



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

AGENDA

Thursday, August 20, 2026

1:30 p.m.

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

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

Remote Participation

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

Zoom:

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

Meeting ID: 874 8219 8801; Passcode: 250250

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

NOTICE/NOTICIA:

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

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

CONSENT AGENDA

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

4. Approve Minutes of the June 18, 2026 ITAC meeting
5. August 6, 2026 Regional Transportation Commission Meeting Highlights

REGULAR AGENDA

6. Receive presentation about RTC Measure D Bonding
 - a. Staff Presentation, Nisha Singh
7. Receive presentation about Non-SHOPP PID Workplan
 - a. Staff Presentation, Marshall Ballard and Jimmy Ochoa Caltrans D5
8. Receive update regarding RTC Programming Office Hours
 - a. Staff Report, Jaeden Gales
9. Status of the ad-hoc Data working group data platform procurement
 - a. Verbal update, Marshall Ballard
10. Receive information and discuss the creation of an ad-hoc Vision Zero advisory group.
 - a. Staff Report, Marshall Ballard
11. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members and RTC staff
12. Oral Communications on Matters Not on the Agenda

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

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

14. Adjourn
-

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

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

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

REMOTE PARTICIPATION –Committee Members

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

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

- o a contagious illness that prevents a member from attending in person;
 - o a need related to a physical or mental disability as defined by statute; or
 - o travel while on official business of the RTC or another state or local agency.
 - Government Code Section 54953(j) defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.
3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.

REMOTE PARTICIPATION - Public

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

PARTICIPACIÓN REMOTA – El público

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

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

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

ACCESSIBILITY/ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES:

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

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



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

MINUTES

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

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

Online: Zoom

ITAC Members Present:

California Department of Transportation	Paul Guirguis
Santa Cruz County Public Works	Steve Wiesner
Santa Cruz Metropolitan Transit District (METRO)	John Uργο
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning	Claire Gallogly
Scotts Valley Public Works	Andrew Lee
Watsonville Public Works	Miguel Lizarraga
Watsonville Community Development	Justin Meek
Ecology Action	Matt Miller
Association of Monterey Bay Area Governments (AMBAG)	Regina Valentine

RTC Staff Present: Marshall Ballard, Nick Danty, Amanda Marino, Tristan Sayre, Jaeden Gales

Others Present – In person:

Non-Voting Members online (not AB2449 or Brown Act): Derek Toups (METRO), Georgina Arias (University of California, Santa Cruz (UCSC))

Others Online: Tiffany Mendoza (HDR, Inc.), Jennifer Abrams (HDR, Inc.)
Amin AbuAmara (RTC), Rebecca Downing (METRO Board Member and SCCRTC Commissioner)

1. **Call to Order:** Chair Starkey called the meeting to order at 1:35 p.m.
2. **Introductions** were made.
3. **Additions, deletions, or other changes to consent and regular agendas:**

CONSENT AGENDA

ITAC members unanimously approved a motion (Gallogly/Lizarraga) *approving the consent agenda with members* Starkey, Wiesner, Valentine, Guirguis, Urgo, Lee, Meek, and Miller voting “aye”.

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

REGULAR AGENDA

- 7. Receive presentation about Planning for Climate Resilience of the Santa Cruz Branch Rail Line**

Amanda Marino, RTC Transportation Planner, presented a PowerPoint on a planning study to assess climate hazards impacting the Santa Cruz Branch Rail Line transportation corridor. This included but was not limited to coastal erosion and flooding, to evaluate how these hazards may be exacerbated by sea level rise and climate changes. This information will be used to develop climate resilient transportation facility concepts at the SCBRL corridor's most vulnerable sites over the projected life of projects and based on the adaptability of different types of infrastructure.

Meek asked a question regarding the design considerations regarding the Pajaro River bridge. Meek also asked if raising the bridge effects SR 129. Gallogly asked if there is a threshold, cost-wise, to prohibit continuing with this corridor due to climate change. Meek asked to see a map of potential relocations. Wiesner asked if tunneling was considered. Starkey asked when does rail become infeasible in this corridor, since there are a lot of environmental challenges.

Meek asked what to clarify on the guidance the Coastal Commission has provided. Gallogly asked how is the Coastal Commission engaging with the RTC and providing guidance? Miller asked if rail and active transportation need to be paired, if a new corridor is created.

- 8. Receive presentation and provide feedback about the updated Hazard Reporting system**

Nick Danty, RTC Transportation Planner, provided a demonstration of the

draft revised hazard report form for input from the committee and public. Meek asked if the RTC's hazard reporting tool can be integrated with the City of Watsonville's hazard reporting tool. A member of the public, commented and stated that Santa Cruz County's hazard tool and Caltrans' incident reporting tool work well.

City of Watsonville - [Watsonville, CA - Report potholes, graffiti, street light out, and other community issues. - SeeClickFix - Web and Mobile Government 311](#)

City of Santa Cruz – [CRSP - Community Request for Service Portal](#)

County of Santa Cruz – <https://cconnect.santacruzcounty.us/>

Caltrans - [Submit Customer Service Request](#)

Scotts Valley - [Report a Concern | Scotts Valley, CA](#)

Capitola - [Report a Concern | Capitola, CA](#)

9. **Receive update and act on the Data ad hoc working group data platform procurement**

Marshall Ballard, RTC Supervising Transportation Planner, provided a verbal update on the next steps for the Data ad hoc working group to procure a data platform. Ballard provided an evaluation rubric for the group review and discuss. Wiesner asked if we need to consider additional platforms.

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

AMBAG: Community Flood Forum on June 30th at 6 p.m. at Pajaro Middle School.

City of Santa Cruz: Murray Street bridge is closed. The city submitted an ATP application and Safe Streets for All application. There are several projects in design set to go to construction in Summer 2027.

City of Watsonville: There is construction for road rehabilitation and ADA curb ramp upgrades on Highway 152 and 129 through the City of Watsonville. Recently finished the 2025 Haven Maintenance Rehab project. Lee Road Trail Phase 1 is in construction, Lee Road Trail Phase 2, which is the bridge across Watsonville Slough, is in design. The Harkins Slough Bridge over Highway 1 (bridge widening) notice to proceed has been issued, and construction is expected to begin in July. Clifford Avenue rehabilitation and bike and pedestrian improvements are expected to start Spring 2027. Freedom Boulevard Road Rehabilitation and pedestrian and bike improvements from Airport to Green Valley are expected to start summer of 2027. The city is submitting two ATP applications for Cycle 8. The city is amending the Airport Master Plan.

City of Scotts Valley: The city is putting together an RFP for traffic signal detection cameras. There is active construction on Scotts Valley Drive and Mount Hermon Road.

County of Santa Cruz: A pavement management project, on various roadways in the unincorporated county, is in construction. Storm damage projects have been delayed due to the Yellow-Legged Frog being listed as an endangered species. The county is struggling to find available funds to be used as a match for grants.

Caltrans: Caltrans will provide letters of support for the INFRA grant. The Sustainable Transportation Planning Grant Program Guidelines are being updated and Caltrans is taking feedback. Kelly McClendon will be the temporary point of contact at D5 after Paul leaves for San Diego. Kelly is currently on vacation but will be back July 13th.

METRO: METRO has 65% plans for the Rapid Corridor project. The project is set to go to construction in Summer 2027. A funding agreement was approved by their board in June 2026. METRO will take their fiscal year 2026-27 budget to their board next week for approval.

Ecology Action: Ecology Action has preliminary survey results from Watsonville residents. The results will be made available soon. Matt mentioned recent release of education videos on Instagram and You Tube, the first series was on daylighting.

SCCRTC: Staff are working on submitting an ATP application for Cycle 8 as well as a grant for the federal CRISI program. A fence installation near Capitola Bluffs will be completed soon.

11. Oral Communications on Matters Not on the Agenda

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

12. Next Meeting and Future Items:

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

Future agenda items:

- Non-SHOPP PID Workplan
- WZDx report

- Ad hoc Data Group report
- Safe on 17 established goal revision

13. Adjourn – 3:30 p.m.

Minutes respectfully submitted by Jaeden Gales, Transportation Planner



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

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

Santa Cruz County Regional Transportation Commission (RTC)

August 8, 2026 Meeting Highlights

Ad Hoc Committee Appointed for Response to the Grand Jury Report on the Santa Cruz Branch Rail Line

Commission Chair Eduardo Montesino appointed Commissioners Kimberly DeSerpa, Gerry Jensen, Fred Keeley and Manu Koenig to serve alongside him on an ad hoc committee to develop and review responses to the Santa Cruz County Civil Grand Jury Report on the Santa Cruz Branch Rail Line. The RTC is required to provide responses to the Grand Jury on its Findings and Recommendations by Sept. 28, 2026.

Coastal Rail Trail Southern Segments Project contract award

The Commission approved entering into a contract with HDR Engineering, Inc. to complete the Project Approval and Environmental Documentation (PA/ED) phase of the Coastal Rail Trail Southern Segments (Segments 13-20) Project. The proposed project would implement a separated multi-use bicycle and pedestrian paved trail facility from Rio Del Mar Boulevard near Aptos to Pajaro Junction in Pajaro, northern Monterey County. The initial scope of work includes project scoping, preliminary engineering, initial right-of-way support services, and environmental documentation, as well as optional tasks for grant support services, final design and final right-of-way services, NEPA environmental review, environmental permitting, and bid support and design support during Project advertisement and construction, depending on the delivery method chosen and the performance of the consultant.

Issuance of the Santa Cruz County Regional Transportation Commission Measure D Sales Tax Revenue Bonds

The Commission authorized the issuance of Santa Measure D Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2026 (the Series 2026 Bonds), the execution of related documents, and the taking of certain actions in connection with the financing. Based on previously approved programming in the Measure D 5-year plan, financing is required to meet programming commitments in the Highway and Active Transportation investment categories. A total of \$70 million in project proceeds (net of cost of issuance) will be raised through the issuance of the Series 2026 Bonds – \$50 million will be allocated to the Highway investment category and \$20 million will be allocated to the Active Transportation investment category.

Upcoming RTC and Committee Meetings

Regional Transportation Commission Meeting

Thursday, September 3, 2026, 9:00 a.m.

Bicycle Advisory Committee

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

Monday, October 5, 2026 5:30 p.m.

Elderly & Disabled Transportation Advisory Committee

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

Tuesday, October 13, 2026 1:30 p.m.

Interagency Technical Advisory Committee

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

Thursday, September 17, 2026 1:30 p.m.

RTC and committee meetings are held in person. Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely, provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that prevent remote participation, the meeting will continue. Please check the RTC website

[<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

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

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



Measure D Highway and Active Transportation Expenditure and Financing

Nisha Singh

Background



- The RTC allocates, administers, and oversees the expenditure of Measure D revenue consistent with the Measure D Strategic Implementation Plan (SIP)
- The 5-year plan identifies which projects will be funded by Measure D funds in the near term, considering revenue forecasts and cash flow
- Staff has been monitoring Measure D cash flow since voter approval of the measure through the Cash Flow Model (CFM)
 - The CFM forecasts the receipt of Measure D revenues and their distribution and expenditure in key program areas
 - Although Measure D provides significant funding to deliver investments identified in the Expenditure Plan, it is insufficient to fully fund most projects
 - To advance certain projects within the Highway and Active Transportation program areas, the RTC can leverage future Measure D revenues through the issuance of sales tax revenue bonds

Highway Projects and Financing Needs



Phase 1: 41st Ave–Soquel Drive

- Auxiliary lanes + BOS facilities
- Chanticleer bike/ped overcrossing
- Mostly complete; minimal funding needed

Phase 2: Bay/Porter–State Park

- Auxiliary lanes + BOS facilities
- New Capitola Ave. bridge + Mar Vista overcrossing
- ~65% complete; small remaining funding

Phase 3: State Park–Freedom + Rail Trail Segment 12

- Auxiliary lanes + BOS facilities + bridge replacements
- Builds 1.25-mile Coastal Rail Trail Segment 12
- Primary focus of bond proceeds
- Scheduled to start in FY 26/27

Projected Cash Flow FY25/26 – FY 29/30:

- Measure D Distribution:
 - \$34.8M
- Capital Expenditures:
 - \$129.8M
- Maximum Cash Flow Deficit:
 - \$83.7M (FY 29/30)
- Estimated Bonding Needs:
 - \$50M (FY 26/27)
 - \$50M (FY 28/29)

Highway Program Cash Flow



Highway Category Estimated Cash Flow - Without Bonding (\$000)

	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Beginning Balance	\$11,222	\$5,779	(\$14,722)	(\$43,477)	(\$76,503)	(\$83,743)
Interest Earned + Program Loans	(541)	373	(133)	167	167	167
Measure D Sales Tax Distribution	6,684	6,734	6,950	7,149	7,360	7,578
Highway Capital Expenditures	(11,586)	(27,608)	(35,572)	(40,341)	(14,766)	(3,705)
Ending Balance	\$5,779	(\$14,722)	(\$43,477)	(\$76,503)	(\$83,743)	(\$79,703)

Highway Category Estimated Cash Flow - With Bonding (\$000)

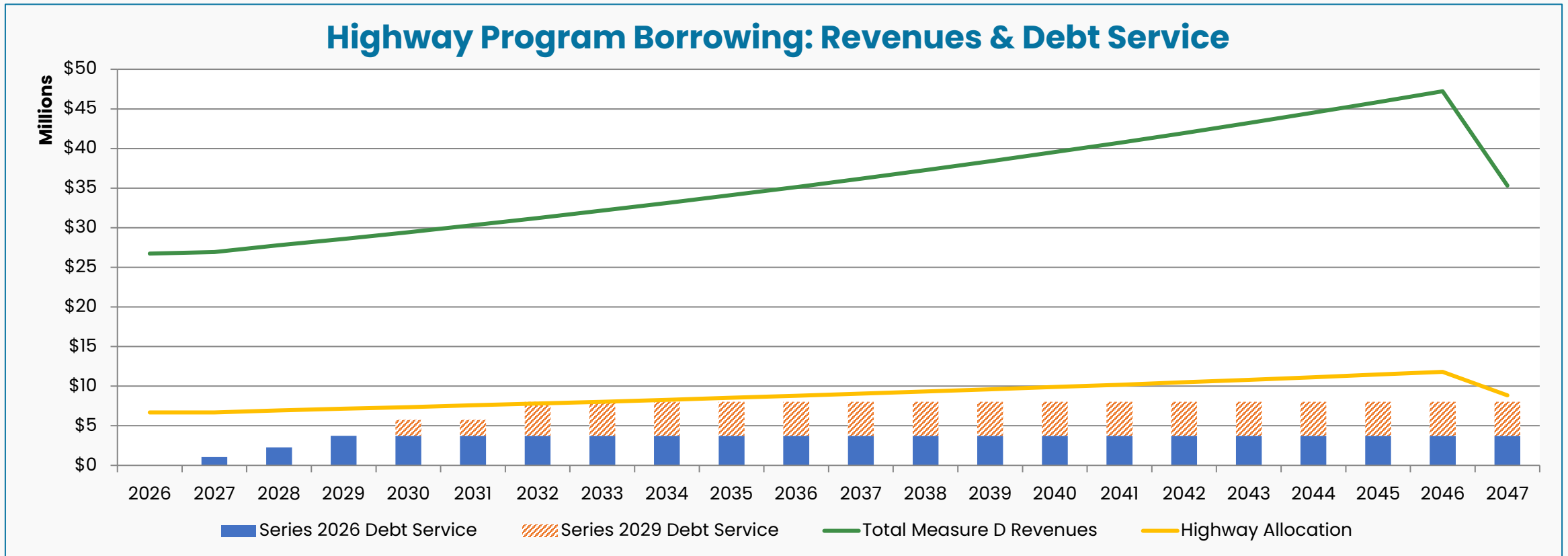
	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Beginning Balance	\$11,222	\$5,779	\$33,278	\$3,188	\$16,419	\$3,701
Interest Earned + Program Loans	(541)	373	532	230	495	241
Measure D Sales Tax Distribution	6,684	6,734	6,950	7,149	7,360	7,578
Highway Capital Expenditures	(11,586)	(27,608)	(35,572)	(40,341)	(14,766)	(3,705)
Bond Proceeds		\$50,000		\$50,000		
Bond Debt Service - 2026 Bonds¹		(2,000)	(2,000)	(3,807)	(3,807)	(3,807)
Bond Debt Service - 2028 Bonds¹		0	0	0	(2,000)	(2,000)
Ending Balance	\$5,779	\$33,278	\$3,188	\$16,419	\$3,701	\$2,008

1. Estimated debt service based on 4% interest rate, a two-year interest only period, and level debt service thereafter through the term of the Measure D tax.

Highway Revenues & Debt Service



- Estimated debt service on Series 2026 issuance and estimated future issuance are supported solely by Highway program revenues
- Minimal additional Pay-Go revenues available after the issuance of estimated borrowings



Active Transportation Projects and Financing Needs



RTC Coastal Rail Trail Progress:

- ~18 miles advanced/completed
- Measure D used for pre-construction + grant matching
- Updated 5-Year Plan (funding through FY 2029/30)

Segment 5: Wilder Ranch to Davenport:

- Under construction; completion 2027
- Funding: Measure D + state & federal funds + environmental mitigation support

Segments 8–12: Pacific Ave to State Park Dr

- Under development; construction 2027–2028
- Funding: Measure D, additional state/federal grants, ROW funding needs

Watsonville Area Segments: (including Segment 18, Phases 2–3)

- Project development starts this fall
- Funding: Measure D + future grant applications
- Construction timeline TBD

Projected Cash Flow FY25/26 – FY 29/30:

- Measure D Distribution:
 - \$23.7M
- Capital Expenditures:
 - \$57.3M
- Maximum Cash Flow Deficit:
 - \$10.5M (FY 26/27)
- Estimated Bonding Needs:
 - \$20M (FY 26/27)
 - \$10M (FY 28/29)

Active Transportation Program Cash Flow



Active Transportation Estimated Cash Flow - Without Bonding (\$000)

	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Beginning Balance	\$8,219	\$8,035	(\$10,521)	(\$17,202)	(\$26,792)	(\$24,927)
Interest Earned + Program Loans	300	161	0	0	0	0
Measure D Sales Tax Distribution	4,545	4,579	4,726	4,861	5,005	5,153
Highway Capital Expenditures	(5,029)	(23,296)	(11,408)	(14,451)	(3,139)	(1,565)
Ending Balance	\$8,035	(\$10,521)	(\$17,202)	(\$26,792)	(\$24,927)	(\$21,330)

Active Transportation Estimated Cash Flow - With Bonding (\$000)

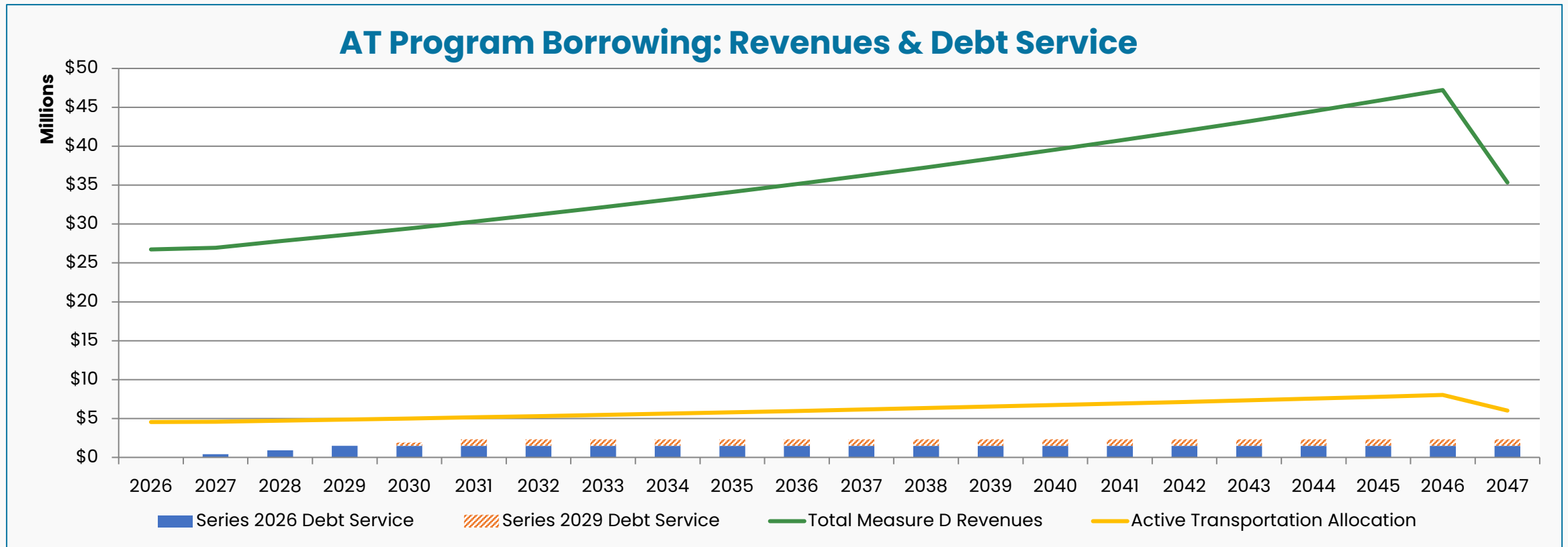
	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Beginning Balance	\$8,219	\$8,035	\$8,679	\$1,371	\$286	\$234
Interest Earned + Program Loans	300	161	174	27	6	5
Measure D Sales Tax Distribution	4,545	4,579	4,726	4,861	5,005	5,153
Highway Capital Expenditures	(5,029)	(23,296)	(11,408)	(14,451)	(3,139)	(1,565)
Bond Proceeds		\$20,000		\$10,000		
Bond Debt Service - 2026 Bonds¹		(800)	(800)	(1,523)	(1,523)	(1,523)
Bond Debt Service - 2028 Bonds¹		0	0	0	(400)	(822)
Ending Balance	\$8,035	\$8,679	\$1,371	\$286	\$234	\$1,482

1. Estimated debt service based on 4% interest rate, a two-year interest only period, and level debt service thereafter through the term of the Measure D tax.

Active Transportation Revenues & Debt Service



- Estimated debt service on Series 2026 issuance and estimated future issuance are supported solely by Active Transportation program revenues
- Additional Pay-Go capacity remains to fund additional programs and projects



The Series 2026 Bonds



Key Assumptions:

- Issue: Single series; fixed rate; tax-exempt
- Credit: Gross pledge of Measure D sales tax revenues
- Rating: Seeking single rating from S&P
- Structure: Two years interest only through construction and level debt service thereafter through term of Measure D tax
- Sale: Competitive sale; underwriter is awarded based on a lowest true interest cost bid

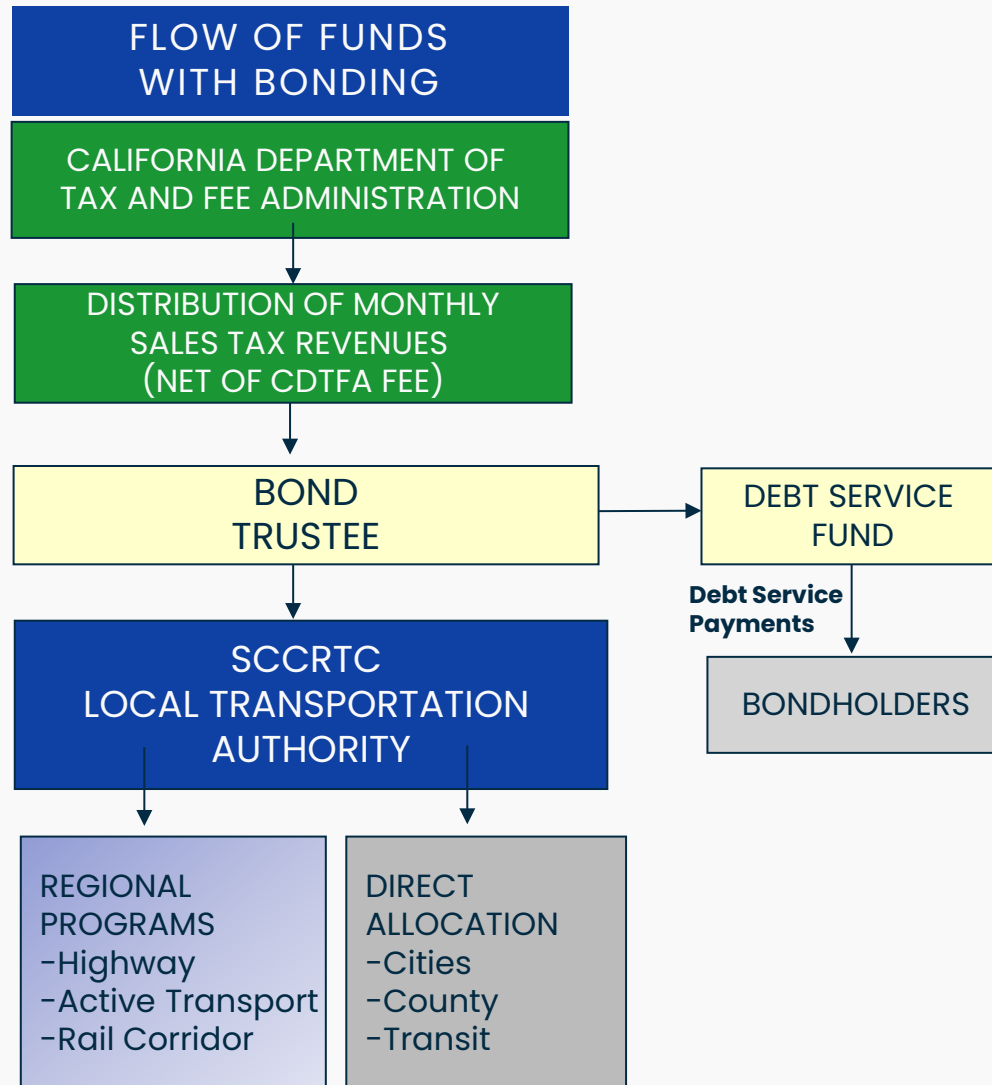
Sources and Uses*	
Sources	Series 2026 Bonds
Total Bond Proceeds (Par Amount + Premium)	\$70,621,906
Total Sources	\$70,621,906
Uses	Series 2026 Bonds
Highway Project Fund	\$50,000,000
Active Transportation Project Fund	20,000,000
Costs of Issuance ¹	621,906
Total Uses	\$70,621,906
Financing Results*	
True Interest Costs (T.I.C.):	3.87%
Total Debt Service:	\$104,201,904
Average Annual Debt Service: ²	\$5,240,342

¹Includes costs paid to all consultants, the underwriter and bond rounding amounts.

²Average includes annual payment periods with principal payment.

*Preliminary and subject to change.

Series 2026 Bonds & Pledge of Measure D



Bond Security Pledge:

- All bonds issued by SCCRTC will be secured by a pledge of Measure D Sales Tax Revenues (less amounts deducted by CDTFA)
- Amounts for the payment of debt service on any outstanding bonds will be set aside from Measure D Sales Tax Revenues first before being applied to other uses
- Agreement among SCCRTC, the Bond Trustee and the CDTFA provides for the direct transfer of Measure D Sales Tax Revenues to the Bond Trustee

Documents for Approval



Legal & Security Documents:

- Resolution
- Amended and Restated Agreement with the California Department of Tax and Fee Administration
- Master Indenture and a First Supplemental Indenture

Sale Documents:

- Notice Inviting Bids, the Notice of Intention to Sell, and Bond Purchase Agreement
- Preliminary Official Statement and the Continuing Disclosure Certificate

Policy Document:

- Debt Management Policy governing the issuance of debt by the RTC, including the Series 2026 Bonds

Transaction Timeline



Event	Date
Rating Meeting with S&P	Wednesday, July 29
Commission Approval of Series 2026 Bonds	Thursday, August 6
Receive S&P Rating	Week of August 10
Price Series 2026 Bonds	Week of August 17 or 24
Close Series 2026 Bonds	Week of September 7 or 14

Recommendation



- Approve a Resolution 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);
- Authorize the execution and delivery of certain financing documents 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; and
- Adopt a Debt Management Policy governing the issuance of debt by the RTC, including the Series 2026 Bonds.

Questions?



Updated with Measure D
5-year plans latest approved

Updated with Measure D 5-year plans latest approved		FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	
Net Measure D Sales Tax Revenue to Distribute		26,734	26,936	27,802	28,596	29,439	30,312	31,221	32,158	
Regional Funding Cash Balance - With Debt		Highway Corridors - 25%								
Beginning Balance		11,222	5,779	33,278	3,188	16,419	3,701	2,008	914	
Interest Earned 2.0%		360	116	366	64	328	74	40	18	
Sales Tax Revenue Distribution 25%		6,684	6,734	6,950	7,149	7,360	7,578	7,805	8,039	
Highway Corridors Capital Expenditures (Baseline)		(11,586)	(27,638)	(35,572)	(40,341)	(14,766)	(3,100)	(380)		
Highway Corridors Add'l Capital Expenditures (Scenario) 1			30	0	0					
Highway Ongoing Maintenance		0	0	0	0	0	(605)	(628)	(652)	
Highway Total Expenditures		(11,586)	(27,608)	(35,572)	(40,341)	(14,766)	(3,705)	(1,008)	(652)	
Inter-Program Loan										
Active Transportation - 17%										
Highway 17 Wildlife		(901)								
Highway 17 Wildlife Repayment		0	257	167	167	167	167	167	167	
Bond #1 Proceeds		0	50,000	0	0	0	0	0	0	
Bond #2 Proceeds		0	0	0	50,000	0	0	0	0	
Bond #3 Proceeds		0	0	0	0	0	0	0	0	
Inter-Program Loan Repayment										
Active Transportation - 17%										
Debt Service #1		0	(2,000)	(2,000)	(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	
Debt Service #2		0	0	0	0	(2,000)	(2,000)	(4,291)	(4,291)	
Debt Service #3										
Inter-Program Loan Repayment										
Ending Balance		5,779	33,278	3,188	16,419	3,701	2,008	914	388	
lost interest earnings from interprogm loan										
Active Transportation - 17%										
Highway 17 Wildlife 2.24%		72	73	71	69	67	64	62	60	
		22	21	20	19	18	17	16	15	
Debt Service #1		\$ -	63,180	2-YR expend total						
Ending Principal Balance		\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 48,193	\$ 46,314	\$ 44,359	\$ 42,327	
Interest Rate			4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service		\$ -	\$ -	\$ 1,807	\$ 1,879	\$ 1,954	\$ 2,033	\$ 2,114		
Interest Debt Service		\$ 2,000	\$ 2,000	\$ 2,000	\$ 1,928	\$ 1,853	\$ 1,774	\$ 1,693		
Annual Debt Service		\$ 2,000	\$ 2,000	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	
Debt Service #2				58,813	3-YR expend total					
Ending Principal Balance			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 47,709		
Interest Rate			4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service			\$ -	\$ -	\$ 2,291	\$ 2,383	\$ 2,475	\$ 2,567		
Interest Debt Service			\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 1,908		
Annual Debt Service			\$ 2,000	\$ 2,000	\$ 4,291	\$ 4,383	\$ 4,475	\$ 4,475		
Highway Corridors Program Debt Coverage			3.37x	3.48x	1.88x	1.27x	1.30x	.96x	.99x	

Updated with Measure D

5-year plans latest approved

		FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	FY 40/41
Net Measure D Sales Tax Revenue to Distribute		33,123	34,116	35,140	36,194	37,280	38,398	39,550	40,737
Regional Funding Cash Balance - With Debt		Highway Corridors - 25%							
Beginning Balance		388	68	(35)	88	449	1,060	1,932	3,078
Interest Earned	2.0%	8	1	0	2	9	21	39	62
Sales Tax Revenue Distribution	25%	8,281	8,529	8,785	9,048	9,320	9,600	9,888	10,184
Highway Corridors Capital Expenditures (Baseline)									
Highway Corridors Add'l Capital Expenditures (Scenario)									
Highway Ongoing Maintenance		(677)	(703)	(730)	(758)	(787)	(817)	(849)	(882)
Highway Total Expenditures		(677)	(703)	(730)	(758)	(787)	(817)	(849)	(882)
Inter-Program Loan									
Active Transportation - 17%									
Highway 17 Wildlife									
Highway 17 Wildlife Repayment		167	167	167	167	167	167	167	167
Bond #1 Proceeds		0	0	0	0	0	0	0	0
Bond #2 Proceeds		0	0	0	0	0	0	0	0
Bond #3 Proceeds		0	0	0	0	0	0	0	0
Inter-Program Loan Repayment									
Active Transportation - 17%									
Debt Service #1		(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	(3,807)
Debt Service #2		(4,291)	(4,291)	(4,291)	(4,291)	(4,291)	(4,291)	(4,291)	(4,291)
Debt Service #3									
Inter-Program Loan Repayment									
Ending Balance		68	(35)	88	449	1,060	1,932	3,078	4,511
lost interest earnings from interprogrom loan									
Active Transportation - 17%									
Highway 17 Wildlife	2.24%	57	55	53	50	47	45	42	39
		14	13	12	11	10	9	8	7
Debt Service #1									
Ending Principal Balance		\$ 40,213	\$ 38,015	\$ 35,728	\$ 33,351	\$ 30,878	\$ 28,306	\$ 25,631	\$ 22,849
Interest Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service		\$ 2,198	\$ 2,286	\$ 2,378	\$ 2,473	\$ 2,572	\$ 2,675	\$ 2,782	\$ 2,893
Interest Debt Service		\$ 1,609	\$ 1,521	\$ 1,429	\$ 1,334	\$ 1,235	\$ 1,132	\$ 1,025	\$ 914
Annual Debt Service		\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807
Debt Service #2									
Ending Principal Balance		\$ 45,326	\$ 42,848	\$ 40,271	\$ 37,591	\$ 34,804	\$ 31,905	\$ 28,890	\$ 25,755
Interest Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service		\$ 2,478	\$ 2,577	\$ 2,680	\$ 2,787	\$ 2,899	\$ 3,015	\$ 3,135	\$ 3,261
Interest Debt Service		\$ 1,813	\$ 1,714	\$ 1,611	\$ 1,504	\$ 1,392	\$ 1,276	\$ 1,156	\$ 1,030
Annual Debt Service		\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291
Highway Corridors Program Debt Coverage		1.02x	1.05x	1.08x	1.12x	1.15x	1.19x	1.22x	1.26x

Updated with Measure D
5-year plans latest approved

Updated with Measure D 5-year plans latest approved				FY 41/42	FY 42/43	FY 43/44	FY 44/45	FY 45/46	FY 46/47	TOTAL
Net Measure D Sales Tax Revenue to Distribute				41,959	43,217	44,514	45,849	47,225	36,481	1,018,183
Regional Funding Cash Balance - With Debt				Highway Corridors - 25%						
Beginning Balance				4,511	243	2,169	4,421	7,013	9,961	N/A
Interest Earned 2.0%				90	5	43	88	140	199	4,481
Sales Tax Revenue Distribution 25%				10,490	10,804	11,128	11,462	11,806	9,120	246,263
Highway Corridors Capital Expenditures (Baseline)				(6,000)						(178,414)
Highway Corridors Add'l Capital Expenditures (Scenario)				1						30
Highway Ongoing Maintenance				(916)	(952)	(989)	(1,027)	(1,067)	(1,109)	(14,148)
Highway Total Expenditures				(6,916)	(952)	(989)	(1,027)	(1,067)	(1,109)	(192,532)
Inter-Program Loan										
Active Transportation - 17%										0
Highway 17 Wildlife										(2,575)
Highway 17 Wildlife Repayment				167	167	167	167	167	125	3,549
Bond #1 Proceeds				0	0	0	0	0	0	50,000
Bond #2 Proceeds				0	0	0	0	0	0	50,000
Bond #3 Proceeds				0	0	0	0	0	0	0
Inter-Program Loan Repayment										
Active Transportation - 17%										0
Debt Service #1				(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	(3,807)	(76,332)
Debt Service #2				(4,291)	(4,291)	(4,291)	(4,291)	(4,291)	(4,291)	(72,656)
Debt Service #3										
Inter-Program Loan Repayment										
Ending Balance				243	2,169	4,421	7,013	9,961	10,199	N/A
lost interest earnings from interprogm loan										0
Active Transportation - 17%										
Highway 17 Wildlife 2.24%				36	33	30	27	24	21	1,219
				6	5	4	3	2	1	
Debt Service #1										
Ending Principal Balance				\$ 19,956	\$ 16,948	\$ 13,819	\$ 10,565	\$ 7,180	\$ 3,661	
Interest Rate				4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service				\$ 3,009	\$ 3,129	\$ 3,254	\$ 3,384	\$ 3,520	\$ 3,661	\$ 50,000
Interest Debt Service				\$ 798	\$ 678	\$ 553	\$ 423	\$ 287	\$ 146	\$ 26,332
Annual Debt Service				\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 3,807	\$ 76,332
Debt Service #2										
Ending Principal Balance				\$ 22,494	\$ 19,103	\$ 15,576	\$ 11,908	\$ 8,093	\$ 4,126	
Interest Rate				4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service				\$ 3,391	\$ 3,527	\$ 3,668	\$ 3,815	\$ 3,967	\$ 4,126	\$ 50,000
Interest Debt Service				\$ 900	\$ 764	\$ 623	\$ 476	\$ 324	\$ 165	\$ 22,656
Annual Debt Service				\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 4,291	\$ 72,656
Highway Corridors Program Debt Coverage				1.30x	1.33x	1.37x	1.42x	1.46x	1.13x	

Highway projects			Future				
(in Million)	Prior year funding		Local Measure D Funds		State (Construction) Funds		Federal (Construction) Funds
Project	Measure D-Highway	Measure D-Active	Measure D-highway	Measure D-Active	SB1-Local Partnership program (LPP)	SB1 -Solutions for Congested Corridors Program (SCCP)	MEGA National Infrastructure Project Assistance
Phase 1	\$ 11.27		\$ 4.85				
Phase 2	\$ 18.06		\$ 16.04				
Phase 3 & Segment 12	\$ 17.35	\$ 4.79	\$ 106.63	\$ 7.75	\$ 25.50	\$ 68.00	\$ 30.00
Other projects	\$ 2.87		\$ 2.19				

Hwy 1 41st/Soquel Auxiliary Lanes and Bus on Shoulder Project

Measure D	FY26/27	FY27/28	FY28/29	FY29/30
Proposed Totals	\$4,809,663	\$25,000	\$25,000	\$-
RTC Labor	\$50,000	\$25,000	\$25,000	
ROW-SCC Parks	\$126,663			
Construction Capital (to CTs)	\$4,633,000			

Hwy 1 Bay/Porter-State Park+Mar Vista

Measure D	FY26/27	FY27/28	FY28/29	FY29/30
Proposed Total	\$12,969,226	\$3,025,000	\$25,000	\$25,000
Project Management-CSG	\$50,000			
RTC Labor	\$125,000	\$25,000	\$25,000	\$25,000
Miscellaneous/contingency	\$1,496,306			
Construction Capital**	\$8,297,920	\$2,000,000		
Construction Support	\$3,000,000	\$1,000,000		

Hwy 1 Aux Lanes – Freedom to State Park

Measure D	FY 26/27	FY 27/28	FY28/29	FY29/30	FY30/31	FY31/32
Total Proposed	\$11,272,753	\$32,085,178	\$39,910,178	\$14,140,000	\$3,180,000	\$1,050,000
RTC Labor	\$300,000	\$200,000	\$200,000	\$200,000	\$50,000	\$50,000
RTC PM Consultant	\$60,000	\$60,000	\$60,000	\$-		
PS&E Contract (MT)	\$1,824,000	\$-	\$-	\$-		
Legal Fees	\$10,000	\$5,178	\$5,178	\$-		
Pub Outreach materials, mtgs	\$10,000	\$10,000	\$15,000	\$10,000		
Miscellaneous/Contingency	\$66,853			\$-		
Right-of-way Support	\$333,000	\$10,000	\$-	\$-		
Right-of-Way Capital	\$1,478,000	\$-	\$-	\$-		
ROW Capital – Mitigation	\$3,330,000	\$1,000,000	\$130,000	\$130,000	\$130,000	\$130,000
ROW Capital – Utility Relocations	\$770,000	\$-	\$-	\$-		
Construction Capital	\$3,090,900	\$30,800,000	\$39,500,000	\$13,800,000	\$3,000,000	\$870,000

Updated with Measure D
5-year plans latest approved

		FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33
Net Measure D Sales Tax Revenue to Distribute		26,734	26,936	27,802	28,596	29,439	30,312	31,221	32,158
Regional Funding Cash Balance - With Debt		Active Transportation - 17%							
Beginning Balance		8,219	8,035	8,679	1,371	286	234	1,482	2,852
Interest Earned	2%	300	161	174	27	6	5	30	57
Sales Tax Revenue Distribution	17%	4,545	4,579	4,726	4,861	5,005	5,153	5,308	5,467
Land Trust Reimbursement towards Measure D									
Active Transportation Capital Expenditures (Baseline)		(5,029)	(23,296)	(11,408)	(14,451)	(3,139)	(120)	(120)	
Active Transportation Add'l Capital Expenditures (Scenario 1)	1						0		
Active Transportation O&M		0	0	0	0		(1,445)	(1,503)	(1,564)
Active Transportation Total Expenditures		(5,029)	(23,296)	(11,408)	(14,451)	(3,139)	(1,565)	(1,623)	(1,564)
Inter-Program Loan									
Highway Corridors - 25%									
Bond #1 Proceeds		0	20,000	0	0	0	0	0	0
Bond #2 Proceeds		0	0	0	10,000	0	0	0	0
Bond #3 Proceeds		0	0	0	0	0	0	0	0
Inter-Program Loan Repayment									
Highway Corridors - 25%									
Debt Service #1		0	(800)	(800)	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)
Debt Service #2		0	0	0	0	(400)	(822)	(822)	(822)
Debt Service #3		0	0	0	0	0	0	0	0
Ending Balance		8,035	8,679	1,371	286	234	1,482	2,852	4,467
		22	21	20	19	18	17	16	15
Debt Service #1		39,732	3-YR expend total						
Ending Principal Balance			20,000	\$ 20,000	\$ 20,000	\$ 19,277	\$ 18,526	\$ 17,744	\$ 16,931
Interest Rate			4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service		\$ -	\$ -	\$ 723	\$ 752	\$ 782	\$ 813	\$ 846	
Interest Debt Service		\$ 800	\$ 800	\$ 800	\$ 771	\$ 741	\$ 710	\$ 677	
Annual Debt Service		\$ 800	\$ 800	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523
Debt Service #2				19,155	3-YR expend total				
Ending Principal Balance				\$ 10,000	\$ 10,000	\$ 10,000	\$ 9,578	\$ 9,139	
Interest Rate				4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service				\$ -	\$ 422	\$ 439	\$ 456		
Interest Debt Service				\$ 400	\$ 400	\$ 383	\$ 366		
Annual Debt Service				\$ 400	\$ 822	\$ 822	\$ 822	\$ 822	
Active Transportation Program Debt Coverage			5.72x	5.91x	3.19x	2.60x	2.20x	2.26x	2.33x

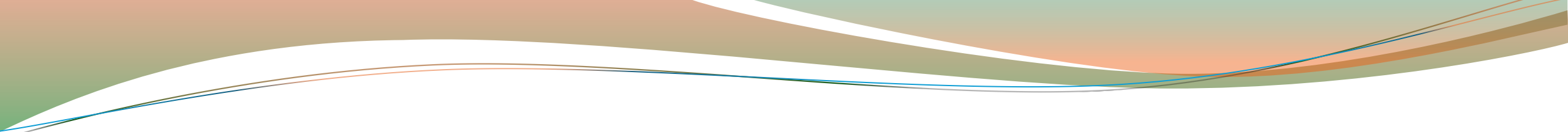
Updated with Measure D
5-year plans latest approved

	FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	FY 40/41
Net Measure D Sales Tax Revenue to Distribute	33,123	34,116	35,140	36,194	37,280	38,398	39,550	40,737
Regional Funding Cash Balance - With Debt								
Active Transportation - 17%								
Beginning Balance	4,467	6,215	8,102	10,132	12,310	14,643	17,136	19,795
Interest Earned 2%	89	124	162	203	246	293	343	396
Sales Tax Revenue Distribution 17%	5,631	5,800	5,974	6,153	6,338	6,528	6,724	6,925
Land Trust Reimbursement towards Measure D								
Active Transportation Capital Expenditures (Baseline)								
Active Transportation Add'l Capital Expenditures (Scenario 1)								
Active Transportation O&M	(1,627)	(1,693)	(1,761)	(1,832)	(1,906)	(1,983)	(2,063)	(2,146)
Active Transportation Total Expenditures	(1,627)	(1,693)	(1,761)	(1,832)	(1,906)	(1,983)	(2,063)	(2,146)
Inter-Program Loan								
Highway Corridors - 25%								
Bond #1 Proceeds	0	0	0	0	0	0	0	0
Bond #2 Proceeds	0	0	0	0	0	0	0	0
Bond #3 Proceeds	0	0	0	0	0	0	0	0
Inter-Program Loan Repayment								
Highway Corridors - 25%								
Debt Service #1	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)
Debt Service #2	(822)	(822)	(822)	(822)	(822)	(822)	(822)	(822)
Debt Service #3	0	0	0	0	0	0	0	0
Ending Balance	6,215	8,102	10,132	12,310	14,643	17,136	19,795	22,625
	14	13	12	11	10	9	8	7
Debt Service #1								
Ending Principal Balance	\$ 16,085	\$ 15,206	\$ 14,291	\$ 13,340	\$ 12,351	\$ 11,322	\$ 10,252	\$ 9,140
Interest Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service	\$ 879	\$ 915	\$ 951	\$ 989	\$ 1,029	\$ 1,070	\$ 1,113	\$ 1,157
Interest Debt Service	\$ 643	\$ 608	\$ 572	\$ 534	\$ 494	\$ 453	\$ 410	\$ 366
Annual Debt Service	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523
Debt Service #2								
Ending Principal Balance	\$ 8,683	\$ 8,208	\$ 7,714	\$ 7,201	\$ 6,667	\$ 6,112	\$ 5,534	\$ 4,934
Interest Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Principal Debt Service	\$ 475	\$ 494	\$ 513	\$ 534	\$ 555	\$ 578	\$ 601	\$ 625
Interest Debt Service	\$ 347	\$ 328	\$ 309	\$ 288	\$ 267	\$ 244	\$ 221	\$ 197
Annual Debt Service	\$ 822	\$ 822	\$ 822	\$ 822	\$ 822	\$ 822	\$ 822	\$ 822
Active Transportation Program Debt Coverage	2.40x	2.47x	2.55x	2.62x	2.70x	2.78x	2.87x	2.95x

Updated with Measure D
5-year plans latest approved

Updated with Measure D 5-year plans latest approved		FY 41/42	FY 42/43	FY 43/44	FY 44/45	FY 45/46	FY 46/47	TOTAL
Net Measure D Sales Tax Revenue to Distribute		41,959	43,217	44,514	45,849	47,225	36,481	1,018,183
Regional Funding Cash Balance - With Debt		Active Transportation - 17%						
Beginning Balance		22,625	25,634	28,827	32,211	35,793	39,579	N/A
Interest Earned	2%	453	513	577	644	716	792	7,548
Sales Tax Revenue Distribution	17%	7,133	7,347	7,567	7,794	8,028	6,202	167,459
Land Trust Reimbursement towards Measure D								
Active Transportation Capital Expenditures (Baseline)								(86,855)
Active Transportation Add'l Capital Expenditures (Scenario 1)	1							0
Active Transportation O&M		(2,232)	(2,322)	(2,415)	(2,512)	(2,613)	(2,718)	(34,335)
Active Transportation Total Expenditures		(2,232)	(2,322)	(2,415)	(2,512)	(2,613)	(2,718)	(121,190)
Inter-Program Loan								
Highway Corridors - 25%								0
Bond #1 Proceeds		0	0	0	0	0	0	20,000
Bond #2 Proceeds		0	0	0	0	0	0	10,000
Bond #3 Proceeds		0	0	0	0	0	0	0
Inter-Program Loan Repayment								
Highway Corridors - 25%								0
Debt Service #1		(1,523)	(1,523)	(1,523)	(1,523)	(1,523)	(1,523)	(30,533)
Debt Service #2		(822)	(822)	(822)	(822)	(822)	(822)	(14,374)
Debt Service #3		0	0	0	0	0	0	0
Ending Balance		25,634	28,827	32,211	35,793	39,579	41,510	N/A
		6	5	4	3	2	1	
Debt Service #1								
Ending Principal Balance		\$ 7,983	\$ 6,779	\$ 5,528	\$ 4,226	\$ 2,872	\$ 1,464	
Interest Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service		\$ 1,203	\$ 1,252	\$ 1,302	\$ 1,354	\$ 1,408	\$ 1,464	\$ 20,000
Interest Debt Service		\$ 319	\$ 271	\$ 221	\$ 169	\$ 115	\$ 59	\$ 10,533
Annual Debt Service		\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 1,523	\$ 30,533
Debt Service #2								
Ending Principal Balance		\$ 4,309	\$ 3,659	\$ 2,984	\$ 2,281	\$ 1,550	\$ 790	
Interest Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
Principal Debt Service		\$ 650	\$ 676	\$ 703	\$ 731	\$ 760	\$ 790	\$ 10,000
Interest Debt Service		\$ 172	\$ 146	\$ 119	\$ 91	\$ 62	\$ 32	\$ 4,374
Annual Debt Service		\$ 822	\$ 822	\$ 822	\$ 822	\$ 822	\$ 822	\$ 14,374
Active Transportation Program Debt Coverage		3.04x	3.13x	3.23x	3.32x	3.42x	2.64x	

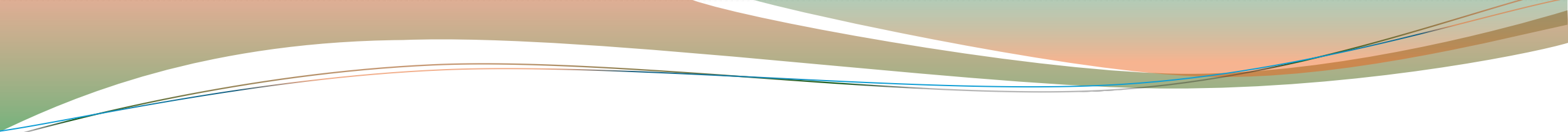
Active Project	Prior year funding	Local Measure D Funds	Local RTC Discretionary Funds	State (Construction) Funds	Federal (Construction) Funds
(In million)	Measure D-Active	Measure D-Active	RSTPX	State Active Transportation Program (Construction)	RAISE
Segment 5	\$13.28	\$0.00			
Segment 8 & 9	\$1.60	\$3.43	\$1.00	\$34.77	
Segment 10 & 11	\$5.25	\$12.13	\$1.00	\$61.84	\$16.74
RTC Oversight	\$1.19	\$2.40			
Trail Maintenance	\$0.55	\$1.18			
Corridor Maintenance	\$7.40	\$7.40			



Santa Cruz County Bi-Annual Project List Communication

Presented By: Jimmy Ochoa (Project Initiation Program Manager)





Topics of Discussion

- Overview of a PID
- Ten Year Book
- The Bi-Annual Booklet
- 3-year Workplan
- Non-SHOPP Playbook

Overview of a PID

- Programming document that utilizes existing information, initial assumptions, and identified risks to develop a planning-level scope, cost estimate, and delivery schedule
- Documents the purpose and need for a project and analyzes alternatives that will address transportation deficiencies
- PIDs are required for all projects over \$1.25M and must be approved by Caltrans before a major project can be programmed and constructed on the State Highway System
- Three categories of PIDS:
 - State Highway Operation and Protection Program (SHOPP)
 - State Sponsored (Non-SHOPP)
 - Local Sponsored (Non-SHOPP)

Why are PIDs important?



Ensures finite transportation funds are committed to feasible projects that can be delivered in alignment within specific funding programs and cycles



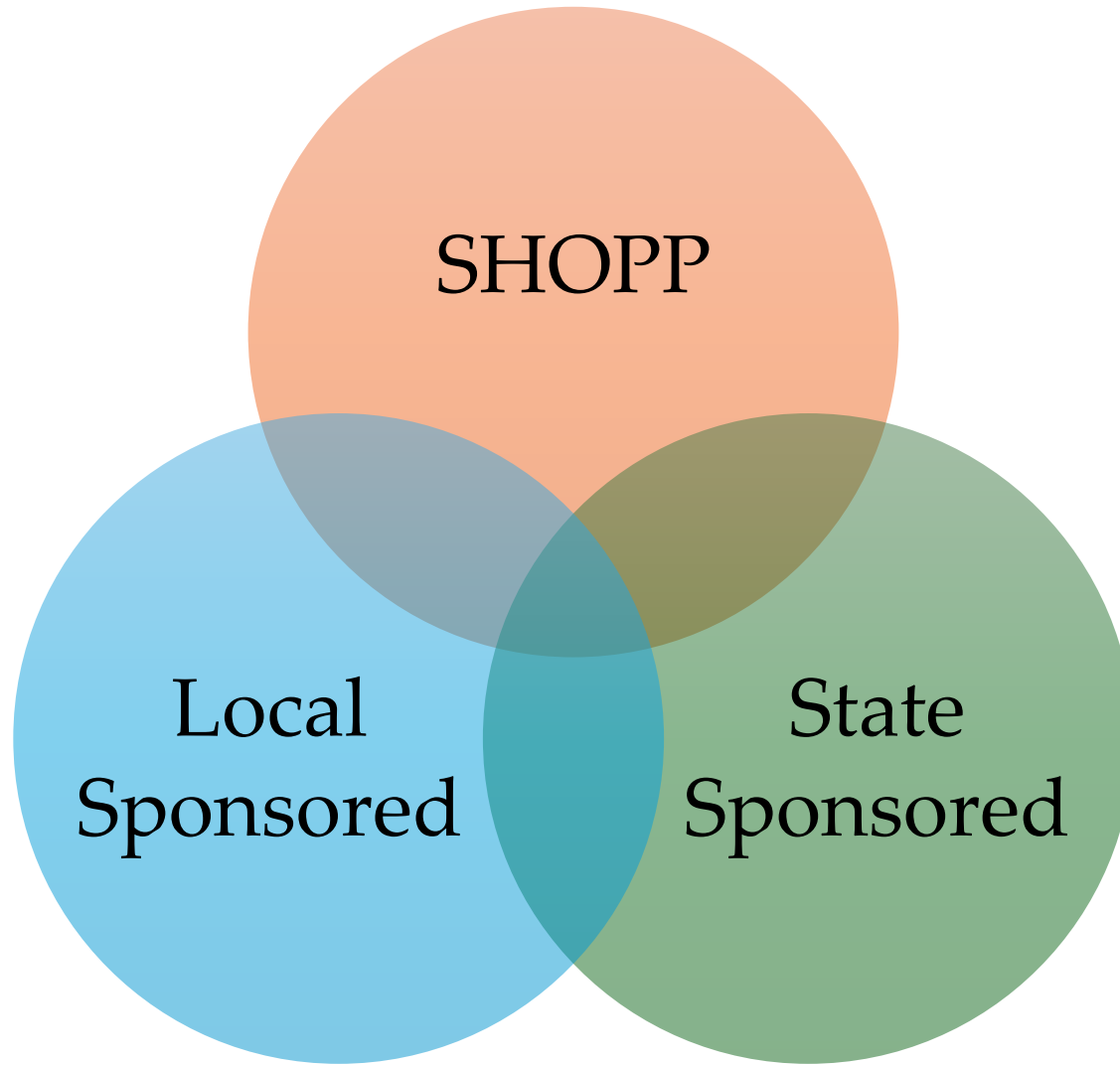
Essential to the successful delivery of transportation projects by estimating sufficient costs and schedules for environmental, design, right-of-way, and construction phases of project delivery



Inadequately scoped projects carry additional risks (i.e., cost overruns or underruns, project delays) into later, more expensive phases of project delivery



Provides key opportunity to achieve consensus on project scope, cost, and schedule of a project

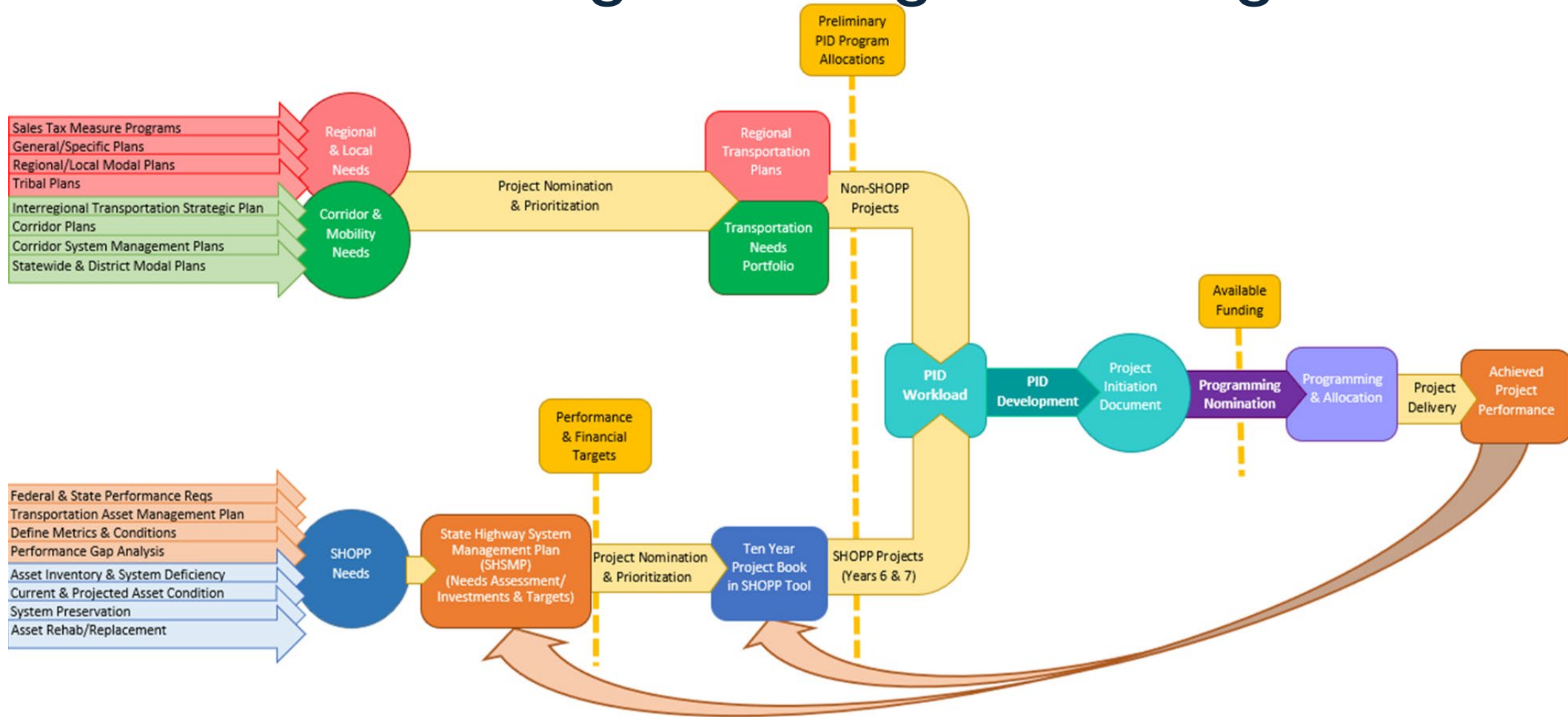


PID Categories

Who prepares PIDs?

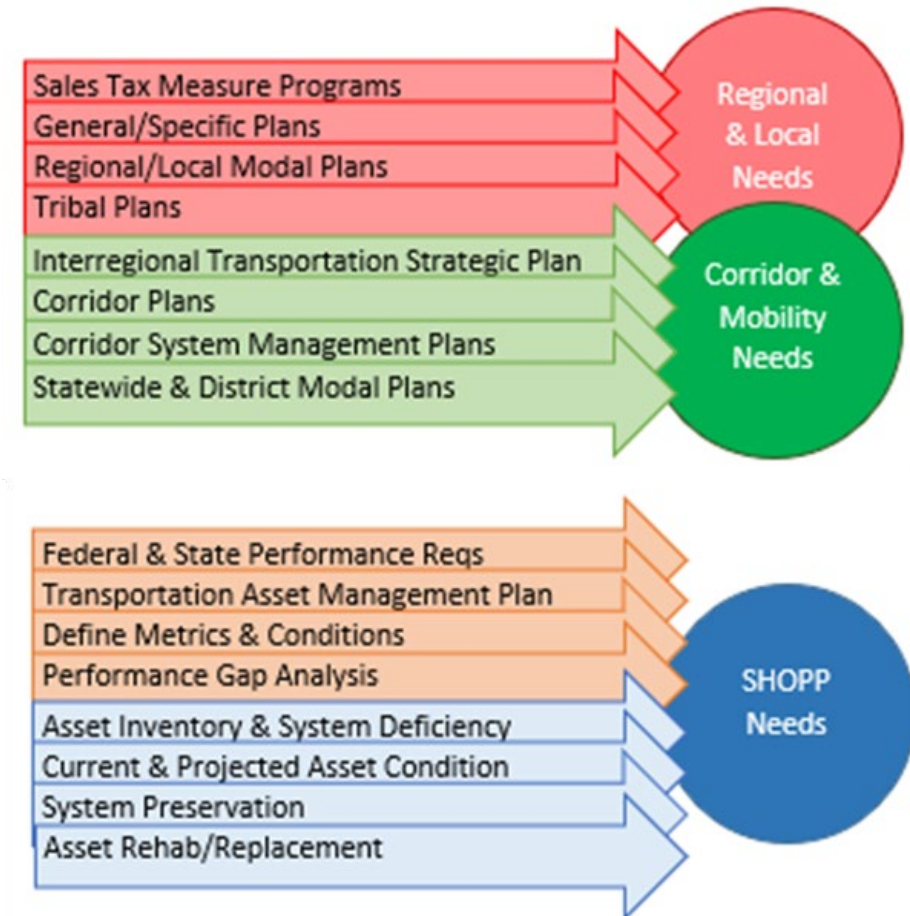
- Caltrans prepares PIDs for projects funded through the State Highway Operations and Protection Program (SHOPP)
- Both Caltrans and local or private entities prepare PIDs on a reimbursed basis for projects funded through non-SHOPP funding sources
- As owner/operator of the State Highway System, Caltrans is obligated to perform a Quality Management Assessment (QMA) for all projects on our system, including projects implemented by others
- For projects funded-by-others, this typically involves formal quality assurance and quality control reviews of the 60% and 90% draft PID or continuous collaborative feedback during PID development

Current Planning To Programming Process



Transportation System Needs Identification

- Needs originate from a variety of plans, data sources, and stakeholders
- Plans result in the identification of needs that can be constructed to improve system condition, performance, or address a deficiency
- Plans identify a set of actionable needs derived from quantifiable metrics and measures and typically include location-based needs (LBNs)
- A freight plan would identify a truck climbing lane need on a specific route between two post miles
- A bike/ped plan would identify a crosswalk need on a specific route at a specific intersection
- LBNs are packaged into multi-objective projects and nominated for a specific funding source/cycle (Project Nomination)



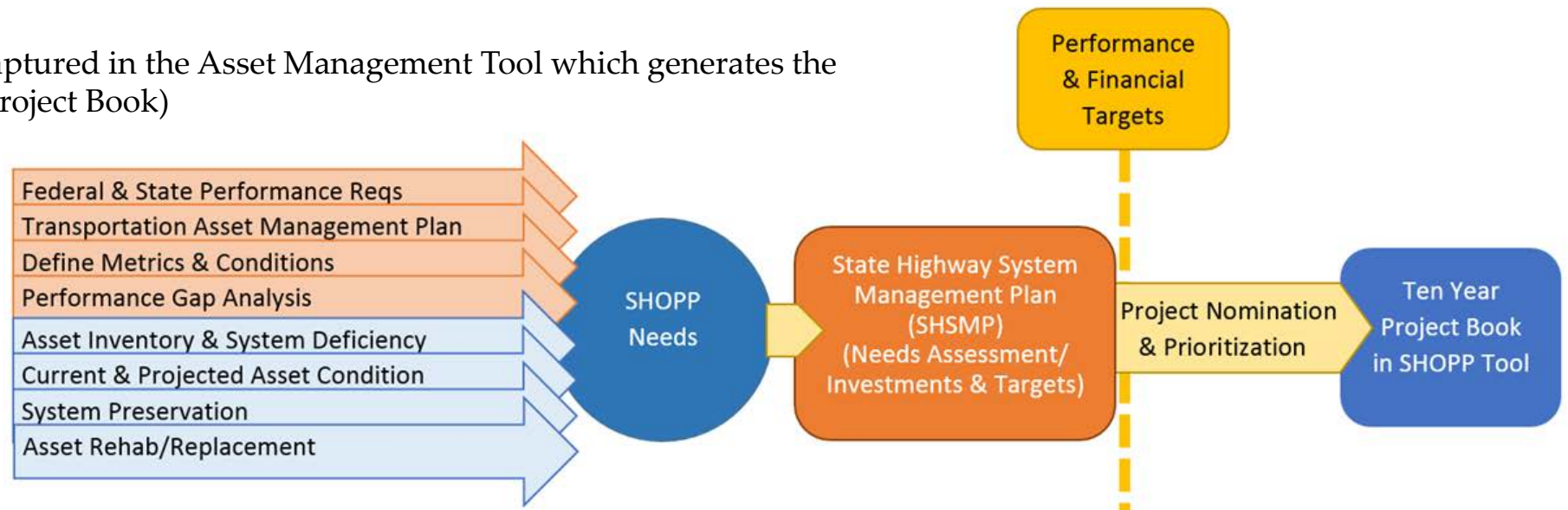
SHOPP Project Nomination

The Transportation Asset Management Plan (TAMP) establishes system performance/condition goals for assets on the State Highway System

The State Highway System Management Plan (SHSMP) sets performance targets to achieve the goals established in the TAMP

Districts nominate projects by bundling identified needs into multi-objective projects to achieve the performance and financial targets set by the SHSMP

Nominated projects are captured in the Asset Management Tool which generates the District's Ten-Year Plan (Project Book)



Project Book Composition

2025 SHSMP covers fiscal years 2025/26 – 2034/35

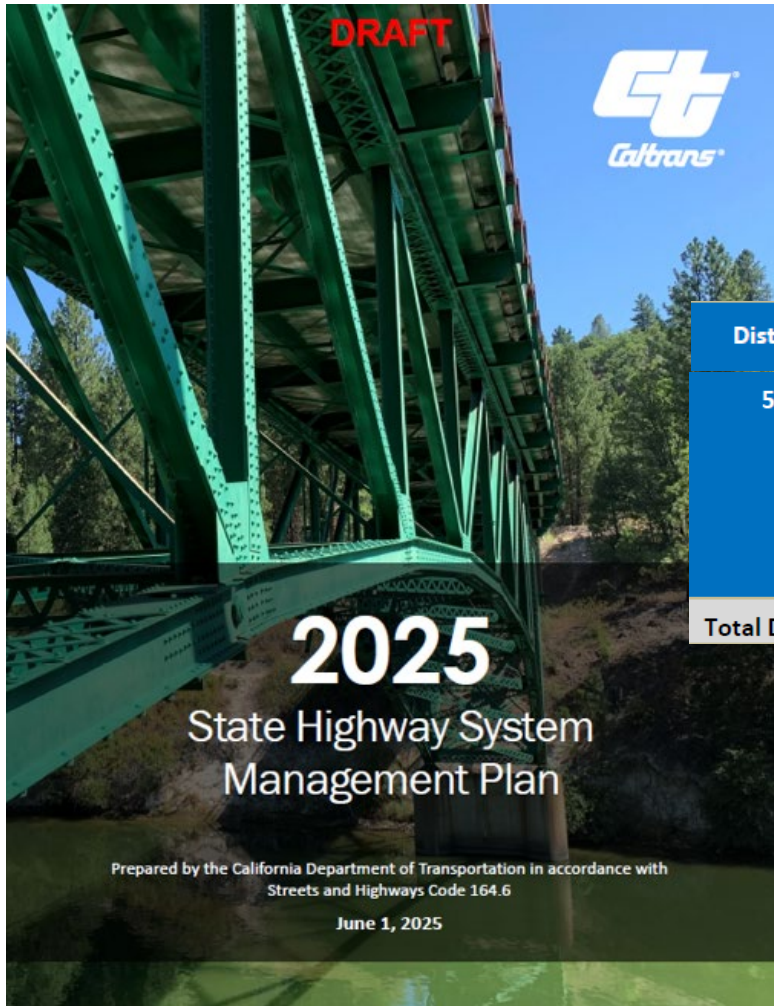
The major maintenance performance gap spans 10 years (FY 2025/26 – 2034/35)

First 5 years represents the SHOPP Project Pipeline – programmed projects in project development

Last 5 years constitutes the SHOPP Performance Gap – planned and conceptual projects



2025 (Q3) Ten-Year Plan / Project Book



District	MPO/RTPA	County	Number of Projects	Sum of Project Cost (\$K)
5	Monterey (AMBAG)	Monterey	30	\$861,700
		San Benito	7	\$176,214
		Santa Cruz	27	\$382,969
	San Luis Obispo (SLOCOG)	San Luis Obispo	25	\$556,310
	Santa Barbara (SBCAG)	Santa Barbara	51	\$918,472
Total D5			140	\$2,895,665

<https://dot.ca.gov/programs/asset-management>



Caltrans District 5
Bi-Annual Project List
Communication Booklet
**Santa Cruz
County**
July 2026

2025 Ten Year Plan Edition



Bi-Annual Packet Format Breakdown



Projects in or Approaching the Construction Phase

Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 0518000239 AMT: 19158 EA: 05-1K640 PPNO: 2926	SCR_1_R0.0/R7.9 MON_1_R101.5/R102.03	In Santa Cruz on Route 1, from 0.5 miles south of the Santa Cruz County Line to 0.2 miles north of Larkin Valley Road, and in Monterey County at PM 101.53. The project will involve drainage improvements, TMS elements, collision severity reduction, and lighting at various locations.	SCR 1 Drainage Improvements	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/29/2024 Contract Acceptance Date: 9/26/2025	\$12,047	Ryan Caldera (805) 458-8457 ryan.caldera@dot.ca.gov

Best to use "EA" number

- County
- Route #
- Postmile start/end

Project description

- Implementing Agency (almost always Caltrans)
- Project Phase
- RTL Date (ready to move to Construction)
- Contract Acceptance (Targeted end to Construction)

Total anticipated project cost

Projects in or Approaching the Construction Phase						
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 0518000239 AMT: 10158 EA: 05-16440 PHIO: 2926	SCR_1_30.0/97.9 MCH_1_91.8/9198.03	In Santa Cruz on Route 1, from 0.3 miles south of the Santa Cruz County Line to 0.2 miles north of Larkin Valley Road, and in Monterey County at PM 101.53. The project will involve drainage improvements, TMS element, collision severity reduction, and lighting at various locations.	SCR 1 Drainage Improvements	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/29/2024 Contract Acceptance Date: 9/26/2025	\$12,047	Ryan Caldera (805) 458-8457 ryan.caldera@dot.ca.gov
PI: 0521000181 AMT: 22890 EA: 05-19180 PHIO: 3074	SCR_1_RS.0/8.2	Inside shoulder widening on Route 1 in Santa Cruz County, from north of Buena Vista Drive to Freedom Blvd, to improve vehicle drift recovery.	Inside Shoulder Widening	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/31/2024 Contract Acceptance Date: 7/15/2025	\$8,040	Chad Stoehr (805) 550-0713 chad.stoehr@dot.ca.gov
PI: 0524000189 AMT: 24943 EA: 05-12290 PHIO: 3031	MCH_48_3.2/5.2 SBT_136_91.172/911.72 SCR_1_14.9/14.9 MCH_101_299.8/839.8	In Monterey, San Benito, and Santa Cruz Counties at various maintenance stations, install perimeter fence, gates replacement, and camera installation at northern maintenance stations.	D5 North Maintenance Station Security	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/17/2024 Contract Acceptance Date: 10/29/2025	\$482	Juan Moreno (805) 478-9199 juan.moreno@dot.ca.gov
PI: 0523000165 AMT: 24714 EA: 05-18170 PHIO: 3172	SCR_9_9.33/9.87	In Santa Cruz County in the town of Ben Lomond.	Ben Lomond Sinkholes	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/22/2023 Contract Acceptance Date: 4/30/2025	\$1,830	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov
PI: 0524000163 AMT: 25102 EA: 05-10200 PHIO: 3023	SCR_17_7.88/7.88	In Santa Cruz County on Route 17, 0.20 miles North of Vine Hill Road. Repair sinkhole, replace culvert, and provide traffic control.	Santa Cruz 17 Culvert Replacement	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 5/3/2024 Contract Acceptance Date: 2/1/2025	\$940	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov

Projects of Minor A and Minor B Categories						
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 0523000330 AMT: M8002619 EA: 05-19300	SCR_1_18.37/18.37	In Santa Cruz County on Routes 1 and 17 in Santa Cruz City and 3.7 miles north of Scotts Valley, repair sinkholes, install grade fings and manholes, install sotted drains, and add cross culverts, traffic control required.	Santa Cruz Sinkhole and Sotted Drain Rehabilitation	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 2/29/2024 Contract Acceptance Date: 5/13/2024	\$460	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov
PI: 0523000168 AMT: M8000884 EA: 05-15100	SCR_1_21/31	In Santa Cruz County, from 1 mile north of Western Drive to Swanton Road, repair drainage systems, culverts, and implement traffic control.	Northern Santa Cruz Route 1 Drainage Repair	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 7/29/2024 Contract Acceptance Date: 10/9/2024	\$891	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov
PI: 0524000167 AMT: M8002807 EA: 05-12290	SCR_1_30.4/30.4	In Santa Cruz County, 1.1 miles south of the Scott Creek Bridge, repair culverts and manage traffic control. Drainage system repair.	Swanton Culvert Repair	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 6/10/2024 Contract Acceptance Date: 8/21/2024	\$461	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov
PI: 0523000297 AMT: M8002404 EA: 05-18470	SCR_1_36/37.481	On Route 1 in Santa Cruz County, from Waddell Creek Bridge to the Santa Cruz/Don Mateo County Line, clear debris from the catchment area.	Waddell Bufls Debris Removal	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 9/20/2023 Contract Acceptance Date: 1/5/2024	\$388	Victor Devens (805) 549-3406 victor.devens@dot.ca.gov
PI: 0522000126 AMT: M8001898 EA: 05-19300	SCR_9_1/20	In Monterey and Santa Cruz Counties on various routes at various locations. Lighting/signal modifications.	Monterey/Santa Cruz Lighting and Signal Modifications	Implementing Agency: Caltrans Project Phase: Construction RTL Date: 1/01/2023 Contract Acceptance Date: 6/1/2024	\$312	Berkeley Lindt (805) 549-3315 berkeley.lindt@dot.ca.gov
PI: 0523000095 AMT: M4002271 EA: 05-18480	SCR_17_0.15/0.55 SCR_152_1.0/1.0	In Santa Cruz County, near Pasatiempo on Route 17, install non-rubberized Open-Grade Friction Course (OGFC).	SR 17 Pavement Maintenance Treatment	Implementing Agency: Caltrans Project Phase: PA&ED RTL Date: 9/2/2026	\$1,795	Aaron Wolfam (805) 858-8481 aaron.wolfam@dot.ca.gov

SHOPP PROJECT PIPELINE

Projects Programmed in the Year: 2025-2026						
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
0523000185 IT: 23835 05-1961 EA: 2843A	SCR_1_8.2/10.6	In Santa Cruz County, near Aptos on Highway 1 between Freedom Blvd and State Park Drive. Rehabilitate drainage systems, upgrade barrier, enhance highway worker safety, replace lighting.	SCR 1 Roadside Safety Freedom-State	Implementing Agency: Caltrans Project Phase: PS&E/Right of Way RTL Date: 10/4/2025	\$12,242	Madiyn Jacobsen (805) 835-6328 madiyn.jacobsen@dot.ca.gov
0523000198 IT: 23877 05-1962 EA: 2843B	SCR_1_10.6/26	In Santa Cruz County, near Aptos on Highway 1 between State Park Dr. and Laguna Rd.	SCR1 Roadside Safety PM 10.6 to 26	Implementing Agency: Caltrans Project Phase: PS&E/Right of Way RTL Date: 6/16/2025	\$12,851	Mark Leichfuss (805) 441-0125 mark.leichfuss@dot.ca.gov
0522000188 IT: 20003 05-1Q250 EA: 3106	SCR_1_17.46/17.66	In Santa Cruz County, at the State Route 1 and State Route 9 junction, safety lighting improvements. The project will install continuous lighting to enhance motorist and pedestrian safety.	SR1/SR9 Junction Lighting Project	Implementing Agency: Caltrans Project Phase: PS&E/Right of Way RTL Date: 6/18/2025	\$3,535	Aaron Wolfam (805) 858-8451 aaron.wolfam@dot.ca.gov
0519000136 IT: 21493 05-1M400 EA: 3012	SCR_9_6.3/7.2	In Santa Cruz County on State Route 9, between Kirby Street and San Lorenzo Valley High School, this project will enhance pedestrian safety by constructing an accessible pedestrian path and improving the crosswalks.	Felton Pedestrian Safety Improvements	Implementing Agency: Caltrans Project Phase: PS&E/Right of Way RTL Date: 6/15/2025	\$15,803	Keili Hill (805) 458-3142 keili.hill@dot.ca.gov
0518000078 IT: 19155 05-1J830 EA: 2775	SCR_129_0.0/0.6 SCR_152_1.2/2.8	In and near Watsonville, Santa Cruz County, from Route 1 to east of Blackburn Street, and on Route 152 (West Lake Avenue) from Main Street to Wagner Avenue. This project includes pavement preservation, lighting improvements, sign panel replacements, and TMS element upgrades.	129 Paving, Sign Panels, Lighting, TMS Improvement	SR-1 Funded Implementing Agency: Caltrans Project Phase: PS&E/Right of Way RTL Date: 5/6/2025	\$17,068	Madiyn Jacobsen (805) 835-6328 madiyn.jacobsen@dot.ca.gov

Programmed Long Lead Projects						
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 0519000170 AMT: 19743 EA: 05-1M830 PHIO: 3019	SCR_1_21.8/8.7	In Santa Cruz County, from the junction of Route 1/152 to the northbound on-ramp from Larkin Valley Road. This project involves long-toed salamander mitigation for EA 05-1K640, as well as improvements to the inlet/outlet of the drainage system at PM 6.11. The project will restore wildlife connectivity for sensitive species impacted by adjacent projects.	Santa Cruz Long-Toed Salamander Connectivity & Drainage Project	Long Lead Project Implementing Agency: Caltrans Project Phase: PA&ED RTL Date: 2/4/2031	\$19,565	Ryan Caldera (805) 458-8457 ryan.caldera@dot.ca.gov
PI: 0521000139 AMT: 22760 EA: 05-11N900 PHIO: 3056	SCR_1_9.8/10	Valencia Creek Improvement project in Santa Cruz County on SR 1, including the abandonment/removal of a culvert, construction of a retaining wall, and bridge improvements.	Valencia Creek Improvement Project	Long Lead Project Implementing Agency: Caltrans Project Phase: PA&ED RTL Date: 7/3/2030	\$13,108	Madiyn Jacobsen (805) 835-6328 madiyn.jacobsen@dot.ca.gov
PI: 0520000048 AMT: 20006 EA: 05-1M720 PHIO: 3137	SCR_1_31.28/31.96	In Santa Cruz County, near Davenport at Scott Creek Bridge. This project will involve the replacement of Scott Creek Bridge (36 0031) with an 800-foot bridge that accommodates the proposed restoration of the Scott Creek Lagoon.	Scotts Creek Coastal Resiliency Project	Long Lead Project Implementing Agency: Local Project Phase: PA&ED RTL Date: 3/20/2034	\$136,660	Kerry Henry (805) 441-3792 meg.henry@dot.ca.gov
PI: 0521000170 AMT: 22734 EA: 05-191110 PHIO: 3070	SCR_152_20.31/4.14	Pavement, drainage, Salispuedes Creek Bridge (36 0002), TMS, sign panel replacement, and complete streets improvements on Route 152 in Santa Cruz County, preserving 8,292 lane miles of Class 2 pavement and 9,218 miles of Class 3 pavement.	SR 152 Pavement and Complete Streets	Long Lead Project Implementing Agency: Caltrans Project Phase: PA&ED RTL Date: 10/29/2030	\$44,714	Madiyn Jacobsen (805) 835-6328 madiyn.jacobsen@dot.ca.gov



Development of Project Initiation Document for SHOPP Cycle 2026

Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 0523000277 AMT: 23851 EA: 05-1R420 PPNO: 3192	SCR_1_36.3/36.3	In Santa Cruz County, on Route 1, at Waddell Creek Bridge (Br No 36-0065). Replace Waddell Creek Bridge (Br. No. 36-0065).	Waddell Creek Bridge Replacement	Long Lead Project Implementing Agency: Caltrans Project Phase: PID Development RTL Date: 8/20/2030	\$42,350	Aaron Wolfram (805) 858-8451 aaron.wolfram@dot.ca.gov
PI: 0523000269 AMT: 20029 EA: 05-1R340 PPNO: 3183	SCR_129_0.56/9.998	In Santa Cruz County, on Route 129 from Salsipuedes Creek Bridge (36 0034) to the Santa Cruz/San Benito County line. This project involves pavement preservation on Route 129.	SCR-129 Pavement Preservation Project	Implementing Agency: Caltrans Project Phase: PID Development RTL Date: 4/10/2029	\$15,952	Aaron Wolfram (805) 858-8451 aaron.wolfram@dot.ca.gov

SHOPP PERFORMANCE GAP

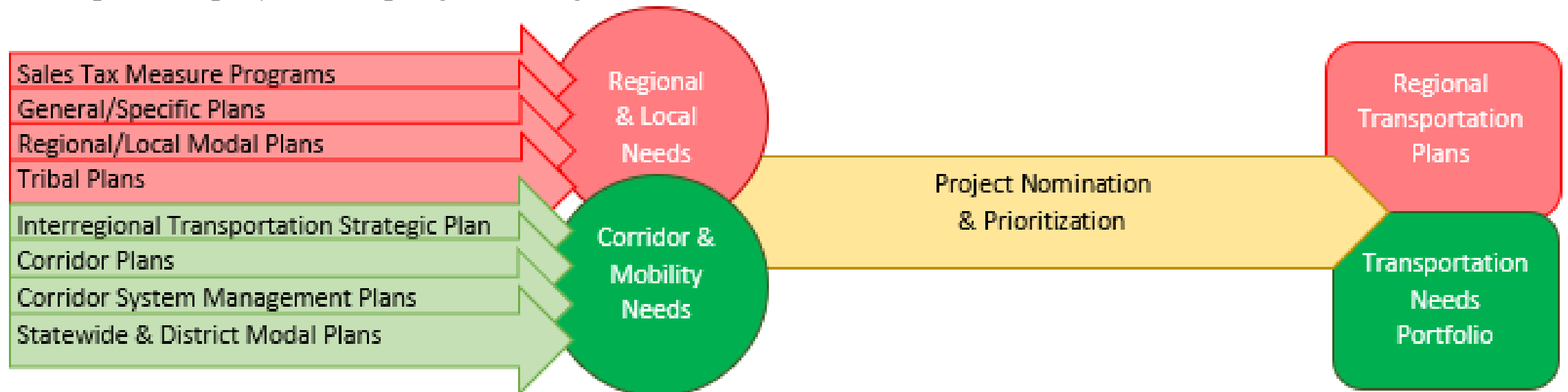


Proposed Future Projects in the 2023-Ten Year Plan

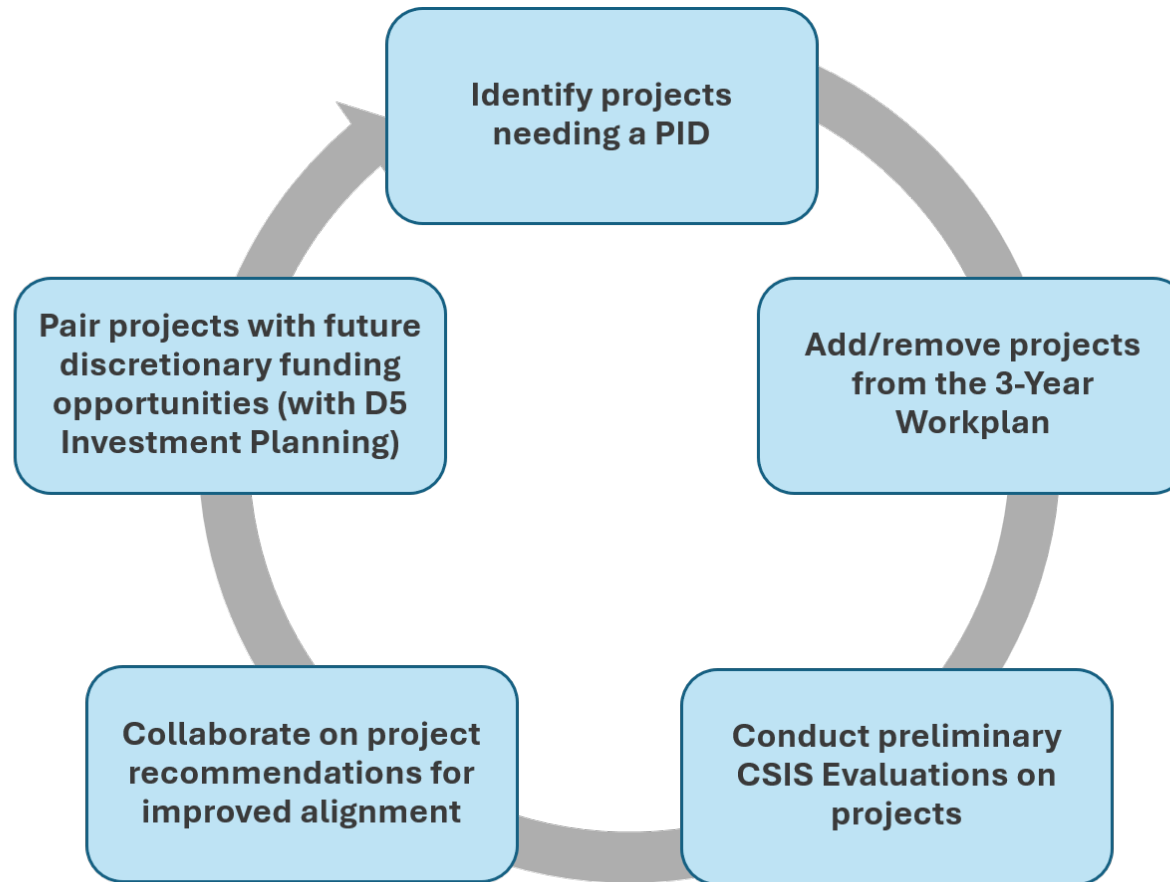
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
AMT: 22882	SCR_01_R3.3/17.5 SCR_17_0.0/6.1	Lighting, TMS, and overhead sign panel rehabilitation on Routes 1 and 17 in Santa Cruz County.	No Title Available	Implementing Agency: Caltrans Project Phase: Future Project Target RTL Date: TBD	\$18,924	Project Manager Not Assigned Contact :Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
AMT: 24050	SCR_152_4.14/8.29	Pavement preservation, drainage restoration, proactive safety in Santa Cruz County from 0.3 miles east of Whitehurst Rd to Santa Clara County Line.	No Title Available	Implementing Agency: Caltrans Project Phase: Future Project Target RTL Date: TBD	\$9,778	Project Manager Not Assigned Contact :Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov

Non-SHOPP Project Nomination

- Challenges
 - Priorities, targets, and metrics are inconsistent between agencies
 - Funding is limited and competitive
 - System data is frequently incomplete or proprietary
 - Requires collaborative partnerships with local agencies
- Pre-PID project scoping must strategically package needs into competitive projects for programming nomination



District 5 Three Year Workplan Strategy



District 5 Three Year Workplan Strategy

- **What is the Three-Year Workplan?**

- Living document tracking prioritized conceptual projects and infrastructure needs that each partner agency intends to pursue for implementation.

- **Why is it Important?**

- Helps Caltrans and partners to ensure alignment with CAPTI, prioritize projects, and support State-Sponsorship for future PID development

- **Types of Projects to Include**

- Non-SHOPP projects on the State Highway System requiring a PID
- Must be listed in the RTP Project List

- **Three Year Workplan Maintenance Strategy**

- Review and update project priorities monthly, bi-monthly or quartley.



Proposed Future Project Initiation Document Development for Local and Partnering Sponsors

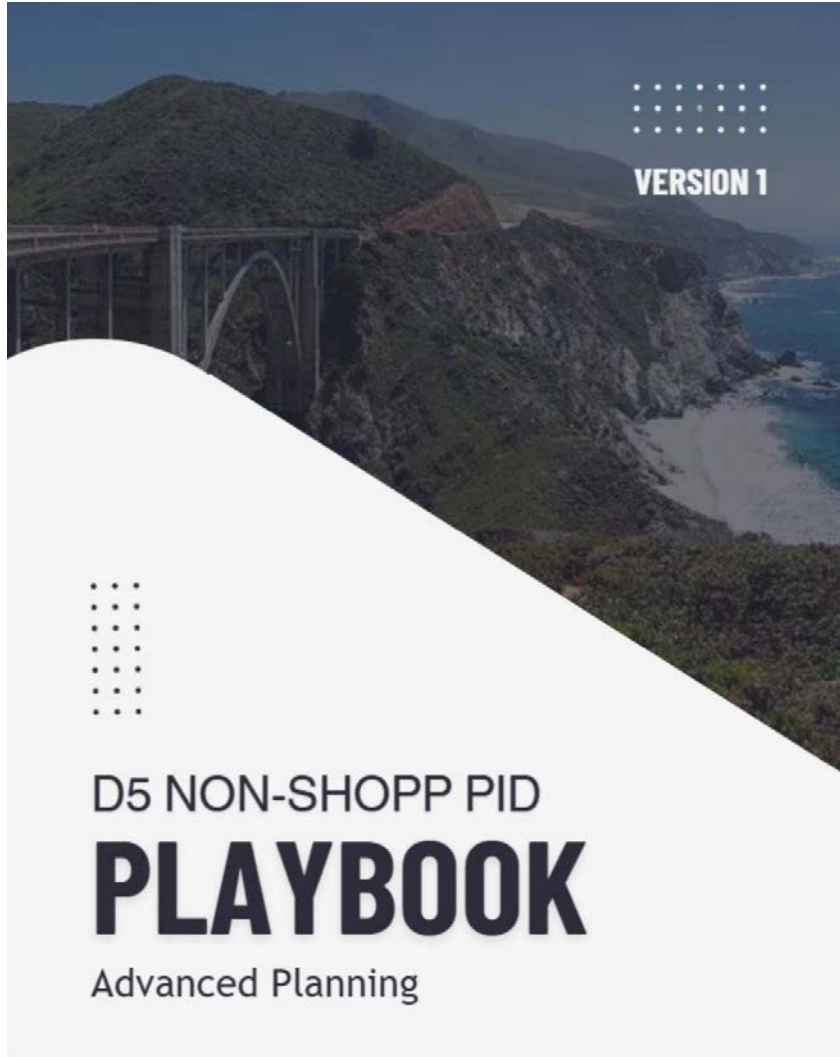
Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
RTP ID: SC-P130	SCR_1_13.192/13.192	Mission St Intersection Upgrades-Chestnut to Western Drive	SR 1 Mission Street Operational Upgrades	Implementing Agency: City of Santa Cruz Project Phase: Target RTL Date: TBD	\$1,500	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
PI: 0523000110 EA: 05-1Q980 PPNO: 3163 RTP ID: CO-P106	SCR_152_1.841/2.028	SR-152 and SR-129 Flood Management Project: Raise the profile and replace two bridges over SR-152 and SR-129, and raise levees along the Pajaro River and Salsipuedes Creek. (1Q980)	Pajaro River Flood Risk Management Project	Implementing Agency: Pajaro Regional Flood Management Agency (PRFMA) Project Phase: K / PID- complete Target RTL Date: TBD	\$35,100	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
RTP ID: CO-P12	SCR_9_6.454/6.454	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9. Graham Hill Rd, from City of SC to State Hwy 9 (5.73 miles).	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Implementing Agency: County of Santa Cruz Project Phase: Target RTL Date: TBD	\$7,020	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
RTP ID: WAT-P73	SCR_152_0.381/3.689	On SR-152/E Lake Ave from Lincoln St to fairgrounds). (SCCRTIC SCC Rural Highways Safety Plan)	East Lake Hwy 152 Complete Streets Enhancements	Implementing Agency: City of Watsonville / County of Santa Cruz Project Phase: Target RTL Date: TBD	\$1,250	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
RTP ID: SV-P95	SCR_17_5.522/5.522	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps. Ramp-intersection redesign. (SR-17 Access Management Plan)	Hwy 17 Scotts Valley Ramps & Intersections Redesign	Implementing Agency: City of Scotts Valley Project Phase: Target RTL Date: TBD	\$207	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
RTP ID: SV-P01	SCR_17_3.442/5.453	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way. Hwy 17 from Mt. Hermon Rd (PM 3.442) to Granite Creek Rd (PM 5.453)	Hwy 17 Scotts Valley Midtown Interchange	Implementing Agency: City of Scotts Valley Project Phase: Target RTL Date: TBD	\$30,990	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
RTP ID: SV-P44	SCR_17_3.442/3.442	Hwy 17 at Mt. Hermon Rd (PM 3.442)	Hwy 17 Mt. Herman Rd Ramp Modifications	Implementing Agency: City of Scotts Valley Project Phase: Target RTL Date: TBD	\$1,030	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov
PI: 500020104 EA: 05-0P460 RTP ID: SC 38	SCR_1_17.399/17.896	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	Hwy 1/San Lorenzo Bridge Replacement	Implementing Agency: City of Santa Cruz Project Phase: Target RTL Date: TBD	\$20,000	Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov

State Sponsored PID



Project Initiation Document Development for Local and Partnering Sponsors

Project IDs	Project Location County_Route_Postmile	Project Description	Project Name	Project Details	Construction Cost (\$1,000)	Project Manager
PI: 525000005 EA: 05-1S400 PPNO: 3242 RTP ID: WAT 27a	SCR_152_T2.503/T2.503	Conducting ISOAP at the intersection of SR 152 with Freedom Boulevard and implementing enhancements in line with Caltrans' pavement project (EA 05-1S400) and the 2023 Downtown Watsonville Specific Plan (DWSP).	Watsonville Downtown Gateway Intersection Redesign	Implementing Agency: City of Watsonville Project Phase: K/PID Target RTL Date: TBD	\$11,563	Project Manager: Kelli Hill Assigned Contact: Jimmy Ochoa (805) 503-5025 jimmy.ochoa@dot.ca.gov



Inform readers on “What is the 3-Year Workplan”



Specify what projects should be included in the Workplan



Provide PID process and procedures for state-sponsored and locally-sponsored projects



Outline how project data should be represented in the Workplan



Highlight potential funding programs



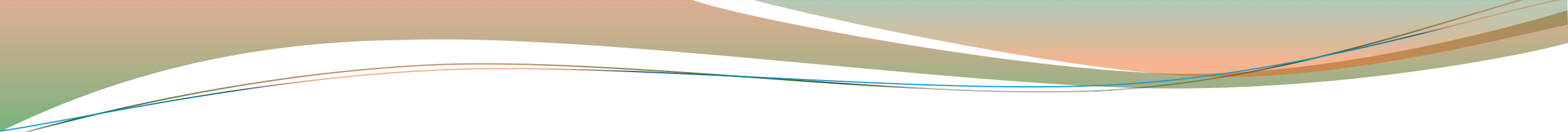
Identify the proposed maintenance framework



Define roles and responsibilities from Caltrans, partner agencies, and consultants



Create an individual plan that reflects the needs and interest in collaboration from each agency



Contacts

Jimmy Ochoa

Project Initiation Program Manager

Caltrans District 5

(805) 503-5025

Jimmy.Ochoa@dot.ca.gov

AGENDA: August 20, 2026

TO: Regional Transportation Commission Technical Advisory Committee

FROM: Jaeden Gales, Transportation Planner

RE: SCCRTC-Partner Agency Office Hours

RECOMMENDATIONS

Staff recommend that the Interagency Technical Advisory Committee (ITAC) approve **six-month pilot of monthly partner agency office hours** to improve programming coordination, provide technical assistance, and create an additional forum for partner agencies to engage with SCCRTC programming staff.

BACKGROUND

Santa Cruz County Regional Transportation Commission (SCCRTC) regularly coordinates with partner agencies through advisory committees, project meetings, funding program discussions, and other regional planning efforts. However, questions and coordination needs may arise between regularly scheduled meetings. Discussions with partner agencies have identified a need for a dedicated resource to support programming-related questions and coordination.

DISCUSSION

SCCRTC staff would establish monthly, one-hour virtual office hours to provide ITAC member agencies with an informal opportunity to ask questions, discuss coordination needs, and receive informal technical assistance related to programming, funding, project delivery, and SCCRTC processes. Office hours would provide a regular forum for agencies to discuss specific questions, upcoming deadlines, SCCRTC processes, and coordination topics that may benefit from early discussion. Meetings would begin with brief SCCRTC updates, followed by open discussion and questions. Topics could include grant opportunities, funding programs, project programming, call-for-project schedules, reporting requirements, project delivery, and upcoming SCCRTC agenda items. Agencies would be encouraged, but not required, to submit questions or topics in advance.

The office hours would supplement existing ITAC meetings and other coordination opportunities by providing a consistent forum to identify issues earlier, clarify SCCRTC timelines and processes, and share common challenges and opportunities for collaboration. At the end of the six-month pilot, staff would evaluate participation, common discussion topics, and feedback to determine whether to continue the office hours, adjust the frequency, modify the format, or target specific topics. Staff would establish the initial six-month schedule, create a standing meeting invitation, and provide a simple intake form for agencies to submit questions or topics in advance.

Staff recommend a six-month pilot of monthly partner agency office hours to improve programming coordination, provide technical assistance, and create an additional forum for partner agencies to engage with SCCRTC programming staff.

FISCAL IMPACT

There are no new fiscal impacts associated with establishing monthly office hours.

SUMMARY

SCCRTC staff proposes a six-month pilot of monthly partner agency office hours to provide agencies with a consistent forum for questions, technical assistance, and coordination outside of existing committee meetings. Staff would evaluate the pilot at its conclusion and recommend whether to continue or modify the office hours.

AGENDA: August 20, 2026

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Marshall Ballard, Supervising Transportation Planner
RE: Santa Cruz County Regional Transportation Commission Vision Zero

RECOMMENDATION

Staff recommend the Interagency Technical Advisory Committee (ITAC) coordinate with the RTC staff to create an ad hoc working group to advance Vision Zero implementation throughout Santa Cruz County.

BACKGROUND

The RTC has traditionally supported Vision Zero efforts as a Transportation Development Act (TDA) funding pass-through to the Community Traffic Safety Coalition (CTSC). The CTSC submits an annual work plan (Attachment A) focused on equity, bicycle and pedestrian safety education and implementation of the Safe System Approach across the County. The RTC also coordinates with partner agencies to fund and implement transportation infrastructure projects that improve safety.

DISCUSSION

The recently adopted 2050 Regional Transportation Plan (RTP) establishes one of the five RTP goals: “**Eliminate transportation related fatalities and serious injuries for all transportation modes.**” The four policies for this goal are:

- Prioritize funding for safety projects and programs that will result in zero traffic-related deaths and serious injuries, or Vision Zero.
- Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged populations.
- Support projects that provide access to emergency services.
- Support project designs that reduce the potential for serious injury or death by mitigating human mistakes, encouraging safer behaviors, and facilitating safe travel by the most vulnerable users.

The RTP establishes two targets for this goal:

- **Vision Zero:** Eliminate traffic fatalities and serious injuries by 2050 for all modes. By 2035, reduce fatal and serious injuries by 50 percent (compared to 2020).
- **High-injury intersections:** Reduce the number of high-injury intersections by 20 percent by 2035 and 50 percent by 2050.

Continued support of the CTSC is a priority of the RTC. A more coordinated approach would help the RTC better understand and support CTSC activities while identifying opportunities to align efforts of the RTC, CTSC, and local jurisdictions with the RTP Vision Zero goal.

To support this effort, RTC staff have identified the following draft Vision Zero action items:

- Data and performance measurement
- Planning and project coordination
- Funding and grant coordination
- Education, outreach, and public awareness
- Interagency and regional coordination

RTC staff recommend establishing an ad hoc working group consisting of designated representatives from ITAC member agencies, the CTSC, and other interested partners. The working group would initially coordinate priorities, identify opportunities for collaboration, and refine the draft action items. Following initial coordination, the group would meet quarterly to review progress, evaluate collaborative efforts, and identify additional opportunities to advance Vision Zero.

FISCAL IMPACT

There are no new fiscal impacts associated with establishing an ad hoc working group. Funding the effort will be allocated from the planning resources in the existing budget.

SUMMARY

RTC staff propose establishing an ad hoc working group with ITAC partners, the CTSC, and other interested stakeholders to coordinate implementation of the RTP's Vision Zero goal. The working group would build on existing safety

efforts, identify opportunities for collaboration, and develop coordinated actions to support Vision Zero throughout Santa Cruz County. RTC staff would use the initial meetings to gather feedback on jurisdictional priorities, identify project and program opportunities, and refine the proposed action items.

ATTACHMENTS

1. Attachment A – CTSC 2026-2027 Work Plan.

COMMUNITY TRAFFIC SAFETY COALITION

of SANTA CRUZ COUNTY



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CTSC Vision Zero Work Plan

Fiscal Years 2026-2028

CTSC Vision and Mission

The Community Traffic Safety Coalition (CTSC) of Santa Cruz County envisions safe, accessible, and equitable transportation for all. The mission of CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling, walking, and rolling. The vision and mission of CTSC align with Vision Zero, an international policy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

To help achieve the vision and mission, CTSC supported the cities of Watsonville, Santa Cruz, and Scotts Valley, along with unincorporated Santa Cruz County, in passing Vision Zero policies to eliminate traffic-related fatalities and severe injuries. CTSC adopted the Safe System Approach to help jurisdictions reach this goal more effectively. Many countries have adopted this approach to achieve Vision Zero, including the U.S. Department of Transportation (see appendix A for more information on the Safe System Approach).

Vision Zero Needs Statement

Data analysis and community engagement indicates that traffic violence is a serious problem in the county. The high number of reported pedestrian and bicyclist injuries and fatalities over the years led CTSC to Vision Zero. As the coalition and community partners move to increase and enhance active transportation, safety for bicyclists and pedestrians is more important than ever.

2023 Statewide OTS CRASH RANKINGS*

*Most current rankings available

According to the 2023 California Office of Traffic Safety (OTS) rankings, **Santa Cruz County**, including the cities of Watsonville, Santa Cruz, Scotts Valley, and Capitola, ranked among the **10 highest (worst) of all 58 California counties** for the below crash categories involving motor vehicles, bicyclists, and pedestrians.

The rankings are based on a variety of factors, including **observed crash counts, population size, and total vehicle miles traveled.**

Santa Cruz County

Crash Type (victims killed and injured)	Crash Ranking
Bicyclists	1st
Bicyclists (under age 15)	3rd
Had Been Drinking Driver (under 21)	8th

The Cities of Santa Cruz and Watsonville ranked in the top 10 among 103 similarly sized cities for the categories below.

Santa Cruz

Crash Type (victims killed and injured)	Crash Ranking
Bicyclists	2nd

Watsonville

Crash Type (victims killed and injured)	Crash Ranking
Pedestrians (under age 15)	3rd
Pedestrians	4th

Capitola ranked in the top 10 among 74 similarly sized cities for the categories below.

Capitola

Crash Type (victims killed and injured)	Crash Ranking
Pedestrians (65+)	1st
Pedestrians	5th
Bicyclists	2nd
Bicyclists (under age 15)	2nd
Alcohol Involved (under age 21)	6th
Alcohol Involved	10th

The city of Scotts Valley did not rank in any of the top 10 categories.

[\(https://www.ots.ca.gov/media-and-research/crash-rankings/\)](https://www.ots.ca.gov/media-and-research/crash-rankings/)

The UC Berkeley SafeTREC's Transportation Injury Mapping System (TIMS) shows the number of people killed or seriously injured in Santa Cruz County in the 3-year period from 2021 to 2023 increased to 168 people on average as compared to 155 people on average from 2018 to 2020. Statewide trends for the same 3-year periods (2021-2023 compared to 2018-2020) also show an increasing trend for those killed or seriously injured from 17,236 to 19,122, respectively ([TIMS](#))

Centering Equity

At its core, Vision Zero emphasizes that all people have a right to move about their communities safely. That goal cannot be met without acknowledging and addressing racial and socioeconomic disparities in the transportation system. These disparities in transportation are evident across communities worldwide.

Throughout the nation, Vision Zero's data-driven analysis reveals a concentration of traffic safety issues that suggest racialized patterns of disinvestment and neglect. Between 2015 and 2019, the Governor's Highway Safety Association found that the rate of traffic deaths per 100,000 was 146 for American Indians/Alaskan Natives and 69 for African Americans compared to 58 for the total United States population ("[An Analysis of Traffic Fatalities by Race and Ethnicity](#)"). A study conducted by Dangerous by Design found that between 2016-2020, people of color, particularly Native and Black Americans, were more likely to die while walking than any other race or ethnic group ([Dangerous by Design 2022](#)).

Locally, the impact of crashes is also not felt equally. A study done by the CTSC in 2017 found that more than half of Santa Cruz County's fatal and life changing injury crashes occur on only 6% of our streets. More than half of these dangerous streets are in low-income neighborhoods ([sctrafficsafety.org](#)).

There is tremendous income disparity in Santa Cruz County. According to the 2018-2022 U.S. Census, 12.5% of Santa Cruz County residents were living in poverty while the median household income was \$104,409 ([census.gov/quickfacts](#)). Santa Cruz County also has high rates of houselessness. The 2022-2023 Grand Jury Report stated that Santa Cruz County "has more homeless people per capita than anywhere else in California; some 2,300 of our residents are without housing" ([Grand Jury Report 2022-2023](#)). Because unhoused individuals often live in dangerous locations, most notably along high-speed roadways, they shoulder a disproportionate share of traffic-related injuries and fatalities ([Sonoma Vision Zero Action Plan, 2022](#)).

CTSC focuses traffic safety efforts on communities that are disproportionately impacted by traffic violence, including lower-income areas and school districts, unhoused individuals, people of color, and migrant and seasonal farmworkers. The coalition will utilize newly developed equity data tools, such as the [Regional Transportation Commission's Santa Cruz County Transportation Equity Plan](#), [USDOT Equitable Transportation Community \(ETC\) Explorer](#) and the [Caltrans Transportation Equity Index \(EQI\)](#), to gain greater insight into the impacts of inequity on transportation in the county. The coalition is now in its ninth year of Vision Zero work, and this plan will continue that work with an emphasis on equity into 2028.

Vision Zero Work Plan Objectives and Activities for Fiscal Years 2026-2028

GOAL: Promote and support Vision Zero policies, task forces, and action plans in all jurisdictions throughout the county utilizing the Safe System Approach.

Four out of five jurisdictions within Santa Cruz County have adopted Vision Zero. The City of Watsonville passed a Vision Zero policy in 2018, formed the Watsonville Vision Zero Task Force in 2020, and developed their first Vision Zero Action Plan in 2021. The City of Santa Cruz adopted Vision Zero in 2019. Unincorporated Santa Cruz County (“the County”) and the City of Scotts Valley passed resolutions in August 2022.

The County received federal Safe Streets & Roads for All (SS4A) funding in 2023 to develop new Vision Zero Action Plans for the County and Scotts Valley. Watsonville is also included in the SS4A grant to update their Action Plan. The County, Scotts Valley, and Watsonville have done extensive community outreach and data collection to effectively develop or update their Action Plans. More recently, Santa Cruz received SS4A funding and is in the process of collaborating with partners and collecting data.

CTSC continues to promote Vision Zero adoption and implementation within jurisdictions. CTSC plays an advocacy role in supporting the jurisdictions in implementing Vision Zero, as well as developing and maintaining collaborative relationships for other grant funded traffic safety programs that support Vision Zero. Unlike each of the county’s jurisdictions, CTSC can neither create nor implement Vision Zero policies, task forces, or action plans (see Appendix B for more information on CTSC’s roles and responsibilities).

CTSC will maintain and enhance countywide Vision Zero collaboration and support across jurisdictions through the below objectives, which align with the five elements of the Safe System Approach: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

Primary Objectives

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

- Staff programs:
 - o Child Passenger Safety (CPS) educates low-income parents and caregivers on properly securing young passengers in their vehicles and distributes car seats through CPS technicians.
 - o Bicycle Traffic School (BTS) quarterly classes provide a diversion program for bicycle traffic violators and educate interested members of the public on bicycle safety. Enhance promotion of BTS through school newsletters, flyers, and social media.
 - o Ride n’ Stride offers safe walking and biking presentations in English and Spanish to elementary schools and parent/caregiver groups throughout the county, with an emphasis on lower-income school districts.

- o Bicycle Helmet Fit and Distribution at schools, community events, and through established helmet fit sites, focusing on communities lacking resources, such as unhoused persons and lower-income individuals and families.
- Staff activities:
 - o Share timely traffic safety news, events, PSAs, and education on CTSC Facebook and Instagram platforms.
 - o Maintain the CTSC web page to promote traffic safety programs and Vision Zero efforts.
 - o Offer educational materials in English, Spanish, and indigenous languages spoken within the community (e.g., Mixteco, Triqui, and Zapoteco) when possible.
- Conduct a county-wide Vision Zero educational campaign, including:
 - o Promote education on evidence-based traffic safety strategies, including roundabouts, speed bumps, lane narrowing, separated bicycle and pedestrian facilities, and enhanced lighting and crossings.
 - o Develop a Vision Zero social media toolkit for use across jurisdictions to support consistent messaging and broader reach.
 - o Develop educational materials promoting the use of “crash” and “collision” instead of “accident” to shift public perception from inevitability to preventability.
 - o Produce educational videos on Vision Zero, traffic safety, and CTSC initiatives to increase public awareness and engagement.
- Coordinate an annual Week Without Driving campaign and community event in partnership with Santa Cruz METRO and the County’s Community Development and Infrastructure Department.
- Develop and disseminate educational materials and deliver presentations to promote pedestrian and bicycle safety, with an emphasis on e-bike safety.
- Collaborate with the County Substance Use Disorders Services (SUDS) program on DUI/impaired driving prevention.
- Host events for elected officials and relevant government staff to experience traveling through the county using active transportation.
- Develop questions for candidates running for office regarding safe and active transportation.

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users (e.g., pedestrians and bicyclists). The role of the CTSC is to support and advocate for local jurisdictions to design and build roadway improvements that increase safety for all road users.

- Assist in collecting and analyzing crash and safety data to identify and evaluate problem areas and traffic situations.
- Include community members and community feedback when planning and designing traffic safety systems and infrastructure projects.
- Incorporate system-level changes that allow for consideration of project impacts on those using active transportation.
- Advocate for evidenced-based traffic safety approaches (e.g., roundabouts, speed bumps, narrowing travel lanes, separated bicycle and pedestrian facilities, and improved lighting and pedestrian crossings).

- Encourage funding and land use planning to increase opportunities for more active and sustainable forms of transportation.
- Advocate for utilizing pop-up infrastructure demonstration projects prior to design and construction of permanent road improvements.
- Complete bicycle and pedestrian safety audits to proactively identify dangerous road locations that can inform jurisdictions of high priority areas for road safety improvements.
- Promote [RTC's Hazard Report](#) to improve roadways and enhance pedestrian and bicyclist safety.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- Child Passenger Safety (CPS):
 - o Provides free car seats and car seat inspections to lower-income families to help ensure greater vehicle safety for young occupants.
 - o Keeps informed about the latest car seat and vehicle restraint system safety technology and recall information.
 - o Uses the National Digital Car Seat Check form to improve consistency, accuracy, and quality of child passenger safety data collected during car seat check events and car seat appointments.
 - o Provides input on local, state, or federal policies and designs that make vehicles safer, such as collision avoidance systems and connected vehicle technology.
- Provide education on safe vehicles and enhanced safety features, including the installation of backup cameras.
- Advocate for appropriate safety measures on large vehicles (e.g., safety features for limited visibility and lateral protective devices (LPDs), also known as side guards, on commercial vehicles)

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

- Traffic Calming staff program:
 - o Provides trash can stickers to slow traffic on residential streets in the City of Santa Cruz, and PACE car stickers to residents in all local jurisdictions to slow traffic on residential streets.
- Collaborate with jurisdictions on speed management (e.g., funding to implement temporary projects that slow vehicle speeds and sharing research reports on effective measures to slow drivers).

- Promote lowering speeds on high injury corridors to reduce fatal and serious injury crashes.
- Engage with the local government to address traffic speed issues that community members experience.
- Support projects that slow vehicle speeds and protect bicyclists and pedestrians.
- Advocate for installing cameras at busy intersections to capture red-light running and speeding, especially at school zones and high-crash locations.

Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

- Post online acknowledgements and response to lives lost and those severely injured.
- Develop and share annual crash reports with elected officials, law enforcement agencies, fire departments, the County Office of Education and the public to highlight local traffic safety issues.
- Involve multiple stakeholders, such as fire and police departments, to review factors that contribute to local serious injury and fatal crashes.
- Assist in identifying the built environment factors that impact crash dynamics and increase understanding that the designers of those systems hold responsibility as well to reduce “victim blaming.”
- Work with law enforcement agencies to share local crash data and report on traffic citation trends, especially regarding e-bikes.
- Assist jurisdictions in developing a plan to respond to fatal and severe injury crashes.
- Participate in the World Day of Remembrance for Road Traffic Victims or other annual memorial events.
- Develop and explore resources to support families who have been impacted by traffic violence, including resources from Families for Safe Streets.
- Reach out to crash survivors and individuals who have lost loved ones to hear their stories and engage them in generating greater awareness to humanize these traumatic experiences.

Appendix A

The Safe System Approach

The Safe System Approach incorporates the following 6 principles:

1. **Death and Serious Injuries are Unacceptable.** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans Make Mistakes.** People will inevitably make mistakes and make decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes to avoid death and serious injuries when a crash occurs.
3. **Humans are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates those physical human vulnerabilities.
4. **Responsibility is Shared.** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the public—are vital to preventing fatalities and serious injuries on our roadways.
5. **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and react afterwards.
6. **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Unlike prior approaches that prioritize human behavior and place most of the blame on the individuals involved in a crash, the Safe System Approach works by building and reinforcing multiple layers of protection to prevent crashes from happening and minimizing harm to individuals when crashes occur. This holistic approach incorporates the following 5 objectives to achieve zero traffic deaths and serious injuries:

Safer People: Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads: Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users.

Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds: Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.



<https://www.transportation.gov/NRSS/SafeSystem>

Appendix B

CTSC Roles and Responsibilities

The coalition staff are employed by the County of Santa Cruz Health Services Agency (HSA) in the Public Health Division and are responsible for assisting the coalition in managing its operations, including coalition meetings, member communication, and community engagement, as well as work plan development, implementation, and evaluation. The coalition members and partner agencies actively participate in meetings and play an advisory role in fiscal management and strategic planning. Members and partner agencies take on specific work plan tasks as appropriate. Two coalition leaders (Co-Chairs) are elected by coalition members for two-year terms and are responsible for facilitating coalition meetings, providing expertise and guidance to coalition staff, and signing coalition letters.

CTSC will provide support, technical assistance, and resources to jurisdictions and the community to implement Vision Zero, as well as develop and maintain collaborative relationships for other grant funded traffic safety programs that support Vision Zero. The Coalition and staff are also committed to providing traffic safety programming, such as the Ride n' Stride education program, the Bicycle Traffic

School diversion program, Bicycle Helmet Fit and Distribution Sites, participation in Bike/Walk to School and other community outreach events, Pace Car and Trash Can Sticker traffic calming programs, maintenance of the CTSC website at sctrafficsafety.org, Facebook and Instagram platforms, and traffic related injury and fatality crash data.