



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

AGENDA
Thursday, June 18, 2026
1:30 p.m.

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

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

Remote Participation

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

Zoom:

<https://us02web.zoom.us/j/87482198801?pwd=TDNjZDF3aloyenFRRU50OmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

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

NOTICE/NOTICIA:

- **Servicios De Traducción/ Translation Services:** *Si gusta estar presente o participar y necesita información o servicios de traducción al español, por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email info@sccrtc.org y dirijase a página 3.*
- *See the end of this agenda for details about access for people with disabilities, translation services and other information.*
- **Agendas Online:** *To receive email notification when the meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>*

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

CONSENT AGENDA

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

4. Approve Minutes of the May 21, 2026 ITAC meeting
5. Receive Highlights from the June 11, 2026 Regional Transportation Commission Meeting
6. Receive information about the Final 2050 MTP/SCS from AMBAG

REGULAR AGENDA

7. Receive presentation about Planning for Climate Resilience of the Santa Cruz Branch Rail Line
 - a. Staff Report, Amanda Marino
8. Receive presentation and provide feedback about the updated Hazard Reporting system
 - a. Staff Report, Nick Danty and Jason Thompson
9. Receive update and act on the Ad hoc Data working group data platform procurement
 - a. Staff Report, Marshall Ballard
10. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members and RTC staff
11. Oral Communications on Matters Not on the Agenda

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

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

Future agenda items:

- Non-SHOPP PID Workplan
- WZDx report
- Ad hoc Data Group report
- Safe on 17 established goal revision

13. Adjourn
-

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

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REMOTE PARTICIPATION –Committee Members

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

1. Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda under regular Brown Act rules. OR
2. Members of the committee may attend via zoom up to two times per year due to an "emergency" or "for cause" according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.
 - Government Code Section 54953(j) defines "just cause" as:
 - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely;

- a contagious illness that prevents a member from attending in person;
- a need related to a physical or mental disability as defined by statute; or
- travel while on official business of the RTC or another state or local agency.
- Government Code Section 54953(j) defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.

REMOTE PARTICIPATION - Public

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

PARTICIPACIÓN REMOTA – El público

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

Zoom Meeting Tips: Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the

use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>

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

TITLE VI NOTICE: *The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue, Ste 250, Santa Cruz, CA 95060 or online at <https://sccrtc.org/about/title-vi-civil-rights-program/>. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*



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

MINUTES

Thursday, 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



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

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

Santa Cruz County Regional Transportation Commission (RTC) June 11, 2026 Meeting Highlights

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

Consistent with prior direction to pursue competitive funding opportunities for ZEPRT, the Commission approved programming 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.

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)

The Commission received the Final Environmental Impact Report (FEIR) for the 2050 Santa Cruz County Regional Transportation Plan, available for download at <https://ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy>. The Commission also adopted a resolution adopting the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program 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 adopted a resolution adopting the Final 2050 Santa Cruz County Regional Transportation Plan.

Contract Award for Construction Management Services for Segment 12 of the Coastal Rail Trail

The Commission authorized 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. Approval of this contract does not require additional local funding commitments beyond those already programmed for the Coastal Rail Trail Segment 12 Project.

Upcoming RTC and Committee Meetings

[Regional Transportation Commission Meeting](#)

Thursday, August 6, 2026, 9:00 a.m.

[Bicycle Advisory Committee](#)

Monday, August 10, 2026, 5:30 p.m.

[Elderly & Disabled Transportation Advisory Committee](#)

Tuesday, August 11, 2026, 1:30 p.m.

[Interagency Technical Advisory Committee](#)

Thursday, June 18, 2026, 1:30 p.m.

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

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

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



ASSOCIATION OF
MONTEREY BAY AREA
GOVERNMENTS

SCCRTC ITAC members:

On June 10, 2026, the AMBAG Board of Directors certified the Final Environmental Impact Report for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, and adopted the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; found that the 2050 MTP/SCS meet the greenhouse gas reduction targets established by the California Air Resources Board, and adopted the 2050 MTP/SCS and the Final 2026 Regional Growth Forecast.

The following 2050 MTP/SCS related documents are available online and linked below for your information:

- **Final 2050 MTP/SCS:** https://ambag.org/sites/default/files/2026-05/Final%202050%20AMBAG%20MTP-SCS_Combined_PDF_A_0.pdf
- **Final 2050 MTP/SCS Appendices and the FEIR:** <https://ambag.org/plans/2050-metropolitan-transportation-plan-sustainable-communities-strategy>
- **Final 2026 Regional Growth Forecast:** https://ambag.org/sites/default/files/2026-05/11.%202050%20AMBAG%20MTP-SCS%20Appendix%20A_PDF_A_0.pdf

Thank you all for your input and feedback into the development of the 2050 MTP/SCS and the 2026 Regional Growth Forecast. We will begin the next cycle with the development of a new regional growth forecast starting in 2027. Please feel free to contact me if you have any questions.

Thanks,

Heather

Heather Adamson, AICP
Director of Planning
AMBAG
(831) 264-5086 – office
hadamson@ambag.org

AGENDA: June, 2026

TO: Regional Transportation Commission Technical Advisory Committees

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 RTC Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee 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):

- 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 zeprtCR@sccrtc.org with comments or questions.

Therefore, **Staff recommends that the Regional Transportation Commission Technical Advisory Committees 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

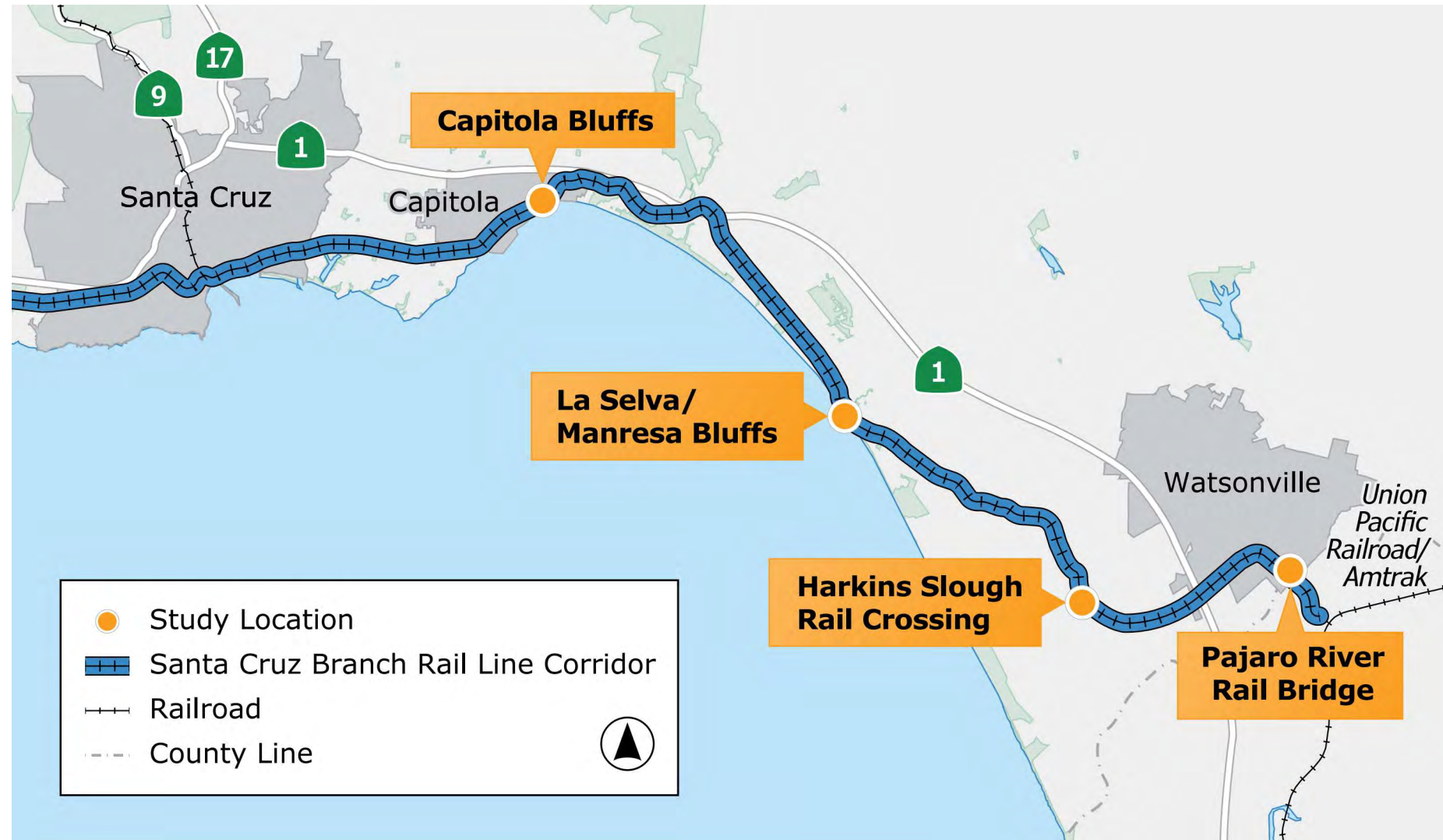
RTC staff was awarded a Caltrans Sustainable Transportation Planning grant to develop climate-resilient concepts for four vulnerable locations along the SCBRL, ensuring the long-term viability of this transportation asset. The current phase of the study, Milestone 2, is focused on providing information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

ATTACHMENTS

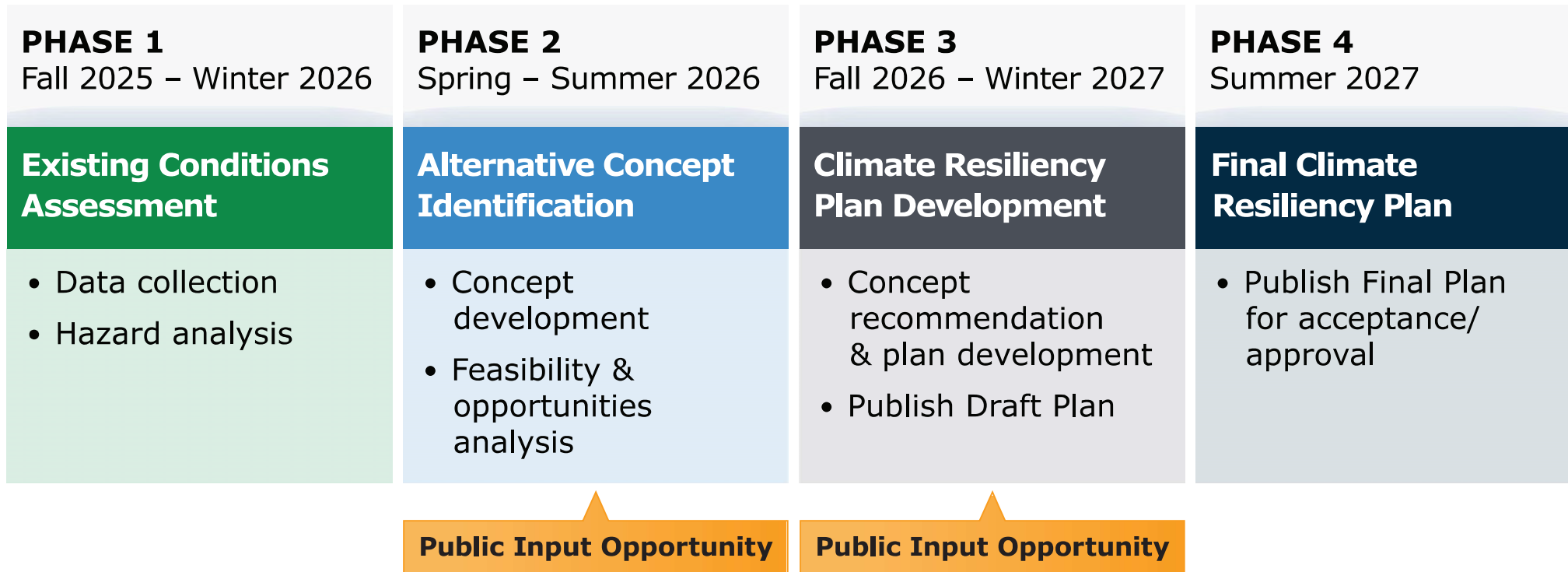
1. Milestone 2 Outreach Materials

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.

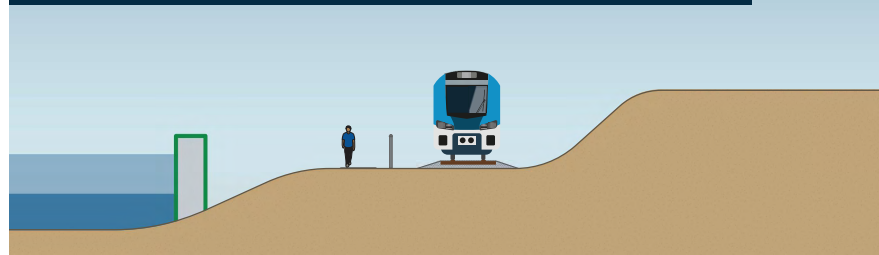


Coastal Erosion: Capitola Bluffs photo by City of Capitola. River Flooding: Pajaro River Rail Bridge photo by Josh Edelson/AFP, from Getty Images.

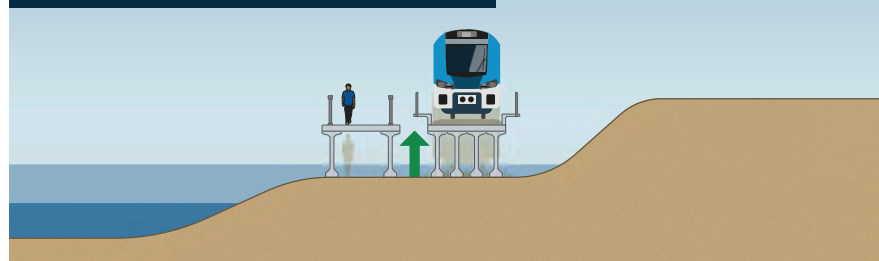
What Concepts are Being Considered?

- 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.

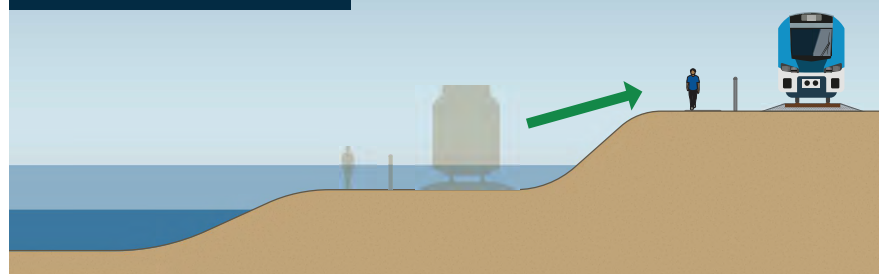
Protect: Retaining wall, vegetation, drainage, etc.



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



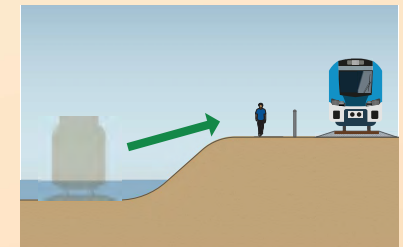
Drainage Improvements



Dune Creation/Revegetation



Viaduct



Relocation

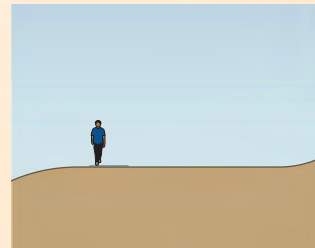
Dune Restoration/Revegetation photo from Manhattan Beach Dune Restoration Project. Viaduct photo by Perry A. Dominguez.

What Timeframe Do We Plan For?

Two Projects Are Being Studied

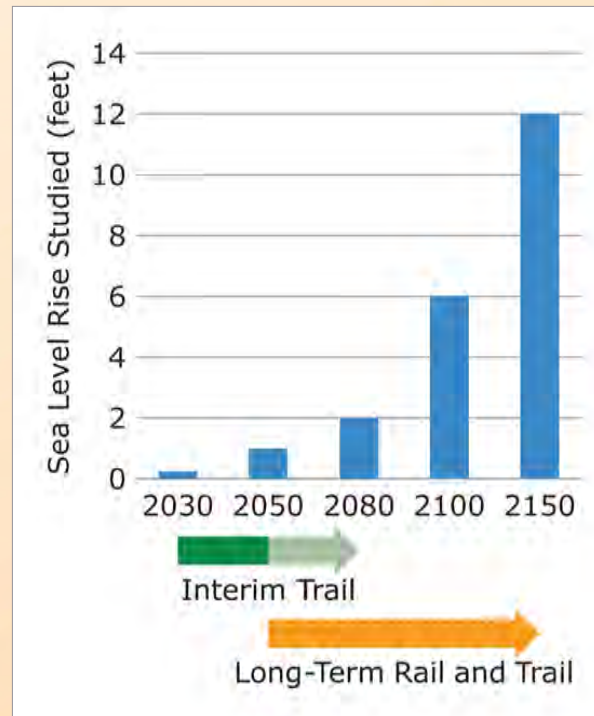
Interim Trail

- 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



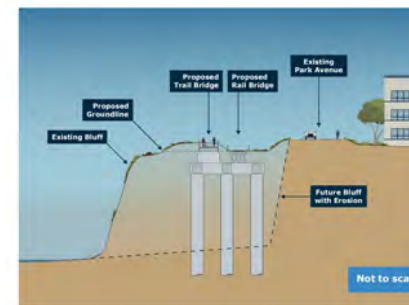
2 Rock Slope Protection



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



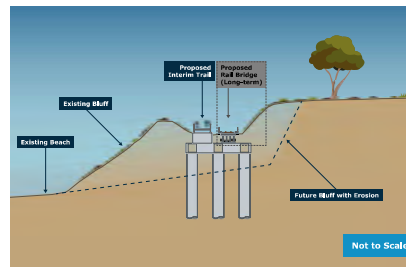
2 Vegetation Restoration

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

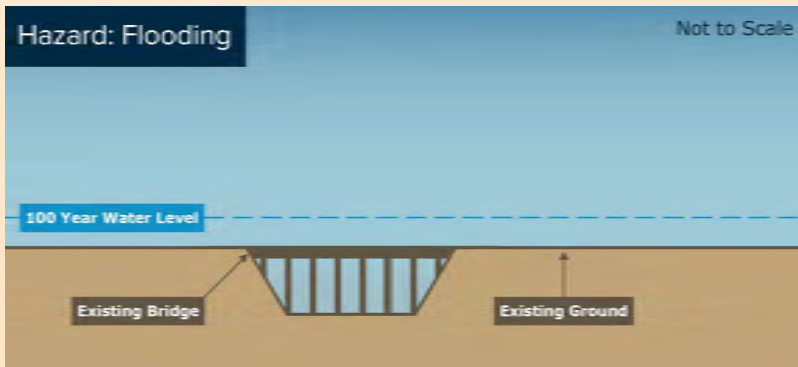
What is going to happen?



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.



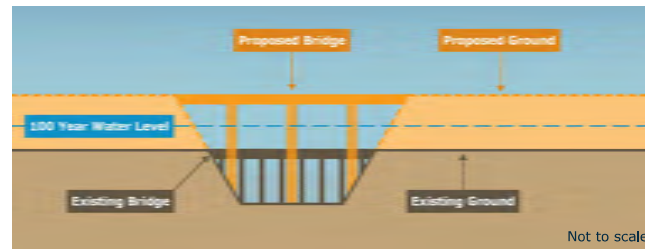
Existing and Future 100-year water levels are similar, so one is shown for simplicity.

Concepts

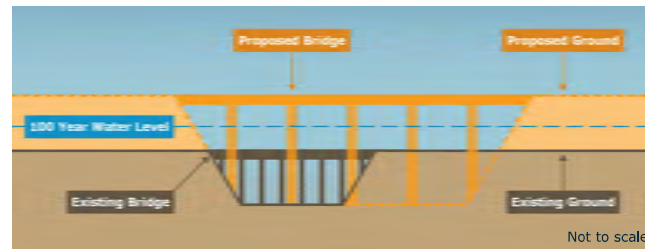
What can we do about it?

1 Rehabilitate/Retrofit Existing Bridge

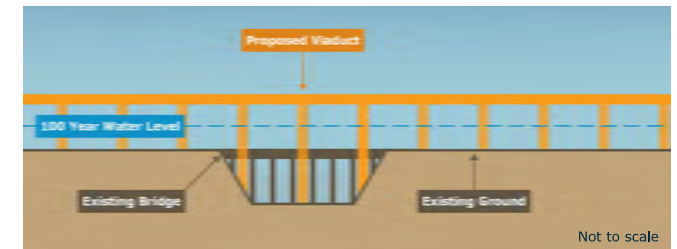
This only applies to interim trail.



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?

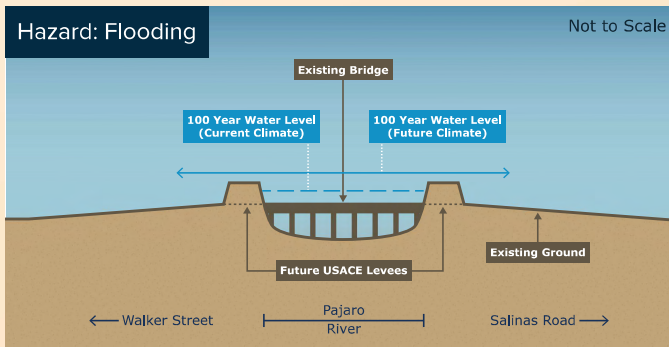


Existing Conditions

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.

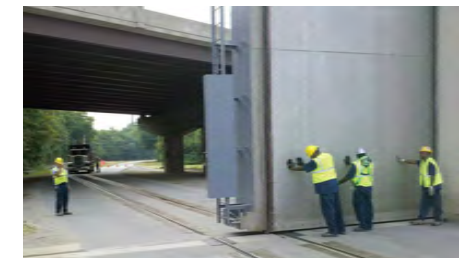
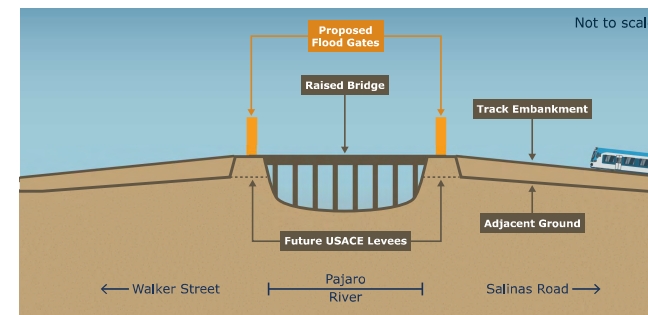


Future Conditions

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.

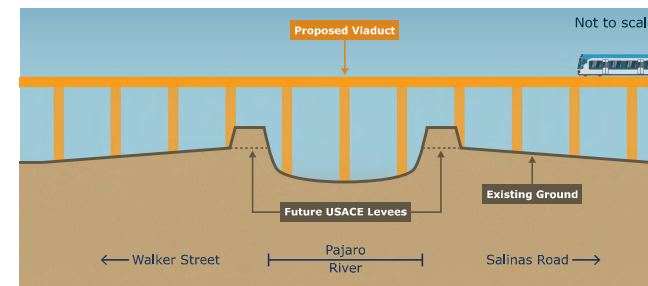
Concepts

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: Interagency Technical Advisory Committee (ITAC)

FROM: Nick Danty, Transportation Planner

RE: Cruz 511 Hazard Report Form

RECOMMENDATIONS

Staff recommend that the Bicycle Advisory Committee receive and review the revised Cruz 511 pedestrian & bicycle hazard report form and provide feedback prior to finalization.

BACKGROUND

The Cruz 511 online pedestrian & bicycle hazard report form is a valuable source of information for the RTC and partner jurisdictions seeking to understand accessibility issues within the countywide bicycle and pedestrian network. Public works departments mostly rely on complaints in order to know when their facilities need attention. The hazard report form is accessible from both the SCCRTC website and from Cruz511.org, where users answer questions and identify the location of the encountered hazard. Over 1,800 bicycle and pedestrian hazards have been reported since the tool was first released to the public in 2011 (figure 1).

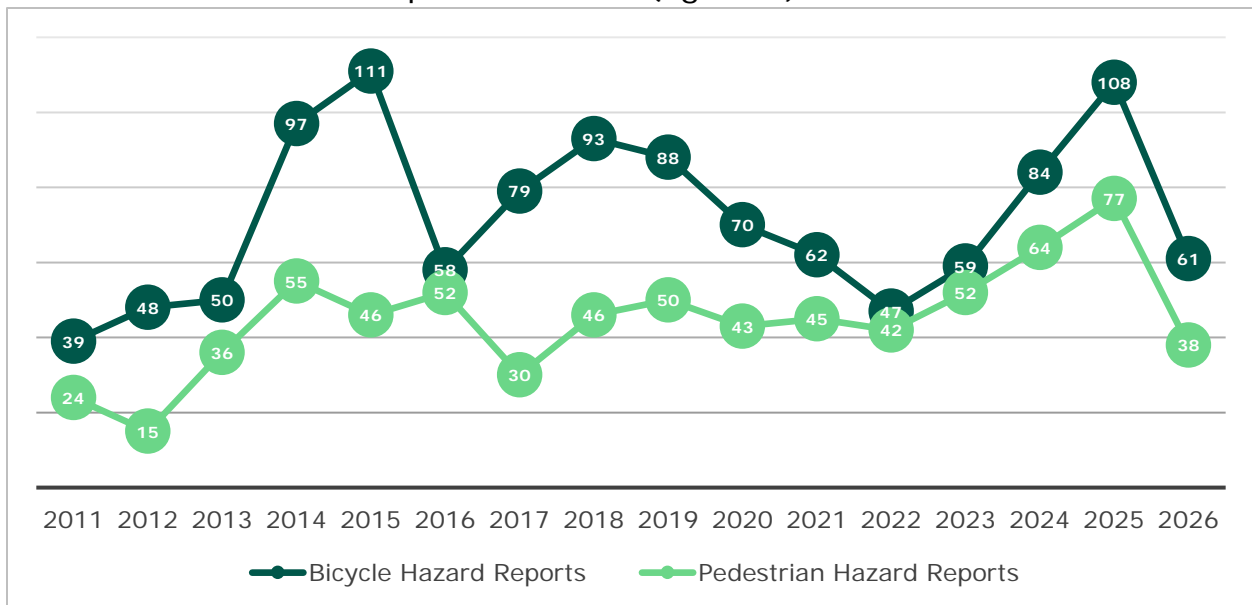


Figure 1. Number of hazard reports received (2011 to 2026)

DISCUSSION

Committee members have voiced concerns over the usability of the current form, citing a difficult user experience on mobile devices. This discourages people from reporting hazards, which gives the false impression that bicycle and pedestrian infrastructure is operating at acceptable levels of service. The intention of the service is to provide one convenient way for people anywhere in Santa Cruz County to report a pedestrian or bicycle hazard and know that it will reach the correct agency quickly. RTC staff have revised the Cruz 511 hazard report form, utilizing the Survey123 platform to improve the appearance of the form on mobile devices by providing a clear format. This should be easier and faster to use, especially when a bicyclist or pedestrian encounters a roadway, sidewalk, or pathway safety hazard and wants to report it right away.

RTC staff are currently in the process of exploring ways to further optimize the hazard report form by including multi-lingual options, automated report generation, and interactive dashboards.

SUMMARY

RTC staff will present the draft revised hazard report form for input.

ATTACHMENTS:

1. [Existing hazard report form](#) (live)
 2. [Revised hazard report form](#) (draft)
-

AGENDA: June 18, 2026

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Marshall Ballard, Transportation Planner
RE: Ad Hoc Data Working group updates

RECOMMENDATION

The ITAC Ad Hoc Data Working group will meet to decide on the preferences from each data platform. The RTC Staff will investigate contract options as applicable, either through an existing contract via California Department of General Services (DGS) or via a Request for Proposal (RFP). Depending on which option is acceptable, RTC staff will proceed with the next steps of the procurement process.

BACKGROUND

As discussed during the March ITAC meeting, the RTC will lead a data program to enhance regional transportation data needs. The motion to create an ad hoc data working group was unanimously approved.

The ITAC Ad Hoc Data Working group has met to discuss next steps in the procurement of a data analytics platform and access to data. The group has received seven demonstrations from the leading providers of transportation data visualization, analytics, modeling and access to raw data.

DISCUSSION

Thus far each data platform has had varying strengths and weaknesses. Access to the platforms varies by their licensing models, which can directly result in cost savings. Inclusion of local data to enhance the ability of each agency to analysis transportation data and patterns is important and not available in each platform. Each agency will have access to the data platform to perform various visualizations, queries, analysis and outputs to inform planning studies, near-term and long-term project needs. Due to the large amount of data resources that are to be evaluated, the group will discuss the

most important and required data and best determine the platform to provide the ideal service.

NEXT STEPS

RTC staff will coordinate an evaluation meeting of all platforms with the working group members. Evaluation criteria has already been shared to facilitate the discussion. All demonstrations have been recorded and are available for viewing to the group. Depending on the outcome of the evaluation and the group's preferences, RTC staff will proceed with procurement from the DGS or via RFP. RTC staff seek an action to advance the procurement of the data platform service based on the decision of the ad hoc working group.

SUMMARY

RTC staff will coordinate with the working group to evaluate each data provider. Upon evaluation of the providers, the ad hoc group will decide the path forward for service procurement. RTC staff will facilitate the platform procurement for use by each agency.

ATTACHMENTS

1. Attachment A – Evaluation rubric

Attachment A - Evaluation Rubric

User Interface Criteria	Weight
Data query and export (.shp, .csv, .geojson)	15
Access raw data	15
Ingest user data	15
Export reports and maps	15
Export study area	5
Custom study or area identification tool	10
Unlimited users	10
Monthly access fee	10
DGS existing contract	5
Total	100

Strategic Criteria	Weight
Data Accuracy & Validation Methodology	15
Geographic Coverage (Countywide/Regional)	10
Historical Archive Depth	10
GIS Integration	10
API/Data Export Capability	10
Dashboard & Visualization Tools	10
Federal & State Reporting Support	10
Active Transportation Support	15
Cost Effectiveness	10
Total	100

Traffic Operations Data	20
ADT/AADT and corridor volumes	5
Turning movement counts	5
Speed data and travel time reliability	5
Delay, queue lengths, LOS metrics	3
Signal timing and performance metrics	2
Multimodal Data	20
Bicycle counts	4
Pedestrian counts	4
Multimodal intersection analytics	4
Trail usage monitoring	4
Before-and-after project evaluation	4
Safety Data	15
Collision integration	4
Near-miss/conflict analytics	5
Speeding behavior analytics	3
Vision Zero/HIN metrics	3
Travel Behavior & O/D Data	15
O/D travel patterns	5
Mode choice insights	3

Tourism and visitor travel	3
Commuting and remote work trends	4
Freight & Truck Data	10
Truck volumes	4
Freight routing	3
Multimodal-freight interaction analysis	3
Transit Data	5
Ridership integration	2
OTP and runtime analytics	1
Service reliability metrics	1
Transit priority performance	1
Land Use & Context Data	5
Parcel/zoning integration	2
Demographic data	2
Environmental constraints	1
Longitudinal & Trend Data	10
Historical archive depth	4
Seasonal analysis	3
Performance tracking dashboards	3
TOTAL WEIGHTED SCORE	100