
- ☐ Operating Plan for current and upcoming activities (can be within project/program description)
- ☐ TDA Standard Assurances Checklist

Article 4 Transit Claims

- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

PROOF OF EXPENDITURES: Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

CERTIFIED FISCAL AUDIT: Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

Signature  Title: Development Manager Date: 3/10/2026



Walk & Roll Programs (formally Bike To Work)

Scope of Work | FY 2026–2027

Program Overview

During FY 2026–2027, Ecology Action (EA) will continue to advance active transportation throughout Santa Cruz County through a comprehensive suite of encouragement, education, and support activities. Programming will combine in person events with digital engagement to deliver effective behavior change messaging and accessible resources that respond to evolving community needs. This funding will be leveraged with Active Transportation Program (ATP) grants to provide robust, countywide programming for residents and workers.

Ecology Action’s Walk & Roll Programs (formally Bike To Work) will celebrate its **40th anniversary in Spring 2027**, marking four decades of growth from a small grassroots effort into one of the county’s largest and most impactful sustainable transportation campaigns. This Program provides critical opportunities to increase bicycle transportation, foster community scale behavior change, and support biking across the lifespan—from K–12 students to working adults.

Bike to Wherever Day and In Person Engagement

In FY 2025–2026, EA successfully returned to in person programming for its signature event, rebranded as **Bike to Wherever Day**. Building on this momentum, FY 2026–2027 programming will continue to center live, popup breakfast sites that create welcoming spaces for community connection and reinforce bicycling as a viable daily transportation option.

EA plans to host in person breakfast sites across **all four incorporated cities—Watsonville, Capitola, Scotts Valley, and Santa Cruz—as well as unincorporated communities including Aptos and Live Oak.**

In person engagement provides additional benefits, including:

- Opportunities for local agencies to share transportation projects and planning efforts
- Outreach by community based organizations promoting complementary programs and services
- Engagement with commuters through Go Santa Cruz County
- Supportive education from County Health on ebike safety and rules of the road



Beyond these tangible benefits, the longstanding tradition and visibility of Bike to Wherever Day generates enthusiasm, curiosity, and positive disruption—key drivers of lasting transportation behavior change.

Core Program Components

Ecology Action's Walk & Roll Programs includes the following components:

1. **Fall Walk & Roll to School Day** (in person)
2. **Spring Walk & Roll to School Day** (in person)
3. **Fall Biketober** Challenge— Inclusive and educational activities including rides, workshops, ebike demos, and partnered events (October)
4. **Spring Bike Fest Challenge**— Countywide rides, workshops, ebike demos, and collaborative events (May)
5. **Walk and Roll to Wherever Day** breakfast stations throughout the county (May)
6. **Ongoing digital engagement** targeting new and regular bike commuters via newsletters and social media
7. **Infrastructure awareness and education**, highlighting new and upcoming bike projects that improve commuter safety and access (e.g., Rail Trail, Chanticleer Bike/Pedestrian Bridge, new bike lanes)

Fall Biketober – October 2026

Work Schedule / Tasks

EA will coordinate a countywide Fall Bike Transportation Campaign focused on transportation, school travel, health, and wellness. The campaign will provide incentives, resources, peer support, and direct engagement to encourage bicycling for everyday trips.

Tasks include:

- Implement a Fall Biketober program featuring diverse in person and on bike activities
- Implement Fall Walk & Roll to School Day at K–12 schools throughout the county
- Conduct a comprehensive promotional campaign including print ads, digital ads, e-newsletters, website updates, social media, and flyer distribution
- Create original campaign artwork and visual assets
- Coordinate Walk & Roll to School efforts with EA's Youth Bike Safety Program
- Conduct outreach to teachers, administrators, and parents to expand student participation
- Recruit, train, and coordinate volunteers for **35–40 school sites** countywide
- Strengthen outreach and participation in South County, prioritizing underrepresented communities
- Complimentary events with focus on ebike safety geared towards driving participation in Biketober



Performance Goals – Fall Biketober 2026

- **Engage at least 1,000 participants** in the Love to Ride Spring Bike Fest Challenge and leverage the Love to Ride platform to track and report performance metrics, including new user registrations; participation by new and occasional riders; workplace and regional participation (e.g., Watsonville vs. Santa Cruz); trip data (miles ridden, trips logged, estimated CO₂ emissions avoided); self-reported health and active-exercise benefits; gender and age equity indicators; peer encouragement and engagement activity; and digital marketing performance (email open rates and click-through rates) to inform ongoing campaign targeting and messaging.
- Engage **30-40 K-12 school sites** with active participation
- 6 in-person complimentary bike activation events to drive participation in Biketober
- Distribute **hundreds of campaign posters and flyers** at businesses, schools, and community locations
- Deliver targeted email communications to **6,000+ subscribers**, with open and clickthrough rates tracked along with 14 social engagement posts
- Produce **bilingual (English/Spanish)** Biketober and Walk & Roll to School materials
- Increase digital engagement (social media reach, shares, and website visits) by **5%** during the campaign period

Spring Bike Month – May 2027

Work Schedule / Tasks

EA will coordinate the **40th annual Santa Cruz County Spring Bike Month**, including Bike to Wherever Day, the Bike Fest Challenge, and a Spring Bike Transportation Campaign supporting trips for work, school, health, and daily errands.

Tasks include:

- Host in-person Bike to Wherever Day breakfast sites throughout the county
- Implement a Spring Bike Month with a range of in-person and on bike activities
- Implement Spring Walk & Roll to School Day at K-12 schools countywide
- Partner with large employers to offer incentives and encourage commuter participation
- Maintain consistent digital engagement across EA's social media channels and campaign landing pages
- Conduct a comprehensive, multichannel promotional campaign emphasizing storytelling, peer influence, incentives, and fun
- Create original artwork and campaign assets
- Recruit, train, and coordinate volunteers for **35-40 school sites**
- Strengthen outreach and participation in South County, prioritizing underrepresented communities
- Complimentary events with focus on ebike safety geared towards driving participation in Biketober



Performance Goals – Spring Bike Month 2027

- **Engage at least 1,200 participants** in the Love to Ride Spring Bike Fest Challenge and leverage the Love to Ride platform to track and report performance metrics, including new user registrations; participation by new and occasional riders; workplace and regional participation (e.g., Watsonville vs. Santa Cruz); trip data (miles ridden, trips logged, estimated CO₂ emissions avoided); self-reported health and active-exercise benefits; gender and age equity indicators; peer encouragement and engagement activity; and digital marketing performance (email open rates and click-through rates) to inform ongoing campaign targeting and messaging.
- Engage **30-40 K-12 school sites** with active participation
- **8** in-person complimentary bike activation events (including ebike safety events) to drive participation in Biketober
- Engage **500+ participants** at in-person Walk & Roll to Wherever Day breakfast sites
- Partner with **6+ employers, agencies, or community organizations as part of Walk & Roll to Wherever Day**
- Distribute **hundreds of campaign posters and materials** countywide
- Deliver targeted email communications to **6,000+ subscribers**, tracking engagement metrics and 12-14 social engagement posts
- Produce **bilingual (English/Spanish)** Bike Month and Walk & Roll to School materials

Ecology Action Walk & Roll Program (formally Bike To Work) Budget 26/27 - \$72,000
TDA Funds

	SCCRTC	Match*
Personnel		
Program Manager	\$ 16,392.00	\$ 5,000.00
Program Specialist	\$ 33,306.00	\$ 5,000.00
Creative Director	\$ 4,121.00	\$ 2,000.00
Marketing Director	\$ 3,778.00	\$ 2,000.00
Art Director	\$ 7,452.00	\$ 1,000.00
Visual Designer	\$ 1,110.00	
Vice President, Community Programs	\$ 1,922.00	
Budget and Operations Analyst	\$ 1,174.00	
Director of Operations, Community Programs	\$ 1,687.00	
Development Manager	\$ 1,058.00	
Material*		
Other Direct Costs:		
Non-personnel including: Incentives, food & beverages, advertising & promotion, mileage and misc materials		\$ 25,000.00
Total	\$ 72,000.00	\$ 40,000.00
TOTAL PROJECT BUDGET		\$ 112,000.00
<i>* Local business and public agency donations are anticipated to be a minimum of \$40,000 in cash and in kind products. Budget allocated per position may be subject to change at the time of implementation. Total amount will not be exceeded.</i>		



**ECOLOGY ACTION
QUARTERLY PROGRESS REPORT
TDA Bike to Work Program**

January through March 2025

January

- Developed and updated 2025 business sponsor packages
- Setup calls and virtual meetings with returning sponsors, to debrief 2024 programs and look ahead to 2025
- Identified potential new business sponsors and solicited over 30 businesses
- Worked on staff budgeting, staff planning, and material budgeting for 2025
- Met with Love to Ride to discuss platform licensing for 2025, continuing with the mini engagement campaigns in spring and winter we piloted in 2023 to drive more engagement during the non-challenge months of the year, reviewed Spanish site and email communication options, reviewed new software/app developments, challenge timelines, and reporting from winter riding campaign
- Worked with Love to Ride to improve outreach efforts to low income and Spanish speaking neighborhoods
- Followed up with first early confirmations from business sponsors
- Initiated outreach to schools across the county for Walk and Roll to School Day participation
- Started initial brainstorming and message building with the field team and marketing team to create a campaign that was equitable and accessible to everyone across the county and uplevel messaging and resources to target new and regular bike commuters.
- Changed the Bike Month name to Bike Fest to expand our efforts beyond just a month concept

February

- Continued outreach, meetings, and confirmations of business sponsors
- Conducted initial brainstorming meetings with the marketing and delivery team to discuss the newly envisioned Bike to Work Day, now Bike to Wherever Day
- Initial mapping for Bike Fest 2025 including calendar of activities and events scheduled and spread out throughout April and May with partners and EA led events
- Continued planning for Walk and Roll to School, updating school coordinator messaging and resources, conducting material inventory from 2025 event, and mapping out schools for outreach for May 2025 Walk and Roll to School
- Invoiced business sponsors for financial contributions and coordinated in-kind product contributions
- Mapped out Bike to Wherever Breakfast sites across the county and initiated outreach to the businesses for commitment

March

- Conducted a kickoff meeting internally with EA program staff and marketing staff to plan the Bike Fest 2025 campaign



- Designed and executed a comprehensive marketing campaign for Bike Fest and Bike to Wherever Day, encompassing the following promotional materials: hardcopy posters, landing pages, event calendars, print, radio, online, social media advertising, email marketing, and community outreach initiatives
- Create original artwork and other campaign assets Create bilingual original artwork and other campaign assets for Walk and Roll to School, Bike Fest and Bike to Wherever Day
- Coordinated staff and volunteer roles and shifts for Walk and Roll to School (WRTS) Day including food/supply distribution day and event day at 38 schools
- Coordinated with food sponsors for Walk and Roll to School Day
- Planned the social media campaign for Spring Bike Fest posts, email blasts, announced weekly Bike Fest prize winners, and reached out to partners and volunteers to help with additional social media story telling
- Continued outreach, meeting, confirmations and invoicing of program sponsors
- Coordinated with partners on Bike Fest events, gathering links, event descriptions, creating the Bike Fest calendar and working to space events out across the county and across April and May
- Architected communication plan, email/social cadence, campaign launch dates
- Wireframed Bike Fest website, creative assets, branding elements
- Worked with the Volunteer Coordinator to provide outreach at all April Bike Fest events promoting Bike Fest, the Love to Ride Challenge and Bike to Wherever Day in addition to providing volunteers to support the Bike to Wherever Day breakfast sites.
- Confirmed business participation at all the Bike to Wherever Day breakfast sites and organized catering
- Organized county poster distribution for all 3 campaigns



**ECOLOGY ACTION
QUARTERLY PROGRESS REPORT
TDA Bike to Work Program**

April through June 2025

April

- Worked on rebranding Bike Month to Bike Fest with the idea of expanding the focus beyond the month and embrace a broader message for behavior change
- Worked on Bike Fest marketing campaign design and strategy including email automation, creative design for web, print, social media, email, and all aspects of Bike Fest campaign timing and execution.
- Reviewed and edited marketing assets for Bike Fest, including all creative assets, website, display ads/paid promo, partner promotion kits, going through iterative design phases.
- Worked on landing pages for Bike Fest, Walk and Roll to School Day, Bike to Wherever Day and Love to Ride.
- Worked on Love to Ride site content and email communication Spanish translation QC
- Worked on rebranding Bike to Work Day to Bike to Wherever Day to be more inclusive to all riders.
- Mapped out 12 site locations throughout the county to host Bike to Wherever Day
- Outreached and coordinated with all 12 site hosts
- Recruited a site lead and volunteers to support each Bike to Wherever site
- Sent out communications to school districts, school coordinators, and recruited site volunteers for leading Walk and Roll to School Day.
- Worked on food donations, food procurement, and ordering/delivery logistics for Walk and Roll to School Day food.
- Recruited volunteers to help with food and supply distribution day for Walk and Roll to School Day.
- Coordinated with Bike Fest event partners for event/activity information, event links, and marketing assets.
- Finalized 2025 business sponsors and conducted direct outreach to help launch the Bike Fest campaign.
- Designed and ordered Bike Fest and Bike to Wherever Day posters, Bike Fest stickers, and large format event signs.
- Finalized all campaign components, websites, emails, social media, print, and employer toolkit.
- Launched Bike Fest campaign landing page, event registration, bike challenge registration April 15th.
- Outreached to all local government agencies, business sponsors, past participants, and EA business members with direct Bike Fest promotion material, social assets, and instructions/guidance on how to participate.
- Followed up with new and returning employers who signed up for the Bike Fest challenge on Love to Ride to review event dates, incentives, and guidance for sharing and promoting the month.
- Scheduled and planned several bike events throughout the month across the county including community rides, bike repairs and workshops.

May

- Kicked off Bike Fest on May 1st.
- Continued to welcome and connect with Santa Cruz County workplaces as they registered for the Bike Fest Challenge, sharing promotional materials to help share with their staff, clients, and social networks.
- Coordinated staff and volunteers for Bike Fest events throughout the month.
- Ordered prizes and supplies for Walk and Roll to School Day.



- Ordered food for each Bike to Wherever Day site and secured donations at each site
- Finalized volunteers for food and supply distribution for Walk and Roll to School Day.
- Finalized staff and volunteers for site coordination for Bike to Wherever Day.
- Hosted food and supply distribution day for 41 schools around Santa Cruz County.
- Deployed staff and volunteers to support Walk and Roll to School Day at various sites around the county.
- Scheduled and sent out social media posts, email blasts, announced weekly Bike Fest prize winners via email.

June

- Audited final challenge results, including employers and individuals.
- Drew final prize winners for Bike Fest grand prizes (individual and workplace prizes).
- Confirmed with weekly prize winners and grand winners.
- Worked on final rollup of Bike Fest activities, challenges, and events with EA led and partner led events.
- Coordinated prize distribution to weekly winners as well as individual and workplace grand prize winners.

EVENTS

Attendees/Participants	Event #	Date	Event
20	1	4/27/25	Watsonville Earth Day Community Ride @ Watsonville Plazita
8	2	5/2/25	Bike Repair Day with the Veterans of Foreign Wars in Watsonville
65	3	5/3/25	Pedal in the Park @ Depot Park Santa Cruz
3087	4	5/8/25	Walk and Roll to School Day @ Santa Cruz County
550	5	5/15/25	Bike to Wherever Day @ Santa Cruz County
20	6	5/20/25	Go Santa Cruz Bike Repair Day @ Ecology Action
13	7	5/28/25	Go Santa Cruz E-Bike Safety Workshop @ Ecology Action/Zoom
1154	8	5/1/25-5/31/25	Santa Cruz County Bike Fest Challenge @ Santa Cruz County

MATCH

We have fulfilled the match obligation, which includes the provision of in-kind products, totaling \$83,000. Here is a breakdown of the match expenses.

Categories	Budget	Cumulative to Date	
Personnel			
Staff Time – Senior Program Specialist	\$7,000	\$7,362.35	
Staff Time – Program Specialist - Angela	\$18,000	\$17,725.18	
Staff Time - Marketing Staff	\$12,000	\$11,991.37	



Total Staff Time Match		\$37,078.90	
Materials – Other Costs			
Match - Incentives	\$15,000	\$15,965.80	
Match – Advertising & Promo	\$11,000	\$7,868.31	
Match – Food & Beverage	\$15,000	\$14,574.39	
Match – Misc materials/supplies/mileage	\$5,000	\$7,512.60	
Total Other Costs - Match		\$45,921.10	
Match Total	\$83,000	\$83,000	



ECOLOGY ACTION
QUARTERLY PROGRESS REPORT
TDA Bike to Work Program
July through September 2025

July

- Prepared for kickoff meeting with internal staff
- Built out and assigned tasks and timeline for internal team members in project planning software

August

- Kicked off internal process for scoping out Biketober and fall bike program delivery
- Met with our marketing team to conceptualize fall programs
- Reviewed budget, timeline, goals, and program delivery objectives

September

- Developed fall workplan
- Field teams organized community bike events including a free e-bike demo, a free intro to e-bikes workshop, a bike skills course, Walk and Roll to School Day (WRTS) and community/group rides in Live Oak and Watsonville
- Mocked up initial campaign ideas and creative direction for Biketober 2025
- Updated WRTS public landing page
- WRTS collateral materials were updated
- Updated WRTS email communications
- Announced Fall WRTS to previous participating school coordinators/administrator
- Conducted outreach to solicit new schools for WRTS
- Coordinated with schoolteachers, administrators and parents to continue to expand student participation

- Finalized all WRTS sites and coordinator information
- Recruit, train, and coordinate WRTS volunteers for school sites across the county
- Connected with food vendors and donors for WRTS
- Continued developing, refining, and building Biketober campaign messaging, branding, logos, and all creative elements including stickers, flyers, and media kit
- Finalized Biketober messaging, campaign theme, and timeline
- Finalized all fall campaign elements including all social assets, email assets, and paid promotion assets
- Updated Biketober landing page
- Uploaded all Biketober events to the landing page calendar
- Finalized the Biketober campaign partner promotion kit and disseminated to all partners, sponsors and workplaces
- Translated all Biketober campaign image assets, promo copy into Spanish
- Coordinated printing of stickers and posters
- Solicited new businesses for Biketober to increase bike ridership
- Distributed flyers to business sponsors, agency partners, and partner organizations
- Conducted outreach to funders, sponsors, and partners to promote Biketober and push for employers to sign up
- Prepared Biketober promotional emails to our list and announced via social media channels
- Scheduled paid media ads with Facebook and Instagram



ECOLOGY ACTION
QUARTERLY PROGRESS REPORT
TDA Bike to Work Program
October – December 2025

October

- Coordinated staff and volunteer roles and shifts for Walk and Roll to School (WRTS) Day including food/supply distribution day and event day at 34 schools
- Picked up food donations from around the county and coordinated delivery of food items to EA office for distribution to volunteer school site coordinators
- Launched Biketober Challenge on October 1 for Santa Cruz County
- Held Biketober featured events across the county: E-Bike Demo, Intro to E-Bike Lunch-and-Learn workshop, Puentes Group Ride, Dia de Esperanza, and WRTS day
- Sent out social media posts, email blasts, announced weekly Biketober prize winners
- Hosted Walk and Roll to School Day at 34 schools with approximately 2256 student participants
- Followed up with WRTS school coordinators for supply return and to collect participation data
- Organized volunteers to table and outreach for Biketober at the Santa Cruz Downtown and Watsonville Farmer's Markets
- Concluded the Biketober challenge on October 31

November

- Audited final challenge results, including employers and individuals
- Drew final prize winners for Biketober grand prizes (individual and workplaces prizes)
- Conducted final rollup of Biketober activities, challenges, and events
- Sent social media posts and emails thank you correspondence after final audits and winners were selected
- Held team debrief on campaign performance, components, lessons learned
- Processed invoices for prize winners
- Created campaign thank you letters for business sponsors
- Held bike challenge campaign wrap up meeting with Love to Ride

December

- Emailed thank you recaps and impact reports to business sponsors

- Distributed all prizes to weekly winners as well as grand prize winners
- Completed program and event tracking
- Started working on 2025 business sponsorship packages to support bike challenges, Bike Month, WRTS, and Bike to Wherever Day

Biketober Event Highlights:

1. Saturday, October 4th – Puentes Group Ride
 - a. 11 participants
2. Wednesday, October 9th – E-Bike Demo
 - a. 28 participants
3. Thursday, October 10th - Walk and Roll to School Day
 - a. Attendees: 2256
 - b. Schools Participated: 34
4. Thursday, October 16th – Intro to E-Bike Workshop Lunch and Learn
 - a. 4 participants
5. Saturday, October 18th - Dia de Esperanza
 - a. 14 participants
6. October 1-31st - Love to Ride Biketober Challenge
 - a. Registered: 1196 riders
 - b. Logged a ride: 1027 riders
 - c. Trips for Transportation: 7340
 - d. Miles Travelled Total: 130,449
 - e. Pounds of CO2 Avoided: 27,666

Event Participants: 3509

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION DE-ALLOCATING \$150,000 OF ARTICLE 8 TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS FROM THE WEST CLIFF DRIVE PATH PAVING
PROJECT AND RETURNING THE FUNDS TO THE CITY OF SANTA CRUZ'S
UNALLOCATED BALANCE

WHEREAS, the City of Santa Cruz submitted a letter requesting such de-
allocation on January 7, 2026;

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

\$150,000 in TDA Article 8 funds are de-allocated from the West Cliff Drive Path
Paving project, and returned to the City of Santa Cruz's unallocated TDA Article 8
balance.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits:

a) TDA Request Letter from City of Santa Cruz Public Works Department

Distribution: RTC Fiscal
RTC Planner
City of Santa Cruz Public Works

*[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/06/Consent/TDA Bike-Ped Allocations/Attachment 3
- City of SC Resolution to deallocate.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/06/Consent/TDA%20Bike-Ped%20Allocations/Attachment%203%20-%20City%20of%20SC%20Resolution%20to%20deallocate.docx)*



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

January 7, 2026

Ms Sarah Christensen
Santa Cruz County Regional Transportation Commission (RTC)
1101 Pacific Avenue Suite 250
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2025-26 TDA Article 8 Allocation Request

Dear Ms. Christensen,

Please accept this letter as a FY 2025-26 TDA Article 8 allocation request to add funds to an existing project and reduce funds on an existing project:

Laurel Bikeway and Ped Striping	+\$201,438
West Cliff Drive Path Paving Phase 3	-\$150,000

These projects have previously been submitted and reviewed by RTC advisory bodies and Commission.

The City will commit to maintaining the projects for 20 years and will complete all necessary environmental review.

Please call Claire Gallogly at 420-5107 if you have any questions or need additional information.

Sincerely,

Kevin Crossley
Assistant Public Works Director, City Engineer

Attachments: Project Claim Form
cc: Public Works (SH), Finance Department (NG)

<https://santacruzca.sharepoint.com/sites/TransportationEngineering/Shared Documents/General/05. Funding and Finance/TDA/Allocations- 770-05.35/FY 25-26/Laurel TDA Request FY2025-26 Request.docx>

AGENDA: June 11, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Sierra Topp, Transportation Planning Technician

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

RECOMMENDATION

Staff along with the Elderly and Disabled Transportation Advisory Committee (E&D TAC) recommend that the Santa Cruz County Regional Transportation Commission (RTC) approve the appointments shown in Attachment 1: May 2026 E&D TAC Roster.

BACKGROUND

The E&D TAC advises the RTC and other transportation agencies on the network of specialized transportation services for seniors and people with disabilities in Santa Cruz County. The E&D TAC serves as the local Social Services Transportation Advisory Council, a state-required entity that seeks input from transit-dependent and transit disadvantaged persons, including seniors, people with disabilities, low-income persons, and youth regarding transit needs in Santa Cruz County.

Seats on E&D TAC correspond to Supervisorial District seats on the RTC, service providers, transit users, and agency representatives.

In addition to member seats, the Chairperson and Vice Chairperson for each Committee shall be elected to serve for a term of one or two years. Election shall be by a roll call vote. The Chairperson shall preside at all meetings of the Committee and maintain order and decorum at the meetings, decide all questions of order, and announce the Committee's decisions. The Vice Chairperson shall perform the duties of the Chairperson in his or her absence.

DISCUSSION

The E&D TAC has fourteen members with corresponding alternates and currently has four vacancies for membership positions and nine vacancies for alternate positions. Two applications were recently received for the E&D TAC

to serve as the Potential Transit User (60+) membership position and SCMTD (Metro) alternate position (Attachment 2). These are existing members who are reapplying to continue their positions on the E&D TAC.

In addition, at the April 14th E&D TAC meeting, nominations for chair and vice chair were solicited. Member Veronica Elsea was renominated as Chair and member Wells Shoemaker was nominated as Vice Chair for a term of one year. An election was held, and the Chair and Vice Chair began presiding immediately following the membership reappointment discussion.

The Elderly and Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission approve the appointments in Attachment 1: May 2026 E&D TAC Roster.

FISCAL IMPACT

There are no fiscal impacts associated with making an appointment to the RTC's Elderly & Disabled Transportation Advisory Committee.

SUMMARY

The E&D TAC has fourteen members with corresponding alternates. In addition to member seats, the Chairperson and Vice shall be elected by the committee to serve for a term of one or two years. Two applications were received for the E&D TAC to serve as the Potential Transit User (60+) and SCMTD (Metro) Alternate and a Chairperson and Vice Chairperson were nominated. The E&D TAC and RTC staff recommends that the positions be filled as shown in the current roster (Attachment 1).

ATTACHMENTS

1. May 2026 E&D TAC Roster
2. Member Application Forms



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
May 2026
(Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2028)	Social Services Provider - Seniors	Patty Talbott (2028)
Kendra Webster – (2029)	Social Services Provider - Seniors (County)	Vacant
Vacant	Social Service Provider - Disabled	Vacant
Stephanie Auld (2027)	Social Service Provider - Disabled (County)	Vacant
Tara Ireland (2027)	Social Service Provider - Persons of Limited Means (Volunteer Center)	Ares Wakamo (2028)
Vacant	CTSA (Community Bridges)	Vacant
Jesus Bojorquez (2028)	CTSA (Lift Line)	Nadia Noriega (2028)
Bobbi Wood - (2029)	SCMTD (Metro)	Rina Solorio Gomez – <i>Pending</i> (2029)
Michael Pisano - <i>Pending</i> (2029)	Potential Transit User (60+)	Vacant
Vacant	Potential Transit User (Disabled)	Vacant

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

Staff: Amanda Marino and Sierra Topp, Regional Transportation Commission

Michael Pisano Elderly and Disabled Transportation Advisory Membership Application Submission

Date Fri 4/3/2026 8:48 AM

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

Yes

Name

Michael Pisano

Address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

Potential Transit User (60+)

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

14

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

I have served on the Metro Advisory Committee (MAC) for several years, the AD hoc pedestrian advisory committee, the BAC Adhoc committee, and as a founding member of Housing Santa Cruz County.

Other Relevant Work or Volunteer Experience

I volunteer as a member of the Alimur Mobile Home Park board in Soquel, CA, and go to many local community meetings.

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

I have been captivated by urban and transportation planning since childhood. My interest began in kindergarten after a transformative visit to a tugboat in San Francisco; following the trip, my teacher allowed me to spend an entire week constructing an expansive diorama. Using butcher paper and various materials, I mapped out a functioning community complete with roads, bridges, a harbor, and essential public services like fire and police stations.

This early fascination evolved into a formal academic pursuit at Cal Poly SLO. During my time there, I completed several courses—including one taught by a County Supervisor—focusing specifically on the complexities of urban and transportation planning. These courses provided me with a foundational understanding of the policy and infrastructure challenges facing our region. I am eager to apply this lifelong passion and my academic background to help guide the committee's future initiatives.

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

As a fourth-generation Californian and a senior citizen approaching retirement, I represent a demographic that is often the subject of local policy but rarely an active participant in crafting it. While my family has deep ties to this region—my parents had their first date at the Santa Cruz Beach Boardwalk in 1958, and relatives moved here in the 1960s—I bring the unique perspective of someone who has chosen this community as the place to embark on my next chapter.

Having witnessed Santa Cruz's evolution over decades, I offer a 'long-view' perspective on how communities grow and change. As I transition to a fixed income, I personally identify with the challenges of 'aging in place'—a struggle shared by many in my cohort who face rising costs and diminishing accessibility. My status as an elder and a descendant of a building legacy (my father built homes using Santa Cruz lumber) allows me to advocate for multi-generational stability that honors our history while preparing for a sustainable future.

Certification

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

Rina Solorio Gomez Elderly and Disabled Transportation Advisory Committee Application Submission

Date Wed 4/8/2026 1:18 PM

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

No

Name

RINA SOLORIO GOMEZ

Address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

SANTA CRUZ METRO - ALTERNATE

I am willing to serve in any appropriate position

- No

Length of residence in Santa Cruz County:

30 YEARS

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

I have previously served on this committee and found the experience both meaningful and impactful. I did take a break from attending meetings due to other professional commitments, but I have remained closely connected to the work through my role at METRO and ParaCruz. I would welcome the opportunity to serve again, this time with a renewed commitment to active participation and engagement. I value the purpose of this committee and am fully prepared to contribute consistently and thoughtfully moving forward.

Other Relevant Work or Volunteer Experience

I have been with METRO for the past 11 years, and during that time I have gained extensive institutional knowledge across multiple departments, programs, and operational practices. I believe this background allows me to contribute meaningful context and informed perspective to the committee's discussions and decision-making.

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

I am interested in serving on this committee as an alternate because I believe I can meaningfully contribute to METRO's representation, particularly in areas related to ParaCruz operations. Having served as the Assistant Operations Manager for ParaCruz for the past two years, I have developed a deep understanding of our operational challenges, and the needs of our riders. This experience positions me well to help address any questions or concerns related to ParaCruz and to support informed, balanced decision-making at the committee level.

I am particularly interested in contributing to the committee's future work around accessibility, service quality, and community engagement. Ensuring that riders with disabilities have equitable, reliable access to transportation is central to my role and to METRO's mission, and I would welcome the opportunity to support this work at the committee level.

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

While I may not fall into all of the categories listed, I do identify as a Mexican woman, my cultural background and lived experience shape how I understand community needs, communication barriers, and the importance of equitable access to public services.

Certification

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

AGENDA: June 11, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Krista Corwin, Administrative Assistant II

RE: Monthly Meeting Schedule

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

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

Attachments:

1. Three Month Meeting Schedule

Three Month Meeting Schedule

www.sccrtc.org

June 11, 2026 RTC Meeting

June 2026-August 2026

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

Date	Day	Meeting Body	Time	Place
06/08/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
06/09/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
06/11/26	Thu	Regional Transportation Commission *Note: one week later*	9:00am	Watsonville
06/18/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
No Meetings in July				
08/06/26	Thu	Regional Transportation Commission	9:00am	County BOS
08/10/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
08/11/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
08/20/26	Thu	Regional Transportation Commission	9:00am	TBD
08/20/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
09/03/26	Thu	Regional Transportation Commission	9:00am	Watsonville
09/17/26	Thu	Regional Transportation Commission	9:00am	TBD
09/17/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office

- RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA
- Watsonville – 275 Main Street, Watsonville, CA
- County BOS – 701 Ocean Street, Room 500B, Santa Cruz, CA

AGENDA: June 11, 2026

TO: Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

RE: Letters from RTC Committees and Staff to Other Agencies

Letters are included in the Commission meeting packet as part of the RTC efforts for transparency to inform the public of actions that the RTC and its committees have taken in support of recent actions from state, partner agencies and other agencies on transportation related projects, issues and legislative actions.

Attachments:

1. May 21, 2026 Letter to the California Department of Transportation
Re: Support for the City of Santa Cruz's Active Transportation Program Application for the Eastside Safe Routes to Schools Project
2. May 21, 2026 Letter to ATP Grant Selection Committee Re: Support for the City of Watsonville Main Street Walkable Streets Improvement Project
3. May 26, 2026 Letter to the Honorable Secretary of Transportation
RE: Support for the City of Scotts Valley's Safe Streets and Roads for All (SS4A) Implementation Grant Application
4. May 26, 2026 Letter to the California Department of Transportation
Re: Support for "Closing the Gaps: Watsonville's Regional Bicycle & Pedestrian Network Project."
5. May 27, 2026 Letter to the Honorable John Laird RE: Protect and Prioritize Greenhouse Gas Reduction Fund Programs for the Santa Cruz Region



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

State of California
 Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS-1
 Sacramento, CA 94274-0001

May 21, 2026

Dear ATP Grant Selection Committee,

I am writing to express the Santa Cruz County Regional Transportation Commission's (SCCRTC) support for the City of Santa Cruz's Active Transportation Program application for the *Eastside Safe Routes to Schools* project. This project will construct over two miles of Neighborhood Connector low-stress routes, 1,610' of sidewalk, and 800' of Class IV separated bike lane to provide safe routes between the Beach Flats neighborhood and the three eastside schools: Gault Elementary, Branciforte Middle, and Harbor High.

Arterial streets carry most bike traffic in Santa Cruz and are also where most bike and pedestrian collisions occur. Parents report they don't feel safe letting their children use existing routes. This project creates new routes that direct people who are biking and walking to streets with low traffic volumes and speeds to create a safer and more comfortable environment for active transportation. Low-stress routes will be reinforced with traffic calming, curb extensions, and improved crossings of arterial streets. The project also includes events to introduce community members to new low-stress routes and education programs to teach e-bike safety to middle and high school students.

This project expands the impact of the Coastal Rail Trail, an SCCRTC-led project which will construct a multi-use path from the Beach Flats neighborhood to the Seabright neighborhood and beyond. If this project is funded, students and families will be able to walk or bike from the Coastal Rail Trail to low-stress neighborhood routes to access schools, parks, and business districts. The projects complement one another to form a network of safe and comfortable routes that provide comprehensive access to destinations across the eastside of Santa Cruz.

I urge you to support this valuable project. The *Eastside Safe Routes to Schools* project is an important next step to connect the Santa Cruz community to schools and other daily destinations via low-stress active transportation routes and to encourage children and families to be lifelong active transportation users. SCCRTC strongly supports funding this project to improve active transportation in the City of Santa Cruz.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

Sincerely,

Sarah Christensen, Executive Director
Santa Cruz County Regional Transportation Commission


SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

State of California
 Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS-1
 Sacramento, CA 94274

05/21/26

Dear ATP Grant Selection Committee,

The Santa Cruz County Regional Transportation Commission (RTC) supports the “**City of Watsonville Main Street Walkable Streets Improvement Project**” which the City of Watsonville Public Works & Utilities Department submitted for grant funding in Cycle 8 of the State’s Active Transportation Program. The pedestrian improvements included in this application will help to complete a safe pedestrian network that is called for in the Downtown Watsonville Specific Plan (2023) and so needed by Watsonville community.

The RTC has long prioritized complete streets, road safety, and improving pedestrian and bicycle access, through such work as its Santa Cruz County Complete Streets Program and its involvement in the Watsonville Vision Zero Taskforce. Implementation of this project will help meet the goals and targets of the Santa Cruz County Regional Transportation Plan and complement Caltrans’ Route 152 Pavement & Complete Streets Project (SHOPP project #05-1P110).

The pedestrian crash rates in Watsonville are some of the worst in the state and many of the low-income families bike and walk out of necessity. Safe pedestrian infrastructure accessing the many downtown destinations and connecting them with neighborhood schools is vital to reduce injuries and deaths and improve equitable mobility.

Watsonville residents would greatly benefit from a complete, safe pedestrian network that they can utilize to get from school to markets or whatever destination is needed. We urge the support of this comprehensive application that offers both infrastructure improvements and very important safety education.

Thank you for your consideration.

Sincerely,

Sarah Christensen (Jun 2, 2026 20:30:53 PDT)

Sarah Christensen, Executive Director
 Santa Cruz County Regional Transportation Commission



May 26, 2026

The Honorable Secretary of Transportation
U.S. Department of Transportation
Office of Infrastructure Deployment
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for the City of Scotts Valley's Safe Streets and Roads for All (SS4A) Implementation Grant Application

On behalf of the Santa Cruz County Regional Transportation Commission, I am writing to express strong support for the City of Scotts Valley's Safe Streets and Roads for All (SS4A) Implementation Grant application. This funding opportunity will enable the City to advance high-priority safety improvements identified in its recently completed Safety Action Plan (SAP) and make meaningful progress toward reducing fatal and serious injury crashes across Scotts Valley's transportation network.

Roadway safety is a top priority for our organization and the City of Scotts Valley. The proposed program aligns with goal #2 of the 2050 Santa Cruz County Regional Transportation Plan which is to eliminate transportation related fatalities and serious injuries for all transportation modes. We support initiatives that prioritize funding for safety projects and programs that will result in the county experiencing zero traffic-related deaths and serious injuries, or Vision Zero (Policy 2.1) and encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged populations (Policy 2.2).

The proposed SS4A program reflects a systemic and data-driven approach to implementation by advancing proven safety countermeasures at priority intersections, corridors, and roadway segments with documented pedestrian, bicycle, and multimodal safety needs. Improvements such as protected intersections, enhanced pedestrian crossings, leading pedestrian intervals (LPIs), and upgraded signing and striping will address high-risk locations along Scotts Valley Drive and Mount Hermon Road, as identified in the SAP and will move us closer to reducing the number of high-injury intersections by 20 percent by 2035 and 50 percent by 2050 (Target 2.A.2).

In addition, the City's application includes supplemental planning and demonstration activities that will further improve pedestrian and bicycle

safety citywide, particularly in areas serving schools and other community destinations. These activities will support equitable community engagement, inform project refinement, and help ensure that safety investments remain responsive to local needs and consistent with the Safe System Approach.

As a partner in the City's traffic safety efforts, our organization believes this SS4A Implementation Grant represents a vital opportunity to translate the Safety Action Plan into tangible safety benefits. By implementing countermeasures along key corridors while advancing targeted planning and demonstration activities, the City will be better positioned to deliver effective, community-informed solutions that improve safety for all roadway users.

We fully support the City of Scotts Valley's application and respectfully urge favorable consideration of this request. This grant will help the City make substantial progress toward safer streets for residents, students, visitors, and commuters alike. We appreciate the opportunity to advocate for this important investment in roadway safety.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Christensen', with a long horizontal line extending to the right.

Sarah Christensen, Executive Director


SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

State of California
 Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS-1
 Sacramento, CA 94274

05/26/26

Dear ATP Grant Selection Committee,

The Santa Cruz County Regional Transportation Commission (RTC) supports the **“Closing the Gaps: Watsonville’s Regional Bicycle & Pedestrian Network Project”** which the City of Watsonville Public Works & Utilities Department submitted for grant funding in Cycle 8 of the State’s Active Transportation Program. The pedestrian and bicycle improvements included in this application will help to complete a safe bike and pedestrian network that is so needed by the Watsonville community.

The RTC has long prioritized complete streets, road safety, and improving pedestrian and bicycle access, through such work as its Santa Cruz County Complete Streets Program and its involvement in the Watsonville Vision Zero Taskforce. Implementation of this project will help meet the goals and targets of the Santa Cruz County Regional Transportation Plan and construct portions of the Monterey Bay Sanctuary Scenic Trail Network through Watsonville.

The pedestrian crash rates in Watsonville are some of the worst in the state and many of the low-income families walk and bike out of necessity. Safe pedestrian and bike infrastructure accessing the many downtown destinations and connecting them with neighborhood schools is vital to reduce injuries and deaths and improve equitable mobility.

Watsonville residents would greatly benefit from a complete, safe bicycle and pedestrian network that they can utilize to get from school to markets, to whatever destination is needed. We urge the support of this comprehensive application that offers both infrastructure improvements and very important safety education.

Thank you for your consideration.

Sincerely,

Sarah Christensen, Executive Director
 Santa Cruz County Regional Transportation Commission



The Honorable John Laird

Chair, Senate Budget Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

May 27, 2026

RE: Protect and Prioritize Greenhouse Gas Reduction Fund Programs for the Santa Cruz Region

Dear Senator Laird,

On behalf of the Santa Cruz County Regional Transportation Commission (RTC), Santa Cruz Metropolitan Transit District (Santa Cruz METRO), and the County of Santa Cruz, we write jointly to urge you to protect and prioritize state funding that is essential to our region's transportation, housing, air quality, and climate resilience goals. The May Revision's \$39 billion reserve presents a meaningful opportunity to honor longstanding commitments and ensure that Santa Cruz County communities — including our most vulnerable residents — are not left behind.

Protect the Greenhouse Gas Reduction Fund from Proposed Cap-and-Invest Amendments

We write with urgency regarding the California Air Resources Board's (CARB) proposed amendments to the Cap-and-Invest program, scheduled for consideration at the May 28, 2026, CARB board meeting. If adopted, these amendments are expected to significantly reduce Greenhouse Gas Reduction Fund (GGRF) revenues, with GGRF potentially falling to \$2 billion annually. That level of reduction would severely affect critical programs our region depends on, including TIRCP, LCTOP, AHSC, AB 617, and all Tier 3 programs.

Santa Cruz County's direct exposure to GGRF program cuts is substantial and quantifiable:

- **TIRCP (Transit and Intercity Rail Capital Program):** Santa Cruz METRO has awarded TIRCP funding at risk, and a \$29 million Cycle 8 request pending for a South County Operations and Maintenance Facility. These funds support zero-emission bus deployment, long-term regional transit viability, and the operating infrastructure needed to serve South County.



- **LCTOP (Low Carbon Transit Operations Program):** Funds the Youth Cruz Free program — currently supported through March 2027 — and has supported zero-emission bus purchases. Loss of LCTOP would directly harm young riders and undermine our fleet electrification progress.
- **AHSC (Affordable Housing and Sustainable Communities Program):** Santa Cruz METRO holds \$10.3 million in AHSC-related awards, connecting transit investment with affordable housing production near transit corridors. These awards are jeopardized if GGRF revenues collapse.
- **AB 617 (Community Air Protection Program):** This program directly supports local air quality and environmental justice work in our communities, partnering with county agencies, the air district, and public health partners. Cuts would reverse hard-won progress in our most pollution-burdened neighborhoods.

We respectfully urge the Legislature to use its budget and oversight authority to ensure CARB does not advance amendments that would destabilize GGRF-supported programs before the fiscal and programmatic impacts are fully understood and mitigated. The state should protect ratepayers without dismantling the programs that Santa Cruz County and California's disadvantaged communities rely upon. Historically, 89% of total AHSC funding and 94% of TIRCP and LCTOP funding has benefited disadvantaged and low-income communities — this is not the place for cuts.

Fulfill SB 125 Funding Commitments to the Santa Cruz Region

Our agencies have planned capital investments and service levels in reliance on the \$5.1 billion appropriated under SB 125. To date, the balance of the \$4.4 billion appropriated has not been received. Our county's share is critical to maintaining, let alone expanding, bus service, purchasing cleaner rolling stock, and complying with adopted Sustainable Communities Strategies and Regional Transportation Plans. We request the Legislature appropriate the remaining SB 125 installments. Failure to appropriate these funds will force service reductions, disrupt operations, and delay projects already underway.



Santa Cruz County is committed to meeting California's climate, housing, and mobility goals — but we cannot do so without the state standing behind the funding commitments it has made. We urge you to use the May Revision process to protect GGRF programs, fulfill SB 125, and extend passenger rail funding that our communities depend on.

We welcome the opportunity to discuss these priorities with your offices and look forward to working together. Please do not hesitate to reach out to any of our agencies directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah Christensen".

Sarah Christensen
Executive Director
Santa Cruz County Regional
Transportation Commission (RTC)

A handwritten signature in black ink, appearing to read "Nicole Coburn".

[Nicole Coburn \(May 27, 2026 10:14:39 PDT\)](#)

Nicole Coburn
County Executive Officer
County of Santa Cruz

A handwritten signature in black ink, appearing to read "Corey Aldridge".

Corey Aldridge
CEO/General Manager
Santa Cruz Metropolitan Transit
District (Santa Cruz METRO)

CC:

Members of the Assembly Budget Committee

Members of the Senate Budget Committee

The Honorable Robert Rivas, Assembly Speaker, 29th District

The Honorable Dawn Addis, Assemblymember, 30th District

The Honorable Gail Pellerin, Assemblymember, 28th District

Toks Omishakin, Secretary, California State Transportation Agency

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

RECOMMENDATIONS

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

BACKGROUND

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

DISCUSSION

The June 11, 2026 Caltrans report includes updates on projects in construction and under development. Changes since the last project update are shown in bold-face font. Each project location is listed by route and postmile, which can be found using the Caltrans postmile services website query tool: postmile.dot.ca.gov. The types of projects range from storm damage repairs, pavement preservation, drainage upgrades, bridge rehabilitation or replacement, and safety upgrades. Resources for general Caltrans inquiries can be found after the project update report.

FISCAL IMPACT

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

ATTACHMENTS

1. Caltrans Project Update Report



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **June 11, 2026**

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

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

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

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

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

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

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

Estimated "Construction Timeline" dates generally appear as Construction Contract Approval ("Approval") to Construction Contract Acceptance ("CCA"). This period may include a plant establishment period that can last as long as one to three years after the primary construction activities have been completed. Projects may or may not be removed after the primary construction is completed depending on potential traveler disruptions that may follow.

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C1	Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	February 2025 – July 2026	Construction Capital: \$5.9 million Total: \$12 million SHOPP- Drainage	Ryan Caldera	Granite Construction	Construction in progress. Please watch for Caltrans News Releases and social media posts regarding specific construction updates. This project's completion has been delayed due to the need to implement a necessary change order at one location. Completion of this change and final inspections are anticipated by the end of July.
C2	Harkins Slough Bike-Ped Overcrossing 1G490	State Route: 1 PM: 1.86 to 2.73	Widen overcrossing to accommodate the widening of the sidewalk and addition of a Class 4 two-way bikeway on the north side of the bridge.	Fall 2026 – Summer 2027	Construction Capital: \$9.3 million Total: \$15.8 million Active Transportation Program Funds Oversight Project	Madilyn Jacobsen	Granite Construction	City of Watsonville has awarded & approved a construction contract. Efforts continue to complete the final utility relocation prior to beginning Construction activities. Note: This project is part of the City's ATP Project called the "Safer Access to Pajaro Valley High School and Beyond".

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **June 11, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C3	Auxiliary Lanes & BOS from State Park Dr to Bay/Porter 0C733	State Route: 1 PM: 10.4 to 13.3	Construct auxiliary lanes between State Park Dr & Bay/Porter interchanges. Construct Bus-on-shoulder elements. Reconstruct the Capitola Ave overcrossing.	July 2023 – November 2029	Construction Capital: \$82.3 million Total: \$94.1 million SCCRTC Project-Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCRTC's constant contact list. Both publications use identical information.
C4	Aux Lanes & BOS 41 st to Soquel Ave 0C732	State Route: 1 PM: 13.4 to 14.9	Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.	November 2022 – July 2028	Construction Capital: \$34.6 million Total: \$39.1 million Oversight Project: SCCRTC Project - Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	The project held a ribbon cutting ceremony on July 30, 2025. Minor construction activities will continue through Summer 2026 . Plant establishment will continue into 2028.
C5	FLAP N. Coast Rail Trail 1N610	State Route: 1 PM: 26.45 to 28.78	Formalize two parking areas along Highway 1 with toilet facilities and other amenities. Add turn-pockets on Highway 1 for entry into parking lots. Install a crosswalk with high-visibility striping across Highway 1 in Davenport. Convert existing pedestrian beacon to Rectangular Rapid Flashing Beacons on existing poles.	April 2024 – August 2026	Construction Capital: \$31.9 million Oversight Project: Federal Highway Administration: Central Federal Lands	Madilyn Jacobsen	Joseph J. Albanese Inc.	FHWA awarded the construction contract in late April 2024. Construction is estimated to be complete in late summer 2026. Construction activities are currently focused on the Davenport Beach parking lot and completion of the trail. A ribbon cutting date will be announced soon for the Panther Beach Parking lot.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C6	Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	November 2025 – August 2027	Construction Capital: \$5.8 million Total: \$17.6 million 010 Safety Funds	Kelli Hill	Granite Rock Company	Necessary utility relocations are wrapping up. The contractor is anticipated to begin construction activities in June. This project will use some overnight one-way reversing traffic, but will keep at least one lane in each direction open during the day. Please watch for updates via Caltrans News Releases.
C7 	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control at 17 spot locations along Highway 9	July 2025 – January 2027	Construction Capital: \$11.1 million Total: \$19.5 million SHOPP- Sustainability / Climate Change	Kelli Hill	Gordon N. Ball	Please watch for Caltrans News Releases and social media posts for specific construction updates. This project features several full and partial closures both at night and during the day. This project will feature a temporary signal for reversing traffic between Brookdale & Boulder Creek, which is anticipated to be active through September 2026.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C8 	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 &15.5 North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replaces the San Lorenzo River and Kings Creek bridges on State Route 9 north of Boulder Creek	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project will use temporary signals for reversing traffic at each bridge location for 24/7 traffic control through Fall 2027. An on-call temporary bike/pedestrian shuttle through the area will be available 7 days/week 7am-6pm. See flyer below for more details. Please see Caltrans News Releases for more up-to-date project notices.
	C9	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and near Watsonville from the Hwy 1/129 junction to Salspuedes Creek Bridge. This project includes curb extensions at select locations on SR-152.	Pavement Preservation (grind and repave), Lighting, Sign Panel Replacement and TMS Elements improvements	January 2026 – June 2027	Construction Capital: \$8.1 million Total: \$17.1 million SHOPP- Pavement	Madilyn Jacobsen	Teichert Construction



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

Projects in CONSTRUCTION								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C10	Struve Slough Sidewalk Repair	State Route: 152 PM: T1.35 to T1.59 Along SR-152 westbound	Repair the sidewalk and supporting embankment located along Highway 152 westbound at Struve Slough.	October 2025 – April 2026	Construction Capital: \$5.17M Total: \$6.395M SHOPP- Permanent Restoration Director's Order	Madilyn Jacobsen	Granite Rock Company	Construction has been completed with the sidewalk reopened to the public. This project will be removed from this list after the June publication.
	1S380							

Please continue to the next page for Projects in Development

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 17 PM: SR-17 0.15 to 0.55 NB lanes	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip on Highway 17, northbound lanes between the on-ramp from Highway 1 to the off-ramp to Pasotempo Dr.	Spring 2027 – Spring 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PS&E/RW	This project began its design phase in late February 2026 and anticipates reaching the milestone 95% Design in Summer 2026. Although this project environmentally cleared 4 locations, to fit within the Minor A Program's financial limits, only the Highway 17 northbound lanes segment will move forward in this project. All other locations will be implemented via other methods to be determined.
D2	Pajaro Flood Management Bridges 1Q980	State Routes: 129 & 152 PMs: 1.841 & 2.028	Raise levees along the Pajaro River and Salsipuedes Creek and raise & replace the SR-152 (36-0001) and SR-129 (36-0034) bridges over Salsipuedes Creek.	Fall 2028 – Winter 2030-31	Local Funds Oversight Project: Pajaro Regional Flood Management Agency	Ryan Caldera	PA&ED	The local agency developed a Project Initiation Document (PID) using a consultant. The final document was approved and signed. Caltrans will continue to serve as the oversight agency through the Environmental Phase (PA&ED), anticipated to begin as soon as a cooperative agreement for project oversight is finalized.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **June 11, 2026**

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D3	Freedom to State Aux Lanes 0C734	State Route: 1 PM: 8.1 to 10.7	Construct auxiliary lanes between State Park Dr and Freedom Blvd at ramps. Construct bus-on-shoulder facilities, bridge replacements, and the Class 1 Rail Trail	Spring 2027 – Fall 2029	Construction Capital: \$165 million Total: \$221 million SCCRTC Project-Caltrans CEQA/NEPA Lead Agency	Madilyn Jacobsen	PS&E/RW	This project's construction will be split into two separate efforts, one led by Caltrans for elements within the State's right-of-way (RW), and one led by SCCRTC for elements outside the State's RW. Efforts continue to split and finalize the Design plans.
D4	Roadside Safety 1J962	State Route: 1 PM: 10.6 to 26 From State Park Dr to Laguna Rd (North)	Rehabilitate drainage systems, enhance highway worker safety including paving select gores, replace lighting, and install TMS	Winter 2026-27 – Spring 2029	Construction Capital: \$9 million Total: \$12 million SHOPP- Drainage	Mark Leichtfuss	PS&E/RW	The project milestone, "Ready to List" is targeted to be reached in June 2026. The allocation of construction funds is scheduled for August 2026. Construction contract approval is anticipated to occur in January 2027 with work activities beginning shortly after.
D5	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Summer 2026 – Spring 2027	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	The project reached milestone "Ready to List" in early January 2026 and is preparing to award a construction contract.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D6	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	Construction Capital: \$9.9 million Total: \$16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The 95% Design milestone was reached in December 2025. Final design continues.
D7	Cotoni-Coast Dairies NM Hwy 1 Overpass 1S850	State Route: 1 PM: 26.764 to 26.764 Over State Route 1 north of the entrance to the Yellowbank Parking lot.	Construct a pedestrian overcrossing over State Route 1, connecting BLM lands known as the Cotoni-Coast Dairies to the MBSST. This project is also known as Segment 5, Phase 3 of the North Coast Rail Trail.	Fall 2029 – Summer 2031	Construction Capital: \$2.195M Total: \$5.4M Oversight Project: SCCRTC and FHWA Central Federal Lands	Madilyn Jacobsen	PA&ED	SCCRTC and Caltrans kicked off this oversight project in January 2025. Preliminary (30%) plans and relevant environmental documents were reviewed. Coordination continues on the project's environmental and preliminary engineering phase.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D8	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with a bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Fall 2034 – Winter 2037-38	Construction Capital: \$151 million Total: \$190 million SHOPP- Bridge Health Potentially other funding sources	Kristen Langager	PA&ED	This project is conducting studies and related work as part of the Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project and the team continues to seek funding opportunities for future phases and ways to reduce overall construction costs. This project is currently studying the impacts of two potential build alternatives.
D9	Waddell Creek Bridge Replacement 1R420	State Route: 1 PM: 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	Development of this bridge replacement project's Project Initiation Document has been put on a long-term pause to allow the SCRTC's Coastal Resiliency study to be completed prior to the project moving forward. Although no updates are anticipated, this project will be kept on this list for awareness.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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D10	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyo Heights Dr	Pavement Preservation Drainage repair/ replacement New Sidewalk: - Laurel Dr to Kirby St (SB side) - Russell Ave to Kirby St (NB side) - Graham Hill Rd/SR-9 intersection to NB bus stop on Graham Hill. - El Solyo Heights to Lazy Woods Rd (SB side) Bike lane Graham Hill to Laurel Dr. Bike boxes at Graham Hill/SR-9 intersection Enhanced transit stop access & boarding area at SLV Schools Complex & El Solyo Heights Dr.	Spring 2028 – Spring 2030	Construction Capital: \$14.7 million Total: \$25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRTC	Kelli Hill	PS&E/RW	The project met the Design milestone “60% Plans” in January and continues to create and refine designs details, specifications, and estimates. This project will continue in close partnership with the SCCRTC to deliver additional complete streets scope.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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D11	Hwy 9 Complete Streets: Seg 5- Boulder Creek: River St to Bear Creek Rd 1M555	State Route: 9 PM: 12.45 to 13.239 On Hwy 9 in Boulder Creek from River St to Bear Creek Rd	This project proposes at select locations: curb extensions; widened and new sidewalk; traffic calming measures; enhanced crosswalks.	Summer 2029 – Summer 2031 Pending availability of funding	Oversight Project: SCCRTC Project. SCCRTC leading PA&ED phase	Kelli Hill	PA&ED	Following the completion of the RTC-funded Project Initiation Document by Caltrans in 2022, RTC has opened & funded the PA&ED phase for the segment of Hwy 9 through Boulder Creek. RTC will conduct the primary PA&ED work. Caltrans will be the CEQA and NEPA lead-agency. A draft environmental document is anticipated to be available to the public in Winter 2026-27.
D12	Boulder Creek Pedestrian Safety Enhancement Project 1T340	State Route: 9 PM: 12.78 to 12.92 On Hwy 9 in Boulder Creek between Mountain St and Forest St	This project proposes to construct: a sidewalk on the southbound side of Hwy 9 from the Lomond St bus stop to Mountain St; mid-block crossing & RRFB between Mountain St and Lomond St; curb extensions across Hwy 9 on the north side of the Lomond St intersection; curb extensions on the north & south side of Forest St intersection	Spring 2029 – Fall 2029	Construction Capital: \$3.25 million Total: To be estimated during the PID phase 010 Safety Funds	Kelli Hill	PID	This is a Reactive Safety project. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to enhance pedestrian safety in the area. This project is coordinating with SCCRTC's 1M555 Boulder Creek Complete Streets project. The Project Initiation Document is targeted for completion in late-July/early August 2026.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D13	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Winter 27-28 – Winter 28-29	Construction Capital: \$7.5 million Total: \$13.15 million SHOPP-Pavement	Kelli Hill	PS&E/RW	The project reached the milestone “Ready to List” in early May 2026 . However, due to the State budget’s funding constraints, this project’s construction period has been pushed out. This project’s Construction funding is targeted to be allocated by the CTC in Fall 2027, with a Construction Contract targeted for approval in Winter 2027-28.
D14	Waterman Gap Fish Passage 1K901	State Route: 9 PM: 19.2 to 19.2	The project is a “child” of the 1K900 pavement project. This project proposes to replace a culvert identified as a fish passage barrier with a bridge structure. This project is in partnership with the CA State Parks.	Winter 26-27 – Fall 2028	Construction Capital: \$9.17 million Total: \$14.65 million SHOPP-Sustainability/Climate Change Federal Grant + State Parks Contribution	Kelli Hill	PS&E/RW	The project reached the milestone “Ready to List” in early May 2026 . Although this project’s “parent” (1K900) is being pushed out due to funding constraints, this culvert to bridge component will move forward with its current construction timeline. This project will now prepare to seek, award, and approve a Construction Contract. This project plans to use a temporary signal for reversing traffic during construction.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D15	SR-17 Drainage Improvements 1K670	State Route: 17 PM: 0 to 12.5 At various locations within the project limits	Stormwater mitigation by replacing and restoring culverts and drainage systems at 13 locations.	Spring 2029 – Spring 2030	Construction Capital: \$4.6 million Total: \$9.5 million SHOPP-Stormwater Mitigation	Linda Baker	PS&E/RW	The design phase (PS&E) began in March 2024, with the milestone, 60% Design, reached October 30, 2025. Due to the State budget's funding constraints, this project's schedule is being pushed out. The project now targets reaching 95% Design in Fall 2027, and a construction period beginning in Summer 2029.
D16	SR-17 Drainage System Replacement 2A390	State Route: 17 PM: 7.61	Replace 1 drainage systems currently in poor condition.	Winter 28-29 – Spring 2030	Construction Capital: Pending Minor A Program	Aaron Wolfram	PAED	This is a new project splitting off a drainage system location from project 1R980, which originally studied two locations. Project 1R980 experienced challenges moving forward with both locations. This project allows 1R980 to move forward with one of two locations while ensuring that the second location is still addressed.
D17	SR-17 Replace Culvert 1R980	State Route: 17 PM: 11.96	Replace 1 drainage systems currently in poor condition.	Summer 2028 – Summer 2029	Construction Capital: Pending Minor A Program	Aaron Wolfram	PA&ED	The Project is on schedule for an approved Project Report and Environmental Document in Summer 2026. The drainage system at postmile 7.31, originally studied in this project, has been split off into its own project due to the combined capital cost of doing both exceeding the Minor A Program's funding ceiling.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D18	Hwy 129 & Hwy 1 Ramp Roundabout Project 1T330	State Route: 129 PM: L0.12 to L0.12 On Hwy 129 at the Hwy 1 northbound on- and off-ramp	This project proposes to construct: a one-lane roundabout with bypass lanes	Spring 2029 – Fall 2029	Construction Capital: \$7 million Total: To be estimated during the PID phase 010 Safety Funds	Aaron Wolfram	PID	This is a new Reactive Safety project responding to the determination that the location has a Traffic Safety Index of greater than 230. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to improve the project area's statistics. This Project Initiation Document is targeted for completion in Summer 2026.
D19	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and repave pavement, refresh striping. Replace degraded culverts.	Spring 2034 – Summer 2035	Construction Capital: \$16 million Total: \$21.3 million SHOPP-Pavement	Aaron Wolfram	PID Completed (Candidate for Programing)	This project completed its Project Initiation Document (PID) in June 2025 and is now a candidate project to be funded to begin its environmental (PA&ED) phase. Due to the State budget's funding constraints, this project's schedule is being pushed out.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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D20	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salspuedes Creek culvert/bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	Construction Capital: \$28.3 million Total: \$44.7 million SHOPP- Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is targeted to be ready in late Winter 2026-27. The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027. A Value Analysis has been completed with recommendations for cost savings being incorporated into the project. Traffic Studies are underway pertaining to the Road Diet aspect of the project.
D21	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-27 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	Design work reached the 95% Design milestone on October 29, 2025 and has submitted plans to the Office Engineer for final review. The project anticipates reaching the milestone “Ready to List” in June 2026, with a construction contract advertised, awarded, and approved in Winter 2026-27.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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D22	Watsonville Downtown Gateway Intersection Redesign 1S400	State Route: 152 PM: T2.5 to T2.5 In Watsonville, at the intersection of Hwy 152 & Freedom Blvd	Perform an intersection control evaluation and consider conceptual redesigns, including as a roundabout, of the intersection that are consistent with adjacent & overlapping State & Local projects & plans.	Spring 2031	To be developed during the PID phase. This project's Project Initiation Phase is funded and led by Caltrans with the understanding that further development must be carried forward by a local agency.	Kelli Hill	PID	This project, identified in the Watsonville Downtown Specific Plan, won State-sponsored Project Initiation Document (PID) development. The State-sponsorship program only covers the project's first phase, at which point a local agency will need to lead it forward. This Project's draft Project Initiation Document (PID), informed by previous meetings with Watsonville staff and feedback from the Watsonville Traffic Advisory Committee, was circulated to Caltrans functional units and Watsonville staff in May 2026. The final document is targeted for completion in June 2026.
D23	Scour Mitigation (Bridge No. 36-0006) 1P240	State Route: 236 PM: 4.27 to 4.27 On Hwy 236 over Boulder Creek at Branson Ranch Rd	Place a reinforced concrete curtain wall along the footing of one abutment; patching "spalls and rock pockets" to prevent scour from undermining the bridge structure.	Summer 2027 – Fall 2027	Construction Capital: \$1.1 million Total: \$3.3 million SHOPP Minor A	Linda Baker	PS&E/RW	The milestone Ready to List (RTL) is on track to be reached in June 2026, with a construction contract targeted to be advertised, awarded, and approved by Spring 2027. Actual construction activities are anticipated within the June-October permit window.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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ACRONYMS USED IN THIS REPORT:

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

SB	Southbound or Santa Barbara (depending on context)
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System
VMT	Vehicle Miles Travelled

Project Phases

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **June 11, 2026**

-Resources-

COMMUNICATIONS:

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

Public Information Office, District 5

Info-d5@dot.ca.gov

General Phone: (805) 549-3318

For Project Specific Questions or Partnering Opportunities:

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

REQUESTS:

Customer Service Requests:

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

Examples of Customer Service Requests:

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

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

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



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Public Records Requests:

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

[https://caltrans.mycusthelp.com/WEBAPP/_rs/\(S\(4iui15cbqujv3ppvenlmgvx1\)\)/support/home.aspx](https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(4iui15cbqujv3ppvenlmgvx1))/support/home.aspx)

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: “Caltrans QuickMap”

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

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

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

Caltrans' Postmile Tool

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

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

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

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

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

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

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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Caltrans
CENTRAL COAST | DISTRICT 5

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SCAN FOR CURRENT PROJECTS





PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized June 2, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **June 11, 2026**

State of California • Department of Transportation



News Release

Date: Monday, April 27, 2026
District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz Counties
Contact: Heidi Crawford or Ashton Harris
Phone: (805) 549-3138 or (805) 549-3318

FOR IMMEDIATE RELEASE

TEMPORARY TRAFFIC SIGNAL ON HIGHWAY 9 IN BOULDER CREEK WILL RESULT IN ONE-WAY REVERSING TRAFFIC BEGINNING APRIL 28

SANTA CRUZ COUNTY — Travelers on Highway 9 near Boulder Creek will encounter one-way reversing traffic control starting April 28.

The Highway 9 San Lorenzo River and Kings Creek Bridge Replacement Project is taking place north of Boulder Creek and involves the full replacement of these bridges for the safety of the traveling public.

- King's Creek Bridge Replacement / Post Mile 15.41 to 15.55
- San Lorenzo River Bridge Replacement / Post Mile 13.58 to 13.69

Traffic control continues Monday, April 27 through Friday, May 1 from 7 am to 5 pm as crews install a temporary signal at these locations.

The temporary signals are scheduled for activation on Tuesday, April 28 at Kings Creek and Thursday, April 30 at San Lorenzo River Bridge providing 24/7 signalized one-way control.

The one-way traffic control supports the ongoing bridge replacement work where crews during this first phase of the project will close the southbound lane to replace the southbound portion of the bridge.

Please allow for extra time for your trips through the area. Drivers can expect delays of up to 10 minutes. Driveways within the limits of the one-way control will have push buttons by their driveways to activate the signal. Temporary shuttle calls will be available from 7 am to 6 pm 7 days a week for pedestrians and cyclists.

Shuttle service details:

- To send a request, call the phone number posted at the shuttle stop. Wait time is **15 minutes** from the time your request is received. Here is a list of pick-up and drop-off locations:
 1. PM 13.078 - METRO stop at Middleton Ave.
 2. PM 13.688 - METRO stop at Monaco Ln.
 3. PM 14.139 - METRO stop at Cresta Dr.
 4. PM 14.426 - METRO stop at Brookside Dr.
 5. PM 15.097 - METRO stop at Pleasant Way
 6. PM 15.312 - Near the Garrahan Park entrance
 7. PM 15.412 - METRO stop on Pool Dr.
 8. PM 16.267 - Near Seeds of Knowledge Preschool campus

Road information and updates can also be found on Caltrans District 5 Social Media platforms: X/Twitter at: @CaltransD5, Facebook at: Caltrans Central Coast (District 5) and Instagram at: Caltrans_D5.

**Our crews deserve to get home safely too.
Drive slowly and carefully in work zones.**

CHP Traffic Incident Information Page: <http://cad.chp.ca.gov>
Traveler information in real time at: <https://quickmap.dot.ca.gov/>

| [CleanCA.com](#) | [CleanWaterCA.com](#) | [#BeWorkZoneAlert](#) | [X](#) | [Facebook](#) | [YouTube](#) |

###

TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Tommy Travers, Transportation Planner

RE: Adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program as required by CEQA Guidelines and adoption of the 2050 Santa Cruz County Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Receive the Final Environmental Impact Report (FEIR) for the 2050 Santa Cruz County Regional Transportation Plan. The full document is available for download at <https://ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy>
 2. Adopt a resolution (Attachment 1), adopting the Findings, Statement of Overriding Considerations (Exhibit A), and Mitigation Monitoring and Reporting Program (Exhibit B) related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments, as the lead agency under CEQA, for the 2050 Santa Cruz County Regional Transportation Plan; and,
 3. Adopt a resolution (Attachment 2) adopting the Final 2050 Santa Cruz County Regional Transportation Plan.
-

BACKGROUND

The RTC has prepared the 2050 Santa Cruz County Regional Transportation Plan (RTP). This plan describes the existing transportation system, forecasts the amount of funding anticipated for transportation projects, and identifies transportation programs and projects to advance the regions goals over the next 25 years. Projects identified in the RTP include maintenance of and improvements to local roadways, highways, bicycle and pedestrian facilities, transit service, specialized transportation for seniors and people with disabilities, and transportation demand management programs. The draft 2050 Santa Cruz County Regional Transportation Plan (RTP) was released for public review on December 15, 2025. Comments on the draft RTP were due January 30, 2026. The Commission held a public hearing for the draft RTP on

January 15, 2026. The RTC reviewed a summary of comments received and changes for the final draft RTP on April 2, 2026.

An environmental review of the RTP is required by CEQA. AMBAG is the lead agency for the preparation of the environmental impact report (EIR) as the report combines the environmental review for the three regional transportation plans (Monterey, San Benito and Santa Cruz Counties) together with the environmental review of the AMBAG region Metropolitan Transportation Plan. This report is titled “2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties Environmental Impact Report” (2050 MTP/SCS and RTPs EIR). The three regional transportation planning agencies, including RTC, serve as responsible agencies under CEQA.

DISCUSSION

Environmental Impact Report

The Final EIR for the 2050 MTP/SCS and RTPs collectively details the potential environmental impacts of the three RTPs for Santa Cruz, Monterey, and San Benito Counties. As a programmatic document, the 2050 MTP/SCS and RTPs EIR presents a region-wide assessment of the impacts of the proposed 2050 MTP/SCS and evaluates the potential environmental effects of implementing the 2050 RTP, including alternative transportation investment scenarios, and identifies potential mitigation measures. The full document, including appendices, are available for download at <https://ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy>.

The 2050 MTP/SCS and Draft EIR was released for public review and comment from November 17, 2025, to January 30, 2026. Four virtual public workshops/hearings were also held in January 2026, including one with special focus on Santa Cruz County on January 27. The Draft EIR was reviewed by representatives of State and Federal governmental agencies; representatives of special interest groups; representatives of the private business sector; and residents of Santa Cruz County consistent with the region’s public participation plan.

As the lead agency under CEQA for the 2050 MTP/SCS and RTPs EIR, AMBAG is scheduled to certify the Final EIR for the 2050 MTP/SCS at the June 10, 2026 AMBAG Board of Directors meeting. The Final EIR consists of (1) the Final EIR, (2) all appendices to the final EIR (Appendices A-H), including Appendix H, which consists of comments and recommendations received on

the Draft EIR, a list of persons, organizations and public agencies commenting on the Draft EIR, responses to significant points raised in the review and consultation process and other information.

Prior to approving the 2050 RTP, as a responsible agency under CEQA, the RTC should consider all information pertaining to the EIR, receive the Certified Final Environmental Impact Report and consider adoption of the CEQA Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program required by CEQA.

Details regarding the potential environmental impacts of the 2050 RTP are available in the Findings and Statement of Overriding Considerations (Attachment 1: Exhibit A). The Statement of Overriding Considerations provides specific reasons why the benefit of a proposed project outweighs the adverse effect including discussion of the social, economic and environmental benefits of the project and why alternatives, although feasible from a technical standpoint, are rejected. In order to mitigate or avoid potential significant impacts, a Mitigation Monitoring and Reporting Program (Attachment 1: Exhibit B) has been developed, which identifies the action required, the monitoring that must occur, and the agency responsible for mitigation activities either during individual environmental review, prior to issuance of a grading permit, during project construction or following construction.

RTC staff recommends that the RTC receive the certified Final EIR and adopt a CEQA Findings, a Statement of Overriding Considerations, and Mitigation and Monitoring and Reporting Program related to the Environmental Impact Report anticipated to be certified by AMBAG on June 10, 2026 (Attachment 1).

Regional Transportation Plan

The three main components of the RTP are the Policy element, the Financial element, and the Action element.

- + The **Policy Element** identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
 - o Goals & policies approved by RTC in April 2024, targets approved in November 2024
- + The **Financial Element** identifies funds available to the region and lists the additional funding needs over the next 25 years. \$6.2 billion are reasonably anticipated from local, state, and federal sources for transportation projects within Santa Cruz County. The total estimated cost of all transportation need in the county in the 25-year period,

revised slightly since the Draft RTP, is \$17.3 billion, much greater than the expected revenues.

- o Draft financial element approved by RTC in November 2024
- + The **Action Element** of the RTP identifies specific projects, programs, and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained). As described in the April 2, 2026 staff report on minor updates to the Draft RTP, the project list was revised primarily to reflect the latest approved RTC budget programming decisions in November and December 2026.
 - o Draft financially constrained project list approved by RTC in April 2025
- + Minor changes to the Draft Report were accepted by the RTC on April 2, 2026. The full **Final Report** document was posted on the RTC website May 20, 2026 and can be found at <https://sccrtc.org/rtp>.

Public outreach has occurred throughout the development of the plan to get input on the 2050 RTP. RTC staff sought input from the Regional Transportation Commission (RTC) and RTC committees, project sponsors, partner agencies, resource agencies, and the public at numerous key milestones in the form of in-person and web surveys, email notices, and public meetings.

RTC staff recommends that the RTC adopt the 2050 Santa Cruz County Regional Transportation Plan (Attachment 2).

Next Steps

Following Commission approval, staff will update Appendices A and H to reflect the date of adoption, and then distribute the adopted 2050 RTP to the state, partner agencies, commissioners, and major libraries. A Notice of Determination for approval of the 2050 Regional Transportation Plan will be filed with the Santa Cruz County Clerk within five days of approval and posted for 30 days. The Final 2050 RTP will be posted on the RTC 2050 RTP webpage (<https://sccrtc.org/rtp>). The Final EIR will be posted on AMBAG's website and linked from the SCCRTC 2050 RTP webpage.

SUMMARY

The RTC has prepared the 2050 Santa Cruz County Regional Transportation Plan which identifies long-range funding and transportation needs and priorities for the region. RTC staff recommends that the RTC consider the Final EIR and adopt a CEQA Findings, a Statement of Overriding Considerations, and Mitigation and Monitoring and Reporting Program related to the Environmental Impact Report anticipated to be certified by AMBAG on June 10, 2026 ([Attachment 1](#)). Staff recommends that the RTC sign the resolution adopting the 2050 Santa Cruz County Regional Transportation Plan ([Attachment 2](#)).

Attachments:

1. 2050 MTP/SCS and RTPs EIR Resolution
2. 2050 RTP Resolution

[https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/2050 RTP \(2026\)/Staff Reports/RTC/2026-06/SR Final 2050 RTP 2026-06-11.docx](https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/2050 RTP (2026)/Staff Reports/RTC/2026-06/SR Final 2050 RTP 2026-06-11.docx)

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation
Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION TO ADOPT CEQA FINDINGS, A STATEMENT OF OVERRIDING
CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING
PROGRAM RELATED TO THE ENVIRONMENTAL IMPACT REPORT CERTIFIED
BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS FOR THE
2050 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS the Santa Cruz County Regional Transportation Commission
(RTC) is the state-designated Regional Transportation Planning Agency
(RTPA) for Santa Cruz County; and

WHEREAS California Government Code Section 65080(d) requires that
each RTPA that does not contain an urbanized area must adopt and submit
an updated Regional Transportation Plan (RTP) to the California
Transportation Commission and the Department of Transportation no later
than every four years; and

WHEREAS RTC has prepared a Regional Transportation Plan in
accordance with California Transportation Commission (CTC) 2024 Regional
Transportation Plan Guidelines, prepared pursuant to Government Code
Section 14522; and

WHEREAS pursuant to the California Environmental Quality Act
("CEQA") (Public Res. Code, §21000 et seq.) and the State CEQA Guidelines
(14 Cal. Code Regs. §15000 et seq.), the Association of Monterey Bay Area
Governments (AMBAG) is the lead agency for the 2050 Metropolitan
Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which
incorporates the RTC RTP; and

WHEREAS AMBAG has overseen, in coordination with the RTC,
Transportation Agency for Monterey County, and Council of Santa Benito

County Governments the preparation of the Environmental Impact Report (“EIR”) for each County’s Regional Transportation Plan; and

WHEREAS AMBAG was designated the Santa Cruz County RTP EIR lead agency by the RTC, which is a Responsible Agency for the Santa Cruz County RTP EIR; and

WHEREAS AMBAG has prepared and on June 10, 2026 certified the Final EIR (SCH#2024010524) for the 2050 MTP/SCS, which incorporates the 2050 RTC RTP, in compliance with CEQA, and then on June 10, 2026 adopted the 2050 MTP/SCS; and

WHEREAS the Final EIR consists of: (1) the Final EIR volume, which is a complete revision of the Draft EIR; and (2) all appendices to the Final EIR, including Appendix H, which consists of comments received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental issues raised in the review and consultation process and other information; and

WHEREAS CEQA Findings have been prepared in compliance with Public Resources Code §§21081(a), and CEQA Guidelines Section §§15091 and 15096(h), for every significant impact of the 2050 Santa Cruz County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding (attached hereto in **Exhibit A**); and

WHEREAS the 2050 Santa Cruz County RTP will have significant unavoidable impacts that cannot be avoided or substantially lessened, and a Statement of Overriding Considerations has been prepared in compliance with Public Resources Code §21081(b), and CEQA Guidelines §§15093 and 15096(h), (attached hereto in **Exhibit A**), which concludes that specific economic, legal, social, technological and other benefits of the 2050 Santa Cruz County RTP outweigh the significant and unavoidable impacts identified in the EIR; and

WHEREAS a Mitigation Monitoring and Reporting Program has been prepared in compliance with Public Resources Code §21081.6 and CEQA

Guidelines §15097 (attached hereto as **Exhibit B**) to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, on this date, the RTC Board held a duly noticed public meeting prior to considering adopting the CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and

WHEREAS prior to taking action on the Project, the RTC has considered all of the information in the EIR administrative record pertaining to the RTC 2050 RTP, including the environmental effects of the Santa Cruz County RTP as shown in the Final EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, all of the finding and conclusions made by RTC pursuant to this resolution are based upon oral and written evidence presented to it as a whole, and are not based solely on the information provided in this Resolution; and

WHEREAS all other legal prerequisites to the adoption of this Resolution have occurred;

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

1. The foregoing recitals are true and correct and incorporated by this reference;
2. The RTC finds that the Final EIR consists of: (1) the Final EIR; and (2) all appendices to the Final EIR (Appendices A-H), including Appendix H, which consists of comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting of the Draft EIR, responses to significant environmental points raised in the review and consultation process and other information; and
3. The RTC makes and adopts the Findings required by Public Resources Code §21081(a) and CEQA Guidelines §§15091 and 15096(h), which

are attached hereto in **Exhibit A** and incorporated fully by this reference;

4. The RTC adopts the Statement of Overriding Considerations as required by Public Resources Code §21081(b), and CEQA Guidelines §§ 15093 and 15096(h), which is attached hereto in **Exhibit A** and incorporated fully by this reference; and
5. The RTC adopts the Mitigation Monitoring and Reporting Program as required by Public Resources Code §21081.6 and CEQA Guidelines §15097, which is attached hereto as **Exhibit B** and incorporated fully by this reference.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: CEQA Findings, Statement of Overriding Consideration

Exhibit B: Mitigation Monitoring and Reporting Program

Distribution: AMBAG, Caltrans, CTC, SCMTD, Cities, County, FHWA

[https://rtcsc.sharepoint.com/rtc staff reports/templates and samples/resolutiontemplate.docx](https://rtcsc.sharepoint.com/rtc%20staff%20reports/templates%20and%20samples/resolutiontemplate.docx)

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION TO CEQA FINDINGS

These Findings of Fact are made pursuant to the California Environmental Quality Act (Pub. Res. Code Section 21000 et seq., “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, Section 15000 et seq.) by the Board of Directors of Association of Monterey Bay Area Governments (AMBAG), as the lead agency for the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy (“2050 MTP/SCS,” or the “project”). These Findings of Fact pertain to the Final Environmental Impact Report (“EIR”) SCH #2020010204 prepared for the 2050 MTP/SCS.

A. PROJECT DESCRIPTION SUMMARY

The proposed project by the Association of Monterey Bay Area Governments (AMBAG), described in Final EIR Chapter 2, “Project Description,” is the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), which is a long-range planning document required by both State and Federal law and is an update of the 2045 AMBAG MTP/SCS. It contains a compilation of Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz counties and is used to achieve a coordinated and balanced regional transportation system. The plan is organized into seven chapters, plus an executive summary, as follows: Chapter 1 – Vision, Chapter 2 – Transportation Investments, Chapter 3 – Financial Plan, Chapter 4 – Sustainable Communities Strategy, Chapter 5 – Outcomes, Chapter 6 – Public Participation, Chapter 7 – Glossary. Of the seven chapters of the 2050 MTP/SCS, Chapters 1, 2, 3, and 4 are those with the potential to create physical changes to the environment.

AMBAG has prepared the Sustainable Communities Strategy (SCS) as part of the MTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, reduces greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The 2050 MTP/SCS is based on a preferred land use scenario that consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway, local street improvements, active transportation and transit investments to serve a more concentrated urban growth pattern. Transportation system improvement projects identified in the 2050 MTP/SCS include: highway/roadway projects; bus rapid transit and rail projects; active transportation (bicycle and pedestrian projects); transportation demand management, transportation system management and intelligent transportation system (ITS) projects; and aviation projects.

The 2050 MTP/SCS would be implemented with several other existing AMBAG programs designed to reduce adverse impacts to transportation resources, air quality, GHG emissions and energy. These are described in Section 2.6, Relationship with Other Plans and Programs, of the Final EIR, and include the AMBAG Sustainability Program, Electric Vehicle Infrastructure for the Monterey Bay Area, Complete Streets Planning and Design Guidelines, Rideshare, Bike to School Day and Bike to

Work Day Program, Safe Routes to Schools Program, Central Coast Zero Electric Vehicle Strategy, Freeway Service Patrol and Motorist Assistance Program, and Seniors and Accessible Transportation Services.

The purpose of the 2050 MTP/SCS and the county level RTPs is to coordinate and facilitate the planning, programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2050 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB. In developing the 2050 MTP/SCS and county level RTPs, AMBAG and the respective RTPAs followed the IJIA requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

For purposes of the EIR, the primary objective of the 2050 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements, including CTC Guidelines and SB 375, including SB 375's regional GHG reduction targets. AMBAG's specific objectives for the 2050 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

B. TYPE OF EIR

The 2050 MTP/SCS EIR is a Program EIR. A Program EIR is prepared for a series of actions that can be

characterized as one project. An advantage of a Program EIR is that it allows the lead agency to consider broad policy alternatives and “program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.” (CEQA Guidelines Section 15168(b)(4).) The Program EIR can serve as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews can focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the Program EIR. As discussed by the California Supreme Court, “it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the...program, leaving project-specific details to subsequent EIRs when specific projects are considered.” (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174-1175).

C. PROCEDURAL COMPLIANCE WITH CEQA

AMBAG published a Draft EIR on November 17, 2025, and a Final EIR on May 20, 2026, in compliance with CEQA requirements. AMBAG prepared the Draft and Final EIRs in accordance with CEQA and the CEQA Guidelines. As allowed for in CEQA Guidelines Section 15084(d)(2), AMBAG retained a consultant to assist with the preparation of the environmental documents. AMBAG, acting as lead agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects AMBAG’s independent judgment. In general, the preparation of the EIR included the following key steps and public notification efforts:

A 36-day scoping process began with AMBAG’s issuance of the Notice of Preparation (NOP) of an EIR. The NOP was filed with the State Clearinghouse on January 26, 2024, which started a 36-day comment period that ended March 1, 2024. AMBAG noticed and held two EIR scoping meetings during the NOP comment period to receive perspective and input from agencies, organizations and individuals on the scope and content of the environmental information to be addressed in the EIR. EIR scoping meetings were held virtually via zoom on February 21, 2024, and on February 22, 2024.

AMBAG issued the Draft EIR on November 17, 2025. The Notice of Availability for the Draft EIR was published in local newspapers (listed below) and distributed to a variety of government agencies, organizations and interested parties, including: local jurisdictions, tribal governments, state and federal agencies, resource agencies, water districts and boards, transportation agencies, community groups and organizations, business organizations, chambers of commerce, universities and school districts, senior/aging organizations, interested parties and members of the public.

Local Papers in Which Notice of Availability was Published

- Fresno Bee
- Hanford Sentinel
- Hollister Free Lance
- Merced Sun Star
- Monterey Herald
- San Jose Mercury News
- San Luis Obispo Tribune

- Santa Cruz Sentinel

The Notice of Completion for the Draft EIR and the Draft EIR were filed with the State Clearinghouse on November 13, 2025. The Draft EIR was available for a 74-day public review period starting November 17, 2025, and ending January 30, 2026. The Draft EIR was available for review on AMBAG’s website, as well as at the following in-person locations:

- AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940
- Transportation Agency for Monterey County, 55B Plaza Circle, Salinas, CA 93901
- Santa Cruz County Regional Transportation Commission, 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060
- Council of San Benito County of Governments, 650 San Benito Street, Suite 120, Hollister CA 95023

AMBAG hosted virtual and in person public workshops and public hearings on the Draft EIR and the Draft 2050 MTP/SCS on January 13, January 14, January 20, January 21, January 22, and January 27, 2026. All meetings were hosted online via zoom, except for the January 14 hearing, which offered an in-person and virtual option as part of an AMBAG Board meeting.

Following the close of the public review period, AMBAG revised the Draft EIR in response to comments received during the public review period on the Draft EIR and provided written responses addressing all significant environmental issues raised. Revisions made to the Draft EIR in response to Draft EIR comments, as well as minor corrections, clarifications, and updates to the Draft EIR, are shown throughout the Final EIR in strikethrough and underline text.

AMBAG published the Final EIR, which was posted on AMBAG’s website and filed with the State Clearinghouse, on May 20, 2026. AMBAG also provided written responses to all public agencies that commented on the Draft EIR on May 20, 2026, which is at least 10 days prior to certifying the EIR. The AMBAG Board of Directors held a public hearing on June 10, 2026, to consider certification of the Final EIR and approval of the project.

D. INCORPORATION OF FINAL EIR BY REFERENCE

The Final EIR is hereby incorporated by reference into these Findings of Fact. The Final EIR consists of: (1) the Final EIR volume, which is a complete text of the Draft EIR with revisions; and (2) all appendices to the Final EIR, including Appendix H which contains comments on the Draft EIR and responses to Draft EIR comments. Appendix H includes a list of persons, organizations and public agencies commenting of the Draft EIR; and AMBAG’s responses to environmental issues raised in Draft EIR comments.

E. REQUIREMENTS FOR CEQA FINDINGS

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried

out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. [See also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565.] The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project [*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417]. “[F]easibility” under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” [Id.; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.] Alternatives and mitigation measures may also be determined to be infeasible if they do not “fully satisfy the objectives associated with a proposed project” or are “undesirable from a policy standpoint.” [*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998, 1000.]

AMBAG has made one or more of the above specific written findings regarding each significant impact associated with the 2050 MTP/SCS. Those findings are presented below, along with a presentation of facts in support of the findings. The AMBAG Board of Directors certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed. These findings are based on substantial evidence contained in the totality of the administrative record before the AMBAG Board of Directors, including but not limited to the Final EIR “supporting evidence” cited herein.

II. LOCATION AND CUSTODIAN OF THE RECORD

The documents and other materials that constitute the record of proceedings on which AMBAG’s Findings of Fact are based are located at 24580 Silver Cloud Court, Monterey, California. The custodian of these documents is Heather Adamson. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 Cal. Code Regs. Section 15091(e).

For purposes of CEQA and these Findings of Fact, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by AMBAG in conjunction with the project.
- The Draft and Final EIRs, including appendices and technical studies included or referenced in the Draft and Final EIRs.
- All comments submitted by agencies or members of the public during the public comment period on the Draft EIR.
- All responses to the written comments included in the Final EIR.
- All comments and correspondence submitted to AMBAG with respect to the project.
- The Mitigation Monitoring and Reporting Program (MMRP) for the project.
- All Findings and resolutions adopted by AMBAG decision makers in connection with the project and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by Rincon Consultants, consultants to AMBAG.
- All reports, memoranda, documentation, data output files relating to the land use and transportation modeling for the project.
- All documents and information submitted to AMBAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the project, up through the date the AMBAG Board of Directors approved the project.
- Minutes and/or verbatim transcripts of all information sessions, public meetings and public hearings held by AMBAG, in connection with the project.
- Any documentary or other evidence submitted to AMBAG at such information sessions, public meetings, and public hearings.
- Matters of common knowledge to AMBAG, including, but not limited to federal, State, and local laws and regulations.
- Any documents expressly cited in these Findings of Fact, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

III. FINDINGS FOR IMPACTS IDENTIFIED AS INSIGNIFICANT

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 do not require findings of fact for impacts that are less than significant. Nevertheless, for the sake of completeness, the AMBAG Board of Directors hereby finds that the following environmental impacts of the 2050 MTP/SCS either have no impact or are less than significant. Under CEQA, no mitigation measures are required for impacts that are less than significant (CEQA Guidelines Section 15126.4(a)(3)). ***The findings below are for impacts that were analyzed in detail in the EIR, but are less than significant. These findings are based on the detailed discussions of impacts in Chapter 4 of the EIR.***

A. AGRICULTURAL AND FORESTRY RESOURCES

- 1. Impact AG-2.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, nor result in the loss of forest land or convert forest land to non-forest uses. Impacts would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – The 2050 MTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, and would not result in the loss forest land or convert forest land to non-forest use.
 - c. Supportive Evidence** - Please refer to pages 4.2-18 and 4.2-19 of the Final EIR.

B. AIR QUALITY AND HEALTH IMPACTS/RISKS

- 1. Impact AQ-1.** The 2050 MTP/SCS would not conflict with or obstruct implementation of the AQMP. Impacts would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – The 2050 MTP/SCS would not conflict with or obstruct implementation of the Monterey Bay Air Resources District’s Air Quality Management Plan.
 - c. Supportive Evidence** - Please refer to pages 4.3-30 and 4.3-31 of the Final EIR.
- 2. Impact AQ-6.** Implementation of the 2050 MTP/SCS would not result in other emissions (such as those leading to odors) adversely impacting a substantial number of people. Impacts would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Since objectionable odors associated with the construction and operation of the projects from the 2050 MTP/SCS would either be temporary and regulated by local governing bodies (i.e., MBARD, counties, and cities), implementation of the 2050 MTP/SCS would not result in odors or emissions adversely affecting a substantial number of people. Impacts would be less than significant.
 - c. Supportive Evidence** - Please refer to pages 4.3-47 and 4.3-48 of the Final EIR.

B. BIOLOGICAL RESOURCES

- 1. Impact BIO-4.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not conflict with any local policies or ordinances

protecting biological resources, such as a tree preservation policy. This impact would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Projects included in the 2050 MTP/SCS would impact biological resources such as trees but must comply with city and county development requirements, including compliance with local policies, ordinances and applicable permitting procedures related to protection biological resources, including trees. Impacts would be less than significant.

c. Supportive Evidence - Please refer to pages 4.4-50 and 4.4-51 of the Final EIR.

2. Impact BIO-5. Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – There are no adopted regional Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans within Monterey, San Benito, and Santa Cruz counties at the time of Draft EIR preparation and therefore no conflict with the 2050 MTP/SCS would occur.

c. Supportive Evidence - Please refer to pages 4.4-51 and 4.4-52 of the Final EIR.

C. CULTURAL RESOURCES

1. Impact CR-3. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS could disturb human remains. Impacts would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Impacts would be less than significant with mandatory compliance with existing State regulations and laws pertaining to human burials and remains.

c. Supportive Evidence – Please refer to pages 4.5-24 and 4.5-25 of the Final EIR.

D. ENERGY

1. Impact E-1. Future transportation improvement projects and implementation of the land use scenario envisioned by the 2050 MTP/SCS would not result in a significant environmental

impact due to wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – The 2050 MTP/SCS would not increase overall per capita energy transportation consumption relative to baseline conditions, increase reliance on fossil fuels, or otherwise result in use of energy in an inefficient, wasteful, or unnecessary manner. Impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.6-19 through 4.6-21 of the Final EIR.

2. Impact E-2. The 2050 MTP/SCS would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – The 2050 MTP/SCS would result in an approximately 13 percent reduction in total energy usage compared to 2022 baseline conditions and is consistent with State and local plans for renewable energy or energy efficiency.

c. Supportive Evidence – Please refer to pages 4.6-21 through 4.6-23 of the Final EIR.

E. GEOLOGY AND SOILS

1. Impact GEO-1. Implementation of proposed transportation improvements and future projects included in land use scenario envisioned in the 2050 MTP/SCS would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault, ground shaking, or seismic-related ground failure. Impacts would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – All specific planned transportation projects, as well as all reasonably foreseeable future development that would occur under the land use scenario envisioned in the 2050 MTP/SCS, would be required to comply with the regulations set forth by the CBC, the Alquist-Priolo Act, and other applicable local design standards. Compliance with the CBC and provisions of the Alquist-Priolo Act, including compliance with a site-specific geotechnical investigation, would reduce the potential for seismic damage to occur as a result of implementation of 2050 MTP/SCS projects. Impacts would be less than significant.

c. Supportive Evidence - Please refer to pages 4.7-25 through 4.7-28 of the Final EIR.

- 2. Impact GEO-2.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not cause substantial soil erosion or loss of topsoil. impacts would be less than significant.
- a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Projects implementing the 2050 MTP/SCS would conform with applicable county codes related to erosion control and the Construction General Permit, which would include the implementation of best management practices to reduce sedimentation and erosion. Impacts related to erosion and loss of topsoil would be less than significant.
 - c. Supportive Evidence** - Please refer to pages 4.7-28 through 4.7-30 of the Final EIR.
- 3. Impact GEO-3.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would be located on potentially unstable soils, in areas of lateral spreading, subsidence, or high liquefaction potential, or areas of expansive soil. Adherence to applicable policies and regulations, as well as to the CBC would reduce risk such that impacts would be less than significant.
- a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Projects implementing the 2050 MTP/SCS would conform with the California Building Code, local general plans and building standards, and Caltrans design criteria for transportation projects, where applicable. Impacts would be less than significant.
 - c. Supportive Evidence** - Please refer to pages 4.7-30 through 4.7-33 of the Final EIR.
- 4. Impact GEO-4.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS in rural areas could be located on soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems. Compliance with existing regulations would minimize or reduce impacts. Impacts would be less than significant.
- a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – The 2050 MTP/SCS does not include transportation projects that would require the use of septic tanks or alternative wastewater disposal systems. The few development projects in rural areas requiring septic tanks or alternative wastewater disposal systems would be required to comply with applicable County or City regulations. Impacts would be less than significant.
 - c. Supportive Evidence** - Please refer to pages 4.7-33 and 4.7-34 of the Final EIR.

5. **Impact GEO-6.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not result in the loss of availability of known mineral resources of value or locally-important mineral resource recovery sites. This impact would be less than significant.

- a. **Mitigation** – No mitigation is required.
- b. **Findings and Rationale** – The 2050 MTP/SCS primarily involves transportation improvements infill and transit-oriented development. Development would not be located on sites with known mineral resources. Impacts would be less than significant.
- c. **Supportive Evidence** - Please refer to pages 4.7-37 and 4.7-38 of the Final EIR.

F. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. **Impact GHG-2.** Operation of the 2050 MTP/SCS would not generate a net increase in GHG emissions by 2050 compared to baseline 2022 conditions. Impacts would be less than significant.

- a. **Mitigation** – No mitigation is required.
- b. **Findings and Rationale** – The 2050 MTP/SCS would result in decreased operational regional GHG emissions compared to 2022 baseline conditions in 2050. Therefore, impacts would be less than significant.
- c. **Supportive Evidence** – Please refer to pages 4.8-27 and 4.8-28 of the Final EIR.

2. **Impact GHG-3.** Implementation of the 2050 MTP/SCS would not conflict with regional SB 375 per capita passenger vehicle CO₂ emission reduction targets of 6 percent by 2035 from 2005 levels. Impacts would be less than significant.

- a. **Mitigation** – No mitigation is required.
- b. **Findings and Rationale** – Implementation of the 2050 MTP/SCS would achieve the region's SB 375 emissions reduction targets. Therefore, impacts would be less than significant.
- c. **Supportive Evidence** – Please refer to pages 4.8-27 and 4.8-29 of the Final EIR.

G. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-1.** Proposed transportation improvement projects and land use projects included in the 2050 MTP/SCS may facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

- a. **Mitigation** – No mitigation is required.
 - b. **Findings and Rationale** – Mandatory compliance with existing regulations and programs would minimize the risk associated with these the routine transport, use and disposal of hazardous materials, as well as accident conditions related to these materials. Impacts would be less than significant.
 - c. **Supportive Evidence** – Please refer to pages 4.9-20 through 4.9-23 of the Final EIR.
2. **Impact HAZ-2.** Proposed transportation improvement projects and land use projects included in the 2050 MTP/SCS would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.
- a. **Mitigation** – No mitigation is required.
 - b. **Findings and Rationale** – Mandatory compliance with existing regulations and laws would minimize the potential impacts associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.
 - c. **Supportive Evidence** – Please refer to pages 4.9-23 and 4.9-24 of the Final EIR.
3. **Impact HAZ-4.** Transportation improvement projects and land use development included in the proposed 2050 MTP/SCS located within an airport land use plan or within two miles of a public or public use airport would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be less than significant.
- a. **Mitigation** – No mitigation is required.
 - b. **Findings and Rationale** – Compliance with existing federal, state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development near airports to an acceptable and safe level. Impacts would be less than significant.
 - c. **Supportive Evidence** – Please refer to pages 4.9-26 and 4.9-27 of the Final EIR.
4. **Impact HAZ-5.** Land use development and transportation projects included in the 2050 MTP/SCS would not impair implementation or physically interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.
- a. **Mitigation** – No mitigation is required.

b. Findings and Rationale – Required regular updates to emergency response and evacuation plans would account for development and projects included in the 2050 MTP/SCS, and transportation projects have the potential to improve circulation, including during emergency response. Impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.9-27 and 4.9-28 of the Final EIR.

H. HYDROLOGY AND WATER QUALITY

1. Impact HYD-1. Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not violate water quality standards or waste discharge requirements, and would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation. Impacts would be less than significant. With compliance with existing regulations, impacts would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Construction of projects included in the 2050 MTP/SCS would be required to comply with the federal Clean Water Act, which requires that coverage under a National Pollutant Discharge Elimination System (NPDES) stormwater permit be obtained for construction. Mandatory implementation of the SWPPP would prevent substantial erosion or pollutants from degrading water quality or violating wastewater discharge requirements during project construction. Mandatory compliance with existing stormwater regulations and permit programs would prevent significant discharge of pollutants from operation of projects. Impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.10-33 through 4.10-36 of the Final EIR.

2. Impact HYD-2. With compliance with existing regulations, transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. Impacts would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Existing regulatory requirements at the local, state, and federal level include measures to minimize any increases in off-site stormwater runoff by encouraging on-site infiltration, which would effectively minimize the potential reduction in groundwater recharge to an acceptable level. Although implementation of projects under the 2050 MTP/SCS would result in the addition of new impervious surfaces and could potentially alter site specific patterns of groundwater recharge, compliance with applicable regulations would ensure project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that the sustainable groundwater management of the basin would be impeded.

Therefore, impacts of the proposed 2050 MTP/SCS to groundwater supply and recharge, and to sustainable groundwater management plans, would be less than significant.

- c. Supportive Evidence** – Please refer to page 4.10-36 through 4.10-38 of the Final EIR.
- 3. Impact HYD-3.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially alter existing drainage patterns such that they would substantially increase the rate or amount of surface runoff or create or contribute runoff water which would exceed the capacity of stormwater drainage systems. Impacts would be less than significant.

 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Compliance with existing stormwater management and nonpoint source pollution control regulations would ensure alterations of drainage patterns caused by 2050 MTP/SCS transportation and land use projects would not increase the rate or amount of surface runoff such that flooding would occur, that the capacity of existing or planned stormwater drainage systems would be exceeded, or that substantial additional sources of polluted runoff would be created. Impacts would be less than significant.
 - c. Supportive Evidence** – Please refer to pages 4.10-39 and 4.10-40 of the Final EIR.
- 4. Impact HYD-4.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would not substantially alter drainage patterns in a manner which would impede or redirect floor flows, or risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. This impact would be less than significant.

 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would alter some site-specific drainage patterns and would potentially introduce new development in areas with risk of inundation. However, compliance with applicable regulations would ensure overall buildout would not substantially alter drainage patterns in the region in a manner which would impede or redirect floor flows, or risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.
 - c. Supportive Evidence** – Please refer to pages 4.10-40 through 4.10-43 of the Final EIR.
- 5. Impact HYD-5.** Transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would comply with all applicable regulations such

that obstruction of a water quality control plan or sustainable groundwater management plan would not occur. Impacts would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Development under the 2050 MTP/SCS would not substantially degrade water quality or violate water quality standards because compliance with state regulation such as NPDES and MS4 permits would require implementation of BMPs and development to reduce discharge of runoff and maintain water quality. In addition, local ordinances require measures such as erosion control reduce the discharge of pollutants into storm drain systems. Although individual projects included in the 2050 MTP/SCS have the potential to adversely affect water quality at a project specific level, projects would adhere to existing regulations related to water quality. Therefore, impacts related to conflicts with a water quality control plan (the Central Coast RWQCB Basin Plan) would be less than significant.

c. Supportive evidence – Please refer to pages 4.10-43 through 4.10-45.

6. Impact HYD-C-1. Construction of cumulative development would increase impervious surfaces and would have the potential to increase erosion potential, alter drainage patterns, increase runoff volumes and velocity, infiltrate groundwater, and risk release of pollutants due to inundation. Compliance with existing regulations, such as National Pollutant Elimination System and local stormwater management requirements would reduce cumulative impacts to less than significant, and the 2050 MTP/SCS contribution would not be cumulatively considerable.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Future development in the cumulative impact analysis area, including projects implemented under the 2050 MTP/SCS, would incrementally increase impervious surfaces and could affect surface runoff, drainage patterns, and water quality. However, compliance with existing federal, state, and local regulations, including NPDES and MS4 permitting requirements, implementation of BMPs, and local drainage and erosion control standards would collectively reduce cumulative development impacts below applicable thresholds of significance related to hydrology and water quality. Therefore, cumulative hydrology and water quality impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

c. Supportive Evidence – Please refer to pages 4.10-46 through 4.10-48 of the Final EIR.

I. LAND USE

1. Impact LU-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would not physically divide an established community.

- a. **Mitigation** – No mitigation is required.
 - b. **Findings and Rationale** – Implementation of the 2050 MTP/SCS land use strategies would integrate future development into existing communities along the existing transportation network and would therefore not physically divide established communities. Many proposed transportation projects, such as expansion of transit services or the building of active transportation infrastructure, are intended to improve mobility and accessibility and would, as a result, improve community connectivity. Impacts related to dividing an established community would therefore be less than significant.
 - c. **Supportive Evidence** – Please refer to pages 4.11-22 and 4.11-23 of the Final EIR.
2. **Impact LU-2.** The 2050 MTP/SCS would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation and result in a physical change to the environment not already addressed in other Final EIR resource chapters. This impact would be less than significant after implementation of mitigation for other resources discussed throughout the EIR.
- a. **Mitigation** – Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the Final EIR to reduce impacts. No additional mitigation is required for this impact.
 - b. **Findings and Rationale** – The SCS land use and transportation projects envisioned within the 2050 MTP/SCS could result in conflicts with land use plans, policies, or regulations that result in a physical change to the environment. However, the 2050 MTP/SCS would not result in a physical change to the environment that has not already been addressed in the other resource chapters of the EIR. The impacts of any such conflicts are described throughout this section of the EIR.
 - c. **Supportive Evidence** – Please refer to pages 4.11-24 through 4.11-26 of the Final EIR.
3. **Impact LU-C-1.** Development in the cumulative impacts analysis area would not physically divide an established community. However, it could result in inconsistencies or conflicts with local land use plans and local coastal plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects; however, these inconsistencies or conflicts would not result in physical environmental effects beyond those addressed in other resource areas. The 2050 MTP/SCS contribution to cumulative impacts would not be cumulatively considerable, and the 2050 MTP/SCS contribution would not be cumulatively considerable.
- a. **Mitigation** – Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the Final EIR to reduce impacts. No additional mitigation is required for this impact.

b. Findings and Rationale – Future development in the cumulative impact analysis area would incrementally change land use patterns and intensify development across the region. However, implementation of the 2050 MTP/SCS land use strategy would largely direct growth toward existing urbanized areas, promote infill development, and rely on established local land use plans and development regulations. While cumulative development would result in continued conversion of land to urban uses, compliance with adopted general plans, zoning regulations, and applicable local policies would ensure that cumulative land use impacts would not result in physical environmental effects beyond those addressed in other resource areas. Therefore, cumulative land use impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

c. Supportive Evidence – Please refer to pages 4.11-27 through 4.11-28 of the Final EIR.

J. POPULATION AND HOUSING

1. Impact POP-1. The 2050 MTP/SCS would not induce substantial unplanned population growth, either directly or indirectly. This impact would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – The 2050 MTP/SCS would accommodate forecasted growth through implementation of the envisioned 2050 MTP/SCS land use strategies to intensify density in developed areas, rather than induce unplanned growth. Transportation projects included in the 2050 MTP/SCS would not induce population growth as these projects would be growth accommodating and are generally intended to improve existing transportation networks. The land use and transportation projects in the 2050 MTP/SCS would therefore not result in substantial unplanned population growth. Impacts from implementation of the 2050 MTP/SCS would be less than significant.

c. Supportive Evidence – Please refer to pages 4.13-12 through 4.13-15 of the Final EIR.

2. Impact POP-2. Land use and transportation projects included in the 2050 MTP/SCS would temporarily displace existing housing and people during construction, but would not necessitate the construction of replacement housing elsewhere. Impacts related to housing and population displacement would be less than significant.

a. Mitigation – No mitigation is required.

b. Findings and Rationale – Land use development included in the 2050 MTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, in the long term, the 2050 MTP/SCS would result in a net increase in housing units in the AMBAG region. Impacts would be less than significant.

c. Supportive Evidence – Please refer to pages 4.13-15 and 4.13-17 of the Final EIR.

3. **Impact POP-C-1.** Population growth in the cumulative impacts analysis area is generally planned, and cumulative impacts to unplanned growth would be less than significant. Development in the cumulative impact analysis area would result in the temporary or permanent displacement of housing, but displacement would be localized and would not result in displacement at the regional scale. Cumulative population and housing displacement impacts would be less than significant, and the 2050 MTP/SCS contribution would not be cumulatively considerable.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – Future development in the cumulative impact analysis area would result in population growth and an increase in housing and employment across the region. However, the population growth and housing development associated with implementation of the 2050 MTP/SCS would be consistent with adopted regional growth forecasts and local land use plans. The 2050 MTP/SCS would accommodate forecasted growth through planned development patterns rather than inducing substantial unplanned population growth. Therefore, cumulative population and housing impacts would be less than significant, and the contribution of the 2050 MTP/SCS would not be cumulatively considerable.

c. **Supportive Evidence** – Please refer to pages 4.13-18 through 4.13-19 of the Final EIR.

4.

K. PUBLIC SERVICES, RECREATION, AND UTILITIES

1. **Impact PSR-2.** The 2050 MTP/SCS would require the provision of new schools, the construction of which would result in substantial physical impacts. Impacts would be less than significant because of state regulations mandating development impact fees.

a. **Mitigation** – No mitigation is required.

b. **Findings and Rationale** – The 2050 MTP/SCS would accommodate the growth of population, households, and jobs in the AMBAG region, which would result in increased demand for school services. Future project sponsors would be required by law to pay development impact fees at the time building permits are issued. These fees are used by the applicable school district to mitigate impacts associated with long-term operation and maintenance of school facilities. The fees would be determined at the time of the building permit issuance and would reflect the most current fee amount requested by the school district. Pursuant to Section 65996(3)(h) of the California Government Code (SB 50), payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in government organization or reorganization.” Impacts of the 2050 MTP/SCS on schools would therefore be less than significant.

c. **Supportive Evidence** – Please refer to pages 4.14-18 and 4.14-19 of the Final EIR.

L. TRANSPORTATION

- 1. Impact TRA-1.** The 2050 MTP/SCS would not result in a significant impact due to conflicts with any programs addressing the circulation system. This impact would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Implementation of the 2050 MTP/SCS would improve transit ridership and circulation while also improving active transportation modes and facilities, such as constructing new pedestrian and bicycle facilities. The 2050 MTP/SCS also includes roadway projects that would improve circulation. The 2050 MTP/SCS would not conflict with programs addressing the circulation system.
 - c. Supportive Evidence** – Please refer to pages 4.15-25 through 4.15-27 of the Final EIR.
- 2. Impact TRA-3.** The 2050 MTP/SCS would not substantially increase hazards due to geometric design features or incompatible uses. Impacts would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – The regional growth pattern of the 2050 MTP/SCS does not define design level features of roadways. Specific transportation projects under the 2050 MTP/SCS would be subject to the design guidelines established by the State or the local jurisdiction with authority over the project, including curve radii on curving road segments, maximum road grade/slope, and minimum separating distance between intersections and driveways.
 - c. Supportive Evidence** – Please refer to pages 4.15-32 and 4.15-33 of the Final EIR.
- 3. Impact TRA-4.** The 2050 MTP/SCS would not result in inadequate emergency vehicle access. Impacts would be less than significant.
 - a. Mitigation** – No mitigation is required.
 - b. Findings and Rationale** – Standard construction procedures for development of a construction management plan would address 2050 MTP/SCS construction activities that could temporarily impair emergency access points. Projects included in the 2050 MTP/SCS would be subject to the design standards of local jurisdictions for new and existing development and roadways to ensure adequate emergency access. Impacts would be less than significant.
 - c. Supportive Evidence** – Please refer to pages 4.15-33 and 4.15-34 of the Final EIR.

B. UTILITIES AND SERVICE SYSTEMS

1. **Impact UTIL-3.** Proposed transportation improvements and land use development projects envisioned by the 2050 MTP/SCS would be required to comply with all relevant statutes and regulations related to solid waste. This impact would be less than significant.

- a. **Mitigation** – No mitigation is required.

- b. **Findings and Rationale** – Transportation improvements and land use development projects envisioned by the 2050 MTP/SCS would be required to comply with federal, State, and local statutes and regulations related to solid waste, as well as local jurisdiction goals and policies for recycling and diversion of solid waste. Therefore, the 2050 MTP/SCS would comply with relevant federal, state, and local statutes and regulations related to solid waste. This impact would be less than significant.

- c. **Supportive Evidence** – Please refer to page 4.17-35 of the Final EIR.

IV. FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT BUT MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

There are no impacts identified in the Final EIR as significant that could be mitigated to a less than significant level. Remaining findings for significant impacts are discussed in Section V, Findings for Impacts that are Significant and Unavoidable.

V. FINDINGS FOR IMPACTS THAT ARE SIGNIFICANT AND UNAVOIDABLE

The AMBAG Board of Directors, having reviewed and considered the information contained in the Final EIR and the record of proceedings, and pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), makes the following findings with respect to impacts of the project that are significant and unavoidable. The AMBAG Board of Directors hereby finds that mitigation measures identified in the EIR that have been required in or incorporated into the project would lessen the following significant environmental impacts but not to a less than significant level. These findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the EIR as well as relevant responses to comments in the Final EIR. ***The findings below are for impacts where implementation of the project may result in the following significant, unavoidable environmental impacts, even with the implementation of mitigation measures:***

A. AESTHETICS AND VISUAL RESOURCES

1. **Impact AES-1.** Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would have a substantial adverse effect on scenic vistas. Impacts would remain significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCRTC) shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic

resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.

AES-1(a) Discouragement of Architectural Features that Block Scenic Views.

Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping which resemble the surrounding landscape to visually integrate the wall with the surrounding environment, reduce visual monotony, and help maintain the quality of views from scenic highways or other view corridors. In addition, sound walls shall be complementary in color and texture to surrounding natural features.

AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. If avoidance is not possible, the implementing agency of a particular 2050 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Although the identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2050 MTP/SCS would still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bays, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or

alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.1-12 through 4.1-14 of the Final EIR.

2. Impact AES-2. Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. This would be a significant and unavoidable impact.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.

AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Refer to Impact AES-1, above.

AES-1(b) Tree Protection and Replacement. Refer to Impact AES-1, above.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Although the identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2050 MTP/SCS would still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bays, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or

other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.1-14 and 4.1-15 of the Final EIR.

3. **Impact AES-3.** Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. Impacts would remain significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-3 Design Measures for Visual Compatibility. The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments, including:

- Siting or designing projects to minimize their intrusion into important viewsheds;
- Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;
- Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;
- Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);
- Protecting or replacing trees in the project area based on local regulations and ordinances applicable to individual projects;
- Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and

- Designing new structures to be compatible in scale, mass, character, and architecture with existing structures.
 - b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AES-3 would reduce project-specific impacts to the extent feasible, but the incremental alteration of current rural or semi-rural character to a more suburban environment is considered a significant and unavoidable impact because mitigation measures may not be feasible for all projects. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.
 - c. **Supportive Evidence** – Please refer to pages 4.1-15 through 4.1-17 of the Final EIR.
4. **Impact AES-4.** Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would remain significant and unavoidable.
- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.
- AES-4(a) Roadway Lighting.** Roadway lighting shall be minimized, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.
- AES-4(b) Lighting Design Measures.** As part of planning, design and engineering for projects, implementing agencies shall, or can and should, ensure that projects

proposed near light-sensitive uses avoid substantial spillover lighting. Design measures include, but are not limited to, the following:

- Lighting shall consist of cutoff-type fixtures that cast low angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.
- Lighting shall be directed away from habitat and open space areas adjacent to the project site.
- Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.
- Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.

AES-4(c) Glare Reduction Measures. Implementing agencies shall, or can and should, minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:

- Planting trees along transportation corridors to reduce glare from the sun;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles;
- Adding trees to public parks and greenways;
- Landscaping off-street parking areas, loading areas and service areas;
- Limiting the use of reflective materials, such as metal;
- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low reflective glass where feasible;
- Complying with applicable general plan policies or local controls related to glare; and
- Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of

Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. In the absence of regulations specifically addressing light and glare impacts, the aforementioned mitigation measures would limit the use of reflective building materials and the potential spillage of light both upward and onto adjacent properties from exterior lighting fixtures. However due to the variety of project-specific circumstances, mitigation measures may not be feasible for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.1-18 through 4.1-20 of the Final EIR.

B. AGRICULTURE AND FORESTRY RESOURCES

1. **Impact AG-1.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, or conflict with existing zoning for agriculture or a Williamson Act contract. This would be a significant and unavoidable impact.
 - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

- AG-1 Agricultural Land Impact Avoidance and Minimization.** Implementing agencies shall implement measures, where feasible based on project and site specific considerations, that include, but are not limited to those identified below.
- Require project relocation or corridor realignment, where feasible, to avoid Farmland, agriculturally zoned land and/or land under Williamson Act contract;
 - Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land

adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures.

- Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the MTP/SCS;
- Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; and/or
- Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Farmland.
- Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the , which, as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AG-1 would require avoidance or compensation for Important Farmland impacts by specific projects included in the 2050 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use and conflicts with agricultural zoning and Williamson Act contracts. However, the mitigation would not ensure that future land use and transportation projects could feasibly relocate or realign to avoid conversion of Farmland, lands zoned for agriculture, and lands under Williamson Act contract, or provide compensatory mitigation, sufficient to reduce impacts to a less than significant level. As a result, the aforementioned mitigation measure would reduce impacts, but impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.2-15 through 4.2-18 of the Final EIR.

C. AIR QUALITY AND HEALTH IMPACTS/RISKS

1. **Impact AQ-2.** Construction of proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in a cumulatively considerable net increase in PM₁₀ or ozone precursor emissions. Impacts would be significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC, and transportation project sponsor agencies can and should implement the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions, and where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. In addition, implementation of Mitigation Measure GHG-1 in Section 4.8, *Greenhouse Gas Emissions/Climate*, would also reduce criteria air pollutant emissions during construction, providing a co-benefit.

AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2050 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used.

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 miles per hour).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.

- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites.
- Sweep streets if visible soil material is carried out from the construction site.
- Limit the area under construction at any one time.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).

AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.

AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs c ,which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of Measures AQ-2(a) through AQ-2(c) would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impacts may be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or

alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-31 through 4.3-34 of the Final EIR.

2. Impact AQ-3. Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would result in a cumulatively considerable net increase of PM₁₀. Long-term operational impacts related to criteria pollutant emissions would be significant and unavoidable.

a. Mitigation – AMBAG, in partnership with MBARD and implementing agencies, shall implement Mitigation Measure AQ-3(a) to reduce PM₁₀ emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce PM₁₀ emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measure GHG-3(a) in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, and Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, *Transportation*, would also reduce PM₁₀ emissions from the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-3(a) PM₁₀ Emissions Reduction. To help reduce regional PM₁₀ emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall:

- Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter.
- Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding.
- Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures.

AQ-3(b) Long-term Regional Operational Emissions. Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should,

implement long-term operational emissions reduction measures. Such reduction measures include the following:

- Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, Architectural Coatings.
- Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development.
- Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following:
 - Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
 - Use air filtration devices rated MERV-13 [minimum efficiency report value] or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting.
- Use daylight as an integral part of lighting systems in buildings.
- Use passive solar designs to take advantage of solar heating and natural cooling.
- Install light colored “cool” roofs, cool pavements.
- Install solar and tankless hot water heaters.
- Exclude wood-burning fireplaces and stoves.
- Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities.
- Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles,

designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of AMBAG, which hereby adopts Mitigation Measure AQ-3(a), and partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. If implementing agencies adopt and require the mitigation described above, transportation related PM₁₀ emission impacts would be reduced because said measures encourage the use of cleaner vehicles and reduce vehicle trips. However, since implementation may not be feasible for specific projects or sites, reductions cannot be estimated and cannot be guaranteed on a project-by-project basis. Additionally, it is unlikely that an increase in daily PM₁₀ emissions above baseline conditions could be fully avoided in 2050, due to factors unrelated to discretionary approvals, such as population growth in the region. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.
- c. Supportive Evidence** – Please refer to pages 4.3-34 through 4.3-40 of the Final EIR.
- 3. Impact AQ-4.** Implementation of the 2050 MTP/SCS would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.
- a. Mitigation** – RTPAs shall, and other transportation project sponsor agencies can and should, implement Mitigation Measure AQ-3(b) to reduce long-term regional operational emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce pollutant emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-3(b) Long-term Regional Operational Emissions (see mitigation measure above).

- b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the , which as CEQA

responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Measures AQ-3(b) would reduce fugitive dust emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and emissions via watering, vegetative covers, reducing travel speed, and covering exposed areas. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impact would be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-40 and 4.3-42 of the Final EIR.

4. Impact AQ-5. Future growth and development facilitated by the 2050 MTP/SCS land use scenarios and transportation projects would expose sensitive receptors to substantial hazardous air pollutant concentrations. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-5 Health Risk Reduction Measures. Transportation implementing agencies shall, or can and should, implement the following measures:

- Retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations.
- If impacts result in increased risks to sensitive receptors above MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or

sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed.

- AMBAG will partner with MBARD and other implementing agencies to explore a program to retrofit existing residential buildings and other sensitive land uses near freeways or roadways where health risk impacts would exceed MBARD significance thresholds with air filtration devices rated MERV 13.
- Implement air pollution reduction strategies as described in Table 1 from the CARB *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2050 MTP/SCS.

In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (2005) and *Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (2017), appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include:

- Avoid siting new sensitive land uses within 500 feet of a freeway or railway.
- Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.
- Do not locate sensitive receptors near the entry and exit points of a distribution center.
- Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas, and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project.
- Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of MERV 13. The HV system should include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE

85 percent supply filters should be used. Ongoing maintenance should occur.

- Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.
- Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.
- Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of AMBAG, which hereby adopts Mitigation Measure AQ-5, and partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Although implementation of the above mitigation would reduce health risks, based on project-specific circumstances, it may not be feasible for all projects, and individual sensitive receptors may still be exposed to substantial hazardous air pollutant concentrations that would have significant health risk effects. Therefore, this impact remains significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.3-42 through 4.3-47 of the Final EIR.

D. BIOLOGICAL RESOURCES

- 1. Impact BIO-1.** Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would have substantial adverse impacts on special-status

plant and animal species, either directly or through habitat modifications. Impacts would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-1(a) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, NMFS, CDFW and/or other local, state, and federal agencies may be required. These protocols may include, but are not limited to:

- Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS 2000)
- Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018)
- Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023)
- Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Listed Vernal Pool Branchiopods (USFWS 1996)
- Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog (USFWS 2005)
- Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS and CDFW 2003)
- Considerations for Conserving the Foothill Yellow-legged Frog (CDFW 2018)
- Visual Encounter Survey Protocol for *Rana Boylii* in Lotic Environments (University of California, Davis 2017)

- Draft USGS Western Pond Turtle (*Emys marmorata*) Visual Survey Protocol for the Southcoast Ecoregion (U.S. Geological Survey 2006)
- Interim Golden Eagle Inventory and Monitoring Protocols; and Other Recommendations (USFWS 2010)
- Swainson's Hawk Survey Protocols, Impact Avoidance, and Minimization Measures for Renewable Energy Projects in the Antelope Valley of Los Angeles and Kern Counties, California (California Energy Commission and CDFW 2010)
- Staff Report on Burrowing Owl Mitigation (CDFW 2012)
- Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024)
- Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)
- Bat surveys consistent with CDFW recommendations

BIO-1(b) Special-Status Plant Species Surveys. If completion of the project-specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, Mitigation Measure BIO-1(c) shall apply.

BIO-1(c) Special-Status Plant Species Avoidance, Minimization and Mitigation. If state- or federally-listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to Mitigation Measure BIO-1(b)], then the implementing agency shall require the project to be re-designed to avoid impacting these plant species to the extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2050 MTP/SCS, the implementing agency shall require all impacts to be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.

BIO-1(d) Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys. If the BRA determines that suitable habitat may be present for

federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence is assumed based on suitable habitat, Mitigation Measure BIO-1(e) shall apply.

BIO-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat.

Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.

If on and/or off-site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.

BIO-1(f) Endangered/Threatened Animal Species Avoidance and Minimization During Construction. The implementing agency shall apply the following measures to

aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (Mitigation Measure BIO-1[a]).

- Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.
- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing.
- All work shall be conducted during the day-time hours to the maximum extent feasible. Any night lighting shall be minimized, and directed to illuminate the work site only.
- All food waste shall be secured in a closed container and removed from the site at the end of each work day.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are being fully implemented.
- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the

project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW.

- All vehicle maintenance/fueling/staging shall occur more than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.
- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

BIO-1(g) Non-Listed Special-Status Animal Species Avoidance and Minimization.

Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special-status animal species:

- Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results.

BIO-1(h) Preconstruction Surveys for Nesting Birds. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest.

For special status raptor nests an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and/or CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use. If on-site activities halt for more than 14 days during the nesting season, surveys for nesting birds shall be repeated prior to work resuming on-site.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

BIO-1(i) Worker Environmental Awareness Program. Prior to initiation of construction activities, all personnel associated with project construction shall attend Worker Environmental Awareness Program training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures, if implemented for specific projects, would reduce impacts

to special-status species and their habitat to less than significant levels because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project related disturbance or loss of special-status species, compensation for disturbed or loss of special-status species habitat and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts to special-status species can feasibly be mitigated to a less than significant level for all species. Additionally, complete avoidance is the only mitigation for fully protected species, which may not be feasible under some circumstances. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.4-32 through 4.4-41 of the Final EIR.

2. Impact BIO-2. Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would result in substantial adverse impacts on sensitive habitats, including sensitive natural communities, and state and federally protected wetlands. This impact would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-2(a) Aquatic Resources Delineation and Impact Avoidance. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or California Coastal Commission, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or California Coastal Commission, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected

during construction, through implementation of the avoidance and minimization identified in Mitigation Measure B-2(c).

BIO-2(b) Wetlands, Drainages, and Riparian Habitat Compensatory Mitigation.

Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to jurisdictional water and wetlands. The mitigation and monitoring plan can be prepared in combination with HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The mitigation and monitoring plan shall be submitted to the regulatory agencies with permitting authority over the project. Alternatively, mitigation shall be accomplished through purchase of credits from an agency-approved wetlands mitigation bank.

BIO-2(c) Wetlands, Drainages, and Riparian Habitat Best Management Practices

During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat:

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.
- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- Project activities within the jurisdictional areas should occur during the dry season (typically between April 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat.

- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water or within secondary containment, and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.

BIO-2(d) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.

BIO-2(e) Sensitive Natural Community Avoidance and Mitigation. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Mitigation Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible.

If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency for approval. Mitigation for impacts to sensitive natural communities can be developed and included in the HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria.

BIO-2(f) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.
- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal.
- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project.
- All disturbed areas shall be hydroseeded with a mix of locally native species or sterile annuals upon completion of work in those areas.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures , if implemented for specific projects, would reduce impacts to sensitive communities and wetlands to less than significant levels because the mitigation measures require focused biological surveys, best management practices to avoidance or minimization impacts, compensation for disturbed or loss of sensitive communities and wetlands and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level for all sensitive habitats. As such, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.4-42 through 4.4-46 of the Final EIR.

3. Impact BIO-3. Implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would substantially interfere with wildlife movement,

including fish migration, and/or impede the use of a native wildlife nursery. This impact would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-3(a) Project Design for Wildlife Connectivity. The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways.

Where fencing or other project components are required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two fence wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate;
- Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage;
- Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows;
- Culverts shall be upsized where appropriate to support passage of impacted species;
- Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding;

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-4(a) Roadway Lighting for lighting requirements); and
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall consider the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management.

When on-site design measures cannot fully reduce impacts, compensation shall be considered as a mitigation option, including but not limited to participation in RCISs and mechanisms authorized under SB 790, to reduce unavoidable connectivity impacts at a landscape scale.

BIO-3(b) Maintain Connectivity in Drainages. Permanent structures that would impede wildlife movement shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor.

In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.

If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design, and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed.

BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife.

The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption to wildlife that could hinder wildlife movement:

- Designation of a 20 mile per hour speed limit in all construction areas.
- Daily construction work schedules shall be limited to daylight hours only.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on the project site during construction.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2050 MTP/SCS. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.4-47 through 4.4-50 of the Final EIR.

E. CULTURAL RESOURCES

1. Impact CR-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would cause a substantial adverse change in built environment cultural resources that are historical resources as defined in CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

a. Mitigation – To minimize impacts to historical resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project

sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing under the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

CR-1 Historical Resources Impact Minimization. Prior to individual project permit issuance, the implementing agency of a 2050 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall, or can and should, prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:

- Realign or redesign projects to avoid impacts on known historic resources where possible
- If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings
- Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs a, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further find that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Redevelopment or demolition that may be required to implement transportation improvements and/or infill development may result in the permanent loss or damage to historic structures. While implementation

of Mitigation Measure CR-1 would reduce impacts to the extent feasible through measures such as avoiding impacts or plans to minimize impacts, some project specific impacts may be unavoidable. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.5-20 through 4.5-22 of the Final EIR.

- 2. Impact CR-2.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would cause a substantial adverse change in the significance of archaeological resources as defined in CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.

- a. Mitigation** – To minimize impacts to cultural resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

CR-2(a) Archaeological Resources Impact Minimization. Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including

submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

CR-2(b) Unanticipated Discoveries During Construction. If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of the above measures would reduce impacts to archaeological resources by requiring cultural resource searches and surveys of project areas and providing a procedure for discovered cultural archaeological resources. While implementation of Mitigation

Measures CR-2(a) and 2(b) would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact remains significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.5-22 through 4.5-24 of the Final EIR.

F. GEOLOGY AND SOILS

1. **Impact GEO-5.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Impacts would be significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should, implement the following mitigation developed for the 2050 MTP/SCS program. For development occurring outside of the TAMC, SBtCOG, and SCCRTC jurisdiction, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

GEO-5 Paleontological and Geologic Resources Impact Minimization. The designated lead agency implementing a specific a 2050 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or would be considered a unique geologic feature, the following measures shall apply:

- **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot feasibly be implemented, the following measures shall apply.

- **Paleontological Mitigation and Monitoring Program.** A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.
- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- **Paleontological Monitoring.** Ground disturbing activity with the potential to disturb geologic units with high paleontological sensitivity, as determined by initial paleontological surveying or records search as deemed appropriate, shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced, under the discretion of the qualified paleontologist, to weekly spot-checking. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.
- **Salvage of Fossils.** If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- **Preparation and Curation of Recovered Fossils.** Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, as defined by the specific receiving institution or collection, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps.
- **Final Paleontological Mitigation and Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of cities and counties, which can and should adopt it for land use projects, and transportation project sponsor agencies, which can and should adopt it for transportation projects. Implementation of the above mitigation measure would reduce impacts to paleontological resources and unique geologic features by requiring a PRA and mitigation measures for any projects under the 2050 MTP/SCS that may impact such resources. While implementation of Mitigation Measure GEO-5 would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact is significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.7-34 through 4.7-37 of the Final EIR.

G. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. Impact GHG-1. Construction of the transportation improvement projects and development within future land use patterns envisioned by the 2050 MTP/SCS would generate a net increase GHG emissions by 2050 compared to baseline 2022 conditions. Impacts would be significant and unavoidable.

a. Mitigation – For all transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) in Section 4.3, *Air Quality and Health Impacts/Risks*, would also reduce GHG emissions from the 2050 MTP/SCS.

GHG-1 Construction GHG Reduction Measures. The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following:

- Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible;
- Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible;
- Use of materials sourced from local suppliers;
- Recycling of at least 75 percent of construction waste materials; and
- Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure GHG-1 would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. Implementation of Mitigation Measures AQ 2(a), AQ-2(b) and AQ-2(c) would also reduce GHG emissions from the 2050 MTP/SCS. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.8-25 and 4.8-26 of the Final EIR.

- 2. Impact GHG-4.** Implementation of the 2050 MTP/SCS would not achieve the State GHG reduction targets of 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045. Therefore, the 2050 MTP/SCS would conflict with the State's ability to achieve SB

32, AB 1279, 2022 Scoping Plan, and applicable local GHG reduction plan targets and goals. Impacts would be significant and unavoidable.

- a. **Mitigation** – For all transportation projects under their jurisdiction, SBtCOG, SCCRTC, and TAMC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Implementation of Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, *Transportation*, would also reduce GHG emissions from the 2050 MTP/SCS.

GHG-4(a) Transportation-Related GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following:

- Installation of electric vehicle charging stations beyond those required by State and local codes
- Utilization of electric vehicles and/or alternatively fueled vehicles in company fleet
- Provision of dedicated parking for carpools, vanpool, and clean air vehicles
- Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, sidewalk connectivity, and accessible crosswalks) if project site is located along an existing transit route
- Optimize transit route networks and service levels to boost ridership
- Provision of employee lockers and showers
- Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services)
- Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules) for employees
- Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options

GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may

adjust these mitigation measures as necessary to respond to site specific conditions.

- Require new commercial construction to install solar energy systems or be solar-ready
- Require new residential and commercial development to install low flow water fixtures
- Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch
- Require new development to exceed the applicable Title 24 energy-efficiency requirements
- Encourage new development to be fully electric

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of project level GHG-reducing measures would reduce GHG emissions, but may not be feasible and cannot be guaranteed on a project by project basis. Additionally, it is speculative at this time to forecast whether project level GHG emission reductions would be sufficient to achieve regionwide reduction in GHG emissions of 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045. In addition, in some instances, mandatory electric building features may be legally infeasible. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.8-30 through 4.8-35 of the Final EIR.

H. HAZARDS AND HAZARDOUS MATERIALS

1. Impact HAZ-3. The 2050 MTP/SCS includes land use projects and transportation projects that could occur on sites on the list of hazardous material sites compiled by Government Code Section 65962.5. Impacts would be significant and unavoidable.

a. Mitigation – For transportation and development projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can

and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

HAZ-3 Site Remediation. If an individual project included in the 2050 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. With implementation of this mitigation, impacts would be reduced to less than significant because project sites with hazardous material contamination that are on the list compiled by the Government Code Section 65962.5 would be identified prior to commencement of project construction. Additionally, prior to commencement of construction, measures to remediate contamination, such as containment and disposal of contaminated soil pursuant to federal and state regulations would be required. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Therefore, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or

alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.9-24 through 4.9-26 of the Final EIR.

I. NOISE

1. Impact N-1. Construction activities associated with transportation projects and land use projects under the 2050 MTP/SCS would generate a substantial temporary increase in ambient noise levels in excess of standards or over existing noise levels, and would generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-1 Construction Noise Reduction. To reduce construction noise levels to achieve applicable standards and prevent a substantial increase in ambient noise levels, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary.

- Implementing agencies of 2050 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 200 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.
- Designate an on-site construction complaint and enforcement manager for projects within 200 feet of sensitive receivers.
- Implementing agencies of the 2050 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.
- For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be

accomplished through the placement of conditions on the project during its individual environmental review.

- Implementing agencies of 2050 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds.
- Implementing agencies of 2050 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.
- The following timing restrictions shall apply to MTP/SCS project construction activities located within 200 feet of a dwelling unit, or 800 feet if impact pile driving is involved, except where timing restrictions are already established in local codes or policies. Construction activities shall be limited to:
 - Monday through Friday: 7 a.m. to 6 p.m.
 - Saturday: 9 a.m. to 5 p.m.
- Implementing agencies of 2050 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of required mitigation would reduce impacts from construction noise. However, even with application of Mitigation Measure N-1, construction noise from all 2050 MTP/SCS projects may not be reduced below applicable thresholds for some projects, and impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or

project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-15 through 4.12-18 of the Final EIR.

2. Impact N-2. Construction activities associated with transportation projects and land use projects under the 2050 MTP/SCS would generate excessive groundborne vibration levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement Mitigation Measures N-1, listed under Impact N-1, and N-2, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

N-1 Construction Noise Mitigation. (see mitigation measure above).

N-2 Construction Vibration Reduction. If construction equipment would generate vibration levels exceeding acceptable levels as established by FTA (as shown in Final EIR Table 4.12-2 **Error! Reference source not found.**), implementing agencies of the 2050 MTP/SCS shall, or can and should, complete the following tasks:

- Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer.
- Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report, implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.

- To minimize disturbance withing 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible.
- Use cushion blocks to dampen noise from pile driving.
- Phase operations of construction equipment to avoid simultaneous vibration sources

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, and partially within the responsibility and jurisdiction of cities and counties, which can and should adopt them. Implementation of required mitigation would reduce impacts from construction vibration. However, even with application of Mitigation Measures N-1 and N-2, construction vibration from all 2050 MTP/SCS projects may not be reduced below applicable thresholds for some projects, and impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-18 through 4.12-21 of the Final EIR.

3. Impact N-3. Implementation of the 2050 MTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that result in significant transportation noise levels, and where feasible and necessary based on project and site specific considerations. The measure below does not apply to land use projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

N-3 Noise Assessment and Control for Transportation Noise Sources. Sponsor agencies of 2050 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for transportation projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum:

- Determines existing and projected noise levels
- Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards
- Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas
- If warranted, recommends methods for mitigating noise impacts, including:
 - Appropriate setbacks
 - Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials
 - Use of sound barriers (earthen berms, sound walls, or some combination of the two)

Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise that exceed acceptable standards or to a substantial permanent absolute increase in ambient noise levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or “quiet pavement” can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsorss, which can and should adopt it. This measure would reduce noise impacts through requiring noise studies and

feasible mitigation measures for transportation projects. Implementation of the above mitigation measure would reduce noise from mobile sources. However, even with implementation of Mitigation Measure N-3, mobile source noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receivers and may not be reduced below applicable thresholds, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-21 through 4.12-24 of the Final EIR.

4. Impact N-4. The proposed 2050 MTP/SCS land use scenario would encourage infill development near transit and other transportation facilities, which would generate a substantial increase in ambient noise levels in excess of standards or over existing noise levels. Impacts would be significant and unavoidable.

a. Mitigation – Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS, and where feasible and necessary based on project and site-specific considerations. The mitigation measure outlined below does not apply to transportation projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

N-4 Noise Mitigation for Land Uses. If a 2050 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, or where it could be exposed to substantial permanent increases in noise levels, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities and counties, which can and should adopt it. Implementation of the above mitigation measure would reduce noise exposure for infill development near transit and other transportation facilities. However, even with implementation of Mitigation Measure N-4 noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receptors and may not be reduced below applicable thresholds, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.
- c. Supportive Evidence** – Please refer to pages 4.12-24 and 4.12-25 of the Final EIR.
- 5. Impact N-5.** The proposed 2050 MTP/SCS would result in new truck, bus, and train traffic that would generate excessive vibration levels. Impacts would be significant and unavoidable.
- a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts, and where feasible and necessary based on project and site specific considerations. These measures can and should also be implemented for future infill projects near transit pursuant to the 2050 MTP/SCS that would result in vibration impacts. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.
- N-5 Vibration Mitigation for Transportation Projects.** Where local vibration and groundborne noise standards do not apply, implementing agencies of 2050 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the *Transit Noise and Vibration Impact Assessment* to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA thresholds, as shown in Table 4.12-2, shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to:
- **Rail Traffic**
 - Maximizing the distance between tracks and sensitive uses
 - Conducting rail grinding on a regular basis to keep tracks smooth

- Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats
 - Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats;
 - Implementing operational changes such as limiting train speed and reducing nighttime operations.
- **Bus and Truck Traffic**
 - Constructing noise barriers
 - Use noise reducing tires and wheel construction on bus wheels
 - Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels

b. Findings and Rationale – The AMBAG Board of Directors finds that for transportation projects, this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors, which can and should adopt it. The above mitigation measures, if implemented for specific projects, would reduce vibration impacts to a less than significant level. However, even with implementation of Mitigation Measure N-5, vibration from projects implementing the 2050 MTP/SCS may continue to be excessive, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-26 and 4.12-27 of the Final EIR.

6. Impact N-6. Proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would be located in close proximity to existing airports such that applicable exterior and interior noise thresholds would be exceeded. Impacts would be significant and unavoidable.

a. Mitigation – These measures can and should also be implemented for future land use development projects near existing public or public use airports. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-6 Noise Mitigation Near Airports. Local lead agencies for all new development proposed to be located within the vicinity of an existing airport influence zone, as

defined by the locally ALUCP or local general plan, or within two miles of an airport that does not have an ALUCP or a private airstrip, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to assure that people residing in the project area are not exposed to excessive noise levels. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities and counties, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. To the extent that a local agency requires an individual project to implement the feasible mitigation measures included in Mitigation Measure N-6, the appropriate design and building construction would ensure compliance with relevant plans or codes, and this impact would be reduced to a less than significant level. However, even with implementation of Mitigation Measure N-6, noise from projects implementing the 2050 MTP/SCS may continue to impact nearby noise sensitive receptors and exceed acceptable standards, based on project-specific circumstances. Impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.12-28 through 4.12-30 of the Final EIR.

J. PUBLIC SERVICES AND RECREATION

1. Impact PSR-1. The 2050 MTP/SCS would result in new or expanded governmental facilities, the implementation of which would result in substantial physical impacts. This impact would be significant and unavoidable.

a. Mitigation – Cities and counties in the AMBAG region, as well as other public service providers, can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSR-1 Increased Public Service Demand. During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities, counties, and other public service providers, which can and should adopt it. Population growth in the AMBAG region would occur regardless of the potential implementation of the 2050 MTP/SCS. Mitigation Measure PSR-1, implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.14-16 through 4.14-18 of the Final EIR.

2. Impact PSR-3. The 2050 MTP/SCS would increase the use of existing parks and recreational facilities, resulting in substantial physical deterioration, and would include recreational facilities that would have an adverse effect on the environment. This impact would be significant and unavoidable.

a. Mitigation – Cities and counties in the AMBAG region, and recreation agencies, can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSR-3 Impact Reduction from New Recreational Facilities. During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction of new or expanded recreation facilities, including recreational trails.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities, counties, and recreation agencies, which can and should adopt it. Implementation of Mitigation Measure PSR-3 if implemented, would reduce impacts associated with the construction of additional parks and recreation facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.14-19 through 4.14-21 of the Final EIR.

K. TRANSPORTATION

1. Impact TRA-2. The 2050 MTP/SCS would result in an increase to daily VMT per capita between the baseline 2022 conditions and the 2050 conditions. Per capita VMT impacts from implementation of the 2050 MTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would increase the capacity of a

roadway, and where feasible and necessary based on project and site specific considerations. For land use projects under their jurisdiction, the cities and counties in the AMBAG region shall implement the following mitigation measure. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

TRA-2(a) Land Use Project VMT Analysis and Reduction. Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking.

At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to:

- Provide carsharing, vanpool, bike sharing, and ride-sharing programs
- Implement or provide access to commute reduction programs
- Encourage telecommute programs
- Incorporate affordable housing into the project
- Increase density, infill, and transit oriented development
- Increase mixed uses within the project area
- Incorporate improved pedestrian connections within the project/neighborhood
- Incentivize development in low VMT communities
- Incentivize housing near commercial and offices
- Increase access to goods and services, such as groceries, schools, and daycare
- Orient the project toward transit, bicycle, and pedestrian facilities
- Implement complete streets
- Provide traffic calming
- Provide bicycle parking
- Reduce parking requirements
- Separate out parking costs
- Provide parking cash-out programs

TRA-2(b) Transportation Project VMT Analysis and Reduction. Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to high occupancy vehicle lanes
- VMT banks
- Implementing or funding offsite travel demand management
- Providing a bus rapid transit system
- Implement bus on shoulder operations during peak congestion periods
- Improving pedestrian or bicycle networks, or transit service
- Providing transit passes
- Incorporating neighborhood electric vehicle network

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. If implementing agencies adopt and require this mitigation, impacts would be reduced because less VMT would be added to the AMBAG region. However, the implementation of project level VMT-reducing measures such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT-reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such programs, and project-specific VMT reduction measures may not be feasible for individual transportation projects. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.15-27 through 4.15-31 of the Final EIR.

L. TRIBAL CULTURAL RESOURCES

1. **Impact TCR-1.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

TCR-1 Tribal Cultural Resources Impact Minimization. Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts:

- Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource
 - Protecting the traditional use of the resource
 - Protecting the confidentiality of the resource
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
- Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources
- If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an

archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action

- b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Mitigation Measure TCR-1 would require AB 52 compliance and would result in necessary mitigation being identified through tribal consultation to avoid impacts to tribal cultural resources. This measure would protect the resource's character, traditional use, and confidentiality. With such protection, implementation of the above measure would reduce impacts to tribal cultural resources. However, it cannot be guaranteed that all future project-level impacts can be mitigated and as such, impacts would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

Supportive Evidence – Please refer to pages 4.16-7 through 4.16-9 of the Final EIR.

M. UTILITIES AND SERVICE SYSTEMS

- 3. Impact UTIL-1.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This impact would be significant and unavoidable.
- a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region, and other utility providers, can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

- UTIL-1(a) Water and Wastewater Treatment Facilities.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects.
- UTIL-1(b) Stormwater Facilities.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects.
- UTIL-1(c) Stormwater Control Methods.** During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations.

UTIL-1(d) Power, Natural Gas, or Telecommunications Facilities. During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Mitigation Measure UTIL-1(a) through UTIL-1(d), if implemented, would reduce impacts associated with the construction of additional water and wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.17-28 through 4.17-32 of the Final EIR.

4. Impact UTIL-2 Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would generate solid waste in excess of the capacity of local infrastructure. This impact would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to solid waste, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

UTIL-2 Solid Waste Generation and Disposal. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible:

- Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials.
- Maintain or reuse existing building structures and materials during building renovations and redevelopment.
- Use salvaged, refurbished, or reused materials to help divert such items from landfills.
- Divert construction waste from landfills, where feasible, through means such as:
 - Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal;
 - Establishing diversion targets, possibly with different targets for different types and scales of development;
 - Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials.

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs , which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure UTIL-2 would reduce impacts associated with solid waste generation because it would require that land use and transportation projects apply landfill diversion strategies including reusing building materials, maintaining structures where applicable, and developing construction waste management plans. However, due to the variety of project-specific circumstances, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific

economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.17-33 and 4.17-34 of the Final EIR.

5. Impact UTIL-4. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2050 MTP/SCS would increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Impacts would be significant and unavoidable.

a. Mitigation – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that have water supply impacts, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

UTIL-4(a) General Water Conservation Measures. Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible.

UTIL-4(b) Water Supply for Construction Dust Suppression. Implementing agencies shall, or can and should, ensure that for all 2050 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency.

UTIL-4(c) Landscape Watering. In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2050 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition,

landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.

UTIL-4(d) Porous Pavement and Bioswale Installation. In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2050 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction's local regulatory programs.

b. Findings and Rationale – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt them. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt them. Implementation of the above measures would reduce impacts on water supply in the AMBAG region. However, the population growth forecast coupled with existing groundwater over-drafting and regular droughts indicate that demand may outpace supply in certain areas. The land use scenario envisioned by the 2050 MTP/SCS along with 2050 MTP/SCS transportation projects would result in the need for additional water supply, even with the implementation of mitigation measures listed above. Given the overdraft conditions of area groundwater basins and other regional water supply concerns, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.17-35 through 4.17-38 of the Final EIR.

N. WILDFIRE

- 1. Impact W-1.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would be located in or near Very High FHSZs, and exposure of people or structures to a significant risks of loss, injury, or death from wildfires could occur. Impacts would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

W-1 Wildfire Risk Reduction. If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:

- Enforce defensible space regulations compliant with PRC Section 4291 or stricter as designated by the local governing body to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place during a wildfire emergency.
- Ensure sufficient emergency water supply and operations for wildland fire suppression.
- Encourage the development of landscaping maintenance schedules to include removal/ treatment of annual invasive species which may contribute to increased fuel loading.
- Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.
- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service

for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.

- Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Encourage the use of external sprinklers for new development mapped within Very High FHSZs.
- Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies.
- Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.

b. Findings and Rationale – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should do it. With implementation of this mitigation, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. This measure would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. These measures would also reduce the potential for construction of 2050 MTP/SCS projects to inadvertently ignite a wildfire. However, for individual projects, this mitigation measure may not be feasible to prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. Supportive Evidence – Please refer to pages 4.18-18 through 4.18-21 of the Final EIR.

- 2. Impact W-2.** Proposed transportation improvements and land use projects envisioned by the 2050 MTP/SCS would be located in or near Very High FHSZs. This would increase wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, and wildfire risk to people and structures. Impacts would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

W-1 Wildfire Risk Reduction (see mitigation measure above).

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs, which as CEQA responsible agencies for the 2050 MTP/SCS, will adopt it. The AMBAG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsor agencies and, for land use projects, cities and counties, which can and should adopt it. With implementation of this mitigation, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. This measure would also reduce the potential for construction of 2050 MTP/SCS projects to inadvertently ignite a wildfire. However, for individual projects, this mitigation measure may not prevent a wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 4.18-22 through 4.18-24 of the Final EIR.

VI. FINDINGS ON SIGNIFICANT AND UNAVOIDABLE CUMULATIVE IMPACTS

A. INTRODUCTION

Section 6.4 in Chapter 6 of the Final EIR includes an analysis of direct, indirect and cumulative impacts of the proposed project, as required by CEQA.

The 2050 MTP/SCS addresses cumulative conditions within the AMBAG region by design. The Plan area is comprised of 3.3 million acres and includes three counties and 18 cities. It integrates transportation investments with land use strategies for an entire region of the state that shares, or

is connected by, common economic, social, and environmental characteristics. As such, the regional environmental analysis of the 2050 MTP/SCS presented throughout the EIR is essentially a cumulative analysis consistent with CEQA requirements. Furthermore, the Final EIR contains detailed analysis of regional (cumulative) impacts, which are differentiated from localized impacts that may occur at the county level. In addition, the Final EIR analyzes cumulative impacts for each resource area over a larger cumulative impact analysis area, the geographic scope of which depends on the specific resources benign analyzed.

In Chapter 6.4, thresholds of significance for cumulative impacts are the same as those for direct, project-specific impacts, as authorized by CEQA case law. (See *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059.) When project-specific impacts are judged to be significant, the EIR considers them to be “cumulatively considerable” incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a)). Mitigation measures adopted for project-specific impacts in Section V of these Findings of Fact also are feasible measures for mitigating the proposed project’s incremental contribution to significant cumulative effects. (See CEQA Guidelines Section 15130(b)(5).)

B. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT’S INCREMENTAL CONTRIBUTION HAS NOT BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS

For the following impacts, the AMBAG Board of Directors hereby finds that in Section V of these Findings of Fact, mitigation measures have been identified in the EIR that will reduce the proposed project’s incremental contribution to the following significant cumulative impacts, but not to a less than significant (i.e., less than cumulatively considerable) level. Findings regarding responsibilities for adopting and implementing each of the below-listed mitigation measures are described in Section V of these Findings of Fact.

The significant cumulative impacts and the mitigation measures that will reduce them, but not to a less than cumulatively considerable level are as follows:

AESTHETICS

- 1. Impact AES-C-1.** Development in the Cumulative Impact Analysis area would have a substantial adverse effect on a scenic vista, substantially damage scenic resources within a state scenic highway, degrade existing visual character, or adversely affect night sky lighting. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.
 - a. Mitigation** – Mitigation Measures AES-1(a), AES-1(b), AES-3, AES-4(a), AES-4(b), and AES-4(c)
 - b. Findings and Rationale** – The combination of forecasted development in the AMBAG region and planned development in neighboring counties will result in a different visual environment than currently exists. The cumulative impacts from development in the cumulative impact analysis on night sky lighting and visual character are considered significant, and the contribution of the 2050 MTP/SCS to these impacts is cumulatively considerable. Implementation of Mitigation Measures AES-1(a), AES-1(b), AES-3, AES-4(a), AES-4(b), and AES-4(c) would reduce potential impacts to aesthetic resources. However,

even with implementation of mitigation measures, impacts would be significant and would be cumulatively considerable, and therefore significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 4.1-22 through 4.1-23 of the Final EIR.

AGRICULTURE AND FORESTRY RESOURCES

2. **Impact AG-C-1.** Development in the cumulative impact analysis area would result in conversion of agricultural land to non-agricultural uses. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. Impacts to forestry resources would not be cumulatively considerable.

- a. **Mitigation** – Mitigation Measure AG-1

- b. **Findings and Rationale** – Future development within the cumulative impact analysis area would convert agricultural land to non-agricultural uses and may result in conflicts with agricultural zoning and Williamson Act contracts. In addition, future development adjacent to agricultural land has the potential to result in a loss of farmland due to land use conflicts, which adds to the cumulative conversion of agricultural lands, including areas designated as Important Farmland by the FMMP. Cumulative impacts to agricultural resources would be significant. Implementation of Mitigation Measure AG-1 would reduce the contribution of the proposed 2050 MTP/SCS to cumulative agricultural land impacts. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid impacts, or that compensatory mitigation would be feasible and effective, and impacts would remain significant and unavoidable. The contribution of the proposed 2050 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable post-mitigation, and therefore significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 4.2-21 through 4.2-22 of the Final EIR.

AIR QUALITY AND HEALTH IMPACTS/RISKS

3. **Impact AQ-C-1.** Development in the cumulative Impact Analysis Area would result in an increase of regional particulate matter emissions and would expose sensitive receptors to diesel particulates and toxic air contaminants. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

- a. **Mitigation** – Mitigation Measures AQ-2(a), AQ-2(b), AQ-2(c), AQ-3(a), AQ-3(b), and AQ-5

- b. **Findings and Rationale** – Future development within the cumulative impact analysis area would generate cumulative construction emissions that could impact air quality. Given existing air pollution conditions in surrounding areas, the 2050 MTP/SCS would have a cumulatively considerable contribution to regional air quality impacts. Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce the contribution to cumulative air quality impacts. However, the 2050 MTP/SCS contribution would remain cumulatively considerable, and therefore significant and unavoidable, after mitigation because PM₁₀

emissions reductions and reductions of diesel particulate and air contaminant emissions. cannot be guaranteed for every project.

- c. **Supportive Evidence** – Please refer to pages 4.3-49 through 4.3-50 of the Final EIR.

BIOLOGICAL RESOURCES

4. **Impact BIO-C-1.** Development in the cumulative impact analysis area would have substantial adverse impacts on special-status plant and animal species, sensitive natural communities, and interfere with wildlife movement. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

- a. **Mitigation** – Mitigation Measures BIO-1(a), BIO-1(b), BIO-1(c), BIO-1(d), BIO-1(e), BIO-1(f), BIO-1(g), BIO-1(h), BIO-1(i), BIO-2(a), BIO-2(b), BIO-2(c), BIO-2(d), BIO-2(e), BIO-2(f), BIO-3(a), BIO-3(b), and BIO-3(c)
- b. **Findings and Rationale** – Biological resources impacts resulting from cumulative development within the cumulative impact analysis area would include direct and indirect impacts to sensitive/special-status species or their habitat; impacts to riparian, wetland, or other sensitive natural communities; or interference with wildlife movement. Given the extent of future development anticipated in the cumulative impact analysis area, these cumulative impacts would likely be significant. Due to the potential direct and indirect impacts that may occur as a result of the 2050 MTP/SCS, the proposed 2050 MTP/SCS contribution to this impact would be cumulatively considerable. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Mitigation Measures BIO-1(a) through BIO-3(c) would reduce impacts, but impacts would remain significant and unavoidable. The contribution of the proposed 2050 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable, and therefore significant and unavoidable, post-mitigation.

- c. **Supportive Evidence** – Please refer to pages 4.4-52 through 4.1-53 of the Final EIR.

CULTURAL RESOURCES

5. **Impact CR-C-1.** Implementation of the proposed transportation improvements and the land use scenario envisioned under the 2050 MTP/SCS would cause substantial impacts to known and unknown cultural, historical, or archaeological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

- a. **Mitigation** – Mitigation Measures CR-1, CR-2(a), and CR-2(b)
- b. **Findings and Rationale** – Cumulative impacts to known and unknown cultural, historical, or archaeological resources would be significant, and the 2050 MTP/SCS contribution to them would be cumulatively considerable. Mitigation Measures CR-1, CR-2(a), and CR-2(b) would reduce impacts associated with 2050 MTP/SCS projects through impact minimization for historical and archaeological resources. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than

significant level. As such, the 2050 MTP/SCS contribution would remain cumulatively considerable, and therefore significant and unavoidable, after mitigation.

- c. **Supportive Evidence** – Please refer to page 4.5-27 through 4.5-28 of the Final EIR.

GEOLOGY, SOILS, AND MINERAL RESOURCES

- 6. **Impact GEO-C-2.** Excavation and ground disturbance associated with development in the cumulative impacts analysis area would damage or destroy subsurface paleontological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable.

- a. **Mitigation** –Mitigation Measure GEO-5

- b. **Findings and Rationale** – The 2050 MTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources and would therefore result in a cumulatively considerable contribution to the significant impact. Mitigation measures outlined in Section 4.7, *Geology and Soils*, would reduce paleontological resource impacts associated with 2050 MTP/SCS projects. However, the 2050 MTP/SCS contribution would remain cumulatively considerable after mitigation because it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. As such, the 2050 MTP/SCS contribution to cumulative impacts to paleontological resources would be cumulatively considerable after mitigation, and therefore significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 4.7-40 through 4.7-41 of the Final EIR.

GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

- 7. **Impact GHG-C-1.** Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, would generate temporary short-term GHG emissions which would result in a significant cumulative impact, and the 2050 MTP/SCS contribution would be cumulatively considerable. Construction and operational GHG emissions as a result of implementation of the 2050 MTP/SCS would have a cumulatively considerable contribution to a significant cumulative impact related to exceeding state GHG reduction targets.

- a. **Mitigation** – Mitigation Measures GHG-1, AQ-2(b), AQ-2(c), GHG-3(a), GHG-3(b), TRA-2(a), and TRA-2(b)

- b. **Findings and Rationale**— Construction activities associated with transportation improvement projects and future land use projects envisioned by the 2050 MTP/SCS would generate temporary GHG emissions. Construction-related GHG emissions of the 2050 MTP/SCS would be significant, even after implementation of Mitigation Measure GHG-1. Therefore, when construction emissions are combined with other ongoing emissions, the cumulative impact would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. The transportation projects and land use

scenario envisioned in the 2050 MTP/SCS would also generate operational GHG emissions. Implementation of Mitigation Measure GHG-4(a), transportation-related greenhouse gas reduction measures, and Mitigation Measures GHG-4(b), project level energy consumption and water use reduction, would reduce impacts related to GHG emissions, and Mitigation Measures TRA-2(a) and TRA-2(b) would reduce VMT associated with future land use development and increases in roadway capacity, subsequently reducing GHG emissions. Other ongoing land uses and operation of future development in the cumulative impact analysis area would also generate GHG emissions. Combined, the GHG emissions from operational activities in the cumulative impact analysis area could exceed State reduction targets; the resulting cumulative impact would be significant, the 2050 MTP/SCS would have a cumulatively considerable contribution to this cumulative impact, both pre- and post- mitigation. Therefore, cumulative GHG emissions impacts would be significant and unavoidable.

- c. **Supportive evidence**-- Please refer to pages 4.8-35 through 4.8-36 of the Final EIR.

HAZARDS AND HAZARDOUS MATERIALS

- 8. **Impact HAZ-C-1.** Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, could result in hazards and exposure to hazardous materials. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to hazards and hazardous materials.

- a. **Mitigation** –Mitigation Measure HAZ-3

- b. **Findings and Rationale** – Land use development envisioned as part of the 2050 MTP/SCS could result in the development of sites listed in environmental databases pursuant to Government Code Section 65962.5. Although development of listed sites would be required to undergo remediation and comply with Mitigation Measure HAZ-3, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. Cumulative impacts related to hazards and hazardous materials would be significant and implementation of the 2050 MTP/SCS would result in cumulatively considerable impacts post-mitigation, and therefore significant and unavoidable, impacts.

- c. **Supportive Evidence** – Please refer to page 4.9-29 through 4.9-30 of the Final EIR.

NOISE

- 9. **Impact N-C-1.** Development in the cumulative impact analysis area would result in cumulative significant impacts related to construction and operational noise and vibration, and excessive noise in proximity to airports. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable.

- a. **Mitigation** – Mitigation Measures N-1, N-2, N-3, N-4, N-5, and N-6

- b. Findings and Rationale** – Construction noise and vibration resulting from either the transportation projects or the land use scenario could combine with other ongoing noise or additional construction noise within the AMBAG region, resulting in localized construction noise levels exceeding local standards. In addition, long-term operational noise and vibration associated with increased roadway traffic, transit operations, and other transportation facilities could combine with existing ambient noise conditions to affect sensitive receptors. Cumulative impacts of construction noise and vibration, as well as operational noise and vibration, and exposure to excessive noise in proximity to airports, would be significant. Implementation of Mitigation Measures N-1 and N-2 would reduce some construction noise and vibration impacts, while Mitigation Measures N-3 through N-6 would reduce operational noise and vibration, and airport-related noise, impacts; however, the 2050 MTP/SCS contribution to the cumulative impact would be cumulatively considerable post-mitigation, and therefore significant and unavoidable.
- c. Supportive Evidence** – Please refer to pages 4-12-32 through 4.12-34 of the Final EIR.

PUBLIC SERVICES AND RECREATION

10. Impact PSR-C-1. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and the use of recreational facilities, the construction of which could cause significant environmental effects. Cumulative impacts would be significant. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable.

- a. Mitigation** – Mitigation Measures PSR-1 and PSR-3
- b. Findings and Rationale** – Future transportation improvements and land use projects throughout the cumulative impact analysis area would generate demand for fire protection, police services, parks and recreational facilities, schools, and other public facilities to the extent that the construction of new or expanded facilities would be required, the construction of which would cause significant environmental impacts. The 2050 MTP/SCS would also increase demand for services and facilities to the extent that new or expanded facilities would be required, the construction of which would result in significant effects. However, it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. These impacts would be significant and unavoidable, even with implementation of Mitigation Measures PSR-1 and PSR-3. Thus, cumulative impacts related to public services and recreation would be significant, and the 2050 MTP/SCS' contribution to the cumulative public services and recreation impacts would be cumulatively considerable post-mitigation, and therefore significant and unavoidable.
- c. Supportive Evidence** – Please refer to page 4.14-22 of the Final EIR.

TRANSPORTATION

11. Impact TRA-C-1. Development in the cumulative impact analysis area would result in

significant and unavoidable increase in daily VMT per capita from baseline 2022 conditions. The 2050 MTP/SCS contribution to cumulative VMT impacts would be cumulatively considerable.

a. Mitigation – Mitigation Measures TRA-2(a) and TRA-2(b)

b. Findings and Rationale – Per capita VMT in the cumulative impact area would be unlikely to reach 25 percent below 2019 VMT per capita by 2035 and 30 percent below 2019 VMT per capita by 2045, due to increased VMT in the region even without implementation of the 2050 MTP/SCS. The implementation of project-level VMT-reducing measures in Mitigation Measures TRA-2(a) and TRA-2(b) such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such programs, and project-specific VMT -reduction measures may not be feasible for individual transportation projects. Thus, cumulative impacts on VMT would be significant and the 2050 MTP/SCS contribution to VMT impacts would be cumulatively considerable post-mitigation, and therefore significant and .

c. Supportive Evidence – Please refer to pages 4.15-34 through 4.15-36 of the Final EIR.

TRIBAL CULTURAL RESOURCES

12. Impact TCR-C-1. Development in the cumulative impact analysis area could result in significant impacts to tribal cultural resources that would result in a significant cumulative impact. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable.

a. Mitigation – Mitigation Measure TCR-1

b. Findings and Rationale – Development in the AMBAG area would increase under the 2050 MTP/SCS by increasing mobility and growth. The increase in growth in previously undisturbed areas contributes to regional impacts on tribal cultural resources. If there may be tribal cultural resources at the location of a project site, tribal consultation in accordance with AB 52 consistent with Mitigation Measure TCR-1 would help ensure protection of tribal cultural resources, but 2050 MTP/SCS impacts would remain significant and unavoidable. Tribal territory often crosses the boundaries of multiple jurisdictions within and outside of the AMBAG region, and there could be several impacts to tribal cultural resources that together would result in a significant cumulative impact. The cumulative impact would be significant, and the overall contribution of the 2050 MTP/SCS to significant cumulative tribal cultural resources impacts would be cumulatively considerable pre- and post-mitigation, and therefore significant and unavoidable, despite implementation of Mitigation Measure TCR-1.

c. Supportive Evidence – Please refer to pages 4.16-11 through 4.16-12 of the Final EIR.

UTILITIES AND SERVICE SYSTEMS

13. Impact UTIL-C-1. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered utility infrastructure, the construction of which could cause significant environmental effects. Cumulative impacts would be significant. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable.

- a. Mitigation** – Mitigation Measures UTIL-1(a), UTIL-1(b), UTIL-1(c), UTIL-1(d), UTIL-2, UTIL-4(a), UTIL-4(b), UTIL-4(c), UTIL-4(d)
- b. Findings and Rationale** – Future transportation improvements and land use projects throughout the cumulative impact analysis area would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This development would also generate solid waste in excess of the capacity of local infrastructure and increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Cumulative impacts to public services, recreation, and utilities would be cumulatively considerable pre- and post-mitigation, and therefore the cumulative impact would be significant and unavoidable.
- c. Supportive Evidence** – Please refer to pages 4.17-39 through 4.17-40 of the Final EIR.

WILDFIRE

14. Impact W-C-1. Development in the cumulative impact analysis area could be located in or near a state responsibility area or a very high fire hazard severity zone. As significant risk of loss, injury, or death could occur as a result of impairing emergency response and evacuation, exposing project occupants to wildfire, exacerbating fire risk, or exposing project occupants to wildfire-related risks, impacts related to wildfire would be significant. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable.

- a. Mitigation** – Mitigation Measure W-1
- b. Findings and Rationale** – The combination of cumulative projects being constructed concurrently could substantially increase the frequency of fire in the area above natural conditions. Cumulative impacts would be significant. Implementation of Mitigation Measure W-1 would minimize the 2050 MTP/SCS contribution to this cumulative impact, but it cannot be guaranteed that all future project level impacts can feasibly be mitigated to a less than significant level. The overall cumulative increase in fire frequency would continue to be substantial and impacts for risks exacerbated by construction and from the aftermath of wildfires would remain cumulatively considerable post-mitigation, and therefore significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 4.18-26 through 4.18-27 of the Final EIR.

VII. FINDINGS REGARDING ALTERNATIVES

A. LEGAL REQUIREMENTS FOR ALTERNATIVES

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives...which would substantially lessen the significant environmental effects of such projects. “Feasible” means “capable of being accomplished in a reasonable period of time taking into account economic, environmental, legal, social and technological factors” (CEQA Guidelines Section 15364). The concept of feasibility also encompasses whether a particular alternative promotes the project’s underlying goals and objectives, and whether an alternative is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

The issue of alternatives feasibility arises twice in the CEQA process, once when the EIR is prepared, and again when CEQA findings are adopted. When assessing feasibility in an EIR, the EIR preparer evaluates whether an alternative is “potentially” feasible. Potentially feasible alternatives are suggestions by the EIR preparers which may or may not be adopted by lead agency decision makers. When CEQA findings are made after EIR certification, the lead agency decision making body independently evaluates whether the alternatives are actually feasible, including whether an alternative is impractical or undesirable from a policy standpoint. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)). In all cases, the consideration of alternatives is governed by the “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” (CEQA Guidelines Section 15126.6(f)). In accordance with Section 15126.6(f)(1) of the Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed project; and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological, or other considerations that make the alternative infeasible. (Pub. Res. Code Section 21002, 21002.1; CEQA Guidelines Section 15092.)

The proposed 2050 MTP/SCS alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen certain project impacts, or because they were required under CEQA Guidelines (e.g., the No project alternative). The alternatives are described and evaluated in detail in Chapter 7, Sections 7.3 through 7.5, of the 2050 MTP/SCS Final EIR.

The three alternatives considered for the proposed 2050 MTP/SCS are:

- Alternative 1: No Project Alternative, which is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short range Metropolitan Transportation Improvement Program;
- Alternative 2: Infill and Transit Focus, which includes the same population, housing, and employment growth as the proposed 2050 MTP/SCS, but emphasizes a more compact land use pattern and increased investment in regional and transit infrastructure and services to reduce VMT and decreased investments in streets, roads, and highways compared to the proposed 2050 MTP/SCS; and
- Alternative 3: Infill and Operational/Complete Streets, which includes a compact land use pattern similar to Alternative 2, combined with a greater emphasis on operational improvements, complete streets, and active transportation investments, while reducing reliance on highway capacity expansion. Alternative 3 was determined to be environmentally superior to the proposed 2050 MTP/SCS. However, all of the alternatives are rejected for the reasons stated below in Section VII.C.

B. PROJECT OBJECTIVES

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)).

The purpose of the 2050 MTP/SCS and the county level RTPs is to coordinate and facilitate the planning, programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2050 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB. In developing the 2050 MTP/SCS and county level RTPs, AMBAG and the respective RTPAs followed the IJIA requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;

- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

For purposes of the EIR, the primary objective of the 2050 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements, including CTC Guidelines and SB 375, including SB 375's regional GHG reduction targets. AMBAG's specific objectives for the 2050 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services

C. FINDINGS ON ALTERNATIVES EVALUATED IN THE EIR

1. No Project Alternative (Alternative 1)

- Description** – The No Project Alternative assumes that the transportation network would be comprised of committed transportation projects fully programmed through construction included in AMBAG's Fiscal Years 2024/25 – 2027/28 Metropolitan Transportation Improvement Program. The growth in population, jobs, and homes would be the same as the growth forecast for the proposed 2050 MTP/SCS. This alternative assumes the same housing and employment growth as the 2050 MTP/SCS, but that growth would occur based on existing land use trends in the AMBAG region as opposed to more compact development envisioned by the 2050 MTP/SCS.
- Findings and Rationale** – The No Project Alternative would result in a less dense development pattern compared to the 2050 MTP/SCS, with this alternative continuing existing land use trends. Because of the increased land development outside of existing urbanized areas, the No Project Alternative would result in more ground disturbance than the 2050 MTP/SCS. Consequently, compared to the 2050 MTP/SCS, the No Project Alternative would have greater overall impacts to aesthetics and visual resources; agricultural and forestry resources; biological resources; geology, soils, and mineral resources; land use and planning; noise; transportation; tribal cultural resources; and wildfire. It would have similar impacts as the 2050 MTP/SCS to cultural resources; energy; greenhouse gas emissions/climate change; hazards and hazardous materials; hydrology and water quality; public services and recreation; and utilities and service systems. Please refer to pages 7-6 through 7-17 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the No Project Alternative infeasible and rejects this alternative for the following reasons. The No Project Alternative is legally

infeasible because it would not meet federal and state legal requirements for RTPs, and would not meet the SB 375 requirement for preparation of an SCS. Also, it would not reduce any of the project's significant impacts to less than significant levels, would increase many of these impacts, and would not meet basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B.

2. Infill and Transit Focus Alternative (Alternative 2)

- a. Description** – The Infill and Transit Focus Alternative is intended to reduce VMT by locating the places where people work and live within urban centers and closer to transit. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2050 MTP/SCS. This alternative includes a more compact growth footprint and increased use of transit service to generate an increase in transit ridership and corresponding decrease in VMT. This alternative assumes more investment (approximately \$1 billion more) in transit infrastructure and services and less investment in local streets, roads, and highways compared to the proposed 2050 MTP/SCS.
- b. Findings and Rationale** –Under Alternative 2, land use patterns would be concentrated in infill and TOD areas. Alternative 2 would result in a higher density development pattern than the 2050 MTP/SCS. As shown in Table 7-7 of the Final EIR, overall impacts to the following resources would be less: aesthetics and visual resources; agriculture and forestry resources; biological resources; cultural resources; energy; geology, soils, and mineral resources; tribal cultural resources; and wildfire. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change). Please refer to pages 7-17 through 7-27 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Infill and Transit Focus Alternative infeasible and rejects this alternative for the following reasons. It would not reduce any of the project's significant impacts to less than significant levels, and would not meet project mobility goals, which help achieve the basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B. The inability to meet project mobility goals also makes this alternative undesirable from a policy standpoint. Lastly, Alternative 2 is not feasible because AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 2 to be implemented.

3. Infill and Operational/Complete Streets (Alternative #3)

- a. Description** – The Infill and Operational/Complete Streets Alternative is intended to reduce VMT by emphasizing a more compact land use pattern similar to Alternative 2, while prioritizing operational improvements, safety, Complete Streets, and active transportation projects. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2050 MTP/SCS. Compared to the 2050 MTP/SCS, this alternative emphasizes smaller-scale transportation investments such as multimodal

infrastructure and operational improvements within existing communities, and includes fewer highway projects.

b. Findings and Rationale – The Infill and Operational/Complete Streets Alternative would result in a more compact land use pattern and smaller-scale transportation improvements focused within existing communities, compared to the 2050 MTP/SCS. As shown in Table 7-7 of the Final EIR, this alternative would result in reduced overall impacts to aesthetics and visual resources; agriculture and forestry resources; biological resources; cultural resources; energy; geology, soils, and mineral resources; tribal cultural resources; and wildfire. Assuming all environmental issue areas are weighted equally, Alternative 3 is the environmentally superior alternative. Please refer to pages 7-27 through 7-38 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Infill and Operational/Complete Streets Alternative infeasible and rejects this alternative for the following reasons. It would not reduce any of the project's significant impacts to less than significant levels, and would not meet project mobility goals, which help achieve the basic objectives of the proposed 2050 MTP/SCS listed in Section VI.B. The inability to meet project mobility goals also makes this alternative undesirable from a policy standpoint. Lastly, Alternative 2 is not feasible because AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 2 to be implemented.

D. FINDINGS ON ALTERNATIVES CONSIDERED IN THE EIR BUT REJECTED

Section 7.2 of the Final EIR describes three alternatives that were considered but rejected from detailed consideration: an Aggressive VMT Reduction Alternative, a Road Pricing Alternative, and a Fiscally Unconstrained Alternative. These three alternatives are summarized below:

- **Aggressive VMT Reduction Alternative.** The Aggressive VMT Reduction Alternative would pursue substantial reductions in VMT through measures such as high-density development, transit expansion, and widespread adoption of telecommuting, active transportation, and trip-reducing strategies. While this approach could theoretically lower VMT, it was found infeasible in the AMBAG region due to its large rural component, dispersed land uses, and reliance on in-person work in agriculture and service industries. Additional factors making the Aggressive VMT Reduction Alternative infeasible include long commute distances, interregional travel to the San Francisco Bay Area, tourism-related travel, agricultural goods movement, seasonal farmworker trips, income variability, and an aging population, all of which limit the effectiveness of infill development and transit strategies.
- **Road Pricing Alternative.** The Road Pricing Alternative would aim to reduce VMT through mechanisms such as VMT fees, tolling, or congestion pricing, consistent with statewide guidance for such measures. However, pricing strategies are generally most effective in large, highly urbanized regions with robust transit systems and high travel demand, which do not reflect the conditions of the predominantly rural and automobile-dependent AMBAG region. Because the AMBAG region does not contain areas with the high-density land uses

and robust transit systems as found in large metropolitan cities, and because AMBAG does not have the legal authority to impose VMT fees, this alternative was not considered feasible.

- **Fiscally Unconstrained Alternative.** The Fiscally Unconstrained Alternative would assume implementation of all potential future transportation projects identified by AMBAG and the RTPAs, including projects not supported by reasonably anticipated funding. Although this alternative could provide greater transportation capacity and service improvements than the 2050 MTP/SCS, it was rejected because it is inconsistent with federal and state requirements that regional transportation plans be fiscally constrained. Without secured or reasonably foreseeable funding, the alternative cannot be implemented and therefore does not meet CEQA's requirement for a feasible alternative.

The AMBAG Board of Directors adopts and incorporates by reference the specific reasons for rejecting these alternatives contained in Final EIR Section 7.2 as the grounds for rejecting these measures.

VIII. FINDINGS REGARDING ALTERNATIVES AND MITIGATION MEASURES PROPOSED IN DRAFT EIR COMMENTS.

Some comments on the Draft EIR suggested additional EIR mitigation measures or refinements to EIR alternatives. In response to Draft EIR comments, some mitigation measures were revised, including Mitigation Measures BIO-1(a), BIO-3(a), BIO-3(b), and WF-1.

Where the suggestions requested minor modifications or variations in adequate mitigation measures or alternatives or components of alternatives analyzed in the Draft EIR, or requested mitigation measures or alternatives that were too vague or speculative to be addressed, these requests were declined as unnecessary. Similarly, suggestions that were specific to individual transportation improvement projects included in the 2050 MTP/SCS were declined because the EIR is a programmatic-level analysis of the 2050 MTP/SCS in its entirety, and individual projects would undergo separate future environmental review. The AMBAG Board of Directors adopts and incorporates by reference the specific reasons for declining such mitigation measures or alternatives contained in the responses to comments in the Final EIR as one ground for rejecting these measures. The responses to comments are provided as Appendix H to the Final EIR.

Additionally, for other mitigation measure suggestions, several specific modifications were made to certain mitigation measures in response to Draft EIR comments, as explained below. Certain other mitigation measures suggested in Draft EIR comments ostensibly could reduce impacts, but these other mitigation measure suggestions were rejected because they were already encompassed in the EIR's existing mitigation measures. For supporting evidence, see the responses to comments on these rejected mitigation measures set forth in Appendix H to the Final EIR.

A. FINDINGS ON COMMENTERS' SUGGESTED MITIGATION MEASURES

1. John Uy: Comment 1.6

The commenter acknowledges wildfire risk and recommends additional mitigation for Very High Fire Hazard Severity Zones. They suggest requiring corridor-specific evacuation/traffic management plans and post-fire debris-flow or landslide checks for hillside facilities.

Findings and Rationale – The AMBAG Board of Directors finds that even with implementation of Mitigation Measure W-1, Wildfire Risk Reduction, wildfire impacts would remain significant and unavoidable. Although the Final EIR identifies specific projects that may result in increased wildfire risk, the discussion does not provide a project-level analysis of wildfire impacts. Rather, the EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level and identifies performance-based mitigation to be implemented after project-specific analysis in future CEQA documents is prepared as required under CEQA Guidelines Sections 15162, 15163, and 15168.

However, the AMBAG Board of Directors hereby finds that certain modifications to Mitigation Measures WF-1 are feasible and have been made in the Final EIR. In response to this comment, the following edits have been made to Mitigation Measure WF-1 in Section 4.18, *Wildfire*, of the Final EIR:

W-1 Wildfire Risk Reduction

If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildfire include, but are not limited to:

...

- Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies.
- Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.

2. California Department of Fish and Wildlife: Comment 4.10

The commenter notes that the Draft EIR references an outdated 2003 survey protocol for marbled murrelets and recommends updating Mitigation Measure BIO-1(a) to require use of the 2024 Pacific Seabird Group inland survey protocol instead.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measure BIO 1(a) is feasible and has been made in the Final EIR.

To incorporate the updated protocol provided by CDFW, the following edits have been made to Mitigation Measure BIO-1(a) in Section 4.4, *Biological Resources*, of the Final EIR:

BIO-1(a) Biological Resources Screening and Assessment

On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources.... These protocols may include, but are not limited to:

...

- Staff Report on Burrowing Owl Mitigation (CDFW 2012)
- Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024)
- Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)

3. California Department of Fish and Wildlife: Comment 4.16

The commenter recommends incorporating a mitigation measure that would require a qualified biologist conduct a habitat assessment for projects tiered from the 2050 MTP/SCS to determine if a project site and its vicinity contain suitable habitat to support bats.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measure BIO 1(a) is feasible and has been made in the Final EIR. Mitigation Measure BIO-1(a) outlines specific protocols and has been revised to include the following:

On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources.... These protocols may include, but are not limited to:

...

- Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)
- Bat surveys consistent with CDFW recommendations

4. California Department of Fish and Wildlife: Comment 4.32

The commenter recommends adding a new mitigation measure that would require project-specific wildlife movement studies, use of preconstruction survey data to develop corridor improvements, and post-construction monitoring. The commenter also suggests adding baseline survey protocols, site-selection and design criteria, and reporting requirements for wildlife movement monitoring.

Findings and Rationale – The AMBAG Board of Directors hereby finds that the proposed modification to Mitigation Measures BIO 3(a) and BIO-3(b) are feasible and have been made in the Final EIR . In response to this comment, Mitigation Measure BIO-3(a) has been revised as follows:

The implementing agency shall implement the following measures. All projects, including those with long segments of fencing or lighting, shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways.

Where fencing or other components are required for public safety, designs shall incorporate features such as:

- 16-inch minimum clearance at the fence bottom;
- 12-inch minimum spacing between the top two fence wires or use of a rail/mesh to avoid entanglement;
- Incorporation of wildlife overcrossings, undercrossings, culverts, or similar structures where fencing or infrastructure would otherwise restrict movement;
- Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage;
- Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows;
- Culverts shall be upsized where appropriate to support passage of impacted species;
- Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding;
- Lighting designed to be minimally disruptive to wildlife (see AES-3(a)); and
- Vegetative buffers of California native species where feasible.

In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall use the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management.

When on-site design measures cannot fully reduce impacts, compensation shall be used as a mitigation option, including but not limited to participation in Regional Conservation Investment Strategies (RCISs) and mechanisms authorized under SB 790, to offset unavoidable connectivity impacts at a landscape scale.

Additionally, Mitigation Measure BIO-3(b) has been revised as follows:

...

For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design, and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed.

5. California Department of Fish and Wildlife: Comment 4.33

The commenter recommends adding a new mitigation measure that would require on-site features to habitat connectivity be evaluated and included in projects.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. As described in Response 4.33, Mitigation Measure BIO-3(a) already requires project design to consider wildlife connectivity, with detailed evaluation and implementation appropriately addressed during project-level CEQA review wherein site-specific information would be available. Please see Response 4.33 for a full explanation as to why no revisions are required to the Draft EIR mitigation measures as a result of this comment.

6. California Department of Fish and Wildlife: Comment 4.34

The commenter suggests that the Draft EIR establish measures for wildlife-friendly designs for covered activities.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. The suggested measures are already incorporated into the Draft EIR through Mitigation Measure BIO-3(a), which includes a non-exhaustive list of wildlife-friendly design parameters. Please see Response 4.34 for a full explanation as to why no revisions are required to the Draft EIR mitigation measures as a result of this comment.

7. California Department of Fish and Wildlife: Comment 4.35

The commenter suggests that the Draft EIR establish measures for wildlife-friendly fencing, including placement restrictions and designing fencing to deter wildlife from crossing roads and other infrastructure to reduce vehicle collisions with wildlife.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a) has been revised in response to Comment 4.32 to address fencing placement and design considerations near wildlife passage structures, consistent with the commenter’s recommendations. Please see Response 4.35 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

8. California Department of Fish and Wildlife: Comment 4.36

The commenter suggests that the Draft EIR establish measures for culvert improvements including culvert maintenance, implementing terracing, and upsizing to support passage of impacted species.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measures BIO-3(a) and BIO-3(b) have been revised in response to Comment 4.32 to include culvert-related design and maintenance considerations where applicable. Please see Response 4.36 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

9. California Department of Fish and Wildlife: Comment 4.37

The commenter suggests that the Draft EIR establish measures to consider design features that would support wildlife movement such as limit lengths of wildlife crossings; allow for light penetration; maximize crossing heights or add bridges; encourage the use of corridors by using natural cover types; encourage the use of bench designs to allow crossings during flooding; and smaller animal escape areas.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a), which includes wildlife-friendly design options to be applied as feasible during project-level design, has been refined to address these recommendations in response to Comment 4.32. Please see Response 4.37 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

10. California Department of Fish and Wildlife: Comment 4.42

The commenter recommends that on- or off-site compensatory mitigation should be implemented to offset unavoidable impacts to wildlife corridors if redesigns or other measures do not fully avoid impacts.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. In response to Comment 4.32, Mitigation Measure BIO-3(a) has been revised to identify compensatory mitigation, including participation in Regional Conservation Investment Strategies and mechanisms authorized under SB 790, as an allowable option when on-site measures cannot fully reduce impacts. Please see Response 4.42 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

11. California Department of Fish and Wildlife: Comment 4.43

The commenter recommends that the 2050 MTP/SCS evaluate the development of advanced mitigation credits to support future projects and address impacts to connectivity. The commenter reiterates that SB 790 allows for CDFW to approve compensatory mitigation credits for wildlife connectivity improvements.

Findings and Rationale – The AMBAG Board of Directors finds that the commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. The Draft EIR has been revised to acknowledge SB 790 and identify its mechanisms as optional compensation tools for future projects. Project-level use of such credits would be determined by implementing agencies, consistent with CEQA and Fish and Game Code requirements. Please see Response 4.43 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

12. California Department of Fish and Wildlife: Comment 4.44

The commenter states that the 2050 MTP/SCS could seek out the development of Mitigation Credit Agreements as part of Regional Conservation Investment Strategy.

Findings and Rationale – The AMBAG Board of Directors finds commenter’s recommendation has been addressed to the extent feasible through existing mitigation requirements or revisions associated with responses to other comments from the California Department of Fish and Wildlife. Mitigation Measure BIO-3(a) has been revised in response to Comment 4.32 to recognize Regional Conservation Investment Strategies mitigation credit mechanisms and strategies authorized under SB 790 as an optional approach for addressing unavoidable impacts to wildlife connectivity at the project level. Please see Response 4.44 for a full explanation as to why no additional revisions are required to the Draft EIR mitigation measures as a result of this comment.

IX. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

Findings and Rationale – Appendix H of the Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the

disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines Section 15088(b). The Final EIR also incorporates information obtained and produced after the Draft EIR was completed, including additions, clarifications and modifications. The AMBAG Board of Directors has reviewed and considered the Final EIR and all information that was added to the Draft EIR.

The AMBAG Board of Directors finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify, amplify or make insignificant modifications to the analysis presented in the document and do not trigger the need to recirculate the Draft EIR per CEQA Guidelines Section 15088.5(b). None of the comments made on the Draft EIR or revisions to the Final EIR constitute “significant new information,” as defined in CEQA Guidelines Section 15088.5(b), that would trigger Draft EIR recirculation.

X. FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

The AMBAG Board of Directors finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2050 MTP/SCS has been prepared for the project and has been adopted concurrently with these Findings of Fact (Public Resources Code, Section 21081.6(a)(1)).

CEQA requires that an agency adopt an MMRP prior to approving a project that includes mitigation measures. The MMRP for the project has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

The purpose of the MMRP is to ensure the adopted mitigation measures adopted in the Findings of Fact for 2050 MTP/SCS are implemented, in accordance with CEQA requirements. The Findings of Fact adopt feasible mitigation measures to reduce the significant environmental impacts of the 2050 MTP/SCS. The mitigation measures adopted in the 2050 MTP/SCS EIR Findings are listed in Section V of these Findings of Fact.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The AMBAG Board of Directors adopts and makes this statement of overriding considerations concerning the project’s unavoidable significant impacts to explain why the project’s benefits override and outweigh its unavoidable impacts.

The EIR has identified and discussed significant effects that may occur as a result of the project. As set forth in these CEQA Findings, AMBAG has made a reasonable and good faith effort to eliminate or substantially mitigate the significant impacts resulting from the project and has made specific findings on each of the project’s significant impacts and on mitigation measures and alternatives. With implementation of the mitigation measures discussed in the EIR, many of the project’s effects cannot be mitigated to a level of less than significant. Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows (see Sections V and VI of the CEQA Findings of Fact):

1. Implementation of the 2050 MTP/SCS would alter views of scenic vistas (Impact AES-1)
2. Implementation of the 2050 MTP/SCS would substantially damage scenic resources along

- designated scenic corridors, including state scenic highways. (Impact AES-2)
3. Implementation of the 2050 MTP/SCS would substantially degrade existing visual character in the AMBAG region. (Impact AES-3)
 4. Implementation of the 2050 MTP/SCS would create new sources of substantial light and glare that would adversely affect day or nighttime views in the area. (Impact AES-4)
 5. Implementation of the 2050 MTP/SCS could directly or indirectly convert Important Farmland to non-agricultural uses or conflict with agricultural zoning or Williamson Act contracts. (Impact AG-1)
 6. Implementation of the 2050 MTP/SCS would create PM₁₀ and ozone precursor emissions and violate air quality standards, contribute substantially to existing or projected air quality violations, or result in a cumulatively considerable net increases in PM₁₀ or ozone precursor emissions. (Impact AQ-2)
 7. Implementation of the 2050 MTP/SCS would increase PM₁₀ emissions in the region, which could contribute substantially to a projected air quality violation. (Impact AQ-3)
 8. Implementation of the 2050 MTP/SCS land use scenario could expose sensitive receptors to substantial air pollutant concentrations. (Impact AQ-4)
 9. Implementation of the 2050 MTP/SCS would expose sensitive receptors to substantial hazardous air pollutant concentrations. (Impact AQ-5)
 10. Implementation of the 2050 MTP/SCS could adversely impact special-status plant and animal species, either directly or through habitat modifications. (Impact BIO-1)
 11. Implementation of the 2050 MTP/SCS could adversely impact natural communities and federally protected wetlands. (Impact BIO-2)
 12. Implementation of the 2050 MTP/SCS could impede wildlife movement, including fish migration and/or impede the use of a native wildlife nursery. (Impact BIO-3)
 13. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in or disturb known and unknown historical resources. (Impact CR-1)
 14. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in or disturb known and unknown archaeological resources. (Impact CR-2)
 15. Implementation of the 2050 MTP/SCS would directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Impact GEO-5)
 16. Implementation of the 2050 MTP/SCS would generate a net increase in construction GHG emissions by 2050 compared to baseline 2022 conditions. (Impact GHG-1)
 17. Implementation of the 2050 MTP/SCS would conflict with the State's ability to achieve the State GHG reduction targets. (Impact GHG-4)
 18. Implementation of the 2050 MTP/SCS would involve land use and transportation projects that could occur on sites on the list of hazardous material sites compiled by Government Code Section 65962.5. (Impact HAZ-3).
 19. Implementation of the 2050 MTP/SCS would create temporary substantial noise level increases in discrete locations that could exceed standards in local General Plans or noise ordinances. (Impact N-1)
 20. Implementation of the 2050 MTP/SCS would create temporary substantial groundborne vibration level increases. (Impact N-2)
 21. Implementation of the 2050 MTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. (Impact N-3)

22. Implementation of the 2050 MTP/SCS would encourage infill development near transit and other transportation facilities, which would generate a substantial increase in ambient noise levels in excess of standards or over existing noise levels. (Impact N-4).
23. Implementation of the 2050 MTP/SCS would result in new truck, bus and train traffic that would generate excessive vibration levels. (Impact N-5)
24. Implementation of the 2050 MTP/SCS would include projects that would be located in close proximity to existing airports such that applicable exterior and interior noise thresholds would be exceeded. (Impact N-6)
25. Implementation of the 2050 MTP/SCS result in new or expanded governmental facilities, the implementation of which would result in substantial physical impacts. (Impact PSR-1)
26. Implementation of the 2050 MTP/SCS increase the use of existing parks and recreational facilities, resulting in substantial physical deterioration, and would include recreational facilities that would have an adverse physical effect on the environment. (Impact PSR-3)
27. Implementation of the 2050 MTP/SCS result in an increase to Daily VMT per capita between the baseline 2022 conditions and 2050 conditions. (Impact TRA-2)
28. Implementation of the 2050 MTP/SCS would cause a substantial adverse change in the significance of a tribal cultural resource. (Impact TCR-1)
29. Implementation of the 2050 MTP/SCS would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. (Impact UTIL-1)
30. Implementation of the 2050 MTP/SCS would generate solid waste in excess of the capacity of local infrastructure. (Impact UTIL-2)
31. Implementation of the 2050 MTP/SCS would increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. (Impact UTIL-4)
32. Implementation of the 2050 MTP/SCS would involve transportation and land use projects located in in or near an SRA or very high fire hazard severity zone, and significant risks of loss, injury, or death from wildfires would occur. (Impact W-1)
33. Implementation of the 2050 MTP/SCS would involve transportation improvements and land use projects located in or near very high fire hazard severity zones, which would increase wildfire risk associated with the construction or maintenance of infrastructure such as roads, post-fire landslides and flooding, and wildfire risk to people and structures. (Impact W-2)
34. Development in the Cumulative Impact Analysis Area would affect night sky lighting and degrade existing visual character. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AES-C-1)
35. Development in the Cumulative Impact Analysis Area would result in conversion of agricultural land to non-agricultural uses. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AG-C-1)
36. Development in the Cumulative Impact Analysis Area would result in an increase of regional PM₁₀ emissions and would expose sensitive receptors to diesel particulates and toxic air contaminants. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact AQ-C-1)
37. Development in the Cumulative Impact Analysis Area would have substantial adverse impacts on special-status plant and animal species, sensitive natural communities, and

- interfere with wildlife movement. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact BIO-C-1)
38. Implementation of the proposed transportation improvements and the land use scenario envisioned under the 2050 MTP/SCS would cause substantial impacts to known and unknown cultural, historical, or archaeological resources. Cumulative impacts would be significant and the contribution of the 2050 MTP/SCS would be cumulatively considerable. (Impact CR-C-1)
 39. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to paleontological resources. (Impact GEO-C-1)
 40. The 2050 MTP/SCS would have cumulatively considerable contributions to short term construction GHG emissions, and to inability to meet long-term State GHG reduction targets. (Impact GHG-C-1)
 41. Development in the cumulative impacts analysis area, as well as projects implementing the 2050 MTP/SCS, could result in hazards and exposure to hazardous materials. The 2050 MTP/SCS would have cumulatively considerable contributions to significant cumulative impacts related to hazards and hazardous materials. (Impact HAZ-C-1)
 42. Development in the cumulative impact analysis area would result in cumulative significant and unavoidable impacts related to construction and operational noise and vibration, and excessive noise in proximity to airports. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact N-C-1)
 43. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental effects. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact PSR-C-1)
 44. Development in the cumulative impact analysis area would result in significant and unavoidable increase in daily VMT per capita from baseline 2022 conditions. The 2050 MTP/SCS contribution to cumulative impacts would be cumulatively considerable. (Impact TRA-C-1)
 45. Development in the cumulative impact analysis area could result in significant impacts to tribal cultural resources that would result in a significant cumulative impact. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable. (Impact TCR-C-1)
 46. Development in the cumulative impact analysis area would result in substantial adverse physical impacts associated with the provision of new or physically altered utility infrastructure, the construction of which could cause significant environmental effects. Cumulative impacts would be significant, and the 2050 MTP/SCS contribution to this impact would be cumulatively considerable (Impact UTIL-C-1).
 47. Development in the cumulative impact analysis area could be located in or near a state responsibility area or a very high fire hazard severity zone. As significant risk of loss, injury, or death could occur, impacts related to wildfire would be significant. The 2050 MTP/SCS contribution to this impact would be cumulatively considerable. (Impact W-C-1)

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the project to the extent feasible, having considered the entire administrative record on the project, and having weighed the benefits of the project against its unavoidable adverse

impacts after mitigation, the AMBAG Board of Directors hereby finds that the following legal, economic, social, environmental, or other benefits of the project outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact:

- a. The implementation of 2050 MTP/SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods and that is consistent with the social, economic and environmental goals and policies of the region. (See Final EIR Chapter 2).
- b. The SCS will contribute to a reduction in per capita GHG emissions from passenger vehicles and light trucks, helping the Monterey Bay region achieve the regional GHG reduction targets set by the CARB. (See Impact GHG-3.)
- c. The project will promote consistency between the California Transportation Plan 2050, the 2050 MTP/SCS, county-level regional transportation plan and other plans developed by cities, counties, districts, Native American tribal governments and state and federal agencies in responding to Statewide and interregional transportation issues and needs. (See Final EIR Chapter 5.)
- d. The construction of transportation projects will result in both short-term and long-term economic benefits to the AMBAG region and its residents. Transportation projects will provide for a number of jobs relating to construction and maintenance. The 2050 MTP/SCS program includes approximately \$16 billion of transportation investments in the region (see 2050 MTP/SCS Table 3-2), which will result in direct and indirect employment benefits.



2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Mitigation Monitoring and Reporting Program
SCH# 2024010524

prepared by

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Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures to reduce or avoid significant effects on the environment. This document is the MMRP for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz Counties. This MMRP has been prepared in compliance with the requirements of CEQA, including Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

This MMRP lists in tabular format the mitigation measures for each issue area identified in the Final EIR for the 2050 MTP/SCS and RTPs (SCH #2024010524) and proposed for adoption in the CEQA Findings of Fact. This MMRP is designed to ensure adopted mitigation measures are implemented. This MMRP clarifies the process for the Association of Monterey Bay Area Governments (AMBAG), responsible agencies, and implementing agencies/project sponsors to ensure these mitigation measures are implemented, and designates responsibility for implementing, monitoring, and reporting mitigation.

AMBAG has lead agency status, and the Transportation Agency for Monterey County (TAMC), Council of San Benito County Governments (SBtCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC) have responsible agency status; and therefore, authority to enforce mitigation measures for projects for which they have discretionary authority. However, AMBAG, TAMC, SBtCOG, and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies, etc.) that will be lead agencies for future transportation and land use development projects.

Implementing agencies or project sponsors considering approval of future projects under the 2050 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties would utilize the EIR as a basis in determining mitigation measures for subsequent activities. Implementing agencies or project sponsors may be one of the following agencies:

- California Department of Transportation (Caltrans)
- Association of Monterey Bay Area Governments (AMBAG)
- Council of San Benito County Governments (SBtCOG)
- Santa Cruz County Regional Transportation Commission (SCCRTC)
- Transportation Agency for Monterey County (TAMC)
- Monterey County and its incorporated cities:
 - Carmel-by-the-Sea
 - Del Rey Oaks
 - Gonzales
 - Greenfield
 - King City

2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

- Marina
- Monterey
- Pacific Grove
- Salinas
- Sand City
- Seaside
- Soledad
- San Benito County and its incorporated cities:
 - Hollister
 - San Juan Bautista
- Santa Cruz County and its incorporated cities:
 - Capitola
 - Santa Cruz
 - Scotts Valley
 - Watsonville

The Final EIR mitigation measures are programmatic first-tier mitigation that will be implemented by AMBAG and the Regional Transportation Planning Agencies (RTPAs), which consists of SBtCOG, SCCRTC and TAMC. The MMRP for the Program EIR may be used as a tool for incorporating mitigation measures into future second-tier projects, as provided for in CEQA Guidelines Section 15168(c)(3). As such, the mitigation measures can and should be implemented by the above implementing and project sponsor agencies during future project-specific design and second-tier environmental review. When the RTPAs are the direct source of funding for transportation network improvement projects, RTPAs will require as a grant condition the implementation of those 2050 MTP/SCS mitigation measures that are applicable to, and feasible for, the project type being funded. The implementing agency or project sponsor agency for each future project will be responsible for assuring the project-specific mitigation measures it adopts are enforceable and will be responsible for monitoring those mitigation measures.

AMBAG will designate a staff person to serve as Coordinator for overall implementation and administration of the MMRP, and its application to future projects. The Coordinator will prepare an annual progress report on mitigation measure implementation.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Aesthetics				
For transportation projects under their jurisdiction, the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS.				
AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping which resemble the surrounding landscape to visually integrate the wall with the surrounding environment, reduce visual monotony, and help maintain the quality of views from scenic highways or other view corridors. In addition, sound walls shall be complementary in color and texture to surrounding natural features.	Confirm that architectural plans and building plans satisfy the design standards, components and materials listed in the mitigation measure. Confirm structures and walls are constructed consistent with plans.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are Regional Transportation Planning Agencies (RTPAs) and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review.				
AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. If avoidance is not possible, the implementing agency of a particular 2050 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.	Grading and site plans shall avoid the removal of existing mature trees to the extent possible. Place conditions of approval on project to require tree replacement at a minimum 2:1 ratio. Maintain replacement trees to ensure their success.	During project permitting and environmental review; during construction.	Monitor survivability of replacement trees periodically following construction.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during construction where appropriate.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
AES-3 Design Measure for Visual Compatibility. The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments, including: ▪ Siting or designing projects to minimize their intrusion into important viewsheds; ▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; ▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade; ▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); ▪ Protecting or replacing trees in the project area based on local regulations and ordinances applicable to individual projects; ▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and ▪ Designing new structures to be compatible in scale, mass, character, and architecture with existing structures.	Ensure grading plans and landscape plans avoid large cut and fills, provide re-contouring, replace trees and restore vegetation cover. Confirm that architectural plans and building plans incorporate design compatible with surrounding existing structures.	During project permitting and environmental review; during construction.	Once.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during construction where appropriate.				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AES-4(a) Roadway Lighting. Roadway lighting shall be minimized, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.	Confirm that site plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on site plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.
AES-4(b) Lighting Design Measures. As part of planning, design and engineering for projects, implementing agencies shall, or can and should, ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Design measures include, but are not limited to, the following: ▪ Lighting shall consist of cutoff-type fixtures that cast low angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used. ▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site. ▪ Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes. ▪ Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.	Confirm that development and building plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AES-4(c) Glare Reduction Measures. Implementing agencies shall, or can and should, minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as: ▪ Planting trees along transportation corridors to reduce glare from the sun; ▪ Creating tree wells in existing sidewalks; ▪ Adding trees in new curb extensions and traffic circles; ▪ Adding trees to public parks and greenways; ▪ Landscaping off-street parking areas, loading areas and service areas; ▪ Limiting the use of reflective materials, such as metal; ▪ Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry; ▪ Screening parking areas by using vegetation or trees; ▪ Using low reflective glass where feasible; ▪ Complying with applicable general plan policies or local controls related to glare; and ▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.	Confirm that development and building plans satisfy the glare reduction requirements listed in the mitigation measure. Confirm measures are installed as described and shown on plans.	During project permitting and environmental review; during construction, as applicable.	Once during plan review. Once at completion of construction.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
Agriculture and Forestry Resources For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AG-1 Impact Avoidance and Minimization. Implementing agencies shall implement measures, where feasible based on project and site specific considerations, that include, but are not limited to those identified below. - Require project relocation or corridor realignment, where feasible, to avoid Farmland, agriculturally-zoned land and/or land under Williamson Act contract; - Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures; - Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the MTP/SCS; - Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; - Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Farmland; and/or - Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.). Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Require project relocation or corridor realignment into project-specific design plans or environmental review. Require use of BMPs to minimize invasive species introduction during construction. Require the use of design features to protect surrounding agriculture. Require acquisition of conservation easements at a minimum 1:1 ratio.	During project permitting and environmental review; during construction.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Air Quality and Health Impacts/Risks				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC, and transportation project sponsor agencies can and should implement the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions, and where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. In addition, implementation of Mitigation Measure GHG-1 in Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i> , would also reduce criteria air pollutant emissions during construction, providing a co-benefit.				
AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2050 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used. ▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. ▪ Prohibit all grading activities during periods of high wind (over 15 miles per hour). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area. ▪ Haul trucks shall maintain at least 2’0” of freeboard. ▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Install wheel washers at the entrance to construction sites for all exiting trucks. ▪ Pave all roads on construction sites. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Limit the area under construction at any one time.	Construction plans shall show MBARD’s standard dust control measures; implementing agency shall ensure implementation.	During project permitting and environmental review; during construction.	Once during plan review; periodically during construction	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance). Implementing Agencies Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented during construction where appropriate.				
AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. Implementing Agencies Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Construction plans shall ensure that that construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards or at least Tier 2 standards with retrofitted Level 3 Verified Diesel Emissions Control Strategy, if available; and perform periodic site inspections.	During project permitting and environmental review during construction.	Once during project plan review; periodically during construction	Implementing agencies/project sponsor.
AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. Implementing Agencies Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.	Construction plans shall ensure that electricity from power poles is used to the extent possible.	During project permitting and environmental review; during construction.	Once during project plan review; periodically during construction	Implementing agencies/project sponsor.
AMBAG, in partnership with MBARD and implementing agencies, shall implement Mitigation Measure AQ-3(a) to reduce PM₁₀ emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce PM₁₀ emissions, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measure GHG-3(a) in Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i>, and Mitigation Measures TRA-2(a) and TRA-2(b) in Section 4.15, <i>Transportation</i>, would also reduce PM₁₀ emissions from the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
AQ-3(a) PM₁₀ Emissions Reduction. To help reduce regional PM₁₀ emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall: ▪ Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter. ▪ Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding. ▪ Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures. Implementing Agencies AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, are responsible for implementing this measure. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.	Evaluate PM₁₀ emissions and ensure reduction of emissions below MBARD standards by reduction measures listed in this mitigation measure or other measures of equivalent effectiveness.	During project permitting and environmental review; during operation.	Once during project-level environmental review; periodically during operation.	Implementing agencies/project sponsor.
AQ-3(b) Long term Regional Operational Emissions Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should, implement long-term operational emissions reduction measures. Such reduction measures include the following: ▪ Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, <i>Architectural Coatings</i>. ▪ Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. ▪ Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development. ▪ Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.	Require coatings compliant with MBARD Rule 426. Require energy efficient project design features. Require location of sensitive receptors, and if applicable implement listed mitigation to reduce pollution exposure. Require project design features that encourage alternative modes of transportation and ride sharing.	During project permitting and environmental review. Periodically during operation.	Once during project-level environmental review; periodically during operation.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following: ▫ Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects. ▫ Use air filtration devices rated MERV-13 [minimum efficiency report value] or higher. ▪ Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. ▪ Install higher efficacy public street and exterior lighting ▪ Use daylight as an integral part of lighting systems in buildings. ▪ Use passive solar designs to take advantage of solar heating and natural cooling. ▪ Install light colored “cool” roofs, cool pavements. ▪ Install solar and tankless hot water heaters. ▪ Exclude wood-burning fireplaces and stoves. ▪ Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities. ▪ Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides). Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
AQ-5 Health Risk Reduction Measures Transportation implementing agencies shall, or can and should, implement the following measures: - Retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations. - If impacts result in increased risks to sensitive receptors above MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below the MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed. - AMBAG will partner with MBARD and other implementing agencies to explore a program to retrofit existing residential buildings and other sensitive land uses near freeways or roadways where health risk impacts would exceed MBARD significance thresholds with air filtration devices rated MERV 13. - Implement air pollution reduction strategies as described in Table 1 from the CARB <i>Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways</i> technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2050 MTP/SCS. In addition, consistent with the general guidance contained in CARB’s <i>Air Quality and Land Use Handbook</i> (2005) and <i>Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways</i> (2017), appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include: - Avoid siting new sensitive land uses within 500 feet of a freeway or railway.	Retain air quality consultant to conduct project-level hot spot analysis. Ensure a project-level health risk assessment is prepared by a qualified air quality consultant. Ensure project-level environmental review and site plans incorporate the measures to reduce particulate impacts, as listed in this mitigation measure.	During project permitting and environmental review; during operation.	Once during project-level environmental review; periodically during construction; following construction, during operation.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas, and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters should be used. Ongoing maintenance should occur. ▪ Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions. ▪ Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for 2050 MTP/SCS transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.				
Biological Resources For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
BIO-1(a) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, NMFS, CDFW and/or other local, state, and federal agencies may be required. These protocols may include, but are not limited to: ▪ Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS 2000) ▪ Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018) ▪ Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023) ▪ Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Listed Vernal Pool Branchiopods (USFWS 1996) ▪ Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog (USFWS 2005) ▪ Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS and CDFW 2003)	Ensure preliminary biological resource screening to determine whether the project has any potential to impact biological resources and incorporate measures listed in this mitigation measure if impacts are found. Retain a qualified biologist to conduct a biological resources assessment (BRA) if the project would have potential to impact biological resources. Based on the BRA, conduct applicable protocol-level surveys and agency consultations (including USFWS, NMFS, and CDFW) as required.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Considerations for Conserving the Foothill Yellow-legged Frog (CDFW 2018) ▪ Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments (University of California, Davis 2017) ▪ Draft USGS Western Pond Turtle (Emys marmorata) Visual Survey Protocol for the Southcoast Ecoregion (U.S. Geological Survey 2006) ▪ Interim Golden Eagle Inventory and Monitoring Protocols; and Other Recommendations (USFWS 2010) ▪ Swainson's Hawk Survey Protocols, Impact Avoidance, and Minimization Measures for Renewable Energy Projects in the Antelope Valley of Los Angeles and Kern Counties, California (California Energy Commission and CDFW 2010) ▪ Staff Report on Burrowing Owl Mitigation (CDFW 2012) ▪ Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024) ▪ Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999) ▪ Bat surveys consistent with CDFW recommendations Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-1(b) Special-Status Plant Species Surveys. If completion of the project-specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, Mitigation Measure BIO-1(c) shall apply.	If there is a potential for special-status plant species to occur on site, surveys for special status plants shall be completed. Ensure a report of the survey is provided to the implementing agency for review.	During project permitting and environmental review; prior to construction but no earlier than two years before construction commences.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, prior to project construction but no earlier than two years before construction commences.				
BIO-1(c) Special-Status Plant Species Avoidance, Minimization and Mitigation. If state- or federally-listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to Mitigation Measure BIO-1(b)], then the implementing agency shall require the project be re-designed to avoid impacting these plant species to the extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply. If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2050 MTP/SCS, the implementing agency shall require all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.	Ensure redesign of the project to avoid impacting rare plant species if state- or federally- listed and/or CRPR 1 and 2 species are found. Ensure biologist evaluates CRPR 3 and 4 species to determine whether special-status. If avoidance is not possible, mitigation to fully offset project impacts shall be required pursuant to a qualified biologist. Ensure a restoration plan be developed for the project.	Prior to issuance of project construction permits and approvals.	Once.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.	If suitable habitat for federally and/or state endangered or threatened animal species exists, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols.	Prior to issuance of project construction permits and approvals.	Once.	Implementing agencies/project sponsor.
BIO-1(d) Endangered/ Threatened Animal Species Habitat Assessment and Protocol Surveys. If the BRA determines that suitable habitat may be present for federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals. Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence is assumed based on suitable habitat, Mitigation Measure BIO-1(e) shall apply. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.				
BIO-1(e) Endangered/ Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions. If on and/or off-site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.	If habitat is occupied by federal and/or state listed species, implementing agency shall require project plans include project-specific mitigation measures to avoid and minimize impacts to habitat for endangered or threatened species. If avoidance is not possible, credits shall be purchased according to the mitigation measure, and a qualified biologist must provide a HMMP.	Prior to issuance of construction permits and approvals.	In accordance with project HMMP, as applicable.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.				
BIO-1(f) Endangered/Threatened Species Avoidance and Minimization During Construction. The implementing agency shall apply the following measures to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (Mitigation Measure BIO-1[a]). ▪ Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction. ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing. ▪ All work shall be conducted during the day-time hours to the maximum extent feasible. Any night lighting shall be minimized, and directed to illuminate the work site only. ▪ All food waste shall be secured in a closed container and removed from the site at the end of each work day. ▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species. ▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said	If applicable, project plans shall include project-specific mitigation measures to avoid and minimize impacts to endangered or threatened species.	Prior to and ongoing throughout project construction.	Periodically through construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented. ▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS. ▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system. ▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. ▪ All vehicle maintenance/fueling/staging shall occur more than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. ▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel. ▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. ▪ At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to and ongoing through project construction.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-1(g) Non-Listed Special Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special status animal species: ▪ Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction. ▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species unearthed by construction activities. ▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to, during, and after project construction.	If applicable, project plans shall include project-specific mitigation measures to reduce impacts to non-listed special status species.	Prior to, during and after project construction.	During all initial ground disturbance, as applicable.	Implementing agencies/project sponsor.
BIO-1(h) Preconstruction Surveys for Nesting Birds For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities. A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively. If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest.	If applicable, a survey for nesting birds shall be completed; if necessary, a buffer shall be created.	Prior to construction activities; during construction activities, as needed.	Once prior to construction; as needed during construction activities.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For special status raptor nests an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and/or CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use. If on-site activities halt for more than 14 days during the nesting season, surveys for nesting birds shall be repeated prior to work resuming on-site. A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented once prior to commencement of project construction, and then during construction activities as needed.				
BIO-1(i) Worker Environmental Awareness Program. Prior to initiation of construction activities, all personnel associated with project construction shall attend Worker Environmental Awareness Program training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Construction personnel shall attend WEAP training prior to construction.	During project permitting and environmental review.	Once prior to construction.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(a) Aquatic Resources Delineation and Impact Avoidance. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or California Coastal Commission, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in Mitigation Measure B-2(c). Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, a jurisdictional delineation shall be completed and submitted to the applicable agencies listed in this mitigation measure.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
BIO-2(b) Wetlands, Drainages, and Riparian Habitat Compensatory Mitigation. Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to jurisdictional water and wetlands. The mitigation and monitoring plan can be prepared in combination with HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The mitigation and monitoring plan shall be submitted to the regulatory agencies with permitting authority over the project. Alternatively, mitigation shall be accomplished through purchase of credits from an agency-approved wetlands mitigation bank.	Ensure, if applicable, project plans mitigate impacts to jurisdictional wetlands and riparian habitats at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure a mitigation and monitoring plan is developed be developed by a qualified biologist.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-2(c) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat: ▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas. ▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project. ▪ Project activities within the jurisdictional areas should occur during the dry season (typically between April 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies. ▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. ▪ Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat. ▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water or within secondary containment, and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.	If applicable, ensure project plans incorporate the best management practices listed in this mitigation measure.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(d) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Retain a qualified biologist/landscape architect, if applicable, to prepare a landscaping plan that includes all requirements in this mitigation measure; species shall be regionally appropriate native species found in adjacent native habitats.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
BIO-2(e) Sensitive Natural Community Avoidance and Mitigation. If the results of Mitigation Measure BIO-1(a) indicates projects implemented under the 2050 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Mitigation Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible. If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency for approval. Mitigation for impacts to sensitive natural communities can be developed and included in the HMMP defined under Mitigation Measure BIO-1(e) above, if applicable. The mitigation and monitoring plan shall identify long term site management needs, routine monitoring techniques, techniques and success criteria. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, project plans shall include final project design modifications shall be developed to avoid impacts to sensitive vegetation communities. If avoidance is not possible, impacts shall be mitigated at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure temporarily impacted areas are restored to pre-project conditions. Ensure a qualified biologist develops a Restoration Plan. Restoration Plan measures can be developed and included in the HMMP prepared pursuant to Mitigation Measure BIO-1(e), if applicable.	During project permitting and environmental review.	Once following construction and then, when applicable, in accordance with the Restoration Plan.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-2(f) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication. The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species: ▪ During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species. ▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal. ▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. ▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project. ▪ All disturbed areas shall be hydroseeded with a mix of locally native species or sterile annuals upon completion of work in those areas. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.	Retain a qualified biologist to develop an Invasive Weed Prevention and Management Program if project is in or next to native habitats.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-3(a) Project Design for Wildlife Connectivity. The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife movement. Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as: ▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals; ▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; ▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; ▪ Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage; ▪ Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows; ▪ Culverts shall be upsized where appropriate to support passage of impacted species; ▪ Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding; ▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-4(a) Roadway Lighting for lighting requirements). ▪ Vegetative buffers, consisting of California-native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.	Project plans for projects with fencing and lighting shall be designed to minimize impacts to wildlife. Project plans shall incorporate wildlife crossing structures, when a crossing is applicable.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall consider the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management. When on-site design measures cannot fully reduce impacts, compensation shall be considered as a mitigation option, including but not limited to participation in RCISs and mechanisms authorized under SB 790, to reduce unavoidable connectivity impacts at a landscape scale. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects re cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
BIO-3(b) Maintain Connectivity in Drainages. Permanent structures that would impede wildlife movement shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor. In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete. If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place. For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Ensure construction plans and building plans avoid placement of permanent structures in drainages or rivers such that wildlife movement would be impeded. Ensure temporary impacts to stream channels are restored. If applicable, ensure a diversion plan is provided for the project.	During project permitting and environmental review. Ensure temporary impacts to stream channels are restored after construction is completed.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption to wildlife that could hinder wildlife movement: ▪ Designation of a 20 mile per hour speed limit in all construction areas. ▪ Daily construction work schedules shall be limited to daylight hours only. ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition. ▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week. ▪ No pets are permitted on the project site during construction. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to the issuance of project grading and construction permits.	Ensure construction plans incorporate best management practices to minimize disruption to wildlife.	Prior to issuance of grading and construction permits.	Periodically during construction	Implementing agencies/project sponsor, and onsite construction manager.
Cultural and Historic Resources				
To minimize impacts to historical resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing under the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
CR-1 Historical Resources Impact Minimization. Prior to individual project permit issuance, the implementing agency of a 2050 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall, or can and should, prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b).	Prepare a map defining the Area of Potential Effects. Retain an architectural historian, or historical architect, to determine eligibility of structure for recognition under state, federal, or local historic preservation criteria, if applicable.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Study recommendations shall be implemented, which may include, but would not be limited to, the following: ▪ Realign or redesign projects to avoid impacts on known historic resources where possible. ▪ If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. ▪ Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review. To minimize impacts to cultural resources for transportation projects under AMBAG jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
CR-2(a) Archaeological Resources Impact Minimization. Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary	Retain a qualified archaeologist to conduct a record search to determine whether the project area has been previously surveyed and whether resources were identified. Implement recommendations identified in the survey. Project construction plans shall include required components to stop work if archaeological resources are uncovered.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
CR-2(b) Unanticipated Discoveries During Construction. If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that	Place conditions of approval on project to ensure that if archaeological resources are uncovered work is halted until the procedures described in this mitigation measure have been completed.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
are distant enough from the find not to impact it, as determined by the qualified archaeologist. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
Geology and Soils For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should, implement the following mitigation developed for the 2050 MTP/SCS program. For development occurring outside of the TAMC, SBtCOG, and SCCRTC jurisdiction, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
GEO-5 Paleontological and Geologic Resources Impact Minimization. The designated lead agency implementing a specific 2050 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or would be considered a unique geologic feature, the following measures shall apply: ▪ Avoidance. Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot feasibly be implemented, the following measures shall apply. ▪ Paleontological Mitigation and Monitoring Program. A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.	Retain a qualified paleontologist to conduct a PRA. Place conditions of approval on project to ensure procedures described in this mitigation measure are completed before and throughout construction, if the project area is underlying high sensitivity or unique geologic features.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ▪ Paleontological Monitoring. Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity, as determined by initial paleontological surveying or records search as deemed appropriate, shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced, under the discretion of the qualified paleontologist, to weekly spot-checking. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. ▪ Salvage of Fossils. If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. ▪ Preparation and Curation of Recovered Fossils. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, as defined by the specific receiving institution or collection, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps. ▪ Final Paleontological Mitigation and Monitoring Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Greenhouse Gas Emissions/Climate Change For all transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) in Section 4.3, <i>Air Quality and Health Impacts/Risks</i> , would also reduce GHG emissions from the 2050 MTP/SCS.				
GHG-1 Construction GHG Reduction Measures. The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following: ▪ Use of on-road heavy-duty trucks that meet the CARB’s 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; ▪ All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit; ▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; ▪ Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible; ▪ Use of materials sourced from local suppliers; ▪ Recycling of at least 75 percent of construction waste materials; and ▪ Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.	Ensure construction plans specify construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards; or at least Tier 2 standards; and perform periodic site inspections. Ensure periodic site inspections are conducted.	During project permitting and environmental review; during construction.	Once during project plan review; periodically during construction.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for AMBAG transportation projects are RTPAs, and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For all transportation projects under their jurisdiction, SBtCOG, SCCRTC, and TAMC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Implementation of Mitigation Measures T-2(a) and T-2(b) in Section 4.15, <i>Transportation</i> , would also reduce GHG emissions from the 2050 MTP/SCS.				
GHG-4(a) Transportation-Related GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following: ▪ Installation of electric vehicle charging stations beyond those required by State and local codes ▪ Utilization of electric vehicles and/or alternatively-fueled vehicles in company fleet ▪ Provision of dedicated parking for carpools, vanpool, and clean air vehicles ▪ Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, sidewalk connectivity, and accessible crosswalks) if project site is located along an existing transit route ▪ Optimize transit route networks and service levels to boost ridership ▪ Provision of employee lockers and showers ▪ Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services) ▪ Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules) for employees ▪ Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options Implementing Agencies Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review, and implemented during operation where appropriate.	Place conditions of approval on the requirement of implementation of GHG and/or VMT reduction measures described in this mitigation.	During project permitting and environmental review; during operation.	Once during project-level environmental review and discretionary approval decisions for land use projects.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. - Require new commercial construction to install solar energy systems or be solar-ready - Require new residential and commercial development to install low flow water fixtures - Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch - Require new development to exceed the applicable Title 24 energy-efficiency requirements - Encourage new development to be fully electric Implementing Agencies Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.	Use project-level analysis of energy consumption, solid waste generation, and water use and incorporate mitigation measures as needed to specifications described in measure. Place conditions of approval on the project requiring energy- and water-saving measures.	During project permitting and environmental review; during operation.	Once during project-level environmental review and discretionary approval decisions for land use projects. Once prior to issuance of an occupancy permit.	Implementing agencies/project sponsor.
Hazards and Hazardous Materials				
For transportation and development projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
HAZ-3 Site Remediation. If an individual project included in the 2050 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527- 05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of	Where applicable, prepare a Phase I ESA meeting the specifications of this mitigation measure. Place conditions of approval on project requiring incorporation of recommendations of the Phase I ESA, and if applicable, Phase II ESA.	During project permitting and environmental review; during construction.	Once prior to issuing grading or demolitions permits; periodically during construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review and implemented during project construction, as applicable.				
Noise				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
N-1 Construction Noise Reduction. To reduce construction noise levels to achieve applicable standards and prevent a substantial increase in ambient noise levels, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 200 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. ▪ Designate an on-site construction complaint and enforcement manager for projects within 200 feet of sensitive receivers. ▪ Implementing agencies of the 2050 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.	Ensure consistency with local noise ordinance requirements relating to construction for sensitive uses. Place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds. ▪ Implementing agencies of 2050 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation. ▪ The following timing restrictions shall apply to MTP/SCS project construction activities located within 200 feet of a dwelling unit, or 800 feet if impact pile driving is involved, except where timing restrictions are already established in local codes or policies. Construction activities shall be limited to: ▫ Monday through Friday: 7 a.m. to 6 p.m. ▫ Saturday: 9 a.m. to 5 p.m. ▪ Implementing agencies of 2050 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement Mitigation Measures N-1, listed under Impact N-1, and N-2, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
N-2 Construction Vibration Reduction. If construction equipment would generate vibration levels exceeding acceptable levels as established by FTA (as shown in Final EIR Table 4.12-2), implementing agencies of the 2050 MTP/SCS shall, or can and should, complete the following tasks: ▪ Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer. ▪ Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure. ▪ To minimize disturbance within 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible. ▪ Use cushion blocks to dampen noise from pile driving. ▪ Phase operations of construction equipment to avoid simultaneous vibration sources	If applicable, place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2050 MTP/SCS program where applicable for transportation projects that result in significant transportation noise levels, and where feasible and necessary based on project and site specific considerations. The measure below does not apply to land use projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.				
N-3 Noise Assessment and Control for Transportation Noise Sources. Sponsor agencies of 2050 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for transportation projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum: ▪ Determines existing and projected noise levels ▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards ▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas ▪ If warranted, recommends methods for mitigating noise impacts, including: ▫ Appropriate setbacks ▫ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials ▫ Use of sound barriers (earthen berms, sound walls, or some combination of the two) Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise that exceed acceptable standards or to a substantial permanent absolute increase in ambient noise levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with	Prior to issuance of grading or building permits, ensure noise assessments have been completed. Place conditions of approval to require implementation of recommendations in project-specific noise assessments.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or “quiet pavement” can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable. Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS, and where feasible and necessary based on project and site-specific considerations. The mitigation measure outlined below does not apply to transportation projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.				
N-4 Noise Mitigation for Land Uses. If a 2050 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, or where it could be exposed to substantial permanent increases in noise levels, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project’s individual environmental review. Implementing Agencies Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	If applicable, ensure a noise study is conducted. If the project would be impacted, place conditions of approval on implementation of noise reduction measures detailed in this mitigation.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts, and where feasible and necessary based on project and site specific considerations. These measures can and should also be implemented for future infill projects near transit pursuant to the 2050 MTP/SCS that would result in vibration impacts. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
N-5 Vibration Mitigation for Transportation Projects. Where local vibration and groundborne noise standards do not apply, implementing agencies of 2050 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the <i>Transit Noise and Vibration Impact Assessment</i> to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA thresholds, as shown in Table 4.12-3, shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to: ▪ Rail Traffic ▫ Maximizing the distance between tracks and sensitive uses ▫ Conducting rail grinding on a regular basis to keep tracks smooth ▫ Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats ▫ Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats; ▫ Implementing operational changes such as limiting train speed and reducing nighttime operations. ▪ Bus and Truck Traffic ▫ Constructing noise barriers ▫ Use noise reducing tires and wheel construction on bus wheels ▫ Use vehicle skirts (i.e. a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels Implementing Agencies Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	Comply with all applicable local and/or FTA vibration and groundborne noise standards.	During project permitting and environmental review; during construction and operation.	Ongoing during construction and project operation, as applicable.	Implementing agencies/project sponsor.
These measures can and should also be implemented for future land use development projects near existing public or public use airports. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
N-6 Noise Mitigation Near Airports. Local lead agencies for all new development proposed to be located within the vicinity of an existing airport influence zone, as defined by the locally ALUCP or local general plan, or within two miles of an airport that does not have an ALUCP or a private airstrip, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to assure that people residing in the project area are not exposed to excessive noise levels. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project’s individual environmental review. Implementing Agencies Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.	If applicable, require a site-specific noise compatibility study. Place conditions of approval on adherence to recommendations to site design and building construction, as recommended in the study.	During project permitting and environmental review; during construction and operation.	Once.	Implementing agencies/project sponsor.
Public Services and Recreation				
Cities and counties in the AMBAG region, as well as other public service providers, can and should implement this measure, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
PSR-1 Increased Public Service Demand. During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of public service facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies are cities, counties, and/or implementing agencies for land use projects, and other public service providers. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Cities and counties in the AMBAG region, and recreation agencies, can and should implement the following measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
PSR-3 Impact Reduction from New Recreational Facilities. During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction of new or expanded recreation facilities, including recreational trails.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of recreation facilities, including recreational trails.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
Implementing Agencies Implementing agencies for transportation projects, including recreation trails, are cities, counties, and recreation agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
Transportation				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that would increase the capacity of a roadway, and where feasible and necessary based on project and site specific considerations. For land use projects under their jurisdiction, the cities and counties in the AMBAG region shall implement the following mitigation measure. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
TRA-2(a) Land Use Project VMT Analysis and Reduction. Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to: ▪ Provide carsharing, vanpool, bike sharing, and ride-sharing programs ▪ Implement or provide access to commute reduction programs ▪ Encourage telecommute programs ▪ Incorporate affordable housing into the project ▪ Increase density, infill, and transit oriented development ▪ Increase mixed uses within the project area ▪ Incorporate improved pedestrian connections within the project/neighborhood ▪ Incentivize development in low VMT communities ▪ Incentivize housing near commercial and offices ▪ Increase access to goods and services, such as groceries, schools, and daycare ▪ Orient the project toward transit, bicycle, and pedestrian facilities ▪ Implement complete streets ▪ Provide traffic calming ▪ Provide bicycle parking ▪ Reduce parking requirements ▪ Separate out parking costs ▪ Provide parking cash-out programs Implementing Agencies Implementing agencies for land use projects are cities and counties. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.	Require the inclusion VMT reduction strategies included in this mitigation measure at a program and project-level.	During project permitting and environmental review; during operation.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
TRA-2(b) Transportation Project VMT Analysis and Reduction. Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to: ▪ Tolling new lanes to encourage carpools and fund transit improvements ▪ Converting existing general purpose lanes to high occupancy vehicle lanes ▪ VMT banks ▪ Implementing or funding offsite travel demand management ▪ Providing a bus rapid transit system ▪ Implement bus on shoulder operations during peak congestion periods ▪ Improving pedestrian or bicycle networks, or transit service ▪ Providing transit passes ▪ Incorporating neighborhood electric vehicle network Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.	Evaluate the potential for projects to increase VMT. Where project-level significant impacts are identified, develop and implement mitigation measures to reduce VMT.	During project permitting and environmental review; during operation.	Once.	Implementing agencies/project sponsor.
Tribal Cultural Resources For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources, and where feasible and necessary based on project- and site-specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
TCR-1 Tribal Cultural Resources Impact Minimization. Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts:	Ensure compliance with AB 52; and when applicable, implement measures identified in this mitigation measure.	During project permitting and environmental review; during construction.	Ongoing throughout project construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
- Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. - Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following: - Protecting the cultural character and integrity of the resource - Protecting the traditional use of the resource - Protecting the confidentiality of the resource - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places - Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources - If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action				
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.				
Utilities and Service Systems For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region, and other utility providers, can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-1(a) Water and Wastewater Treatment Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of wastewater treatment and collection facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-1(b) Stormwater Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of stormwater facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.				
UTIL-1(c) Stormwater Control Methods. During the CEQA review process for individual facilities, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require incorporation of stormwater controls detailed in this measure for the construction and expansion of individual facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-1(d) Power, Natural Gas, or Telecommunications Facilities. During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects. Implementing Agencies Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Require mitigation to avoid or reduce significant environmental impacts related to project-specific construction and expansion of power, natural gas, or telecommunications facilities.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to solid waste, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				
UTIL-2 Solid Waste Generation and Disposal. During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible: ▪ Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials. ▪ Maintain or reuse existing building structures and materials during building renovations and redevelopment. ▪ Use salvaged, refurbished, or reused materials to help divert such items from landfills. ▪ Divert construction waste from landfills, where feasible, through means such as: ▫ Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal; ▫ Establishing diversion targets, possibly with different targets for different types and scales of development; ▫ Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Place conditions of approval of individual projects on the implementation of mitigation detailed in this measure.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that have water supply impacts, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-4(a) General Water Conservation Measures. Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible. Implementing Agencies Implementing agencies are cities and counties for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Coordinate with water services to ensure demand can be accommodated, identify a water consumption budget, and implement the use of water conservation measures identified in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
UTIL-4(b) Water Supply for Construction Dust Suppression. Implementing agencies shall, or can and should, ensure that for all 2050 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency. Implementing Agencies Implementing agencies for transportation and land use projects are RTPAs, transportation project sponsor agencies, and Metropolitan Planning Organizations. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	Place conditions of approval of individual projects on the implementation of mitigation detailed in this measure.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.
UTIL-4(c) Landscape Watering. In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2050 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, place conditions of approval on the inclusion of landscaping features described in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
UTIL-4(d) Porous Pavement and Bioswale Installation. In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2050 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction’s local regulatory programs. Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.	If applicable, place conditions of approval on utilization of porous pavement and/or bioswales. Construction plans shall show use of these materials.	During project permitting and environmental review.	Ongoing throughout construction.	Implementing agencies/project sponsor.
Wildfire				
For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2050 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2050 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions				
W-1 Wildfire Risk Reduction. If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to: ▪ Enforce defensible space regulations compliant with PRC Section 4291 or stricter as designated by the local governing body to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. ▪ Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place during a wildfire emergency. ▪ Ensure sufficient emergency water supply and operations for wildland fire suppression.	If a project is within two miles of High or Very High FHSZ SRA or LRA, implement mitigation described in this measure, such as maintaining and enforcing defensible space.	During project permitting and environmental review; during construction and operation.	Ongoing throughout project construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
▪ Encourage the development of landscaping maintenance schedules to include removal/treatment of annual invasive species which may contribute to increased fuel loading. ▪ Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species. ▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. ▪ Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. ▪ Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher. ▪ Encourage the use of external sprinklers for new development mapped within Very High FHSZs. ▪ Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies. ▪ Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.				
Implementing Agencies Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.				

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation
Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION TO ADOPT THE 2050 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION PLAN FOLLOWING CERTIFICATION OF THE FINAL EIR BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS AND THE ADOPTION OF THE FINAL EIR FINDINGS, STATEMENT OF OVERRIDING CONSIDERATION, AND MITIGATION MONITORING REPORTING PROGRAM BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION.

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) is the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County; and

WHEREAS California Government Code Section 65080 (c) requires that each RTPA adopt and submit an updated Regional Transportation Plan to the California Transportation Commission and the Department of Transportation every five years in non-urban regions; and

WHEREAS the RTC has prepared a 2050 Santa Cruz County Regional Transportation Plan which describes goals and policies, financial projections, and programs and projects to be prioritized by the Commission, local jurisdictions, and local, state, and regional agencies through 2050; and

WHEREAS the Regional Transportation Plan was prepared through the conduct of a continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable state and federal requirements; and

WHEREAS the Regional Transportation Plan has been prepared in accordance with California Transportation Commission 2024 Regional Transportation Plan Guidelines, pursuant to Government Code, Section 14522; and

WHEREAS the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, in accordance with state and federal law and consistent with the region's public participation plan, including, but not limited to wide circulation and review by RTC advisory committees representing project sponsors and transportation stakeholders; representatives of State and Federal governmental agencies; representatives of special interest groups; representatives of the private business sector; and residents of Santa Cruz County; and

WHEREAS the environmental impacts of the 2050 Santa Cruz County Regional Transportation Plan are analyzed as part of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito, and Santa Cruz County Environmental Impact Report (EIR,) prepared by AMBAG as the lead agency and reviewed by RTC as responsible agency, with RTC adopting CEQA Findings, a Statement of Overriding Considerations ,and a Mitigation Monitoring and Reporting Program as required by the California Environmental Quality Act (CEQA); and

WHEREAS the North Central Coast Air Basin, within which Santa Cruz County is located, meets Federal Criteria Pollutant Ambient Air Quality Standards, is in Attainment Status for these standards, and the Santa Cruz County Regional Transportation Plan is therefore exempt from a Clean Air Act conformity analysis; and

WHEREAS all other legal prerequisites to the adoption of this Resolution have occurred;

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

1. The foregoing recitals are true and correct and incorporated by this reference; and
2. The 2050 Santa Cruz County Regional Transportation Plan is hereby adopted following certification of the Final EIR by the Association of

Monterey Bay Area Governments and the adoption of the Final EIR Findings, Statement of Overriding Consideration, and Mitigation Monitoring Reporting Program by the RTC.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Distribution: AMBAG, Caltrans, CTC, SCMTD, Cities, County, FHWA

[https://rtcsc.sharepoint.com/rtc staff reports/templates and samples/resolutiontemplate.docx](https://rtcsc.sharepoint.com/rtc%20staff%20reports/templates%20and%20samples/resolutiontemplate.docx)

TO: Regional Transportation Commission (RTC)

FROM: Joel LaCagnina, P.E., Senior Transportation Engineer

RE: Contract Award for Construction Management Services
for Segment 12 of the Coastal Rail Trail

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to enter into an agreement with HNTB Corporation in an amount not to exceed \$6,485,882 for construction management services for Segment 12 of the Coastal Rail Trail for term through June 30, 2030.

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Corridor (SCBRL) from Union Pacific in 2012 which is an active short line railroad that travels through Santa Cruz County between Pajaro and Davenport for a total of 32 miles. In 2020, the RTC entered into Cooperative Agreement with Caltrans for the Project Approval & Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulders between State Park Drive and Freedom Boulevard Interchanges and Coastal Rail Trail Segment 12 project (Project).

In 2023, the RTC entered into Cooperative Agreement with Caltrans for the Plans, Specifications and Estimates (PS&E) and Right of Way components of the project designating the RTC as the implementing agency, with Caltrans providing oversight.

In 2025, the RTC successfully secured the State's Cycle 4 Senate Bill (SB)1 Grant as well as the Federal MEGA grant and was awarded \$94 million and \$30 million, respectively, for construction of this Project.

In November 2025, the RTC approved splitting the Highway 1 Freedom to State Park Auxiliary Lanes & Bus on Shoulder Project and the Coastal Rail Trail Segment 12 Project into two separate stand-alone projects; and committed to implementing the construction component of the Coastal Rail Trail Segment 12 Project.

DISCUSSION

In February 2026, RTC staff released a Request for Proposals (RFP) to provide comprehensive construction management, inspection, materials testing, and related professional services for construction of Coastal Rail Trail Segment 12 Project. The scope of services (Exhibit A to Attachment 1) includes a comprehensive constructability review of both the Highway 1 Auxiliary Lanes and Bus on Shoulder project and the Coastal Rail Trail Segment 12 project.

The RTC received five proposals from qualified firms. In April, the proposals were ranked by a committee composed of RTC professional staff and a senior member of Caltrans' construction management division. Following in-person interviews with each firm, and evaluation by the selection committee, HNTB Corporation was determined to be the highest-ranked and most qualified firm in accordance with the evaluation criteria outlined in the RFP.

The final scope has been refined and expanded through negotiations with the highest-ranked consultant to address project-specific risk management, constructability review, utility coordination, environmental compliance, and contract administration needs. The scope includes limited review of the Highway 1 Phase 3 project solely to evaluate construction interfaces, schedule coordination, utility conflicts, and staging impacts affecting Segment 12.

The contract amount reflects the full project delivery period, including pre-construction coordination, bid support, construction management and inspection, environmental compliance, materials testing, labor compliance, contract administration, stakeholder coordination, and project closeout. Although active construction is anticipated to last approximately 22 months, the contract also includes significant pre and post construction services necessary to successfully deliver the Project and comply with funding, environmental, and regulatory requirements.

Staff has estimated the need for construction management services over the next 3-4 years and recommends a total not-to-exceed value of \$6,485,882 for this contract. Exhibit B to Attachment 1 includes the consultants' cost proposal.

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to enter into an agreement with HNTB Corporation in an amount not to exceed \$6,485,882 for construction management services for Segment 12 of the Coastal Rail Trail for term through June 30, 2030.

FISCAL IMPACT

Funding for the Construction Management Services contract for Segment 12 of the Coastal Rail Trail is included within the overall project programming and budget and is supported through a combination of federal MEGA and BUILD, state SB1, and Measure D Highway and Active Transportation category funds.

An initial \$1,000,000 in Measure D Highway and Active Transportation category funds has been programmed in FY 2026/27 to support the initial work performed under this contract. These funds will cover contract expenses until grant funding for the construction component is allocated by the California Transportation Commission (CTC) in the spring. Upon allocation, the grant funds will be used to fund the remainder of the contract, along with the required Measure D local match

Approval of this contract does not require additional local funding commitments beyond those already programmed for the Coastal Rail Trail Segment 12 Project.

SUMMARY

Staff released a Request for Proposals (RFP) from qualified and experienced professional consultants for Construction Management Services for Coastal Rail Trail Segment 12 in Aptos, California. Five proposals were received from qualified firms and through the selection process criteria, HNTB was selected as the most qualified consultant. Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to enter into an agreement with HNTB Corporation in an amount not to exceed \$6,485,882 for construction management services for Segment 12 of the Coastal Rail Trail for term through June 30, 2030.

ATTACHMENTS:

1. Resolution
 - a. Scope of Work
 - b. Proposed Cost

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 11, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AN AGREEMENT WITH HNTB CORPORATION IN AN AMOUNT NOT TO EXCEED \$6,485,882 FOR CONSTRUCTION MANAGEMENT SERVICES FOR SEGMENT 12 OF THE COASTAL RAIL TRAIL FOR TERM THROUGH JUNE 30, 2030.

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) in October 2012;

WHEREAS; In 2020, the RTC entered into a Cooperative Agreement with Caltrans for the Project Approval & Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulders between State Park Drive and Freedom Boulevard Interchanges and Coastal Rail Trail Segment 12 project (Project);

WHEREAS; In 2023, the RTC entered into a Cooperative Agreement with Caltrans for the Plans, Specifications and Estimates (PS&E) and Right of Way components of the project designating the RTC as the implementing agency, with Caltrans providing oversight;

WHEREAS; In November 2025, the RTC approved splitting the Highway 1 Freedom to State Park Auxiliary Lanes & Bus on Shoulder Project and the Coastal Rail Trail Segment 12 Project into two separate stand-alone projects; and committed to implementing the construction component of Segment 12 of the Coastal Rail Trail project;

WHEREAS; in February 2026 staff released a Request for Proposals (RFP) to provide comprehensive construction management, inspection, materials testing, and related professional services for construction of Segment 12 of the Coastal Rail Trail project;

WHEREAS; RTC staff, through the RFP selection process criteria, conducted interviews and evaluated proposals from five firms, and selected HNTB as the most qualified consultant;

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

The Executive Director is authorized to enter into an agreement with HNTB Corporation in an amount not to exceed \$6,485,882 for construction management services for Segment 12 of the Coastal Rail Trail for term through June 30, 2030.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Eduardo Montesino, Chair

Sarah Christensen, Secretary

Distribution: RTC Fiscal, RTC and Consultant Project Management

ATTACHMENT A – ENHANCED SCOPE OF SERVICES

FOR COASTAL RAIL TRAIL SEGMENT 12 PROJECT CONSTRUCTION MANAGEMENT CONTRACT

The Consultant shall provide professional Construction Management (CM), Project Management (PM), construction inspection, document control, contract administration, quality assurance, scheduling, cost control, stakeholder coordination, environmental compliance, and related support services for the Coastal Rail Trail Segment 12 Project (Segment 12 Project). The scope of services has been updated and expanded to align with the requirements, intent, and construction delivery objectives identified in the RFP documents. Services shall support all phases of the project including pre-construction, procurement, construction, testing, commissioning, and closeout.

A. TASK 1: PRE-CONSTRUCTION SERVICES

Provide services of a senior level Construction Manager during pre-construction services to perform constructability reviews of Plan Specifications and Architectural/ Engineering submittals. Review shall be limited to the work within the Segment 12 package, the interface points with the adjacent Phase 3 Highway 1 work package, and includes constructability/biddability review of the Phase 3 Highway 1 work package.

1. Constructability and Biddability Reviews

- a) Collaborate with the RTC and design consultant to perform constructability and biddability reviews of plans, specifications, estimates, staging plans, traffic handling plans, utility relocation plans, and bid documents associated with the Segment 12 Project and adjacent interfaces.
- b) Evaluate the Designer prepared risk matrix and 100% design packages related to temporary works, site access, maintenance of public safety, railroad coordination requirements, environmental constraints, and utility conflicts.
- c) Evaluate the Designer prepared CPM schedule for sequencing, durations, milestone handovers, temporary works, site access, railroad coordination requirements, environmental constraints, and utility conflicts.
- d) Consultant to prepare and analyze independent CPM schedule for Segment 12 and Hwy 1 Phase 3 work to evaluate sequencing, durations, milestone handovers, temporary works, site access, railroad coordination requirements, environmental constraints, and utility conflicts
- e) Recommend design improvements, evaluate packages for conformance with industry construction standard practices, and recommend a bidding strategy to obtain the most advantageous bid for the RTC.
- f) Provide written biddability review comments and recommendations on 100% and Final Design (contract bid set) packages intended to improve bid package

clarity and that all items are accounted for in terms of measurements and payment clauses and item prices.

- g) Prior to completion of 100% design, participate in interdisciplinary review workshops and coordination meetings with RTC staff, designers, utility owners, and stakeholders.
- h) Review the Designer prepared resident engineer files for completeness and identify any errors.

2. Contract Document Review

- a) Final review contract plans, specifications, special provisions, geotechnical reports, environmental commitments, permits, right-of-way documentation, and reference materials for completeness, consistency, coordination, and compliance with standards.
- b) Cross-check Designer prepared quantity sheets against bid item quantities and independently check high-risk and high-value quantities.
- c) Identify discrepancies, ambiguities, omissions, and potential conflicts within the contract documents. Prior to bid advertisement assist RTC in strengthening and updating front-end specifications in collaboration with the RTC, Legal Counsel, and Program Management Oversight Consultant.
- d) Provide written recommendations to RTC for consideration while acknowledging RTC retains final responsibility for contract document development and issuance.

3. Field Investigation and Site Verification

- a) Up to four (4) limited site reviews to verify existing conditions, drainage patterns, utility conflicts, constructability constraints, public access requirements, and staging opportunities against contract documents to reduce risks.
- b) For completed site reviews, prepare field observation memoranda, photo logs, and technical recommendations for project records.

4. Permits, Environmental Compliance, and ROW Verification

- a) Provide a limited technical quality assurance review of documents such as permits, agreements, easements, temporary construction easements, and/or property rights have been secured and/or in place prior to construction contract advertisement and are accurately included and described in the contract documents.

5. State and Federal Funding Compliance

- a) Provide technical support for the preparation of bid package documentation in compliance with the Caltrans Local Assistance Procedures Manual (LAPM) for projects funded through state and federal sources, while ensuring adherence to federal advertising and contract administration requirements.

- b) Provide technical support in preparing all necessary documents and forms in compliance with Caltrans LAPM to obtain state and federal approval of the project and to allocate funding.
- c) The consultant shall be familiar with the Local Assistance processes related to state and federal contracts.

6. Bid Set Preparation and Advertisement

- a) Provide technical support in advertising the construction contract, as requested by RTC.
- b) Provide technical support during procurement activities, such as responding to Construction Contractor questions or clarifications, when requested by RTC.
- c) Provide technical support with bidder inquiries, clarification responses, and pre-bid meeting support, when requested by RTC.

7. Bid Management

- a) Manage bid inquiries, issue necessary addendums, conduct pre-bid conferences, and assist with bid evaluations and acceptance, including checking bid documents against bid opening checklist requirements. The Project designer of record, the RTC, and the Program Management Oversight Consultant will assist with technical responses to bid inquiries and addenda.
- b) Provide technical input to RTC during bid review as requested.
- c) Participate in contractor outreach and coordination meetings as requested.

Pre-Construction Deliverables

Key deliverables for pre-construction services include and are not limited to:

- Constructability Report
- Site Review Report
- Review and comment on 100% PS&E
- Review and comment on Final PS&E
- Draft responses to Bidders in collaboration with RTC and Designer, as required
- Review results of Bid Documents submitted by Construction Contractors

B. TASK 2: CONSTRUCTION MANAGEMENT SERVICES

Provide all professional services consistent with the industry-accepted roles of Construction Manager, acting as RTC's field representative for the construction of the Segment 12 Project. The Consultant will be responsible for coordinating the field activities of all Project-related utility relocation work including oversight of relocation work performed by third parties. This shall include providing all services necessary to administer the construction contract in accordance with the Caltrans Construction Manual, and Construction Procedure Directives. Construction management and construction support

work shall be performed in accordance with the tasks as described in the Caltrans Work Breakdown Structure.

Consultant shall generally provide resources fully equipped to ensure projects are constructed in accordance with the Plans, Specifications, and Estimates and in compliance with laws, funding requirements, and other project constraints.

1. Project Management and Coordination/Inspection and Compliance

- a) Provide qualified project management and construction management personnel for overall coordination and administration of the Segment 12 Project.
- b) Coordinate recurring meetings, maintain action item logs, prepare agenda and meeting minutes, and facilitate communication among project stakeholders.
- c) Review baseline and recovery schedules, monitor Construction Contractor progress, and evaluate schedule impacts and critical path activities.
- d) Manage coordination among the RTC, the Construction Contractor, and stakeholders.
- e) Community Engagement Services – provide web-based community engagement software package – Public Involvement Management Application (PIMA) and provide updates on activities/comments managed by site to RTC on a timely basis for the construction areas within the Segment 12 project limits, including a summary in the monthly report.
- f) Coordinate with and assist the RTC in scheduling, claims support, and public meetings and outreach.
- g) Coordinate, host and/or facilitate meetings including preparation of all materials and staffing as may be required.
- h) Provide a staffing schedule each month for the following month's work.
- i) Evaluate the Construction Contractor's schedule for actual versus planned progress and document all scheduling discrepancies.
- j) Prepare and submit construction monthly progress reports along with Construction Management (CM) payment invoice. Monthly progress reports shall include the following:
 - Overview of work accomplished, including photos;
 - Work to be completed the following month;
 - Updated schedule of work;
 - Explanations for deviations from the initial schedule;
 - Explanation of any upcoming risks/problem areas and corrective action to be taken; and
 - Status of submittals, RFI's, change orders, and claims.
- k) Inspection and Compliance
 - Perform field inspection activities, monitor Construction Contractor's performance for compliance with contract requirements, approved schedules, quality standards, traffic control requirements, and safety

- obligations, and enforce all requirements of applicable codes, specifications, and contract drawings.
- Perform inspections and enforce the Construction Contractor's storm water pollution prevention program. Ensure timely reporting of all required documentation associated with the Construction
 - l) General Permit, Caltrans, and the Regional Water Quality Control Boards.
 - m) Manage job site safety for Consultant staff and review Construction Contractors Safety Plan.
 - n) Support traffic control coordination, public notification activities, and management of critical work windows or shutdowns.
 - o) Ensure Construction Contractor's compliance with the requirements of state and local agencies and assist RTC in resolving permit-related issues, including encroachment permits, regulatory permits, business licenses, regulations, Federal Aviation Administration, environmental permits, etc.
 - p) Provide biological monitoring services and perform project related training.
 - q) Conduct regular inspections of the job site to assess housekeeping and cleanliness, proper storage of materials, management of construction area signage, and other relevant factors. This is essential to ensure that the construction area remains safe and organized throughout the duration of the activities.
 - r) Maintain daily inspection reports of work, including photos, descriptions of daily activities, any corrective actions to be taken by Construction Contractor, persons and equipment onsite, and work to be completed the following day(s).
 - s) Review of materials and equipment delivered to site for compliance with submittals and contract documents.
 - t) Performing labor compliance inspections and conducting interviews
 - u) Review of Construction Contractor's compliance with health and safety standards and regulations and reporting of non-compliance.
 - v) Monitor record documents to ensure proper maintenance and completion by Construction Contractor.
 - w) Provide specialty construction inspection for specific construction operations, systems or equipment which may include but not be limited to:
 - i. Electrical and Instrumentation (code requirements, field inspection, operational and acceptance testing)
 - ii. Mechanical (code requirements, field inspection, operational and acceptance testing)
 - iii. Construction Safety (OSHA)
 - iv. Storm Water Pollution Prevention (NPDES requirements)
 - v. Traffic Control
 - vi. Maintain environmental compliance documentation and track permit conditions throughout construction.
 - vii. Structural Steel & Concrete

- viii. Coordinate and provide services, either directly or through appropriately qualified sub-consultants, for the following:
 - Materials testing - field sampling and laboratory testing of various construction materials and existing soil materials.
 - Hazardous materials handling support.

2. Documentation and Administration

- a) Perform pre-construction documentation.
- b) Maintain comprehensive document control systems and project records including RFIs, submittals, correspondence, non-conformance reports, potential claims, change orders, and meeting documentation.
- c) Perform all construction administrative activities, including correspondence, construction records (e.g. diaries, requests for information), accounting, document tracking, and document control per Caltrans requirements.
- d) Maintain a digital project plan room which clearly delineates revised plan sheets on an individual basis.
- e) Incorporate a paperless construction administration delivery process (e-construction).
- f) Assist the RTC by providing project related documentation and reporting, presentations, and answer questions for committee or board meetings.
- g) Maintain accurate accounting and cost records. Review construction costs, track contingency usage, and assist RTC with budget monitoring and forecasting.
- h) Provide support services necessary to maintain compliance with applicable local, state, and federal funding requirements.
- i) Provide technical support with grant documentation, labor compliance reporting, audit support, record retention, and regulatory coordination.
- j) Complete funding reimbursement forms. Project may have several funding sources.
- k) Maintain project files in compliance with Caltrans requirements and undergo Caltrans audits as necessary. The Consultant intends to use the software package of Autodesk Forma for management of electronic documentation as well as other document sharing tools such as SharePoint.
- l) Collect and monitor subcontractor request forms.
- m) Document work with a robust photographic record.
- n) Drone Services - The Consultant to provide drone services for work performed in the field for record purposes. Drone equipment shall be provided by the Consultant and shall remain property of the Consultant.
- o) The Consultant to maintain project office space for field overhead personnel for a period of 22 months of construction near the project area starting three months before Notice to Proceed to Construction Contractor.

3. Quality Assurance and Testing

- a) Coordinate and monitor quality assurance and quality control activities throughout construction.
- b) Develop and prepare a project specific quality management plan, quality assurance plan, and source inspection quality management plan in accordance with Caltrans requirements.
- c) Review Construction Contractor quality control plans, inspection reports, material testing results, and non-conformance documentation.
- d) Schedule, manage, perform, and document field and laboratory testing services for Quality Assurance compliance. Construction Contractor to provide Quality Control field and laboratory testing services.
- e) Coordinate specialty inspections, fabrication inspections, and laboratory testing services as necessary.
- f) Ensure the Construction Contractor is performing required quality control inspection and testing at intervals specified in the contract documents.
- g) Issue nonconformance reports and ensure defective work is corrected.
- h) Ensure non-standard design/construction elements are closely monitored and tested at frequencies that mitigate risk, and that appropriate work-specific QC/QA plans are developed and implemented prior to construction.

4. Change Order and Progress Payment

- a) Coordinate, review, and evaluate potential change order requests, cost estimates/quotations, and time impact analyses.
- b) Evaluate, negotiate, recommend, prepare and recommend course of action for change order requests and submittals. Provide complete management of the change order process.
- c) Inspect and evaluate site conditions that are perceived to be different than shown in contract documents.
- d) Review, gather, and evaluate information for resolution of potential claims or disputes.
- e) Review progress payment applications, verify quantities, prepare and recommend progress payments.

5. Construction Support and Coordination

- a) Review submittals (e.g. detours and staging plans) from the Construction Contractor and oversee the submittal process.
- b) Review Construction Contractor Requests for Information (RFI's) and coordinate with Design Engineer for resolution and response. Log all RFIs and associated response.
- c) Review Construction Contractor monthly invoices and recommend payment requests.
- d) Provide Construction Contractor with acceptability or deficiencies in work and required actions for contract compliance.

- e) Maintain project documents files in the format and location specified by the RTC.
- f) Electronic and hard copy project record management and filing using Department's and/or PM's systems
- g) Preparation and distribution management of various documents, correspondence and submittals
- h) Maintenance of tracking logs
- i) Review project schedules
- j) Review shop drawings and check Construction Contractor shoring and falsework calculations in conformance with Caltrans manuals.
- k) Procure agency-furnished items to minimize schedule and cost impacts to the project.
- l) Obtain and manage storage, control inventory, and release documentation materials to contractors in a secure and timely fashion.
- m) Provide coordination support related to utilities, adjacent projects, public agencies, trail users, residents, and other stakeholders.
- n) Coordinate interface management activities among contractors, agencies, and RTC staff.

6. Labor Compliance

- a) Perform labor compliance monitoring activities including review of certified payrolls and labor interview documentation.
- b) Support prevailing wage compliance efforts and coordination with oversight agencies.
- c) Provide technical support with audit responses and corrective action tracking as necessary.

7. Construction Surveying

- a) Provide construction staking and survey services including quantity calculations, staking requests, geometry control, and quality assurance checks.
- b) Coordinate survey activities with Construction Contractors and project stakeholders.

8. Construction Claims Analysis and Support

- a) Consultant staff providing construction management and support services may be required to retrieve documents, prepare reports and participate in interviews near or after completion of construction as needed to assist the RTC in resolving claims made by or against the construction Contractor for the project.
- b) Provide services of a senior level Construction Manager to analyze and make recommendations for claims resolution.
- c) Prepare independent cost estimates for elements of work associated with change orders to support claim analysis

- d) Provide claims analysis and dispute resolution support services including evaluation of schedules, costs, correspondence, and field records.
- e) Prepare technical analyses, recommendations, and supporting documentation for negotiations or dispute mitigation efforts.

9. Project Acceptance and Closeout

- a) Perform site inspection(s) to determine if facilities are complete and in compliance with contract documents.
- b) Provide final inspection services, including testing and installed facilities.
- c) Develop and maintain a project corrective item work list(s) (i.e. punch-list) and inspection of corrective actions performed.
- d) Verify all O&M Manual submittals as well as spare parts as required by the contract documents.
- e) Perform project closeout activities, including preparation of the final construction project report and filing of end of project documentation.
- f) Provide technical support to RTC, as requested, to close out permits, agreements, and right-of-way with various agencies and parties until the end of Consultant Contract.
- g) Verify Construction Contractor's as-built records. Submit as-built records to Caltrans. Prepare and submit final construction report.
- h) Verify Construction Contractor has made all payments and all required releases including warranty release, lien release(s), and release of claims have been submitted by Construction Contractor.
- i) Recommend retention release to Construction Contractor.
- j) Review final payment and release of retention.
- k) All anticipated items of labor, material and equipment not specified in detail that are incidental to or necessary for providing construction management services shall be included in the LAPM Exhibit 10-H

10. Office/Equipment/Supplies/Facilities/Special Considerations

- a) Consultant shall secure a facility of sufficient proximity to the project site to carry out the scope of services for the duration of the construction project, and all necessary equipment (e.g. printer/copier, secure internet network, workstation desks) to adequately accommodate the construction management team. This may be considered as reimbursable other direct costs if not already included in consultant overhead.
- b) Consultant shall provide the necessary equipment, tools, and supplies to provide the required services. This may include cell phones, laptops, computer programs, vehicles equipped for construction activities, laths, manuals, office supplies, safety gear, etc. These may be considered as reimbursable other direct costs if not already included in consultant overhead.

Construction Management Services Deliverables

- Meeting agendas and meeting minutes
- Monthly progress reports and executive summaries
- Daily inspection reports and photo documentation
- Schedule review comments and schedule analysis reports
- Independent cost estimates for change order evaluations
- Quality assurance and materials testing documentation
- Risk registers, issue logs, and action item trackers
- Environmental compliance documentation
- Final record documentation and project closeout packages

SCCRTC - Segment 12 Construction Management
Cost Estimate By Title, Task And Cost

HNTB	Prime: HNTB Corporation (Non-CM)																												Subconsultant								TOTAL HOURS	TOTAL COST
	Project Manager	Resident Engineer	Structural Representative	Assistant Resident Engineer	Office Engineer	Office Assistant	Community Engagement/Construction Staging	Preconstruction Services Team Lead	Scheduler	Geotechnical Jmt	Traffic SME	Relief Construction SME	Estimator	Safety	Quality Assurance	Utility Coordinator	Construction/Signal Integration	UAS Operator	PMIS	Project Analyst	Travel Manager (HNTB)	Total HNTB Cost	BGA - HOURS	BGA - COST	BK - HOURS	BK - COST	Mohr Inc. (B-B) HOURS	Mohr Inc. (B-B) COST	Sandis - HOURS	Sandis - COST								
HNTB West Plot for SCRTC SRP No. 2605 Construction Management for Contract Rail Trail Segment 12 in Arroyo, CA																																						
A. Task 1 - Pre-Construction Services																																						
Task A.1 - Constructability and Biddability Review	52	156	156	208	93	24	0	390	235	0	0	0	0	0	4	0	104	0	0	39	1461	\$ 518,889	120	\$ 33,710	0	\$ -	78	\$ 20,570	0	\$ -	1659	\$ 573,169						
Task A.2 - Contract Document Review	0	65	13	13	0	0	0	39	0	0	0	0	0	0	4	0	80	0	0	26	240	\$ 82,573	53	\$ 14,834	0	\$ -	66	\$ 18,367	0	\$ -	359	\$ 115,774						
Task A.3 - Field Investigation	0	26	13	65	0	0	65	0	0	0	0	0	0	3	0	0	0	0	0	0	172	\$ 55,269	0	\$ -	0	\$ -	0	\$ -	0	\$ -	172	\$ 55,269						
Task A.4 - Permits, Agreements, ROW Verification	26	26	0	24	0	0	104	0	0	0	0	0	0	0	4	0	0	0	0	0	184	\$ 68,148	0	\$ -	0	\$ -	0	\$ -	0	\$ -	184	\$ 68,148						
Task A.5 - State and Federal Funding Compliance	0	0	0	0	0	0	0	26	48	0	0	0	0	0	0	0	0	0	0	74	\$ 28,680	0	\$ -	0	\$ -	0	\$ -	0	\$ -	74	\$ 28,680							
Task A.6 - Bid Set Preparation and Advertisement	0	78	0	0	57	0	0	0	18	0	0	0	0	0	4	0	91	0	0	0	248	\$ 76,538	0	\$ -	0	\$ -	0	\$ -	0	\$ -	248	\$ 76,538						
Task A.7 - Bid Management	0	39	0	0	48	0	26	0	24	0	0	0	0	0	4	0	0	0	0	0	141	\$ 43,746	53	\$ 14,834	0	\$ -	0	\$ -	0	\$ -	194	\$ 58,580						
SUBTOTAL TASK A	78	390	182	310	198	24	195	455	325	0	0	0	0	3	20	0	275	0	0	65	2520	\$ 873,843	226	\$ 63,379	0	\$ -	144	\$ 38,937	0	\$ -	2890	\$ 976,159						
B. Task 2 - Construction Management Services																																						
Task B.1 - Project Management and Coordination/Inspection and Compliance	220	1,240	1,340	1,340	120	60	560	0	100	0	0	0	0	140	80	200	0	0	0	120	5,520	\$ 1,457,367	1360	\$ 296,964	0	\$ -	2944	\$ 606,652	0	\$ -	9824	\$ 2,360,983						
Task B.2 - Documentation and Administration	0	280	280	460	1,560	320	0	0	0	0	0	0	0	0	0	0	0	12	280	0	3,192	\$ 614,197	160	\$ 34,937	0	\$ -	0	\$ -	0	\$ -	3352	\$ 649,134						
Task B.3 - Quality Assurance and Testing	0	100	100	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	\$ 75,478	60	\$ 13,101	0	\$ -	96	\$ 20,400	0	\$ -	476	\$ 108,979						
Task B.4 - Change Order and Progress Payments	0	340	160	220	780	0	0	0	100	0	0	0	120	0	0	0	0	0	0	0	1,720	\$ 387,033	100	\$ 21,836	0	\$ -	160	\$ 33,999	0	\$ -	1980	\$ 442,848						
Task B.5 - Construction Support and Coordination	0	420	320	320	60	320	0	0	100	0	0	0	60	0	0	0	0	0	0	0	1,600	\$ 380,736	285	\$ 62,105	0	\$ -	256	\$ 54,399	0	\$ -	2141	\$ 497,239						
Task B.6 - Labor Compliance	0	40	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	\$ 24,077	0	\$ -	0	\$ -	96	\$ 20,400	0	\$ -	196	\$ 44,477						
Task B.7 - Construction Surveying	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -						
Task B.8 - Construction Claims Analysis and Support	0	280	160	240	60	0	0	0	100	0	0	0	80	0	0	0	0	0	0	0	920	\$ 237,372	100	\$ 21,836	0	\$ -	0	\$ -	0	\$ -	1020	\$ 259,208						
Task B.9 - Acceptance and Closeout	0	84	0	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	\$ 56,397	0	\$ -	0	\$ -	0	\$ -	0	\$ -	244	\$ 56,397						
Task B.10 - Office/Equipment/Supplies/Facilities/Special Considerations	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	\$ 20,354	0	\$ -	0	\$ -	0	\$ -	0	\$ -	120	\$ 20,354						
Task B.11 - Materials Testing (Optional)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	0	\$ -	731	\$ 271,552	0	\$ -	0	\$ -	731	\$ 271,552						
Task B.12 - Surveying (Optional)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	0	\$ -	0	\$ -	0	\$ -	460	\$ 134,319	460	\$ 134,319						
SUBTOTAL TASK B	220	2,784	2,360	2,780	2,780	760	560	0	400	0	0	0	260	140	80	200	0	12	280	120	13,736	\$ 3,253,012	2,065	\$ 450,779	731	\$ 271,552	3,552	\$ 735,849	460	\$ 134,319	20544	\$ 4,845,510						
TOTAL HOURS (TASK A + TASK B)	298	3,174	2,542	3,090	2,978	784	755	455	725	0	0	0	260	143	100	200	275	12	280	185	16,256		2,291	731		3,696	460		23434									
OTHER DIRECT COST																						\$ 313,900	\$ 30,000	\$ 253,448	\$ 51,184	\$ 15,681												
TOTAL COST	\$ 116,953	\$ 1,041,750	\$ 571,818	\$ 595,002	\$ 508,527	\$ 133,984	\$ 311,558	\$ 255,094	\$ 218,498	\$ -	\$ -	\$ -	\$ 85,825	\$ 39,636	\$ 31,639	\$ 49,959	\$ 84,305	\$ 2,528	\$ 56,577	\$ 23,302		\$ 4,440,755	\$ 544,157	\$ 525,000	\$ 825,970	\$ 150,000				\$ 4,485,682								

Prepared on May 20, 2026