



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, September 3, 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 DeSerpá
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 August 6, 2026 Regional Transportation Commission meeting
5. Accept draft committee meeting minutes
 - a. August 10, 2026 Bicycle Advisory Committee
 - b. August 11, 2026 Elderly & Disabled Transportation Advisory Committee
 - c. August 20, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Approve authorizing the Executive Director to take necessary steps for distribution of the Senate Bill 1 State of Good Repair funds to Programmed projects (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

7. Accept status report on Transportation Development Act (TDA) revenues
8. Accept status report on Measure D revenues

ADMINISTRATION ITEMS

9. Approve Executive Director Employment Agreement amendment
(**Resolution**)
10. Approve authorizing the Executive Director to amend the contract with Mitch Weiss Consulting, LLC for term and increase compensation by \$52,800 for a not-to-exceed value of \$112,800 (**Resolution**)

INFORMATION/OTHER ITEMS

11. Accept monthly meeting schedule
12. Accept letters from RTC committees and staff to other agencies - *none*
13. Accept information items - *none*

REGULAR AGENDA

14. Commissioner Reports – oral reports
15. Director’s Report – oral report
(*Sarah Christensen, Executive Director*)
16. Caltrans Report
 - a. Santa Cruz County project updates
17. Santa Cruz County Civil Grand Jury Report Response
(RTC Staff and Ad Hoc Committee)
 - a. Staff Report
 - b. Response to the 2025-2026 Santa Cruz County Civil Grand Jury Report
20. Next meetings

The next RTC meeting is scheduled for Thursday, October 1, 2026 at 9:00a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean Street, Room 500B, 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 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. The opportunity to make oral comments is offered prior to the discussion period of each item.

Items not on the agenda: Written comments on topics within the RTC's jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the Correspondence Log of that month's meeting. The opportunity to make oral comments to the Commission on such topics is offered 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 Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

AGENDA: September 3, 2026

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 August 6, 2026 RTC meeting.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) serves as the Regional Transportation Planning Agency (RTPA) for the area within its jurisdiction, as established pursuant to California Government Code Sections 67940 and 67941.

In accordance with Government Code Section 67940(b), the Commission is comprised of all five members of the Santa Cruz County Board of Supervisors, one representative appointed by each incorporated city within Santa Cruz County, and three representatives appointed by the Santa Cruz Metropolitan Transit District.

The RTC meets on the first Thursday of each month at 9:00 a.m. Meetings are held at rotating locations throughout Santa Cruz County where teleconference technology is available.

Meeting agendas and supporting materials are posted on the RTC Meetings webpage at least seventy-two (72) hours prior to each regular meeting. Members of the public may attend and participate either in person or remotely via Zoom. Remote participation is also available to non-voting members, alternate members, and voting Commissioners who are unable to attend in person for just cause, in accordance with the provisions of Senate Bill 707.

DISCUSSION

The Commission is asked to review and approve the August 6, 2026 RTC meeting minutes ([Attachment 1](#)). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, August 06, 2026
9:00 a.m.**

In-Person Meeting

Santa Cruz County Board of Supervisors Chambers
701 Ocean Street, Room 500B
Santa Cruz, CA 95060

1. Roll call. The meeting was called to order at 9:02 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

Monica Martinez

Andy Schiffrin (Alt.)

Lowell Hurst (Alt.)

Fabian Leonor

Shebreh Kalantari-Johnson

Rebecca Downing

Darron Hill

Staff present:

Sarah Christensen

Amin AbuAmara

Grace Blakeslee

Riley Gerbrant

Michele Gomez

Bella Kressman

Shannon Munz

Yesenia Parra

Marim Pearson

Nisha Singh

Mitch Weiss

Steve Mattas (RTC Counsel)

2. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra communicated that handouts for items 6, 14, 17 and replacement pages for item 17 were posted to the RTC website.

3. Oral Communications

Received public comment from:

Bill Richards
Fred Grieder
Brett Garret

CONSENT AGENDA

Commissioners DeSerpa and Kalantari-Johnson arrived

Received public comment from:

Matt Ferral
Bill Richards
Brian Peoples

Commissioner Clark made a motion, and Commissioner Martinez seconded, to approve the consent agenda.

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

MINUTES

4. Approved draft minutes of the June 11, 2026 Regional Transportation Commission Meeting
5. Accepted draft committee meeting minutes
 - a. June 09, 2026 Elderly & Disabled Transportation Advisory Committee
 - b. June 08, 2026 Bicycle Advisory Committee
 - c. June 18, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

6. Approved authorizing the Executive Director to enter into a Cooperative Agreement with the City of Capitola for Capitola Trestle Seismic Assessment (**Resolution 73-26**)
7. Approved authorizing the Executive Director to award a contract to Community Tree Service, LLC for vegetation control maintenance along the Santa Cruz Branch Rail Line (**Resolution 74-26**)

BUDGET AND EXPENDITURES ITEMS

8. Accepted status report on Transportation Development Act (TDA) revenues
9. Accepted status report on Measure D revenues
10. Approved amendments to the Fiscal Year (FY) 2026-27 Budget and Work Program- Climate Resilience for South County Rail Caltrans Planning Grant Award (**Resolution 75-26**)

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

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

REGULAR AGENDA

14. Commissioner Reports

Commissioner Downing noted that the Santa Cruz Metropolitan Transit District appointed Cory Aldridge, CEO to the California Transit Association's new transit funding task force and that Chief Planning and Innovation Officer John Ergo has been selected to serve on the California Transit Association's Advisory Committee. She reported on the planning for the 2026 Week without Driving event taking place from October 1st-8th, noting that the RTC is one of the hosts.

Chair Montesino congratulated Commissioner Alternate Andy Schiffrin on having the Panther Beach parking Lot named in his honor.

Chair Montesino appointed Commissioners Jensen, Keeley, Koenig, DeSerpa and himself to an ad hoc committee charged with developing responses to the Grand Jury report.

Received public comment from:

Fred Grieder
Brett Garret
Matt Ferral
Brian Peoples

Commissioner Keeley responded to public comment noting that the Civil Grand Jury process is helpful to jurisdictions. He noted that under the law the RTC is required to respond. He reminded all that this is a Civil Grand Jury not a criminal grand jury. The report looked at the RTC operations and has made recommendations that the ad hoc committee will respond to.

15. Director's Report

Executive Director Sarah Christensen reported on the Panther Beach Parking Lot Ribbon Cutting that took place August 4, 2026. RTC received an award for this project and the parking lot was dedicated to Commissioner Alternate Shiffrin in honor of his years of service.

Executive Director delivered a construction update on the North Coast Rail Trail; Climate Resiliency Grant Award and announced the San Vicente-Wadell community workshop on Thursday, August 27th at 6:00 pm., information is on the RTC website.

Commissioner Hurst thanked staff for the focus on South County, specifically for improvements on Highway 1.

Received public comment from:

Jack Brown
Antonio Rivas

16. Caltrans Report

Darron Hill provided an update on the Sustainable Planning Grants, noting that the annual meeting to discuss grant criteria and the application process is scheduled for August 19. He also provided an update on construction activities along Highway 9 that may impact school-related traffic. Caltrans is adjusting as needed to minimize traffic impacts where feasible. Mr. Hill reminded the Commission that construction projects along Highway 9 will continue for several years; however, Caltrans remains committed to communicating with the community and adjusting construction activities when feasible.

Commissioners expressed appreciation to Caltrans for the work being performed throughout Santa Cruz County, its flexibility, and its quick response to traffic concerns associated with back-to-school traffic. Commissioners also expressed concern regarding construction activities during the County's high tourism season, traffic flow impacts associated with on- and off-ramp closures, bicycle lane striping in Watsonville, outreach protocols for ramp closures, and construction activities that may not be visible to the public.

Executive Director Christensen responded to Commissioner questions, noting that summer is the primary construction season due to favorable weather conditions. She also explained that the outreach protocol involves coordination and partnership with local agencies and Caltrans. The RTC uses e-newsletters, social media, radio, and various other outreach tools to provide the community with information about construction activities and traffic impacts.

Amin AbuAmara, Director of Project Delivery, responded to questions regarding construction schedules for on- and off-ramp closures. He noted that the work is expected to be completed by the end of September 2026. He also explained that construction activity is not always visible to the public for a variety of reasons, including work occurring in areas of the construction site that are not visible from the roadway, electrical work, and construction activities conducted during evening hours.

Darron Hill responded to Commissioner questions and noted that the public can obtain updated information regarding construction activities by visiting the Caltrans website and Facebook page.

Received public comment from:

Bill Richards
Antonio Rivas
Jack Brown

17. Coastal Rail Trail Southern Segments Project contract award

Senior Transportation Engineer Riley Gerbrandt delivered a presentation.

Commissioners discussed the anticipated project timeline; estimated project costs; funding commitments needed to complete the project; the proposed scope of work; and ensuring that the Commission retains authority to select the preferred alternative. Commissioners also discussed RFP protocols, the importance of incorporating equity considerations, coordination with the City of Watsonville and its existing plans, and concerns regarding any predetermined or presupposed project outcomes.

Executive Director Christensen and RTC staff responded to Commissioner questions, noting that RTC staff is working closely with the City of Watsonville to ensure coordination and alignment with the City's existing plans and priorities.

Received public comment from:

Brett Garret
Matt Ferral

Jack Brown
Brian Peoples

Commissioner Alternate Schiffrin made a motion, and Commissioner Keeley seconded, the motion to approve the staff recommendation to:

1. Authorize the Executive Director to negotiate and execute Contract TP2603 for professional engineering services with HDR Engineering, Inc. for a total amount not to exceed \$4,497,545 to complete the Project Approval and Environmental Documentation (PA/ED) phase of the Coastal Rail Trail Southern Segments Project; and
2. Amend the approved FY26/27 budget accordingly.
3. Additional directions to staff to bring to the Commission requests for Commission direction on the final decision on preferred alternative(s)

Commissioners discussed the importance of receiving regular updates from consultants regarding project outcomes, particularly concerns and costs associated with specific alternatives. Commissioners emphasized that advancing equity should remain a priority throughout the evaluation and consideration of the alternatives.

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

18. Issuance of the Santa Cruz County Regional Transportation Commission Measure D Sales Tax Revenue Bonds (Limited Tax Bonds) Trail

Nisha Singh, Director of Internal Services presented the staff report.

Commissioners discussed the commitment of Measure D funds; the expectation that project costs will exceed the interest earned; the availability of funding to ensure timely project delivery; future funding needs for Segments 13–20; and the current need to secure funding for both the highway and trail projects.

Staff responded to Commissioner questions.

Brian Forbath, Bond Counsel, confirmed that the pledge is a gross pledge of Measure D funds only. He also noted that the bonds will have a fixed interest rate and that the RTC will have the option to refinance the bonds after 10 years.

Melissa Shick clarified that the RTC is borrowing only within the program areas where bond proceeds will be used to advance projects. She noted that Measure D revenues are projected to be approximately five times the required debt service. She also explained that the RTC's commitment includes embedded coverage.

Executive Director Christensen responded to Commissioner questions and confirmed the RTC's continued commitment to funding Segments 13-20 as funding becomes available.

Received public comment from:

Brett Garret
Fred Greider
Mark Lee
Debbie Bulger

Commissioner Alternate Schiffrin motioned, and Commissioner Clark second to approve staff recommendation

1. Authorizing the issuance of not to exceed \$75,000,000 of Santa Cruz County Regional Transportation Commission Measure D Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2026 (the Series 2026 Bonds)
2. Authorizing the execution and delivery of a Master Indenture, a First Supplemental Indenture, the Notice Inviting Bids, the Notice of Intention to Sell, the Bond Purchase Agreement, the Preliminary Official Statement, the Continuing Disclosure Certificate, and a CDTFA Agreement, and delegate authority and authorize the taking of all necessary actions to the each of the Authorized Representatives and any other appropriate officer of the RTC to complete said documents.
3. Adopting a Debt Management Policy governing the issuance of debt by the RTC, including the Series 2026 Bonds.

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

19. Review of items to be discussed in closed session

Received public comment from:

Grace Blakeslee

CLOSED SESSION

20. Public Employee Performance Evaluation
(Pursuant to Government Code Section 54957.6)
Title: Executive Director
21. Conference with Labor Negotiators
(Pursuant to Government Code Section 54957.6) Agency Designated
Representatives: Eduardo Montesino and Steve Mattas; Unrepresented
Employee: Executive Director
22. Conference with Legal Counsel – Anticipated Litigation (Pursuant to Gov.
Code § 54956.9(d)(4): Initiation of Litigation: Two Cases
23. Conference with Legal Counsel – Anticipated Litigation (Pursuant to Gov.
Code § 54956.9(d)(2) Significant Exposure to Litigation: Two Cases

OPEN SESSION

24. Report on items discussed in closed session-NONE

The meeting adjourned at 12:52 p.m.
25. Next meetings

The next RTC meeting is scheduled for Thursday, September 3, 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

Antonio Rivas
Matt Ferral
Mark Lee
Debbie Bulger
Bret Garret
Fred Greider
Brian Peoples
Chris Olsen
Tyler Losz
Jack Brown

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 , 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. August 10, 2026 Bicycle Advisory Committee
2. August 11, 2026 Elderly & Disabled Transportation Advisory Committee
3. August 20, 2026 Interagency Technical Advisory Committee



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, August 10, 2026**

Location: 1101 Pacific Avenue Suite 250, Santa Cruz, 95062. Remote participation via Zoom and followed AB 2449 requirements. 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 5:49 p.m.
2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Sally Arnold, District 3
Steven Jonsson, District 4 (Alt.)
Rick Hyman, District 5
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Chair)
Matt Miller, Ecology Action (Vice Chair)
Alexander Yasbek, CTSC
Kelly Curtlett, CTSC (Alt.)

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

Staff:

Grace Blakeslee, Supervising Transportation
Planner
Nick Danty, Transportation Planner
Sierra Topp, Transportation Planning
Technician
Tommy Travers, Transportation Planner

Members Remote, Not Voting:

Alex Santiago, District 3 (Alt.)

Unexcused Absences:

None

Excused Absences:

Theresa Rogerson, District 5 (Alt.)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Jennifer Villegas Moreno, Ecology Action
(Alt.)

Vacancies:

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

Guests:

Kailash Mozumder, Public Works Project
Manager - City of Capitola

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

None.

4. Staff announcements

Nick Danty, RTC Transportation Planner, provided an update on the RTC's bicycle and pedestrian hazard reporting. The new hazard report form dashboard and mobile friendly features are in development. Committee Members emphasized that coordination with the Interagency Technical Advisory Committee (ITAC) and individual staff members at partner jurisdictions is a major part of improving hazard response.

Tommy Travers, RTC Transportation Planner, announced that a contract was awarded at the June 11th, 2026, RTC meeting for the environmental and preliminary design phases of Coastal Rail Trail Segments 13 through 20 located in the southern portion of Santa Cruz County in and around the City of Watsonville. RTC staff communicated that future updates to Segments 8/9 and Segments 10/11 project designs will be brought to the BAC.

5. Oral communications

Kelly Curlett, Committee Member, gave an update on the Community Traffic Safety Coalition and Santa Cruz METRO's Week Without Driving Campaign that will take place between October 1st and October 8th, 2026. The Week Without Driving is an education program that encourages people to walk, bike, roll, or take transit for one week. A request for public volunteers was made for the community event taking place on October 2nd, 2026, between 4pm and 7pm at the Capitola Mall METRO Transit Center. Interested parties may visit www.cruzintogetherscc.org for more information on the event and how to volunteer.

Jack Brown, Committee Member, announced that bicyclist detour signage in and around the McGregor Drive and Mar Vista intersection has been modified to include right turn notifications.

Paula Bradley, Committee Member, thanked the City of Capitola staff for moving the temporary construction signage for the 41st Ave Pavement Rehabilitation & Multimodal Improvements project out of the bike lanes and off the sidewalks.

Kailash Mozumder, City of Capitola Public Works Manager, announced that the City of Capitola is developing its first Active Transportation Plan (ATP) to identify existing infrastructure and safety conditions and to create a prioritized list of active transportation projects and programs. The Plan was awarded through a Caltrans planning grant and is receiving support from Ecology Action and the consultant firm Fehr and Peers. The public outreach and engagement process is currently underway, and project staff will present the

draft plan to the Committee in early 2027. A survey to obtain input on the City of Capitola ATP is available at: www.fp.mysocialpinpoint.com/capitola-atp.

6. Additions or deletions to consent and regular agendas:

The staff report for Item 10 was posted to the Committee webpage prior to the meeting

CONSENT AGENDA

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

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

REGULAR AGENDA

9. Receive information and provide input on the Santa Cruz METRO's Rapid Corridors Project – John Uργο, Santa Cruz METRO

METRO was unable to attend committee meeting. Item was moved to October 5th. 2026 agenda.

10. Receive information and provide input the RTC's Committee Engagement Process and Survey Results – Sierra Topp, RTC

Sierra Topp, RTC Transportation Planning Technician, discussed RTC's survey of Advisory Committee members to assess committee member engagement. Survey responses will be shared with RTC's Advisory Committees and inform staff recommendations about committee member engagement and meeting priorities. Committee Members appreciated the opportunity to provide feedback on committee engagement and discussed the evolution of the committee and the biking environment within Santa Cruz County. RTC staff

requested that BAC members who haven't completed the survey do so during the meeting.

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

Paula Bradley, Committee Member, and representative of the Ad-Hoc Construction Safety Sub-Committee, provided information about signage informing bicyclists about construction impacting bicycle facilities in Capitola on 41st Avenue, and signage informing bicyclists of construction activities in other cities. The report highlighted the importance of not placing signage in bike lanes or on sidewalks that could conflict with bicycle and pedestrian travel. Options for including signage in construction zones and not in conflict with bicycle and pedestrian travel include mounting signs on posts that can be located outside of bicycle lanes and sidewalks, smaller signs, and/or posts attached to moveable weighted bases. The update included a suggestion to encourage jurisdictions to add language to construction contracts that require firms to use small signs during construction. Committee Members supported this suggestion.

Rick Hyman, Committee Member, provided information about roles and responsibilities of the Committee. Committee members discussed communications with their respective district supervisor and council member, public works employees, and RTC commissioner. The Committee then discussed how it could be engaged in the design of bicycle infrastructure projects, in e-bike safety programs, and to incorporate pedestrian design and education safety.

Jack Brown, Committee Member, announced that new flexible delineators along Soquel Ave and Soquel Drive are being piloted.

12. Adjourn

The meeting adjourned at 8:05 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for October 5, 2026, from 5:30pm to 8:00pm at the RTC offices. 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, August 11, 2026
1:30 – 3:30pm

In-Person Meeting

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

REMOTE PARTICIPATION

(see end of agenda for more information)

<https://us02web.zoom.us/j/82217044415>

Meeting ID: 822 1704 4415

Dial by your location: +1 669 900 9128

Accessibility: See end of agenda for details.

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

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

1. 1:30pm — Call to Order

Chair, Veronica Elsea, called the meeting to order at 1:31 pm

Members Present

Kendra Webster, Social Services Provider – Seniors (County)

Stephanie Auld, Social Services Provider – Disabled (County)

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

Nadia Noriega, CTSA (Lift Line)

Bob Wood, SCMTD (METRO)

Michael Pisano, Potential Transit User (60+)

Wells Shoemaker, Vice Chair, 2nd District
Veronica Elsea, Chair, 3rd District

Members Remote, not voting

Portia Ramer, 5th District

Unexcused Absence

Clay Kempf, Social Services Provider – Seniors

RTC Staff Present

Amanda Marino, Transportation Planner
Sierra Topp, Transportation Planning Technician
Daniel Suarez, Transportation Planning Intern
Mitch Weiss, Interim Director of Planning, Programming & Transportation Services

Guests Present

Pete Rasmussen, Santa Cruz METRO
John Urgo, Santa Cruz METRO
Michael Bois, Santa Cruz METRO
Kailash Mozumder, City of Capitola Public Works
Karin Meyer, Scotts Valley Senior Center Board Member
Elaine Rohlfes, Community Member
Antonio, 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

Michael Pisano discussed opportunities to implement an autonomous vehicle pilot program in Santa Cruz County.

Kailash Mozumder announced that the [Capitola Active Transportation Plan](#) is beginning the public outreach and engagement phase and focus group meetings will be throughout summer and fall. The online [survey](#) is open.

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

A motion (Auld/Bartell) was made to move item 6b from the consent agenda to the regular agenda. The motion passed unanimously with committee members Kendra Webster, Stephanie Auld, Ares Bartell, Bobi Wood, Michael Pisano, Wells Shoemaker, and Veronica Elsea voting "aye".

CONSENT AGENDA

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

6. Receive information items

a. E&D TAC Membership Recruitment Ad

b. (Moved to Regular Agenda) Letter to E&DTAC Members: Metro Concerns Brought to the E&D TAC

7. Receive RTC June 11, 2026 Meeting Highlights

8. Approve E&D TAC Draft May 12, 2026 Minutes

9. Approve E&D TAC Draft June 9, 2026 Minutes

10. Receive Pedestrian Hazard Report

Motion (Bartell/Auld) to approve the August 11, 2026, Consent Agenda. The motion passed unanimously with committee members Kendra Webster, Stephanie Auld, Ares Bartell, Bobi Wood, Michael Pisano, Wells Shoemaker, and Veronica Elsea voting "aye".

REGULAR AGENDA

6b. Letter to E&DTAC Members: Metro Concerns Brought to the E&D TAC

Committee member Nadia Noriega arrived during item 11.

EDTAC Chair, Veronica Elsea, reviewed the letter provided to EDTAC members regarding Santa Cruz METRO's Fixed Route Transit, ParaCruz eligibility, and the

Mobility Training Coordinator role. Committee members discussed options for Santa Cruz METRO to address concerns faced by riders with disabilities.

Comments included:

- Needs of riders with disabilities
- Website accessibility, travel planning and safety
- Concerns about availability of services via telephone
- Options for AI service for telephone calls when office is closed

No action taken

11. Santa Cruz METRO Rapid Corridors Project

John Urgo, Santa Cruz METRO, presented an update on METRO's Rapid Corridors Project including but not limited to ridership goals, zero-emission bus fleet conversions, and estimated design and construction timelines.

Discussion questions and comments included:

- Design of pedestrian boarding islands related to the need to cross the bike lane; especially for people who are blind or hard of hearing
- The use of bus shelters for uses other than taking transit such as sleeping
- Options for additional enforcement and lighting as a safety enhancement
- Clarification on the use queue jump lanes for busses and how to restrict cars from using the bus lane
- Concern with tactile surfaces being uncomfortable to roll over for people in wheelchairs, especially manual wheelchairs
- Options for improving the area around bus shelters such as sidewalks, crosswalks, and ramps to ensure ADA access
- Clarification on the ability to request stops for wheelchair users and if there are any differences in how to request a stop compared to other riders
- Clarification if wheelchair users will enter the bus at the front or the back with the updated bus shelters and loading areas
- Asking that attention be given to ramp locations to ensure they are in a safe place for wheelchair users to enter and exit the bus
- An update on METRO's affordable housing project initiatives including ADA accessible units and age restrictions

No action taken

12. Santa Cruz METRO Fare Policy Modifications & Tap2Cruz Fare Payment

Pete Rasmussen, Santa Cruz METRO, presented on current payment options and planned updates to the Santa Cruz METRO Fare Policy Modifications & Tap2Cruz Fare Payment.

Discussion questions and comments included:

- Clarification on the guidelines for passengers that qualify for discounts and how to sign up
- Clarification on fare capping and how this is different than loading pre-paid trips onto METRO card
- Question about using Tap2Cruz for the HWY 17 express bus and how it may differ from the fixed bus routes within Santa Cruz County.
- Question if transfer and fare between Santa Cruz and VTA are connected or separate.

No action taken

13. Advisory Committee Effectiveness and Engagement Survey

Sierra Topp, Transportation Planning Technician, provided an update regarding the Advisory Committee Effectiveness and Engagement Survey and reminded members to fill out the survey.

No action taken

14. Receive Program Updates

- a. Volunteer Center – no updates
- b. Community Bridges – no updates
- c. Santa Cruz Metro – no updates
- d. RTC
 - i. Week without driving to take place October 1-8, 2026
- e. Pedestrian Ad-hoc Subcommittee – no updates

Adjourn – 3:32 pm

NEXT MEETING: Tuesday October 13, 2026, at 1:30pm hosted in person at the RTC Office. Remote participation available.

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



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

MINUTES

Thursday, August 20, 2026, 1:30 p.m.

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

Online: Zoom

ITAC Members Present:

Santa Cruz Metropolitan Transit District (METRO)	Pete Rasmussen
Santa Cruz Metropolitan Transit District (METRO)	Cayla Hill (Arrived at 1:35)
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning	Claire Gallogly
Scotts Valley Public Works	Andrew Lee
Santa Cruz County Planning	Fernanda Dias-Pini
Watsonville Public Works	Miguel Lizarraga
Watsonville Community Development	Justin Meek
Ecology Action	Matt Miller
Association of Monterey Bay Area Governments	Regina Valentine
Capitola Public Works	Kailash Mozumder
University of Santa Cruz, California	Oxo Slayer
Santa Cruz County Public Works	Steve Weisner (Joined online at 1:35, just cause)

RTC Staff Present: Marshall Ballard, Nick Danty, Jaeden Gales, Nisha Singh

Others Present – In person: Kelly Curlett (Community Traffic Safety Coalition member)

Non-Voting Members online (not AB2449 or Brown Act): Derek Toups (METRO), Georgina Arias (UCSC), Leila Boroomand (Caltrans)

Others Online: Brianna Goodman (RTC staff), Michael Pisano (Resident), Grace Blakeslee (RTC staff), Jimmy Ochoa (Caltrans)

1. **Call to Order:** Chair Starkey called the meeting to order at 1:30 p.m.
2. **Introductions** were made.
3. **Additions, deletions, or other changes to consent and regular agendas:** - *None were made.*

CONSENT AGENDA

ITAC members unanimously approved a motion (Gallogly/Miller) *approving the consent agenda with members Dias-Pini, Rasmussen, Starkey, Gallogly, Lee, Lizarraga, Meek, Valentine, Slayer, and Mozumder voting “aye”.*

- 4. Approve Minutes of the June 21, 2026 ITAC meeting**
- 5. August 6, 2026 Regional Transportation Commission Meeting**

REGULAR AGENDA

- 6. Receive presentation about RTC Measure D Bonding**

Nisha Singh, Director of Internal Services, provided a PowerPoint presentation regarding RTC Measure D bonding. The bonds will fund the following Measure D Highway Projects:

- Phase 1: 41st Ave – Soquel Drive
- Phase 2: Bay/Porter – State Park
- Phase 3: State Park – Freedom + Rail Trail Segment 12.

The bonds will also fund the following Measure D Active Transportation Projects:

- RTC Coastal Rail Trail Segment 5: Wilder Ranch to Davenport
- Segments 8-12: Pacific Ave. to State Park Dr.
- Watsonville Area Segments including Segment 18, Phases 2-3

- 7. Receive presentation about Non-SHOPP PID Workplan**

Jimmy Ochoa, Caltrans Transportation Planner, provided a PowerPoint presentation on the Non-State Highway Operation and Protection Program (SHOPP) Planning Initiation Documents (PID) Workplan. Ochoa outlined the differences between various PID categories. Ochoa provided information on how regional and local agencies can nominate a PID for potential state sponsorship. The State Highway System Management Plan (SHSMP) will be updated next year. Marshall Ballard, RTC Supervising Transportation Planner, indicated he will forward Caltrans contact information received from Ochoa to ITAC members.

- 8. Receive update regarding RTC Programming Office Hours**

Jaeden Gales, RTC Transportation Planner, proposed RTC Programming office hours for public agencies and stakeholder members to strengthen collaboration. The office hours will be once a month and held virtually for six months. The office hours will be evaluated after six months to determine if

the frequency of the meetings needs to be adjusted. Gallogly provided a motion to approve the item with an amendment to decouple the office hours from ITAC and partner agencies and keep the office hours as RTC office hours not related to ITAC and other committees. The motion was seconded by Slayer and had unanimous approval.

Staff Recommendation Approved - Establish a six-month pilot of monthly office hours to improve programming coordination, provide technical assistance, and create an additional forum to engage with SCCRTC programming staff.

9. Status of the ad-hoc Data working group data platform procurement

Marshall Ballard, Supervising Transportation Planner, provided a verbal update on the data platform procurement. The City of Santa Cruz and University of California, Santa Cruz opted out of the working group, based on their individual needs. The contract will likely be executed in October 2026. The ad-hoc Data working group participating agencies include: The City of Scotts Valley, the City of Capitola, Santa Cruz METRO, the City of Watsonville, the RTC, and County of Santa Cruz. The agreement will be for one year and will be evaluated throughout the year with highlights brought to ITAC. The ad hoc Data working group will also endeavor to create an online counts database from all partner agencies data.

10. Receive information and discuss the creation of an Ad-hoc Vision Zero advisory group

Marshall Ballard, Supervising Transportation Planner, provided a PowerPoint presentation regarding the creation of an Ad-hoc Vision Zero advisory group. Marshall highlighted the Regional Transportation Plan (RTP) goals, action items, and targets. Kelly Curlett, Community Traffic Safety Coalition (CTSC) member, spoke about CTSC's goals. CTSC assisted agencies with putting together their vision zero action plans. CTSC is also able to help with the implementation of vision zero. CTSC holds bike and pedestrian safety for elementary school children in both English and Spanish. Lizarraga made a motion to create the ad-hoc Vision Zero advisory group, which was seconded by Meek. The motion was unanimously approved.

Staff Recommendation Approved - Establish an ad hoc working group consisting of designated representatives from ITAC member agencies, the CTSC, and other interested partners.

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

AMBAG: No Updates.

City of Capitola: 41st Avenue and Clares Street Capital Road Survey is open to the public throughout the month -

<https://www.surveymonkey.com/r/T3TX3R8>. The Cliff Drive Initial Study/Mitigated Negative Declaration community meeting will be held 09/03/26 at 5pm. The 41st Avenue multimodal project is under construction. Reposa Avenue was paved this week. The city is developing their first Active Transportation Plan which was supported through a Caltrans planning grant. Engagement is being conducted for the Active Transportation Plan.

City of Santa Cruz: Murray Street bridge is closed and will likely be open for one-way traffic in October 2026. A curb ramp and storm drain project are near completion in downtown Santa Cruz. The Laurel Street striping project is fully funded and is going to construction next Spring or Summer. The Rapid Corridors project is in design and is being worked on with METRO. The Bay Corridor project is set for construction next year. The Safety Action Plan went to the Santa Cruz Transportation and Public Works Commission on Monday night (08/17/26) and will be presented to the Council in October 2026. The city recently adopted an Active Transportation Plan. The Safety Action Plan and Active Transportation Plan will be utilized to update municipal code. The city is applying for an HSIP grant.

City of Watsonville: Lee Road Trail Phase 1 is in construction and will be completed in October 2026. Lee Road Trail Phase 2 is in design. Construction finished on this past season's pavement projects. Additional bike facilities were installed. Next year's pavement projects are in design. The city is looking for ways to incorporate bus stop improvements from the METRO Rapid Corridors project into the pavement projects. Watsonville is working on publishing a Request for Proposal for Safety Action Plan based on their awarded SS4A funds, which will purchase speeding cameras and speed messaging trailers. An HSIP application is currently being worked on for citywide traffic signal improvements. A Transformation Climate Communities grant is also being worked on in partnership with Second Harvest Food Bank. The city is applying for a Caltrans Sustainable Planning Grant. The city is currently working on developing more in-fill housing, which is estimated to be approximately 6,000 units.

City of Scotts Valley: The Scotts Valley/Mount Hermon project will be completed in approximately two weeks. The city went out to bid to procure cameras for Scotts Valley Drive and Mount Hermon. There will be curb ramp improvements on Mount Hermon.

County of Santa Cruz: A county-wide pavement project is almost complete. The County awarded contract for a bridge replacement project off

Highway 9 in Felton. Most of the bridge replacement work will take place next Spring. A Request for Proposal was released for design services on Soquel Drive Multimodal Phase 2 project. The County is implementing speed limit changes. The County will be lowering speed limits near East Cliff and in the Ben Lomond area. The County is applying for HSIP grants. The County is pursuing a Caltrans Planning Grant for TOD/Mobility Hub Strategic Plan.

Caltrans: The Caltrans Sustainable Transportation Planning Grant was opened two days ago. The deadline for submitting a draft application is 09/18/26. The final application deadline is 10/19/26.

METRO: A Master Bus Stop Master Plan is being developed. It includes inventory of bus stop conditions, bus stop guidelines update, and prioritization of future improvements for under resourced areas. Outreach will begin in September 2026. The Pacific Station North apartments residents will receive METRO bus passes.

Ecology Action: Ecology Action is in discussions with the County regarding their planning grants. Ecology Action is also in discussion with the Santa Cruz County Parks to discuss a Trails Master Plan and Active Transportation Plan. More information will be brought forward at the next ITAC meeting. Three working groups have branched off from the Complete Streets Collaborative. One of the groups includes a policy and design working group which will evaluate local agencies' Complete Street standards and policies.

RTC: The RTC wants to work more closely with partner agencies on land use and transportation integration. RTC staff are pursuing a Caltrans planning grant to update their Comprehensive Multimodal Corridor Plan (CMCP). The RTC is filing an encroachment permit with Caltrans to remove approximately seventy callboxes. METRO and RTC each received \$38,000 in Local Partnership Program (LPP) Formulaic redistribution. State of Good Repair Programming item will be coming forward at the September RTC meeting. The Highway 17 CMCP final draft will be released in the next couple of weeks which will allow agencies to apply for SB 1 funding for projects in their jurisdiction, RTC will coordinate with Scotts Valley, County of Santa Cruz, and the City of Santa Cruz.

Link to California Opportunity Zones: [Opportunity Zone Submissions](#)

The Opportunity Zone (OZ) Program was established under the Tax Cuts and Jobs Act of 2017 to encourage the reinvestment of capital gains into economically distressed communities. The program offers preferential federal tax treatment for capital gains invested in qualified projects located within designated low-income census tracts.

AGENDA: September 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Jaeden Gales, Transportation Planner,
Marshall Ballard, Supervising Transportation Planner

RE: Senate Bill 1 Transit State of Good Repair Program

RECOMMENDATIONS

Staff recommend the Santa Cruz County Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) to:

1. Program Fiscal Year (FY) 2026-27 Senate Bill 1 (SB 1) Transit State of Good Repair (SGR) funds as follows:
 - a. \$150,000 of Santa Cruz County's population-formula shares (PUC 99313) to Community Bridges (Lift Line) for a new seven-passenger zero emission paratransit vehicle (Attachment 1 Exhibit A).
 - b. \$313,861 of Santa Cruz County's population-formula shares of SGR (Public Utilities Code (PUC) 99313) and \$486,254 (100%) of transit revenue-formula shares (PUC 99314) to the Santa Cruz Metropolitan Transit District (METRO) for FY 2026-27 SGR Bus Replacement Fund (Attachment 1 Exhibit B); and
 2. The RTC shall act as a "contributing sponsor" for SGR funds programmed to METRO and Lift Line projects;
 3. The RTC and the fund recipients (METRO and Lift Line) agree to comply with all conditions and requirements set forth in the Certification and Assurances documents and applicable statutes, regulations and guidelines for all SGR funded transit capital projects;
 4. Amend the RTC FY 2026-27 budget to reflect these programming actions, contingent on Caltrans concurrence; and
 5. Authorize the Executive Director to sign, submit and execute documents, including applications, certifications and assurances, and reports, as may be required or necessary for distribution of the SGR funds to programmed projects.
-

BACKGROUND

The Senate Bill 1 The Road Repair and Accountability Act of 2017 (SB 1) provides funding for a variety of transportation programs, including transit SGR. The goal of the SGR program is to keep public transit and other community transit service systems in a state of good repair by providing funding for operators to upgrade, repair, and improve transportation infrastructure and to modernize California's existing local transit systems. These investments lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants. The SGR program is funded from a portion of the Transportation Improvement Fee on vehicle registrations. These funds are annually programmed to regional transportation planning agencies and public transportation operators using State Transit Assistance (STA) formulas. The RTC, as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for programming SGR population-based formula funds (PUC 99313) to eligible transit projects in the region based on local needs. PUC 99313 funds are based on the latest available annual population estimates from the State Department of Finance. RTC is also responsible for sub-programming SGR transit revenue-based formula funds (PUC 99314) to STA-eligible public transportation operators (METRO).

The region's population-based formula (PUC 99313) SGR and STA funds are available to METRO and Consolidated Transportation Services Agency (CTSA) which is Lift Line.

DISCUSSION

The SB1 SGR program provides funding for transit maintenance, rehabilitation and capital projects statewide. The State Controller's office estimates that \$463,861 in population-formula funds (PUC 99313) are available in FY 2026-27 for projects selected by the RTC. The RTC can program these funds to eligible projects implemented by METRO or agencies, such as Lift Line, that provide community transit services that meet [TDA Article 4.5 requirements](#). An estimated \$486,254 in additional SGR-PUC 99314 revenue-based formula funding is only available for projects sponsored by METRO.

Capital maintenance projects and services eligible for SGR funds include:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.

- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance is to be covered under the transit agency's normal operating costs and is not eligible for SGR funding.
- Public and Staff Safety
- New transit facilities or equipment needed to maintain existing transit service(s)

Projects must meet SGR eligibility requirements, be consistent with the Regional Transportation Plan (RTP), the Unmet Transit Needs List, and transit plans for the region. Caltrans has recommended that, to the extent possible, cost effective, and where feasible, "fix-it-first" transit capital projects that reduce greenhouse gases and help achieve the state's environmental goals should be prioritized, such as such replacement of vehicles with partial and/or zero emission vehicles, green technology equipment enhancements, or transit facility upgrades to improve energy efficiency.

Following release of Caltrans' FY 2026-27 State of Good Repair Program Guidelines, staff conducted targeted outreach to interview METRO and Lift Line staff. Staff used the previous year's programming as a guiding amount in discussion with both operators. Staff asked the operators to identify eligible needs that remained unmet from the prior funding cycle, as well as any projects eligible for FY 2026-27 funding. METRO and Lift Line submitted two project requests ([Attachment 2](#)) for RTC consideration:

Lift Line: Lift Line Fleet Electrification

Request: \$150,000 SGR 99313

Recommendation: Replicate 2025 programming

Description: Purchase one seven-passenger zero emission paratransit

vehicle.

METRO: FY 2026-27 State of Good Repair Match for Replacement Bus Project

Request: \$313,861 SGR 99313; \$486,254 SGR 99314

Recommendation: Replicate 2025 programming process – total amount of PUC 99313 SGR funding less Lift Line programmed funds.

Description: METRO will utilize the PUC 99313 and PUC 99314 funds to increase METRO's Bus Replacement Fund. The combined funds will support the replacement of aging buses and help maintain a safe, reliable transit fleet.

Both projects will help advance the RTC's goals to reduce emissions, maintain existing transit services, and address unmet transit needs.

Staff recommend the RTC adopt a resolution (Attachment 1) programming \$150,000 in PUC 99313 funds to Lift Line for one zero emission paratransit vehicle and \$313,861 SGR PUC 99313 and \$486,254 SGR PUC 99314 to METRO for its FY 2026-27 SGR for METRO's Bus Replacement Fund; amending the RTC budget to reflect this programming; and authorizing the Executive Director or their designee to execute agreements with project sponsors and Caltrans as may be required to release funds.

The RTC-approved Santa Cruz County SGR project list will be subject to Caltrans and State Controller's Office review and final approval. METRO and Lift Line will be responsible for reporting project status and expenditures to Caltrans and complying with all relevant federal and state laws, regulations, and funding policies.

FISCAL IMPACT

The RTC's budget includes estimated SGR population-based (PUC 99313) and revenue-based formula funds (PUC 99314) and will be amended to reflect the latest revenue estimates and RTC approved programming. Payments to Lift Line will be made through the RTC. If quarterly distributions from the State Controller's Office differ from their current estimates, payments to METRO for the FY 2026-27 SGR Bus Replacement Fund may be modified.

SUMMARY

The SB1 State of Good Repair (SGR) program provides funding for certain transit maintenance, rehabilitation and capital projects statewide.

Approximately \$463,861 in FY 2026-27 population-based formula funding is anticipated to be available for projects selected by the RTC. The RTC board approved project list is due to Caltrans on September 1, 2026. The RTC received submittals for two projects. Staff recommend the RTC program funding two projects that will maintain and improve the efficiency of transit and paratransit services.

Attachments:

1. Resolution approving the Santa Cruz County Project List for the California FY 2026-27 SB1 State of Good Repair Program
 - a. Exhibit A. Lift Line: Certification, Assurances, and Project Cost
 - b. Exhibit B. METRO: Certification, Assurances, and Project Cost
2. FY 2026-27 State of Good Repair Program Interview Process

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of September 3, 2026
on the motion of Commissioner duly
seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2026-27 PROJECT LIST FOR
THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain public transit and community transportation systems in a state of good repair;

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is an eligible recipient and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors for eligible transit capital projects;

WHEREAS, the Santa Cruz County Regional Transportation Commission is responsible for distributing SGR funds to eligible project sponsors under its regional jurisdiction, subject to review and approval by the California Department of Transportation (Caltrans); and

WHEREAS, Santa Cruz Metropolitan Transit District (METRO) is an eligible recipient of SGR funds and Community Bridges (Lift Line) is an eligible sub-recipient and these agencies have agreed to comply with all conditions and requirements set forth in Certification and Assurances documents and in applicable statutes, regulations and guidelines for the SGR.

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

1. The submittal of the following project nomination and programming request to Caltrans for Fiscal Year (FY) 2026-27 SB 1 SGR funds are hereby authorized:
 - a. *Project Name* (Exhibit A): Lift Line Fleet Electrification
 - i. *Amount of FY 2026-27 PUC 99313 SGR Funds*: \$150,000
 - ii. *Description*: Purchase seven-passenger zero emission paratransit vehicle.
 - iii. *Benefits*: Reduce emissions and improve efficiency by replacing gas vehicles with zero emission vehicles, maintain paratransit service.
 - b. *Project Name* (Exhibit B): Santa Cruz METRO FY 2026-27 SGR Bus Replacement Fund
 - i. *Amount of FY 2026-27 SGR Funds*:
 1. *PUC 99313 apportionment*: \$313,861
 2. *PUC 99314 apportionment*: \$486,254

- ii. *Description:* METRO will utilize PUC 99313 and PUC 99314 funds for the Bus Replacement Fund.
- iii. *Benefits:* *The combined funds will support the replacement of aging buses and help maintain a safe, reliable transit fleet.*

2. The RTC shall act as a “contributing sponsor” for SGR funds programmed to METRO and Lift Line projects;
3. The RTC and the fund recipients (METRO and Lift Line) agree to comply with all conditions and requirements set forth in the Certification and Assurances documents and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and
4. The Executive Director, is hereby authorized to submit the request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements, and amendments of the SGR program; and
5. The RTC budget is hereby amended to reflect the latest State Controller’s Office revenue estimates and programming actions, contingent on Caltrans concurrence.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Distribution: Caltrans, RTC Fiscal, RTC Programming, METRO, Community Bridges

State Transit Assistance State of Good Repair Program**Recipient Certifications and Assurances**

Recipient: *Community Bridges – Lift Line (via SCCRTC)*.

Effective Date: *August 17, 2026*

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.

- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.
- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

C. Reporting

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
 - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.
 - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall

comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a

project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

Community Bridges-Lift Line

BY: 

Raymon Cancino, Chief Executive Officer, Authorizing Officer



RO Bus Sales
2701 Westwood Dr, Las Vegas NV, 89109
Phone/Fax: (702) 798-0029 / (702) 835-1434

VIN: **TBD**
Invoice: **TBD**
Stock Number: **TBD**
Date: **7/16/2026**

Order Form				
Agency:	Lift Line	Vehicle Type:	Bus	
Contact:	Community Bridges	Year:	2027	
Address:	545 Ohlone Parkway	Manufacturer:	Ford	
City/ST/Zip:	Watsonville, CA 95076	Model:	E-450	
Phone/Fax:	831-688-8840	Type:	Electric	
Email:	JesusB@cbridges.org	Passenger:	14 Passenger / 2 Wheelchair Positions	
P.O. #	TBD	Lift Manufacturer:	Braun Ability	
Sales Person:	Joe Machin	Lift Type:	Rear Lift	
Ford GPC	KA624	Seat Type:	Freedman Level 1	
Quantity:	Vehicle Description	Price	Ext. Price	ADA
1	2027 Ford E-450 Cutaway Bus 14 Passenger with 2 Wheelchair Positions, Level 3 Charging, MORyde Suspension System, Running Boards, Heated Remote Exterior Mirrors, Intermotive FlexTech Electrical System, Frameless Windows, Backup Camera, TRANS-AIR 120K BTU EV A/C SYSTEM - INCLUDES TA-77 EVAP, R90 ROOF TOP CONDENSOR, AND EC 4.0 SANDEN ELECTRIC COMPRESSOR, SDG HVH-PTC-70K CANBUS DIGITAL CONTROLLER AND FLOOR HEATER, Electric Entry Door with Exterior Key, 6 Double Rigid Seats with Level 1 Vinyl, 1 Double Foldaway Seat, Retractable Seatbelts, Double Wheelchair Doors for 800lb Braun Rear Lift, 2 AMF Bruns Securement Systems, Safety Package.	\$324,167.75	\$324,167.75	
Options				
1	AngelTrax 4 Camera System	\$3,519.27	\$3,519.27	
1	Lift Line Decals	\$950.00	\$950.00	
Subtotal				
Quote Valid For 30 Days DISCLAIMER OF WARRANTIES RO Bus Sales expressly disclaims all warranties—express or implied—including, but not limited to, any implied warranties of merchantability or fitness for a particular purpose. No agent or fitness for a particular purpose. No agent or employee of RO Bus Sales is authorized to assume or modify any warranty obligations on behalf of the company. Joe Machin Sales Representative <i>Joe Machin</i> Sales Representative's Signature 7/16/2026 Date DISCLAIMER OF DELIVERY Delivery is expected within 365 days from the date of order. However, delivery may occur sooner depending on production schedules. Delivery timelines may be extended if delays occur due to OEM production, supply chain disruptions, or other unforeseen circumstances beyond the control of RO Bus Sales. Community Bridges Purchaser Name Purchaser's Signature Date		Class P - Base Price	\$324,167.75	
		Options	\$4,469.27	
		Total	\$328,637.02	
		Doc Prep Fee	\$470.75	
		Non-Taxable		
		Taxable Amount	\$328,637.02	
		Tax Total	\$32,042.11	9.750%
		Subtotal	\$361,149.88	
		DMV Fee	\$80.00	
Tire Fee	\$10.50	6 Tires		
Delivery Fee	\$2,000.00	Zone 4		
Total	\$363,240.38			
Number of Units	1			
Final Total	\$363,240.38			
		RO Limited Warranty (30 Days) (Check Box) x Factory Certified Warranty (Check Box) As Is, No Warranty Make Check Payable to: R O Bus Sales		

CHASSIS
Ford E-450 176" Wheelbase
CONVERSION
Aluminized Entry Step Assembly - Includes Sides & Header
Rear Tow Hooks
Ford E-450 176" WB/25' OAL Conversion ONLY
Front End Alignment - Ford E-350/ E-450
Exterior Mirror Set, Remote/Heated, Ford
ELECTRICAL
Intermotive Flex Tech Electrical System
ELECTRICAL - DASH MOUNT SWITCH PANEL
E-series Single Entry Door Switch: Panel Dash Mounted
Wiring Diagram "AS BUILT" ON USB Flash Drive
8D Battery and Battery Box with Slide-out Tray
Add Second Battery
Rotary Disconnect Switch
Laminated Wiring Schematic ***AS BUILT*** ON ELECTRICAL PANEL DOOR
Surface Mount LED Entry Door Exterior Light
BACK-UP CAMERA SYSTEM W/ 7" REARVIEW MONITOR / MIRROR COMBO
FORD E-SERIES OEM AM/FM/BT RADIO ORDERED ON CHASSIS
4 Speakers with Wire to Chassis OEM Radio (if supplied)
Back-Up Alarm SAE Type B 107 db(A) Ecco 575
AC&HEAT
SPECIAL OPTIONS
TRANS-AIR 120K BTU EV A/C SYSTEM - INCLUDES TA-77 EVAP, R90 ROOF TOP CONDENSOR, AND EC 4.0 SANDEN ELECTRIC COMPRESSOR
SDG HVH-PTC-70K CANBUS DIGITAL CONTROLLER AND FLOOR HEATER
EXTERIOR
ALL FIBERGLASS/COMPOSITE EXTERIOR WITH SEPERATED FIBERGLASS SKIRT & BELT RAIL
Passenger Door Electric
Passenger Door 36" ROUGH OPENING
Exterior Key Switch
Roof Hatch SAFE FLEET - ADVANTAGE H1976-004-001 with exterior handle
Stainless Steel Wheel Insert, set of 4 (2 front & 2 rear)
Valve Stem Extender Inner Dual Rear Wheel, pair
INTERIOR
Rear View Mirror
Driver Storage in Cab Overhead (ABS BOX)
WC Doors Include = LED Interior Lights, Leaf Spring, LED Exterior Lighting Flush Mount LED is STD)
DUAL panel wc doors / Right hand LOCKING handle / ALUM frame / ALUM ext door panels
IS THE LIFT IN THE FRONT -OR- REAR OF THE UNIT?
Braun Century NCL917-2 800# Lift (33"x51")-REAR LEFT PUMP LOCATION
Seat Belt on Braun Lift 51" Platform- Installed
Intermotive Gateway 508-F Ford E or 517-F Transit Fast Idle with Lift Interlock
SILVER SERIES, J-HOOK, SMART FITTING, SMART DISCS
OCCUPANT,RETRACTOR SHOULDER BELT, UPPER WALL RETRACTOR, BLK WEBBING, L-TRACK FITTING ON TOP, METAL COVER
Seat Belt, Non-Retractable **STANDARD ITEM** - ENTER QUANTITY
5 Lb Fire Extinguisher
Emergency Triangle Kit
Left Hand Entry Vertical Grab Rail - 1 1/4"
Stanchion and Modesty Panel at Entry Door
Ceiling Grab Rail - Install on Both Sides
1 1/4" Dual Entry Grab Rails Parallel to Entrance Steps (both sides)
Stanchion and Modesty Panel Behind Driver
Add Tinted Plexiglass Upper Panel Call out Location
Driver Seat Cover - Level 1 Newport Vinyl; Oxen Vinyl; Olefin
Mid High Double Seat
Seat Cover - Level 1 Newport Vinyl; Oxen Vinyl; Olefin
DÉCOR#1
Sidewall: WhiteFRP
Rearwall: White FRP
Ceiling: White FRP
Driver Area: Grey Padded Vinyl
Aisle: Gerflor Sirius NT # Griffon
Under Seats: Gerflor Sirius NT #6768 Griffon
5/8" Exterior Grade Plywood

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: *Santa Cruz Metropolitan Transit District (Metro)*.

Effective Date: *August 28, 2026*

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.

- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.
- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

C. Reporting

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
 - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.
 - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall

comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a

project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

Santa Cruz Metropolitan Transit District

BY: 
AEBCB86501A2443...
 Corey Aldridge, Chief Executive Officer



Project Title: METRO Bus Replacement Fund

Project Description (Scope of Work): METRO will use FY 2026-27 SGR funds (\$800,115) to increase METRO's Bus Replacement Fund. The Bus Replacement fund is a source of stable funding to purchase and/or provide required local match for competitive grant opportunities to replace revenue buses that are obsolete or have exceeded their useful life of 12 years and/or 500,000 miles.

METRO intends to leverage the existing [State of Washington Contract 04824](#) with New Flyer to procure the replacement vehicles for its fixed-route fleet. Paratransit vehicles will be procured from Model 1 Commercial Vehicles DBA Creative Bus Sales, Inc through the Statewide Commodity Contract [1-23-23-19A](#).

Project Benefits: This project helps to maintain METRO's fixed route and Paratransit fleet in a state of good repair and to assist METRO in its transition to a full zero-emission fleet by 2040. New replacement buses will significantly reduce METRO's operating cost/bus due to lower maintenance costs and anticipated lower fuel costs per bus relative to the cost of existing buses that have exceeded their useful life. The replacements buses will operate throughout the Santa Cruz County public transit network.

Purpose and Need: One of METRO's capital improvement priorities is to replace buses that have exceeded their useful lifespan. Best practice fleet management targets replacing ~ 8-10% of total active fleet annually to maintain an average fleet age under 6–7 years and prevent compound maintenance backlogs. To comply with METRO's Bus Replacement Plan, METRO will need to replace eight (8) fixed route buses that are past their useful life in FY 2026-27. METRO intends to utilize SGR, and other funding sources, as a local match for the Buses and Bus Facilities Program to purchase up to eight (8) buses in FY 2026-27.

Project Cost Schedule:

Work Task	Unit	Fiscal Year	Proposed SGR 99313	Proposed New SGR 99314 (METRO only)	Other Fund Source: 5339	Other Fund Source: AB 2766 CVP	Other Fund Source: Measure D
Bus Procurement, Delivery & Acceptance	8	FY26-27	\$313,861	\$486,254	\$4,099,221	\$200,000	\$1,220,812

FY 2026-27 State of Good Repair Program Interview Process

The State of Good Repair (SGR) Program provides funding to support eligible transit capital projects that maintain or improve public transportation systems. In preparation for the programming of FY 2026-27 SGR Program funds, Santa Cruz County Regional Transportation Commission (RTC) staff coordinated with Santa Cruz METRO and Lift Line to review the funding available, discuss eligible capital needs, and determine whether the prior year's funding distribution remained an acceptable basis for this funding cycle.

RTC staff initially met with Derek Toups of Santa Cruz METRO to discuss the total amount of FY 2026-27 SGR funding anticipated to be available to the participating agencies. The discussion included a review of the prior year's call for projects process, the resulting funding distribution, and any new or continuing high priority needs that could be eligible for SGR Program funding. To streamline the development of the FY 2026-27 project list, RTC staff requested METRO's concurrence with using the prior year's funding distribution as the starting point for the new funding cycle, while allowing each agency to identify its current eligible project priorities.

Under the prior year's distribution, Lift Line received \$150,000 in PUC 99313 funding. METRO verbally agreed to proceed with the development of its FY 2026-27 project submittal based on maintaining this distribution.

RTC staff subsequently met with Raymond Cancino, Jesus Bojorquez, and other staff from Community Bridges (Lift Line) to discuss the anticipated programming and Lift Line's current capital needs. During that discussion, Lift Line identified the purchase of a new electric vehicle as a high-priority project, based on their FY 2025-26 SGR application, and requested consideration of an increased SGR programming of \$181,620. The requested amount would fund approximately 50 percent of the vehicle's total cost. The remaining project cost would need to be funded by other sources.

Following the discussion with Lift Line, RTC staff met again with METRO to present and discuss Lift Line's request for an additional \$31,620 above the prior year's \$150,000. After considering the request, METRO maintained its preference to retain the prior year's funding distribution of \$150,000 in PUC 99313 funds to Lift Line for FY 2026-27.

RTC staff then followed up with Lift Line to communicate the outcome of the discussion with METRO. Lift Line confirmed that it would accept the proposed

State of Good Repair Programming

\$150,000 PUC 99313 programming and proceed with procuring a new electric paratransit vehicle. Santa Cruz METRO will proceed with \$313,861 of SGR 99313 funds and \$486,254 of their PUC 99314 funds, which will be utilized for their Bus Replacement Funds. The Bus Replacement Funds will be used as a match for the Federal Transit Administration's Section 5339(a) Program.

Eligible investments may include new real estate construction, rehabilitation of vacant or underutilized properties, equity investments in operating businesses, and infrastructure or energy-related projects, among others. The OZ incentive is designed to reward long-term, patient capital that generates sustained economic growth, job creation, and community revitalization in historically underserved areas.

The California Department of Finance is accepting public comments on the state's draft Opportunity Zone 2.0 nomination list from August 3, 2026 through August 28, 2026.

UCSC: Working on family-student housing development with a daycare facility. The daycare facility is open, and the residential units are not currently open. UCSC is working with County on striping and traffic calming features. There are speed limit zone changes on campus. An HSIP grant was awarded to install 3 roundabouts. A Request for Quotation is being evaluated. The roundabouts will be constructed in approximately two years. The project will also include lane narrowing and bike facilities. Campus Master Plan is being circulated. Administrative draft to come Fall 2026. Parking expansion is ongoing and will also help with construction staging and bus layovers.

12. **Oral Communications on Matters Not on the Agenda – None.**

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

The next ITAC meeting is scheduled for 1:30pm **September 17, 2026.** ITAC meetings will be canceled if there are no action items to be brought before the committee.

Future agenda items:

- WZDx report
- Safe on 17 established goal revision
- Trails master plan – Ecology Action

14. **Adjourn – 4:09 p.m.**

Minutes respectfully submitted by Jaeden Gales, Transportation Planner

AGENDA: September 03, 2026

TO: Regional Transportation Commission (RTC)

FROM: RTC Staff

RE: Status report on FY 2026-27 Transportation Development Act Revenues for July 2026

BACKGROUND:

Transportation Development Act revenues are received monthly from the California Department of Tax and Fee Administration. Attachment 1 provides the Commission with the status of cumulative revenue receipts for July 2026 and compares the total to the same period in fiscal year (FY) 2025-26 in dollars and as a percentage.

Included in the attachment are the FY 2026-27 Transportation Development Act revenues. July FY 2026-27 revenues were 1.97% higher than July FY 2025-26. Actual revenues for July FY 2026-27 were 0.47% 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 2026-27Cash Receipts

Transportation Development Act FY 2026-27 budgeted revenues are projected to increase by \$44,948 (+0.36%), from an estimated \$12,617,577 in FY 2025-26 to \$12,662,525 in FY 2026-27. FY 2026-27-Transportation Development Act cash receipts for July 2026 are \$21,953 (1.97%) higher at \$1,133,897 compared to \$1,111,944 in July 2025. July 2026 cash receipts represent May 2026 sales tax revenues as shown in Attachment 1.

<u>Actual Cash Receipts July 2026</u>			
<u>FY 2025-26</u>	<u>FY 2026-27</u>	<u>Increase / (-) Decrease</u>	
1,111,944	1,133,897	1.97%	21,953
<u>Budgeted to Actuals July 2026</u>			
<u>Budgeted</u>	<u>Actual</u>	<u>Increase / (-) Decrease</u>	
1,128,623	1,133,897	0.47%	5,274

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 July 2026

**SCCRTC
TRANSPORTATION DEVELOPMENT ACT (TDA)
SUMMARY OF REVENUE RECEIPTS BY MONTH
FY2027 ENDING JUNE 30, 2027**

ATTACHMENT 1

MONTH	FY2025-26 ACTUAL REVENUE	FY2026-27 BUDGETED REVENUE	FY2026-27 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2026-27 COMPARED TO ACTUAL FY 2025-26	
							\$ Increase (+) /Decrease (-)	% Increase (+) /Decrease (-)
JULY	1,111,944	1,128,623	1,133,897	5,274	0.47%	100.47%	FY2026 to FY2027 21,953	FY2026 to FY2027 1.97%
AUGUST	1,127,676	-	-					
SEPTEMBER	1,044,944	-	-					
OCTOBER	1,082,956	-	-					
NOVEMBER	1,199,320	-	-					
DECEMBER	1,009,591	-	-					
JANUARY	927,429	-	-					
FEBRUARY	1,308,861	-	-					
MARCH	961,286	-	-					
APRIL	860,370	-	-					
MAY	1,087,541	-	-					
JUNE	1,056,312	-	-					
TOTAL	12,778,230	1,128,623	1,133,897	5,274	0.47%	100.47%	21,953	0.17%
July 2026 through June 2027								
	12,778,230	1,128,623	1,133,897	5,274	0.47%	Cash	21,953	-91.13%
September 2026 through June 2027								
	10,538,610	-	-	-	-	Accrual	-	-100.00%

\\rtcserv2\Internal\FISCAL\7.TDA\MonthlyReceipts\FY2027\01 July 2026\[July 2027 TDA Revenue - BOD.xlsx]Summary

AGENDA: September 3, 2026

TO: Regional Transportation Commission (RTC)

FROM: RTC STAFF

RE: Measure D Revenues from July 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 2026 through June 2027 and compares the total to the same period in fiscal year (FY) 2025-26 in dollars and as a percentage.

Included in the attachment is the July 2026 Measure D revenue report. Cash receipts are 2,468,294 (3.75%) higher than the receipts from July 2025. Staff will continue to monitor revenues and provide updates monthly.

DISCUSSION:

Measure D FY2026-27 budgeted revenues were projected to increase by \$65,198 (.24%) from \$27,666,801 in FY2025-26 to \$27,731,999 in FY2026-27, effectively no change in the projection.

FY 2026-27 Cash Receipts

FY 26-27 Measure D cash receipts for July 2026 are \$89,109 (3.75%) higher at 2,468,294 compared to \$2,379,185 in the same period in FY 2025-26. July 2026 cash receipts represent May 2026 sales tax revenues.

Jul-25	Jul-26	Increase / (-) Decrease	
2,379,185	2,468,294	3.75%	89,109

FY 2025-26 Quarterly Sales Tax Revenues

The July 2026 distribution from the California Department of Tax and Fee Administration represents May 2026 sales tax revenues. For seasonal comparison, current and prior fiscal years at the end of each quarter on an accrual basis. Q1 represents July through September 2025 revenues received

September through November 2025. Q2 represents October through December revenues received December 2025 through February 2026. Q3 represents January through March 2026 revenues received March through May 2026.

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)	Fiscal YTD
FY 2024-25	6,865,876	7,150,991	6,429,366	20,446,233
FY 2025-26	7,096,086	7,205,900	6,318,579	20,620,565
\$ Difference	230,210	54,909	(110,787)	174,332
% Difference	3.35%	0.77%	-1.72%	0.85%

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	7,150,991	6,038,547	6,703,524	26,758,938
FY 2025-26	7,096,086	7,205,900	6,280,993	7,005,642	27,588,621
\$ Difference	230,210	54,909	242,446	302,118	829,683
% Difference	3.35%	0.77%	4.01%	4.51%	3.10%

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, 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 July 2026.

**SCCRTC
TRANSPORTATION DEVELOPMENT ACT (TDA)
SUMMARY OF REVENUE RECEIPTS BY MONTH
FY2027 ENDING JUNE 30, 2027**

ATTACHMENT 1

MONTH	FY2025-26 ACTUAL REVENUE	FY2026-27 BUDGETED REVENUE	FY2026-27 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2026-27 COMPARED TO ACTUAL FY 2025-26	
							\$ Increase (+) /Decrease (-)	% Increase (+) /Decrease (-)
JULY	1,111,944	1,128,623	1,133,897	5,274	0.47%	100.47%	FY2026 to FY2027 21,953	FY2026 to FY2027 1.97%
AUGUST	1,127,676	-	-					
SEPTEMBER	1,044,944	-	-					
OCTOBER	1,082,956	-	-					
NOVEMBER	1,199,320	-	-					
DECEMBER	1,009,591	-	-					
JANUARY	927,429	-	-					
FEBRUARY	1,308,861	-	-					
MARCH	961,286	-	-					
APRIL	860,370	-	-					
MAY	1,087,541	-	-					
JUNE	1,056,312	-	-					
TOTAL	12,778,230	1,128,623	1,133,897	5,274	0.47%	100.47%	21,953	0.17%
July 2026 through June 2027								
	12,778,230	1,128,623	1,133,897	5,274	0.47%	Cash	21,953	-91.13%
September 2026 through June 2027								
	10,538,610	-	-	-	-	Accrual	-	-100.00%

\\rtcserv2\Internal\FISCAL\7.TDA\MonthlyReceipts\FY2027\01 July 2026\[July 2027 TDA Revenue - BOD.xlsx]Summary

AGENDA: September 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Steve Mattas, General Counsel

RE: Second Amendment To Executive Director Employment Agreement With Sarah (Christensen) Kim

RECOMMENDATION

Consider and adopting a Resolution (Attachment 1) approving the Second Amendment to the Employment Agreement (Exhibit A to Attachment 1) between the Santa Cruz County Regional Transportation Commission and Sarah (Christensen) Kim to increase the salary payable to the Executive Director, amend the severance provision and extend the term of the employment agreement for one year.

BACKGROUND

Sarah (Christensen) Kim serves as the Santa Cruz County Regional Transportation Commission (RTC) Executive Director pursuant to an employment agreement dated September 4, 2024, as amended in August 2025.

DISCUSSION

The Commission has recently completed the annual performance evaluation of Director Christensen and subsequently directed my office to prepare for Commission consideration an amendment to the employment agreement with Director Christensen that would increase the salary she receives, amend the severance payment provisions and extend the term of the employment agreement by one year through September 8, 2029.

The proposed contract amendment between RTC and the Executive Director would increase her annual salary from \$278,168 per year to \$303,203 per year. The salary increase would become effective on the contract anniversary date, meaning that it would take effect the first day of the pay period that includes September 9, 2026.

In addition the severance payment provision, which would only apply if the Executive Director's employment was terminated by the Commission without cause, would be amended to increase severance payment from one based on

four months of salary and benefits to one based on twelve months of salary and benefits.

The proposed contract amendment would also extend the term of the employment agreement by one year. Consequently, the employment agreement's new termination date would be September 8, 2029. **RTC General Counsel recommends adopting the attached Resolution (Attachment 1) approving the Second Amendment to the Employment Agreement (Exhibit A to Attachment 1) between the Santa Cruz County Regional Transportation Commission and Sarah (Christensen) Kim to increase the salary payable to the Executive Director, amend the severance provision and extend the term of the employment agreement for one year.**

All other sections of Director Christensen's employment agreement would remain unchanged and in effect.

FISCAL IMPACT

There are no new fiscal impacts associated with amending the employment agreement with the Executive Director. The current fiscal year budget includes sufficient capacity to fund annual salary increases for staff.

SUMMARY

Following the annual performance review of Director Christensen an amendment to her employment agreement is proposed, to increase salary, amend the severance provision, and extend the term of the contract.

ATTACHMENTS

1. Resolution
 - a. Amendment 2 to Employment Agreement

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of September 3, 2026
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AUTHORIZING THE SECOND AMENDMENT TO THE
EMPLOYMENT AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION AND SARAH (CHRISTENSEN) KIM**

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC") and Sarah (Christensen) Kim ("Employee"), agreed to enter into an employment agreement ("Employment Agreement") on September 5, 2024, under which Employee began service as Executive Director of RTC on September 9, 2024;

WHEREAS, RTC and Employee approved the First Amendment to the Employment Agreement on August 19, 2025;

WHEREAS, the Employment Agreement requires that any amendment to the Employment Agreement must be in writing and signed by both parties;

WHEREAS, RTC has completed an annual performance evaluation of Employee and now desires to amend the Employment Agreement to increase the salary, amend the severance provisions and extend the term of the Employment Agreement; and

WHEREAS, RTC and the Employee have agreed to the attached Second Amendment to the Employment Agreement,

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

1. The recitals contained herein are true and correct.

2. RTC hereby approves the Second Amendment to the Employment Agreement of the Executive Director attached hereto as Exhibit A.
3. The Chairperson of RTC is hereby authorized and directed to execute the Second Amendment to the Employment Agreement.

PASSED AND ADOPTED by the Santa Cruz County Regional Transportation Commission for Santa Cruz County, State of California on September 3, 2026, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chairperson

ATTEST:

Sarah Christensen, Secretary

Exhibits:

- a) Amendment 2 to Employment Agreement

SECOND AMENDMENT TO EMPLOYMENT AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION AND SARAH (CHRISTENSEN) KIM

This SECOND AMENDMENT TO EMPLOYMENT AGREEMENT is made and entered into _____, 2026, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (hereinafter "RTC") and SARAH (CHRISTENSEN) KIM, an individual (hereinafter "Employee").

Section 1.1 of the Employment Agreement is hereby amended to read as follows:

1.1 Term. Employee agrees to serve as the Executive Director of the RTC beginning on September 9, 2024. Employee agrees to serve in this capacity for three (3) additional years through September 8, 2029, unless otherwise extended by mutual agreement of the parties. Any such extension of the term of this agreement shall be in writing and signed by both parties. This Agreement, and thereby the term of employment, may be terminated before its expiration as set forth below in Section 5.

Section 3.1 of the Employment Agreement is hereby amended to read as follows:

3.1 Salary. Effective on the first day of pay period including September 9, 2026, the Commission agrees to pay to Employee an annual base salary of three hundred and three thousand, two hundred and three dollars (\$303,203), payable in installments on the same schedule as the Commission's other employees are paid, and less applicable deductions and taxes. In addition to the base salary, Employee is eligible for longevity pay in accordance with RTC policies.

Section 5.1B of the Employment Agreement is hereby amended to read as follows:

5.1 If RTC terminates this agreement and Employee's employment upon notice, and without cause (as defined below), then RTC shall pay Employee the cash equivalent of twelve months of her then base salary as severance and provide health benefits (medical, dental, vision) or COBRA equivalent for this same twelve-month time period. Payment of severance and health benefits as provided herein is expressly conditioned upon Employee executing a written agreement releasing and waiving any and all claims against RTC. Any such payment shall be subject to withholdings and taxes as required by law.

Except as expressly amended as part of this Second Amendment to the Employment Agreement, all sections of the Employment Agreement, entered into on September 5, 2024, as amended by Amendment No. 1 to the Employment Agreement dated August 19, 2025, remain in effect.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

Eduardo Montesino, Chairperson

Date

SARAH (CHRISTENSEN)KIM:

Sarah (Christensen) Kim, Executive Director

Date

APPROVED AS TO FORM:

Steve Mattas, General Counsel

Date

AGENDA: September 3, 2026

TO: Regional Transportation Commission
FROM: Sarah Christensen, Executive Director
RE: Amendment No. 1 to Contract TP2616 with Mitch Weiss Consulting, LLC for Special Advisor Services

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a Resolution ([Attachment 1](#)) authorizing the Executive Director to execute Amendment No. 1 to agreement TP2616 with Mitch Weiss Consulting, LLC, to increase the compensation by \$52,800, to a new not-to-exceed value of \$112,800, and extend the term of the agreement through November 30, 2026, to run concurrent with the recruitment for the permanent Director of Planning, Programming, and Transportation Services position.

BACKGROUND

On June 11, 2026, the RTC approved agreement TP2616 with Mitch Weiss Consulting, LLC for a not-to-exceed value of \$60,000 for professional services to assist with specific tasks as described in the contract's scope of services and as directed by the Executive Director during the Director of Planning, Programming, and Transportation Services Leave of Absence.

The Planning Department has been navigating a period of organizational change following the agency's October 2024 restructuring, and required consistent, dedicated leadership beyond what the Executive Director could provide while also fulfilling Executive Director responsibilities. Staff engaged Mr. Weiss, who previously served as Interim Executive Director of RTC for nine months in 2023-2024, to serve in a temporary advisory and leadership support capacity within the Planning Department at an hourly rate of \$200, under a contract term originally scheduled to conclude on August 30, 2026.

DISCUSSION

The Executive Director accepted the current Director of Planning, Programming, and Transportation Services request to retire from the RTC on August 21, 2026. RTC is conducting a recruitment for a new permanent Director of Planning, Programming, and Transportation Services. Continued dedicated leadership support within the department is needed throughout

the duration of the recruitment to maintain continuity of operations, staff engagement, and program deliverables.

Staff recommends extending Mr. Weiss's engagement through November 30, 2026, so that his services run concurrent with the recruitment for the permanent Director position. Extending the Special Advisor's services during the recruitment period will help ensure:

- Departmental leadership, staff engagement, and operational guidance continue without interruption;
- Workload prioritization, project coordination, and decision-making remain supported;
- Planning products, grant deliverables, and program milestones stay on track during the recruitment period; and
- The department is positioned for a smooth transition once a permanent Director is hired.

Staff recommends that the Commission adopt a Resolution (Attachment 1) authorizing the Executive Director to execute Amendment No. 1 to agreement TP2616 with Mitch Weiss Consulting, LLC, increasing the not-to-exceed value by \$52,800 and extending the term through November 30, 2026. All other terms and conditions of agreement TP2616, including Mr. Weiss's \$200 hourly rate and scope of services, remain unchanged. The additional \$52,800 in compensation will fund continued services under the existing rate through the extended term.

FISCAL IMPACT

This amendment increases the not-to-exceed value of agreement TP2616 by \$52,800, for a new not-to-exceed value of \$112,800. The contract will continue to be funded by the RTC's administrative and planning budgets, with work being conducted in FY 26/27. Sufficient budget exists to fund this amendment.

SUMMARY

Staff recommends that the Commission adopt the attached Resolution authorizing the Executive Director to execute Amendment No. 1 to agreement TP2616 with Mitch Weiss Consulting, LLC, increasing the not-to-exceed value by \$52,800 and extending the term through November 30, 2026.

ATTACHMENTS

1. Resolution
 - a. Amendment No. 1 to Agreement TP2616

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of September 3, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE
AMENDMENT NO. 1 TO AGREEMENT TP2616 WITH MITCH WEISS CONSULTING,
LLC, TO ADD \$52,800 IN COMPENSATION AND EXTENDING THE TERM THROUGH
NOVEMBER 30, 2026

WHEREAS, on June 11, 2026, the Santa Cruz County Regional Transportation Commission (RTC) adopted a Resolution authorizing the Executive Director to execute agreement TP2616 with Mitch Weiss Consulting, LLC for a not-to-exceed value of \$60,000 for management-related advising during the Director of Planning, Programming, and Transportation Services Leave of Absence;

WHEREAS, agreement TP2616 was originally scheduled to conclude on August 30, 2026 upon return of the Director of Planning, Programming, and Transportation Services from his Leave of Absence;

WHEREAS, the RTC is now conducting a recruitment for the permanent Director of Planning, Programming, and Transportation Services position;

WHEREAS, continued dedicated leadership support within the Planning Department is needed throughout the duration of the recruitment process to maintain continuity of operations, staff engagement, and program deliverables;

WHEREAS, staff recommends amending agreement TP2616 to increase the not-to-exceed value by \$52,800, for a new not-to-exceed value of \$112,800, and to extend the term of the agreement through November 30, 2026, to run concurrent with the recruitment for the permanent Director of Planning, Programming, and Transportation Services position;

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

The Executive Director is hereby authorized to execute Amendment No. 1 to agreement TP2616 with Mitch Weiss Consulting, LLC, to increase the compensation by \$52,800, to a new not-to-exceed value of \$112,800, and extend the term of the agreement through November 30, 2026, subject to legal counsel review as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits

- a) Draft Amendment No. 1 to Agreement TP2616

Distribution: RTC Project Manager and Consultant Project Manager

AMENDMENT 1

TO AGREEMENT NO. TP2616 BETWEEN MITCH WEISS CONSULTING, LLC AND THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated _____, 2026, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called COMMISSION, and MITCH WEISS CONSULTING, LLC hereinafter called CONSULTANT, as follows:

Section 1. Compensation: Payment amount shall be increased by \$52,800, a total amount not to exceed \$112,800.

Section 2. Term: The term of this contract shall be extended through November 30, 2026.

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

SIGNATURES

1. CONSULTANT:

By _____
Mitch Weiss

Date _____

Mitch Weiss Consulting, LLC
1618 Alhambra Blvd. #1061
Sacramento, CA 95816
mitch.weiss@pm.me

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, CONSULTANT

TO: Santa Cruz County Regional Transportation Commission

FROM: Yesenia Parra, Administrative Services Officer

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 Schedulewww.sccrtc.org**September 03, 2026 RTC Meeting**

September 2026-November 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
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
10/01/26	Thu	Regional Transportation Commission	9:00am	County BOS
10/05/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
10/13/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
10/15/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
10/15/26	Thu	Regional Transportation Commission	9:00am	TBD
11/05/26	Thu	Regional Transportation Commission	6:00pm	County BOS
11/09/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
11/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
11/19/26	Thu	Regional Transportation Commission	9:00am	TBD

- *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: September 3, 2026

TO: Regional Transportation Commission
FROM: RTC Staff
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 September 3, 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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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 – September 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 September .
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. Utility relocations are complete and City working to commence work this Summer. 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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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 – October 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 completed in late 2026 . Construction activities are currently focused on the Davenport Beach parking lot and completion of the trail. A ribbon cutting was held on August 4th for the Panther Beach Parking lot.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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	The contractor began construction activities in May . 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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **September 3, 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 Pasotiempo Dr.	Spring 2027 – Spring 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PS&E/RW	This project completed 95% Design in July 2026. The next milestone, Ready to List (RTL), is targeted for November 2026.
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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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	Summer 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. Caltrans has received the 100% Plans, Specs and Estimate from RTC and the District is reviewing the submitted materials. The Project is targeting a Spring 2027 Ready to List date. Right of Way and Environmental Permitting efforts continue in parallel.
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 allocation of Construction funds was completed on 8/21/26. The advertise and award process will begin soon. Construction contract approval is scheduled in January 2027 with construction activities to begin early spring 2027.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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	This project has been awarded to St. Francis Electric LLC. The contractor is preparing submittals and ordering the luminaires for installation later this year.
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. The Project team is preparing to submit the package to the District Office Engineer in October 2026.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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.
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.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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 SCCRTC'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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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 September 2026 .

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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 2027-2028 – Winter 2028-2029	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 2026-2027 – 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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **September 3, 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
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.	Summer 2029 – Fall 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 2028-2029 – 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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **September 3, 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
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 Salsipuedes 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 2026-2027 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	This project achieved its Ready to List milestone in June 2026 and is working to advertise the project for Construction. It is estimated that the project will be awarded, and approved in Winter 2026-27.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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
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 was completed July 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) was completed on June 17, 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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 2026**

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 August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **September 3, 2026**

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/iframeemap.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

Prepared and finalized August 25, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **September 3, 2026**



Caltrans
CENTRAL COAST | DISTRICT 5

CONNECT WITH US!

SAN BENITO - SANTA CRUZ - MONTEREY - SAN LUIS OBISPO - SANTA BARBARA
COUNTIES

**FOLLOW US ON
SOCIAL MEDIA**

 [CALTRANS
CENTRAL COAST
\(DISTRICT 5\)](#)

 [@CALTRANS_D5](#)

 [@CALTRANS_D5](#)

CALL OR EMAIL


(805)-549-3318


INFO-D5@DOT.CA.GOV


[QUICKMAP](#)

**SCAN FOR CURRENT
PROJECTS**



State of California • Department of Transportation



News Release

Date: Wednesday, August 19, 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

UPDATE #3

FULL OVERNIGHT CLOSURE OF HIGHWAY 9 NEAR BOULDER CREEK SET TO TAKE PLACE MONDAY, AUGUST 24

SANTA CRUZ COUNTY — Travelers on Highway 9 near Boulder Creek will encounter a full overnight closure **Monday, August 24**.

The highway will be closed overnight Monday, August 24 from 8 pm to 6 am at Kings Creek Bridge from Pool Dr. to Primavera/Old County Hwy as crews set 100' long precast concrete girders for the southbound portion of the new bridge. This closure and work were originally set to take place in late July. Following placement of the girders, work will occur 24/7 at the Kings Creek Bridge until the bridge deck is poured. That work is expected to be completed by Saturday, August 29.

A detour will be available via Highway 17. Message and directional signs will alert travelers in advance of the areas under traffic control. Please allow for extra time for your travels through the area. Community members in the area can expect noise overnight associated with this closure.

The current temporary signals will return to 24/7 signalized one-way control the morning of August 25. The one-way traffic control supports the Highway 9 **San Lorenzo River and Kings Creek Bridge Replacement Project** taking place north of Boulder Creek and involves the full replacement of these bridges for the safety of the traveling public. Crews are in the first phase of the project where they close the southbound lane to replace the southbound portion of the bridges below.

- King's Creek Bridge Replacement / Post Mile 15.41 to 15.55
- San Lorenzo River Bridge Replacement / Post Mile 13.58 to 13.69

This is one of several full overnight closures to take place during these two bridge replacement projects. Updates will continue to be provided as these closures take place.

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/>

| [Instagram](#) | [Twitter](#) | [Facebook](#) | [YouTube](#) |



Figure 1: Detours available during Hwy 9 closure

###

AGENDA: September 3, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Commissioners Kimberly DeSerpa, Gerry Jensen, Manu Koenig, Fred Keeley, Commission Chair Eduardo Montesino, and RTC Staff

RE: Response to the 2025-2026 Santa Cruz County Civil Grand Jury Report on the Santa Cruz Branch Rail Line

RECOMMENDATIONS

Staff & Commission Ad Hoc Committee recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve the attached responses ([Attachment 1](#)) to the Findings and Recommendations of the 2025-2026 Santa Cruz County Civil Grand Jury report, "The Santa Cruz Branch Rail Line: Competing Visions, Emerging Realities", and authorize staff to:

1. Submit the approved responses to the Presiding Judge of the Santa Cruz County Superior Court and the Santa Cruz County Civil Grand Jury prior to the statutory deadline of September 28, 2026; and
 2. Make the approved responses available to the public, consistent with the requirements of Penal Code §933(c).
-

BACKGROUND

Under Penal Code §933(c), a public agency that is the subject of Civil Grand Jury findings and recommendations directed to it must respond in writing within 90 days of the report's issuance. A response is compliant under Penal Code §933.05 only if it addresses every finding and recommendation assigned to the agency and is formally approved by the governing body in a public meeting prior to submission.

The Grand Jury's report, "The Santa Cruz Branch Rail Line: Competing Visions, Emerging Realities," examined the history, condition, and governance of the Santa Cruz Branch Rail Line and directed 17 findings (F1–F17) and 8 recommendations (R1–R8) to the RTC. The RTC's response is due to the Court and the Grand Jury no later than September 28, 2026.

On August 6, 2026, Chair Montesino appointed Commissioners DeSerpa, Jensen, Koenig, and Keeley to join him on an Ad Hoc Committee to prepare and review the responses.

DISCUSSION

Staff and the Commission Ad Hoc Committee has prepared draft responses to each assigned finding and recommendation, consistent with the format required by the Grand Jury and the requirements of Penal Code §933.05 (Attachment 1). For each finding, the response indicates agreement, partial disagreement, or disagreement, with an explanation where required. For each recommendation, the response indicates whether the action has been implemented, has not yet been implemented but will be in the future, requires further analysis, or will not be implemented, along with the required summary, timeframe, or explanation.

The attached draft responses (Attachment 1) reflect staff and Commission Ad Hoc Committee’s review of each finding and recommendation in the context of the RTC’s history, statutory role, funding constraints, and recent organizational changes. In summary, the draft responses:

1. Agree or partially agree with findings describing the aging condition of the rail corridor, the agency’s historical orientation as a planning agency, and the funding constraints that have shaped past studies and staffing (F1–F4, F9–F14);
2. Disagree with findings suggesting the RTC lacks a unifying strategic vision or has contributed to political paralysis, noting that the Regional Transportation Plan last adopted in June of 2026, and the Commission’s December 2025 direction to pursue a phased rail-and-trail approach serve this function (F5, F6);
3. Partially disagree with findings regarding corridor constraints, Prop 116 obligations, and board structure, providing additional context on the coastal corridor’s unique conditions and the statutory basis for the RTC’s composition (F7, F8, F16);
4. Disagree with the finding that inadequate RTC communication is responsible for competing advocacy narratives, while affirming the RTC’s ongoing commitment to clear, accessible public communication (F15, F17); and
5. Report that five of the eight recommendations have already been implemented through existing practice, including the capital project framework, alternative delivery evaluation, the Regional Transportation Plan, the phased Coastal Rail Trail Segments 13–20 approach, the ZEPRT peer review, the 2024 reorganization, and current public engagement efforts (R1–R3, R5–R7), while recommending that the Commission decline to pursue a change to its statutorily defined board composition at this time (R8).

The full text of each finding, recommendation, and staff’s proposed response is provided as Attachment 1. **Staff recommends the RTC approve the attached responses to the 2025-2026 Santa Cruz County Civil Grand Jury report (Attachment 1) and authorize staff to submit the approved responses to the Court and the Grand Jury prior to the September 28, 2026 deadline.**

Staff will incorporate any revisions directed by the Commission prior to finalizing and transmitting the response, and submit the completed response to the Honorable Judge and Civil Grand Jury prior to the September 28, 2026 deadline.

FISCAL IMPACT

There are no new fiscal impacts associated with responding to the Grand Jury report. Preparation and submission of the response is being completed within existing staff resources, and none of the proposed responses commit the RTC to new expenditures beyond those already contemplated in adopted plans, budgets, and project schedules.

SUMMARY

Staff recommends that the Commission approve the attached responses to the 2025-2026 Santa Cruz County Civil Grand Jury report so that they may be formally submitted to the Court and the Grand Jury prior to the September 28, 2026 statutory deadline.

Attachments:

1. Response to the 2025-2026 Santa Cruz County Civil Grand Jury Report



**The 2025-2026 Santa Cruz County Civil Grand Jury
Requires the**

**Santa Cruz County
Regional Transportation Commission**

to Respond by September 28, 2026

**to the Findings and Recommendations listed below
which were assigned to them in the report titled**

**THE SANTA CRUZ BRANCH RAIL LINE:
COMPETING VISIONS, EMERGING REALITIES**

Required Responses apply to elected officials, elected agencies or department heads, elected boards, councils, and committees. The respondent is **required** to respond and to make the response available to the public under California Penal Code [\(PC\) §933\(c\)](#). A required response will be considered **compliant** under [PC §933.05](#) if it contains an appropriate comment on **all** findings and recommendations **which were assigned to you** in this report.

Please follow the instructions below when preparing your response.

Instructions for Respondents

Your assigned [Findings](#) and [Recommendations](#) are listed on the following pages with check boxes and an expandable space for summaries, timeframes, and explanations. Please follow these instructions, which paraphrase [PC §933.05](#):

- 1. For the Findings, mark one of the following responses with an “X” and provide the required additional information:**
 - a. **AGREE with the Finding**, or
 - b. **PARTIALLY DISAGREE with the Finding** – specify the portion of the Finding that is disputed and include an explanation of the reasons why, or
 - c. **DISAGREE with the Finding** – provide an explanation of the reasons why.
- 2. For the Recommendations, mark one of the following actions with an “X” and provide the required additional information:**
 - a. **HAS BEEN IMPLEMENTED** – provide a summary of the action taken, or
 - b. **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** – provide a timeframe or expected date for completion, or
 - c. **REQUIRES FURTHER ANALYSIS** – provide an explanation, scope, and parameters of an analysis to be completed within six months, or
 - d. **WILL NOT BE IMPLEMENTED** – provide an explanation of why it is not warranted or not reasonable.
- 3. Please confirm the date on which the assigned responses were approved during an official meeting:**

We approved these responses in a regular public meeting as shown in our minutes dated _____.

- 4. Please attach a PDF version of your completed responses to an email sent to:**

The Honorable Judge Katherine Hansen: Katherine.Hansen@santacruzcourt.org and

The Santa Cruz County Grand Jury: grandjury@scgrandjury.org

If you have questions about this response form, please contact the Grand Jury by calling (831) 454-2099 or by sending an email to grandjury@scgrandjury.org.

FINDINGS

F1. The physical condition of the infrastructure on the Santa Cruz Branch Rail Line, including embankments and bridges dating to the 1870s, has degraded over time. As a result, any efforts to utilize the rail corridor face high costs for restoring and replacing degraded infrastructure. R1, R2

☒ **AGREE**

☐ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The condition of the rail corridor's infrastructure reflects decades of deferred maintenance that occurred prior to the RTC's acquisition of the line. The Santa Cruz Branch Rail Line was historically owned and operated by private railroad companies, whose ability to invest in infrastructure maintenance was constrained by declining revenues as freight and goods movement along the corridor decreased over time. As revenues declined, investment in maintaining embankments, bridges, and other infrastructure did not keep pace with the needs of an aging rail line, resulting in the deteriorated conditions later documented when the RTC acquired the corridor. This history is an important factor in understanding both the current condition of the infrastructure and the scope of investment required to restore or repurpose the corridor today.

F2. The RTC's history and culture are that of a planning agency. As a result, the Santa Cruz County Regional Transportation Commission has performed a long series of planning studies that have focused on the potential uses of the rail corridor, with less focus directed towards managing the realities of the physical corridor and its associated infrastructure. R1, R2

☒ **AGREE**

☐ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The SCCRTC was created in statute, Government Code section 67940, "as a local area transportation planning agency." Early studies on the rail corridor were limited, at least in part, by limited local funding (prior to the passage of Measure D in 2016).

More recently, the RTC has expanded its project delivery focus. This can be seen in the creation of RTC's Department of Capital Projects and addition of the Real Property Team.

F3: Early studies commissioned by the Santa Cruz County Regional Transportation Commission failed to accurately estimate the actual cost to build out passenger rail infrastructure along the rail corridor. As a result, significant decisions were made without a complete understanding of the cost to complete a passenger rail system.
R1, R2

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The capacity of RTC to fund extensive engineering studies was limited by a lack of funding prior to the passage of Measure D. Development of projects occurs over time that starts with high, planning-level work, followed by sequentially more detailed work based on availability of resources. As time goes on, cost estimates become more accurate.

F4. The Santa Cruz County Regional Transportation Commission (RTC) lacks sufficient financial resources to accomplish all its transportation priorities and is typically reliant on grant funding to support its projects. As a result, the RTC must efficiently manage project sequencing and contracting and be strategic about how it uses local transportation funding. R1, R2, R3

☒ **AGREE**

☐ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The lack of sufficient financial resources to accomplish all transportation priorities is typical of, if not universal for, all regional transportation planning agencies and similar organizations, as is reliance on grant funding from the state and federal government. To guide transportation funding decisions in a financially constrained environment, the RTC, every four years, adopts a 25-year regional transportation plan which outlines transportation challenges and establishes investment priorities. This is consistent with all regional transportation planning agencies' practices across the state of California.

F5: The Santa Cruz County Regional Transportation Commission (RTC) lacks a unified strategic plan that lays out the commission's vision for delivering capital projects and allocating limited local and grant funds. As a result, the RTC lacks a true north that it can refer back to when making these difficult decisions. R3

☐ **AGREE**

☐ **PARTIALLY DISAGREE**

☒ **DISAGREE**

Response explanation (required for a response other than **Agree**):

As required by California Government Code 65080 the RTC adopts a regional transportation plan (RTP) as a long-range planning document that serves as a guide for future transportation funding decisions. The RTP outlines transportation needs and establishes investment priorities. This 25-year plan is updated every four years. The RTP is the RTC's true north for transportation investments.

F6: The Santa Cruz County Regional Transportation Commission (RTC) and the larger community in Santa Cruz County have had many ideas for how to use the rail corridor, but no overarching vision. As a result, the RTC has been gripped by political paralysis, swinging back and forth as its political makeup has changed, rather than remaining directly focused on implementing a specific aspect of the project. R3

☐ **AGREE**

☐ **PARTIALLY DISAGREE**

☒ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The adopted vision for the branch line corridor is passenger and freight rail with a multiuse trail. Last December the Commission directed staff to implement this vision of both rail and trail – near-term trail and long-term rail, in a phased manner – which is the RTC’s overarching vision for the Santa Cruz Branch Rail Corridor moving forward.

F7. The Santa Cruz Branch Rail Line traverses a narrow and geographically constrained route between Davenport and Pajaro Junction. As a result, there is limited space for construction of both rail and pedestrian infrastructure in the corridor and the cost to construct this infrastructure is elevated relative to otherwise comparable projects. R4

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

It is factually true that there are no two projects that are identical. In the case of the Santa Cruz Branch Rail corridor along the coast of California is topographically and environmentally constrained and therefore there are not otherwise comparable rail transit projects in existence. For example, the Santa Cruz Branch Rail line has 33 bridges over the 22-mile transit corridor, and travels along coastal bluffs and other environmentally sensitive areas in multiple locations. The cost estimate included in the ZEPRT project concept report takes into account these unique constraints.

F8. The Santa Cruz County Regional Transportation Commission (RTC) purchased the rail corridor with Proposition 116 funds allocated by the California Transportation (CTC), which was initially skeptical of the RTC efforts to acquire the rail corridor and required additional documentation and assurances. As a result, the RTC agreed to plan for and work to implement rail along the SCBRL or return \$11 million in Prop 116 funding used to purchase the corridor. R4

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

Statewide transportation funding is constrained, and the CTC scrutinizes all awardees and prospective awardees prior to making transportation investments. The RTC recognizes the importance of preserving the Santa Cruz Branch Rail Line as a transportation corridor that can serve the community's long-term needs. As the RTC advances the Interim Trail in the near term, passenger/freight rail and trail remain the long-term vision for the corridor.

The RTC's current approach reflects both the information available today and the need to deliver meaningful community benefits in the near term, while preserving the opportunity to pursue passenger rail when future funding is secured, and environmental review, engineering, and right of way requirements can be met. The RTC will continue seeking opportunities to advance the corridor toward this long-term vision while responsibly addressing the community's transportation needs today.

F9. The Santa Cruz County Regional Transportation Commission (RTC) has operated under the assumption that the Santa Cruz Branch Rail Line would eventually host both passenger rail and coastal rail trail infrastructure. As a result, the RTC has prioritized building trail segments in an “ultimate” configuration (trail next to rail) to reduce long-term costs associated with relocating the trail infrastructure to accommodate passenger rail instead of an “interim” alignment (trail over rail) that is less expensive in the short term. R4

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

Historically, the RTC has planned for the Santa Cruz Branch Rail Line to accommodate both passenger/freight rail and a multiuse trail and, consistent with that vision, prioritized development of trail segments in an Ultimate Trail configuration. The Interim trail configuration has been included in environmental analysis for all coastal rail trail projects to-date.

The RTC's priorities have evolved as additional engineering and financial information has become available. The agency has shifted its approach and is advancing the Interim Trail as the near-term priority, while pursuing funding to complete the next phase of the passenger and freight rail plus trail project, which remains the long-term vision due to funding and deliverability constraints.

This approach allows the RTC to continue delivering tangible benefits to the community while responsibly pursuing the additional analysis, funding, and environmental work that is necessary to advance passenger/freight rail in the future.

F10. Inflation and unanticipated engineering requirements have dramatically increased cost estimates associated with building the “ultimate” configuration (trail next to rail). As a result, the Santa Cruz County Regional Transportation Commission (RTC) has been forced to shift its focus to an “interim” alignment (trail over rail) for some segments to preserve grant funding that has already been allocated. R4

☒ AGREE

☐ PARTIALLY DISAGREE

☐ DISAGREE

Response explanation (required for a response other than **Agree**):

Costs of public projects have been increasing across the state and across the nation, which has been a challenge for all public agencies including the RTC.

F11. The Zero Emissions Passenger Rail and Trail (ZEPRT) Concept Report, which marks the first study of passenger rail on the Santa Cruz Branch Rail Line to incorporate significant engineering rigor into its analysis, found the cost to build a passenger rail system of \$4.3 billion to be an order of magnitude higher than previous estimates. As a result, the Santa Cruz County Regional Transportation Commission (RTC) and the larger community have been forced to re-evaluate the current feasibility of building a passenger rail system in Santa Cruz County. R5

☒ **AGREE**

☐ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The Zero Emission Passenger Rail and Trail (ZEPRT) Concept Report provided important and more detailed information about the engineering requirements, infrastructure needs, and estimated costs associated with passenger rail on the Santa Cruz Branch Rail Line. This information has helped the Commission and the community develop a more complete understanding of what would be required to implement passenger & freight rail in the corridor.

The RTC recognizes that the findings of the ZEPRT project concept report require thoughtful consideration of the feasibility, funding, and implementation of passenger rail. At the same time, the Commission's long-term vision for the corridor continues to include passenger rail and trail. The RTC will use the information provided by ZEPRT to inform future planning and decision-making while continuing to pursue opportunities to advance passenger rail when funding and other necessary conditions allow.

F12. The Santa Cruz County Regional Transportation Commission (RTC) does not have direct experience building rail infrastructure. As a result, the RTC worked with outside rail transportation professionals to perform a peer-review on the Zero Emissions Passenger Rail and Trail (ZEPRT) Concept Report to provide subject matter expertise and advice. R5

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The RTC, like many other regional agencies, contracts with professional expert consultants selected by staff based on qualifications. For example, environmental, structural, geotechnical experts are needed to plan, design, and construct public projects. All public agencies utilize public contracting to carry out capital projects, especially when they are large and/or complex. For the Zero Emission Passenger Rail and Trail project, the Commission directed staff to develop the Project Concept in 2022, and to conduct the peer review in 2025, due to the large and complex nature of the rail project.

F13. The property ownership experience and project capacity of the Santa Cruz County Regional Transportation Commission (RTC) staff at the time the RTC acquired the Santa Cruz Branch Rail Line did not align with the requirements to maintain and build infrastructure on the rail corridor. As a result, the RTC relied on consultants and studies with insufficient engineering scope as it worked to develop expertise, manage its obligations and plan for next steps. R6

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

It is important to note that most regional transportation planning agencies rely on consultants for large and/or complex projects, and prior to the passage of Measure D, the RTC had limited funding for more detailed studies.

RTC recently restructured our organization to create a Capital Projects department and add a Real Property team. The RTC still relies on professional consultants and contractors to perform work that exceeds the staffing capacity and/or that requires specialized expertise.

F14. The Santa Cruz County Regional Transportation Commission (RTC) staff model has historically reflected its role as a planning agency rather than a project delivery organization. As a result, the RTC's staff capacity was not aligned to its mandate to build infrastructure on the rail corridor. R6

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

RTC was created in statute, Government Code section 67940, "as a local area transportation planning agency," however, more recently, the RTC has expanded its project delivery focus following the passage of Measure D in 2016. This can be seen in the creation of RTC's Department of Capital Projects.

F15. The Santa Cruz County Regional Transportation Commission (RTC) has historically failed to effectively communicate to the public complete and accurate information regarding the financial, engineering and legal challenges associated with building infrastructure on the Santa Cruz Branch Rail Line, including during the 2022 Measure D election campaign. As a result, competing advocacy groups have produced misleading information, and the public has lacked a source for timely, objective, and authoritative information. R7

☐ **AGREE**

☐ **PARTIALLY DISAGREE**

☒ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The RTC recognizes the importance of providing the public with complete, accurate, timely, and accessible information and we are committed to continuously improving how we communicate complex transportation issues to ensure the community has meaningful opportunities to ask questions and provide input.

The RTC does not agree that the presence of competing advocacy groups is the result of inadequate RTC communications. Many of these groups have been around for years and may have different viewpoints or interpretations of projects or studies that they share with the community. The RTC's role is to continually provide factual, objective, and accessible information and opportunities for meaningful public participation.

The RTC has strengthened and prioritized communications and engagement practices in recent years and will continue ensuring the public has access to reliable information and a transparent process for participating in decisions about the future of the rail corridor.

F16. The twelve-member board of the Santa Cruz County Regional Transportation Commission has an even number of commissioners. As a result, the board is vulnerable to tied votes and deadlock, delaying proactive governance. R8

☐ **AGREE**

☒ **PARTIALLY DISAGREE**

☐ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The composition of the RTC is established in state law. While it is correct that the RTC has a twelve-member board and that any even numbered body may be vulnerable to tied votes, it does not necessarily follow that such as body will necessarily be deadlocked and delay proactive governance. Agencies such as the San Luis Obispo Council of Governments and the Transportation Authority of Marin have even numbered boards and have seldom had tied votes. Tied votes on the RTC board have seldomly occurred, and at that time reflected the lack of consensus in the community.

F17. The twelve-member board of the Santa Cruz County Regional Transportation Commission draws its membership from a wide range of jurisdictions and the Santa Cruz Metropolitan Transportation District, as well as their alternates, often with competing agendas. As a result, it is difficult to achieve consensus, build institutional knowledge, and make timely progress to utilize the rail corridor. R8

☐ **AGREE**

☐ **PARTIALLY DISAGREE**

☒ **DISAGREE**

Response explanation (required for a response other than **Agree**):

The RTC make-up is written into state law. While it is true that the RTC membership represents a wide range of jurisdictions and the Santa Cruz Metropolitan Transportation District, that fact does not translate to difficulty achieving majority, building institutional knowledge, and making timely progress to utilize the rail corridor. The goal is not to always achieve consensus, rather it is to reflect diverse opinions and needs of the region the RTC serves.

RECOMMENDATIONS

R1. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) develop a Capital Project Advancement Framework for future major capital projects. The framework should define the information required before projects advance through major policy, funding, and implementation milestones and should require that cost estimates, schedule projections, contingencies and other key assumptions be accompanied by a clear assessment of their level of confidence and uncertainty. The RTC should direct staff to initiate development of such a framework no later than December 31, 2026, and present to the Commission no later than December 31, 2027.

☒ **HAS BEEN IMPLEMENTED** – summarize what has been done

☐ **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** -
summarize what will be done and the timeframe

☐ **REQUIRES FURTHER ANALYSIS** – explain the scope and timeframe (not to exceed six months)

☐ **WILL NOT BE IMPLEMENTED** – explain why

Required response explanation, summary, and timeframe:

The RTC currently has a capital projects framework for projects. This framework includes a project funding plan, implementation milestones, a risk management plan, cost estimates, and a project schedule. This information is gathered in the planning and preliminary engineering phases and updated throughout project development, and projects do not advance until this information is available.
--

R2. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) investigate opportunities to utilize a Progressive Design-Build and/or Construction Manager/General Contractor contracting approach for major capital projects. The RTC should direct staff to investigate opportunities to use such a process no later than December 31, 2026, and present to the Commission no later than December 31, 2027.

☒ **X** HAS BEEN IMPLEMENTED – summarize what has been done

☐ HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE -
summarize what will be done and the timeframe

☐ REQUIRES FURTHER ANALYSIS – explain the scope and timeframe (not to exceed six months)

☐ WILL NOT BE IMPLEMENTED – explain why

Required response explanation, summary, and timeframe:

Use of these alternative procurement methods is only viable once full project funding has been identified, and most grant programs do not provide funding for preconstruction activities required by alternative delivery methods. Many grant programs put a premium on funding projects that can begin construction within a short period of time, thereby encouraging implementing agencies to apply for funding following project approval and environmental analysis.
--

The RTC, as appropriate, considers alternative procurement methods when consistent with the requirements and timing of grant programs. It should be noted that the use of an alternative procurement does not preclude cost increases.

R3. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) direct staff to create and adopt a comprehensive strategic planning framework that establishes clear organizational priorities, decision-making criteria for evaluating major transportation investments, transportation assets, and policy decisions and guidance for resolving conflicts among competing transportation objectives. The RTC should direct staff to begin creating this strategic plan no later than December 31, 2026, and review and adopt the strategic plan by December 31, 2027.

☒ **HAS BEEN IMPLEMENTED** – summarize what has been done

☐ **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** -
summarize what will be done and the timeframe

☐ **REQUIRES FURTHER ANALYSIS** – explain the scope and timeframe (not to exceed six months)

☐ **WILL NOT BE IMPLEMENTED** – explain why

Required response explanation, summary, and timeframe:

The RTC adopts a Regional Transportation Plan to guide transportation investments, which was last adopted in June of 2026. The RTP outlines transportation needs and establishes investment priorities. This 25-year plan is updated every four years. The RTP is the RTC's true north for transportation investments.

R4. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) evaluate options for phased implementation of projects along the Santa Cruz Branch Rail Line, including trail segments 13-20. This framework would investigate “interim”, “hybrid”, and “ultimate” trail configurations and apply these options to future design work, environmental review, and engineering. The RTC board should direct staff to incorporate these multiple options into planning and environmental documents no later than December 31, 2026.

 X HAS BEEN IMPLEMENTED – summarize what has been done

 HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE -
summarize what will be done and the timeframe

 REQUIRES FURTHER ANALYSIS – explain the scope and timeframe (not to
exceed six months)

 WILL NOT BE IMPLEMENTED – explain why

Required response explanation, summary, and timeframe:

The RTC has initiated work on the project Approval and Environmental Documentation (PA/ED) phase of the Coastal Rail Trail Southern Segments (Segments 13-20) Project. This project will look at the “interim,” and “ultimate” trail configurations for these segments and apply these options to future design work, environmental review, and engineering. The full environmental document for these segments will be done as part of this project which will enable us to compete for funding as well as understand the community needs which will help prioritize how to phase the engineering, design, and construction of improvements.

Past segments (Segments 5, 7a, 7b, 8, 9, 10, 11 & 12) that have already been developed or are under development also evaluated “interim,” and “ultimate” trail configurations. Funding availability has often dictated the configuration that was developed.

R5. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) follow best practices for complicated rail and trail projects by directing staff to follow the recommendations of the Zero Emission Passenger Rail and Trail Project peer review and continue to take advantage of opportunities to work with peer organizations. The RTC should commit to following these recommendations no later than December 31, 2026.

☒ **HAS BEEN IMPLEMENTED** – summarize what has been done

☐ **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** -
summarize what will be done and the timeframe

☐ **REQUIRES FURTHER ANALYSIS** – explain the scope and timeframe (not to exceed six months)

☐ **WILL NOT BE IMPLEMENTED** – explain why

Required response explanation, summary, and timeframe:

The findings of the Peer Review of the ZEPRT Concept Report are very valuable and are taken into consideration in development of capital projects.

R6. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) direct the Executive Director to periodically review and reassess the organization's structure to ensure that staffing reflects the combination of transportation planning and project implementation that currently represents the RTC portfolio. The RTC should do so no later than December 31, 2026, and every 3 years subsequently.

☒ **HAS BEEN IMPLEMENTED** – summarize what has been done

☐ **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** -
summarize what will be done and the timeframe

☐ **REQUIRES FURTHER ANALYSIS** – explain the scope and timeframe (not to exceed six months)

☐ **WILL NOT BE IMPLEMENTED** – explain why

Required response explanation, summary, and timeframe:

The RTC approved a major reorganization in 2024 which, among other things, established an at-will director level, created positions related to real property and contracts, and expanded its capital projects department. The RTC considers its staffing make-up through the development and adoption of the annual budget, or as needed depending on the needs of the agency. The RTC will continue to reevaluate its organization periodically as the needs of the agency evolve.

R7. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) direct staff to develop a plan to strengthen public communication and ensure timely and accurate dissemination of information about RTC projects, with the goal of improving public understanding and reducing misinformation. The RTC should initiate this process no later than December 31, 2026.

☒ **HAS BEEN IMPLEMENTED** – summarize what has been done

☐ **HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE** -
summarize what will be done and the timeframe

☐ **REQUIRES FURTHER ANALYSIS** – explain the scope and timeframe (not to
exceed six months)

☐ **WILL NOT BE IMPLEMENTED** – explain why

Required response explanation, summary, and timeframe:

RTC continues to take steps toward developing a more strategic, consistent, and equitable approach to community engagement. Most recently, the agency developed an Equitable Outreach and Engagement Toolkit as part of its Transportation Equity Action Plan. While the toolkit is specifically focused on equitable engagement, its principles and tools provide a broader framework for planning, implementing, and evaluating communications and community engagement across RTC projects. The RTC began incorporating this approach into project communications and engagement activities starting in 2025.

The toolkit emphasizes understanding the communities affected by a project, identifying appropriate engagement goals and strategies, providing meaningful opportunities for input, considering language and accessibility needs, and evaluating the effectiveness of engagement. These practices will continue to be incorporated and refined as the RTC advances projects throughout the region.

RTC continues to evaluate the effectiveness of its outreach and engagement efforts and use community feedback to refine its approach. Through these ongoing efforts, the RTC intends to build upon the work already underway and ensure that community members have access to timely, accurate, understandable information and meaningful opportunities to participate in transportation decisions.

R8. The Grand Jury recommends that the Santa Cruz County Regional Transportation Commission (RTC) investigate options to change the makeup of the RTC board of commissioners. By ensuring an odd number of commissioners and reducing the total number of commissioners on the board, the RTC can better avoid deadlocks and delays. Changing the makeup of the board would require an act of the State Legislature. The RTC board should direct staff to begin assessing options and next steps no later than December 31, 2026.

_____ HAS BEEN IMPLEMENTED – summarize what has been done

_____ HAS NOT YET BEEN IMPLEMENTED BUT WILL BE IN THE FUTURE -
summarize what will be done and the timeframe

_____ REQUIRES FURTHER ANALYSIS – explain the scope and timeframe (not to exceed six months)

 X WILL NOT BE IMPLEMENTED – explain why

Required response explanation, summary, and timeframe:

The makeup of the board is defined in state law. The RTC is the Regional Transportation Planning Agency for Santa Cruz County, and is structured in a manner that reflects the values of the community – with representation by each incorporated City, unincorporated County, and the transit district. Because there have been such seldom instances of deadlock 6-6 votes on actions, the current Commission believes that the current make-up continues to reflect the values of the community.
--