



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, October 1, 2026
9:00 a.m.**

In-Person Meeting

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

Remote Participation (see page 5 for more information)

RTC Zoom

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

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

Accessibility: See last page for details.

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

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

COMMISSION MEMBERSHIP

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

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

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

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

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

CONSENT AGENDA

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

MINUTES

4. Approve draft minutes of the September 3, 2026, Regional Transportation Commission meeting
5. Accept draft committee meeting minutes
 - a. August 17, 2026 Measure D TOC meeting minutes
 - b. September 16, 2026 SAFE on 17 Task Force
 - c. September 17, 2026, Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Approve authorizing the Executive Director to amend contract TP2183 with Community Tree Service to extend term and add compensation for a not to exceed contract amount of \$220,000. (**Resolution**)
7. Approve authorizing the Executive Director to enter into an agreement with Summit Signal for on-call general repairs along the Santa Cruz Branch Rail line for an amount not to exceed \$40,000 (**Resolution**).

8. Approve authorizing the Executive Director to apply for CalSTA's Flexible State Rail Assistance Cycle 2 grant for the Zero Emission Passenger Rail and Trail (ZEPRT) Project

BUDGET AND EXPENDITURES ITEMS

9. Accept status report on Transportation Development Act (TDA) revenues
10. Accept status report on Measure D revenues
11. Accept Measure D Fiscal Year 2024-25 Annual Report

ADMINISTRATION ITEMS

12. Approve resolutions to continue providing CalPERS Health Benefits to RTC employees (**Resolutions**)

INFORMATION/OTHER ITEMS

13. Accept monthly meeting schedule
14. Accept letters from RTC committees and staff to other agencies
 - a. Letter to City of Santa Cruz for support for the City of Santa Cruz's Caltrans Sustainable Transportation Planning Grant Application
 - b. Letter to the Honorable Sean Duffy, U.S. Department of Transportation for support of the Santa Cruz Metropolitan Transit District's application for the Buses and Bus Facilities and Low or No Emission Competitive Funding Programs
 - c. Letter to the Honorable Sean Duffy, U.S. Department of Transportation for support of the Santa Cruz Metropolitan Transit District's application for funding to construct a new operations and maintenance facility in Watsonville to accommodate METRO's new hydrogen bus fleet.
15. Accept information items - *none*

REGULAR AGENDA

16. Commissioner Reports – oral reports
17. Director's Report – oral report
(*Sarah Christensen, Executive Director*)

18. Caltrans Report
 - a. Santa Cruz County project updates
19. Week Without Driving Initiative and GO Santa Cruz County Update (Shannon Munz, Communication Specialist, Max Friedman, Transportation Planner and Sierra Top Transportation Planning Tech)
 - a. Staff Report
 - b. Resolution- Week Without Driving
 - c. Week Without Driving Fact Sheet
 - d. Week Without Driving Community Event Flyer
 - e. GO Santa Cruz County Brochure
20. Cooperative Agreement for Replica Data Platform Procurement (Marshall Ballard, Supervising Transportation Planner)
 - a. Staff Report
 - b. Resolution and exhibits
 - c. RTC Transportation Data Science Survey Results
21. Next meetings

The next RTC meeting is scheduled for Thursday, November 5 at 6:00 pm. at the Santa Cruz County Board of Supervisor Chambers, 701 Ocean Street, Room 500 B Santa Cruz CA 95060

HOW TO REACH US

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

LIVE BROADCASTS

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

AGENDA PACKETS

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

COMMENTS FROM THE PUBLIC

Items on the agenda: Written comments received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. The opportunity to make oral comments is offered prior to the discussion period of each item.

Items not on the agenda: Written comments on topics within the RTC's jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the Correspondence Log of that month's meeting. The opportunity to make oral comments to the Commission on such topics is offered during Oral Communications.

REMOTE PARTICIPATION

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

PARTICIPACIÓN REMOTAMENTE

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

ACCESSIBILITY

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

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Título VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

AGENDA: October 1, 2026

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the minutes ([Attachment 1](#)) for the September 3, 2026 RTC meeting.

BACKGROUND

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

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

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

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

DISCUSSION

The Commission is asked to review and approve the September 3, 2026 RTC meeting minutes ([Attachment 1](#)). The purpose of these minutes is to document actions taken during the meeting.

Attachments:

1. Regional Transportation Commission meeting minutes



**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, September 03, 2026
9:00 a.m.**

In-Person Meeting

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

1. Roll call. The meeting was called to order at 9:01 a.m.

Members present:

City of Capitola	Gerry Jensen
City of Santa Cruz	Fred Keeley
City of Scotts Valley	Steve Clark
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Jillian Ritter (Alt.)
County of Santa Cruz	Kimberly DeSerpa
County of Santa Cruz	Monica Martinez
County of Santa Cruz	Andy Schiffrin (Alt.)
County of Santa Cruz	Lowell Hurst (Alt.)
Santa Cruz Metropolitan Transit District	Rebecca Downing
Caltrans (ex-officio)	Kyle Birch

Staff present:

Sarah Christensen	Shannon Munz
Amin AbuAmara	Yesenia Parra
Michele Gomez	Mitch Weiss
Steve Mattas (RTC Counsel)	
Marshall Ballard	

2. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra communicated that handouts for item 17 and a replacement page for item 4 were posted to the RTC website.

3. Oral Communications

Received public comment from:

Sally Arnold
Brian Peoples
Saladin Sale

The Chair recessed the meeting at 9:10 a.m. to address audio issues affecting the Zoom meeting and remote public participation. At 9:21 a.m., the Chair consulted with Legal Counsel regarding the appropriate next steps, as the audio issue had not yet been resolved. Legal Counsel advised that approximately one hour should be allowed to resolve the technical issue. The Chair continued the recess until 10:10 a.m., or earlier if the audio issue was resolved.

The meeting was reconvened at 10:00 a.m. after the audio issue was resolved.

CONSENT AGENDA

Legal Counsel Steve Mattas delivered a verbal report regarding Item 9

Commissioner (Alt.) Ritter commented on Item 9 and thanked Executive Director Sarah Christensen for her work and service with the RTC.

Received public comment from:

Brian Peoples
Barry Scott

Commissioner (Alt.) Schiffrin made a motion, and Commissioner Clark seconded, to approve the consent agenda.

The motion passed unanimously with Commissioners Jensen, Clark, Montesino, Downing, Keeley, DeSerpa, Martinez and Commissioner Alternates Hurst, Ritter and Schiffrin voting "aye."

MINUTES

4. Approved draft minutes of the August 6, 2026 Regional Transportation Commission meeting
5. Accepted draft committee meeting minutes
 - a. August 10, 2026 Bicycle Advisory Committee
 - b. August 11, 2026 Elderly & Disabled Transportation Advisory Committee
 - c. August 20, 2026 Interagency Technical Advisory Committee

POLICY ITEMS

No items

PROJECTS and PLANNING ITEMS

6. Approved authorizing the Executive Director to take necessary steps for distribution of the Senate Bill 1 State of Good Repair funds to Programmed projects (**Resolution 78-26**)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

9. Approved Executive Director Employment Agreement amendment (**Resolution 79-26**)
10. Approved authorizing the Executive Director to amend the contract with Mitch Weiss Consulting, LLC for term and increase compensation by \$52,800 for a not-to-exceed value of \$112,800 (**Resolution 80-26**)

INFORMATION/OTHER ITEMS

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

REGULAR AGENDA

14. Commissioner Reports – oral reports

Commissioner Downing reported that Week Without Driving will take place October 1–8, 2026. She explained the origins of the event and noted that it is intended to raise awareness of the challenges faced by individuals who are unable to drive. She also noted that the RTC's GoSantaCruz County program will sponsor a contest in conjunction with the event. Commissioner Downing invited everyone to attend the event at Capitola Mall on October 2, 2026.

15. Director's Report – oral report

Executive Director Sarah Christensen provided an update on Measure D bond issuance and welcomed the RTC's new freight operator- Chicago Rock Island & Pacific Railroad, which will operate on the Watsonville Line Branch. She also announced that Luis Mendez, Director of Planning, Programming & Transportation Services, will retire after more than 32 years of service with the RTC. His last day with the RTC will be November 30, 2026.

Commissioner Montesino thanked Luis for his service and congratulated him on his retirement.

16. Caltrans Report

Kyle Birch, Office Chief for Design, Caltrans District 5, announced that Caltrans is currently accepting applications for the Sustainable Transportation Planning grants. Deadline for these grants is October 9, 2026 at 5 pm. Awards will be announced in Spring 2027. Kyle Birch gave a construction update on highways in Santa Cruz County. The community is encouraged to visit Caltrans social media platform to stay up to date.

17. Santa Cruz County Civil Grand Jury Report Response

Executive Director Sarah Christensen delivered the staff report. Mrs. Christensen noted that the responses to the Grand Jury Report are due September 28, 2026 and must be formally approved by the Commission. She noted that the responses address all 17 findings and 8 recommendations. She reported that 5 of 8 recommendations had already been implemented through existing practices, processes, and recent changes to the organization.

Commissioners thanked staff and the ad hoc committee for their thoughtful process and collaborative work.

Received public comment from
Brian Peoples
Saladin Sale
Sally Arnold
Michael Sain
Barry Scott

Commissioner Alternate Schiffrin made a motion and Commission Clark seconded the staff recommendation to:

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

The motion passed unanimously with Commissioners Jensen, Clark, Montesino, Keeley, DeSerpa, Martinez and Commissioner Alternates Hurst, Ritter and Schiffrin voting "aye."

Commissioner Downing recused herself from this item.

20. Next meetings

The next RTC meeting is scheduled for Thursday, October 1, 2026 at 9:00a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean Street, Room 500B, Santa Cruz, CA 95060.

Respectfully submitted,
Yesenia Parra, Administrative Services Officer

Attendees

Brian Peoples
Saladin Sale
Sally Arnold
Michael Sain
Barry Scott
Brendan Quirk
Michael Saint

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission receive the draft meeting minutes for the, the Interagency Technical Advisory Committee, the SAFE n 17 Task Force, and the Measure D Tax Payer Oversight Committee (TOC)

BACKGROUND

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

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

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

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

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

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

MDTOC: <https://www.sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>

Safe on 17: <https://www.sccrtc.org/meetings/traffic-operations-system-safe-on-17/>

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

DISCUSSION

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

Attachments:

1. August 19, 2026 Measure D TOC meeting minutes
2. September 16, 2026 SAFE on 17 Task Force
3. September 17, 2026 Interagency Technical Advisory Committee



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



**Meeting
Draft Minutes
Monday, August 17, 2026
5:30 p.m.**

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

1. Call to Order: Chair Hodsdon called the meeting to order at 5:30 p.m.
2. Roll Call/Introductions

Members Present (all in person):

Mark Johannessen, District 2
Philip Hodsdon, District 3 (Chair)
Antonio Rivas, District 4
Jennifer Merchant, District 5

Excused Absences:

Frederick Harron, District 1 (Vice-Chair)

RTC Staff:

Nisha Singh, Director of Internal Services
Tommy Travers, Transportation Planner
Amin AbuAmara, Director of Capital Projects

Guests:

Kendra Reed, City of Scotts Valley
Dat Nguyen, City of Scotts Valley
Kristina Mihaylova, Santa Cruz METRO
Jesus Bojorquez, Community Bridges
Raymon Cancino, Community Bridges
Douglas Underhill, Community Bridges
Nadia Noriega, Community Bridges

3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person): None
4. Additions, deletions, or other changes to consent and regular agendas:
A public comment on Item 6 was posted online and handed out.

CONSENT AGENDA

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

5. Approved Minutes of the April 1, 2026 Oversight Committee Meeting

REGULAR AGENDA

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

Representatives from the City of Scotts Valley, Santa Cruz METRO, Community Bridges, and the RTC described the projects and services funded with their formula shares of Measure D funds in FY24/25.

Committee members expressed disappointment that Scotts Valley had no expenditures in the reporting year, and while city staff explained this was due to lack of public works staff and that a great deal of work was performed in FY25/26, Committee members would have liked to see this better explained in the city's submitted expenditure reporting.

Committee members raised concerns regarding Santa Cruz METRO's audit due to what they consider excessive auditor caveats and a less than clear statement of opinion by the auditor, and suggested that it could have been improved by METRO providing more project expenditure detail or using a different auditor. They asked METRO staff to seek an addendum to the audit prior to the Committee's completion of the Measure D Annual Report.

A motion was made (Hodsdon/Rivas) not to accept METRO's audit. The motion passed with Johannessen, Hodsdon, and Rivas voting in favor, Merchant voting against, and Harron absent.

Committee members sought clarification from Community Bridges regarding the expenditures for drivers, and Community Bridges staff responded that each "driver" is a full 7 days per week of service rather than tied to a single individual.

Committee members sought clarification from RTC regarding Measure D "Implementation" spending, and RTC staff responded by describing the difference between salaries and benefits, and administrative and overhead categories.

7. Oversight Committee Annual Report

Staff briefly described the Committee's role in preparing the Measure D Annual Report for FY2024/2025.

Committee members discussed the process for drafting and reviewing the Executive Summary of the report, and reviewing the draft report. A desire to express their comfort with the transparency of information was stated. A request was made of staff to hold the Committee meetings by May in the next year, rather than extending into the summer as occurred this year.

8. Oral Communications: None.

9. Adjourn: Chair Hodsdon adjourned the meeting at 7:15 p.m.

Minutes respectfully submitted by Tommy Travers, Transportation Planner

[https://rtcsc.sharepoint.com/sites/programming/Measure D/Oversight Committee/2026 Meetings/August 17/Draft Minutes-TOC-2026-08-17.docx](https://rtcsc.sharepoint.com/sites/programming/Measure%20D/Oversight%20Committee/2026%20Meetings/August%2017/Draft%20Minutes-TOC-2026-08-17.docx)

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

Date: Wed. September 16, 2026	Dial-In Option: (669) 900-9128
Start Time: 10:00am	Meeting ID: 850 2826 5664
Location: 3331 N. 1 st St. San Jose, CA 95134	Passcode: 094804

DRAFT MEETING MINUTES

Attendees:

- Max Friedman (RTC)
- Marshall Ballard (RTC)
- Nick Danty (RTC)
- Christopher Holm (CHP)
- Charles Wilson (CHP Santa Cruz)
- Israel Murillo (CHP Santa Cruz)
- Bryce Danenhauer (CHP San Jose)
- Justin Bradford (CHP San Jose)
- Angela Galindo (CHP San Jose)
- Chris Lillie (VTA)
- Minyoung Kim (VTA)
- David Kobayashi (VTA)
- Tyler Lang (Caltrans D5)
- Sheridan Nansen (Caltrans D4)
- Scott McCrank (Caltrans D4)
- Abdul Bashar (Caltrans D4)
- Rajeth Oberoi (Caltrans D4)
- Kane Wong (Caltrans D4)
- Nick Saleh (Caltrans D4)
- Ernesto Ramirez (Caltrans D4)
- Ruben Magallanes (Caltrans D4)
- Vijith Thilakarante (Caltrans D4)
- Leila Boroomand (Caltrans D4)
- Paul Ramirez (Caltrans D4)
- Katelyn Costa (MTC)
- Lisette Jones (Assembly Member Gail Pellerin's Office)

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

2. **Oral Communications –**

Staff from Assemblymember Gail Pellerin’s office shared a concern from a constituent about ingress/egress at The Cats restaurant on Highway 17 in Los Gatos. The constituent wants the Task Force to investigate the crash history at the location and assess the feasibility of a northbound left-turn lane removal that currently provides access to the restaurant. Representatives from Santa Clara CHP acknowledged that the location falls under their jurisdiction and agreed, with support from Caltrans D4 staff, to follow up on the issue with the Assemblymember’s office.

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

4. **Information Items –** RTC staff provided a summary of Task Force goals, Task Force background, major incidents on Highway 17 to date, and an overview of current collision and enforcement trends.

Staff reported that there have been 357 total collisions on Highway 17 in 2026. There have been 3 fatal collisions in 2026 to date. CHP Santa Cruz has issued 1,861 regular time citations and 420 overtime citations so far in 2026. CHP San Jose has issued 3,281 regular citations and 102 overtime citations. CHP Santa Cruz has logged 345 overtime hours on Highway 17 while CHP San Jose has logged 104.

Staff demonstrated a new digital collision dashboard for Highway 17. The dashboard pulls 5-year geolocated data from UC Berkeley’s Traffic Injury Mapping System (TIMS) and projects it as mapped points along Highway 17. Native tools in the dashboard allow the user to analyze trends in Primary Collision Factors (PCF), summarize collision severity and volume within a specified period, , and create custom geographies to further filter the data. TIMS is unique in that it converts vehicle code violations into Primary Collision Factor labels such as “Unsafe Speed” or “Driving Under the Influence” that help to identify the reason for the incident, which is not present in the raw data TIMS ingests from the Statewide Integrated Traffic Records System (SWITRS). Staff reported that Unsafe Speed was the highest PCF recorded during the 5-year period.

Staff did acknowledge that TIMS data is incomplete because it focuses on fatalities and severe injury collisions and does not include Property Damage Only (PDO) collisions. RTC’s

original SWITRS-based dashboard shows that PDO constitutes approximately 30% of total traffic incidents on Highway 17, illustrating that the safety environment on the corridor is worse than what is shown in TIMS.

Staff shared an update on the Freeway Service Patrol program and Call Box program. FSP operates two towing beats in Santa Cruz County, including one along Highway 17. On Highway 17, FSP has provided 292 motorist assists so far in 2026. Staff provided a demonstration of a digital dashboard that tracks FSP assists in Santa Cruz and Santa Clara County. The dashboard includes a map of FSP assists over the last 5 years, charts displaying assists by vehicle problem type and location of disabled vehicle, and a graph showing the temporal distribution of FSP assists throughout the day. The data used to populate the dashboard was taken from RTC's Santa Cruz FSP contractor and MTC staff.

The call box program, with approximately 20 call boxes on Highway 17, is in the process of being decommissioned due to significantly reduced usage of the system. Systemwide callbox removal was approved by the RTC in March 2026. Staff reported that call boxes have been bagged and telecom contracts have been terminated. Staff are also in the process of submitting an encroachment permit application to Caltrans District 5 to perform removal in Caltrans right-of-way.

Caltrans District 4 staff recommended that the Metropolitan Transportation Commission remove call boxes on the Santa Clara side of Highway 17. Staff from both agencies agreed to discuss this coordination after the meeting.

5. **California Highway Patrol – Safe on 17 Updates** – Caltrans District 4 CHP representatives provided an overview of their operations and observations during 2026. A significant number of citations have been issued so far this year because of an increase in motorcycle units along Highway 17 and a departmental commitment to consistently patrolling the corridor. Officers reported that advanced warning signs on Highway 17 are getting damaged and that CHP is working with Caltrans to be more reactive with repairs and the installation of supplemental lighting on the signs. Officers brought up the use of social media in notifying the traveling public about incidents on Highway 1 but stressed the importance of maintaining existing emergency message signs to inform drivers of traffic incidents.

Caltrans District 5 CHP representatives described several methods to increase safety on the Santa Cruz County side of Highway 17 including education, enforcement, and community outreach. Specifically, officers summarized their social media presence and coordination with CHP San Jose, Caltrans, and MTC to amplify messaging on Facebook, Instagram, and X. Officers announced the upcoming Smart Start teenage and parent driver education class scheduled for September 29th, 2026, from 12:30pm to 2:30pm at the Aptos Library in Soquel, CA. CHP also announced the upcoming release of a video to engage travelers about driving in the rain.

6. **VTA – SR 17 Corridor Congestion Relief Project** – VTA staff presented updates on the State Route 17 Corridor Congestion Relief Project. The project would help prevent cut-through traffic in the town of Los Gatos by upgrading the current Highway 9 “clover leaf” interchange to a “spread diamond” interchange. Staff explained that the new design would provide more space for vehicles exiting and entering the freeway, which could significantly help remove traffic from local roads. Staff also mentioned that the Highway 9 overpass will be redesigned to provide Class II bike lanes, Class IV bikeways, and wider sidewalks. VTA used bicycle level of stress and pedestrian level of stress metrics to inform the design of the active transportation component.

CHP acknowledged that this is a problematic intersection due to cars not having adequate transition points on and off the freeway.

7. **Update on 17 Comprehensive Multimodal Corridor Plan** – Caltrans D4 staff gave updates on recent developments for the State Route 17 Comprehensive Multimodal Corridor Plan including the plan’s focus on interregional travel, emergency response in Santa Clara and Santa Cruz County, and access to recreation opportunities.
8. **Received Caltrans District 5 Highway 17 Project Updates** – Caltrans D5 staff provided an overview of active and upcoming construction projects and field maintenance activities on Highway 17. Projects in construction include the SR17 Bridge Rail Replacement Project which will upgrade bridge rails to meet current crash and safety standards and will conclude in Fall 2026. Additionally, the SR 17 Highway Maintenance Project in Santa Clara County will repair and preserve asphalt pavement and install Type A High Friction Surface Treatment at various locations along the corridor by Fall 2026. Caltrans projects currently in the design phase include the SR 17 Wildlife and Trail Crossing, Santa Clara Curve Warning Sign Project, and SR 17 Pedestrian Overcrossing at

Blossom Hill Road in Los Gatos. All three projects are expected to begin construction in 2027.

Planned Caltrans maintenance projects include vegetation control and encampment removal on October 19th and 20th and a drain clearing project over the course of the fall and winter months of 2026. Caltrans PIO will issue advance traffic advisory to alert motorists to potential delays. Maintenance work that has been completed includes various signage restoration projects, guardrail system maintenance between Summit Rd and Bear Creek Rd, and stormwater maintenance along Southbound Highway 17 from Hillside Dr to Madrone Dr.

Caltrans staff discussed the current conditions of its Transportation Management Systems along Highway 17. These include four changeable message signs, 11 traffic cameras, and 9 vehicle detection stations. Staff explained that the vehicle detection stations are underperforming and should be upgraded to radar systems. No timeline has been set. Marshall Ballard (RTC) commented on the line-of-sight issues presented by vegetation growth obscuring the electronic signs from motorists. He requested that Caltrans pursue an analysis to determine the extent of this problem.

9. **Received Caltrans District 4 Highway 17 Project Updates** – Caltrans D4 staff announced two upcoming safety projects along Highway 17. Staff reported that a project to install rubberized open grade friction material at the Pasatiempo Dr. highway exit was recently put out to bid and will be constructed in 6-10 months. The same treatment will also be installed on the “fishhook” ramp north of the City of Santa Cruz on Highway 17; the project will go out to bid in 2027. The Caltrans representative reported on other safety projects completed in the last 5 years including delineators and wrong way signage, high friction treatments, and rumble strips

VTA staff questioned the use of rubberized over non-rubberized open grade materials due to sustainability features.

10. **Discussion** – RTC staff gave a presentation on an effort to update the goals and safety strategies of the SAFE on 17 Task Force. The potential policy revisions to the original Task Force goals include adopting a Vision Zero approach to eliminate fatal and severe injury crashes on Highway 17. The strategies proposed to progress this goal include targeted

social media advertisements, Active Traffic and Demand Management signage, radio and television advertisements, and enhanced data collection. None of the proposed goals or strategies have been formally analyzed by the RTC, which is soliciting feedback via an online survey. Staff explained that the results of the survey would be processed and assessed by the next Task Force meeting. Staff also brought up the possibility of increasing the amount of SAFE on 17 meetings from two to four to properly address goal setting and implementation.

The Task Force agreed with the need to revisit the group's goals, with some advocating for the Vision Zero policy. Task Force members were also supportive of increasing the number of meetings to be more responsive to safety concerns on Highway 17. A member of the public asked for more robust improvements beyond education to be implemented and requested comparative studies of similar roadways.

11. **Approved Next Meeting Date** – The next Safe on 17 Task Force & TOS Oversight Committee meeting is scheduled for Wednesday, March 18, 2027, from 10 AM to 12PM. The meeting will be held in-person at the SCCRTC office (1101 Pacific Ave. Santa Cruz, CA) with remote option. Meeting details are listed on the [Safe on 17 meetings webpage](#).

Minutes respectfully submitted and prepared by: Nick Danty, Safe on 17 Program Manager



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

MINUTES

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

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

Online: Zoom

ITAC Members Present:

Association of Monterey Bay Area Governments	Paul Hierling
Capitola Public Works	Kailash Mozumder
Ecology Action	Matt Miller
Santa Cruz County Public Works	Fernanda Pini
Santa Cruz Metropolitan Transit District (METRO)	Pete Rasmussen
Santa Cruz Metropolitan Transit District (METRO)	John Uργο (1:39pm)
Santa Cruz Planning	Claire Gallogly
Santa Cruz Public Works	Matt Starkey
Scotts Valley Public Works	Andrew Lee
Watsonville Community Development	Justin Meek
Watsonville Public Works	Miguel Lizarraga
UCSC	Oxo Slayer

RTC Staff Present: Marshall Ballard, Nick Danty, Max Friedman, Sierra Topp, Jaeden Gales

Others Present – In person: Officer Murillo (CHP)

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

Others Online: Michael Pisano (resident), Adam Dankberg (Kimley-Horn), Gina Nguyen (Kimley-Horn), Tommy Travers (RTC staff), Brianna Goodman (RTC staff)

1. **Call to Order:** Chair Starkey called the meeting to order at 1:33 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/Starkey) *approving the consent agenda with members Pini, Mozumder, Lee, Lizarraga, Meek, Rasmussen, Hierling, Miller, Urgo, and Slayer voting “aye”.*

4. **Approve Minutes of the August 20, 2026 ITAC meeting**
5. **September 3, 2026 Regional Transportation Commission Meeting Highlights**

REGULAR AGENDA

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

Officer Murillo (CHP) presented a PowerPoint that is provided to schools in Santa Cruz County. The presentation highlights increase in e-bike injuries, different classes of e-bikes, e-bike laws, risks of riding e-bikes, concerns with youth and e-bikes, safety tips, and resources.

Presentation: <https://www.sccrtc.org/wp-content/uploads/2026/09/E-bike-Safety-Presentation-SCZ.pptx>

Jaeden Gales (RTC staff) provided information regarding the upcoming [California Transportation Commission’s Local Streets and Roads Program Annual Project Expenditure Reporting technical training](#).

7. **Receive presentation about a Santa Cruz Metro Bus Stop Master Plan**

METRO is seeking input from ITAC members regarding METRO’s Bus Stop Master Plan as well as their public outreach plan. The Bus Stop Master Plan will comprehensively evaluate bus stops throughout the county and identify improvements to make transit stops safer, more accessible, comfortable, and easier to use. Adam Dankberg and Gina Nguyen of Kimley-Horn presented a PowerPoint regarding the Bus Stop Master Plan on behalf of METRO.

8. **Receive presentation about Safe on 17 and discuss revising the safety goal**

Max Friedman (RTC staff) provided a presentation that provided information regarding the SAFE on 17 program as well as crash data on Highway 17. Nick Danty (RTC staff) provided information regarding the SAFE on 17 Task Force goal revisions. Max and Nick provided a survey for ITAC members to

solicit their feedback on the goal revision.

9. **Receive presentation on the GO Santa Cruz County TDM program updates**

Sierra Topp (RTC staff) and Max Friedman (RTC staff) provided a presentation regarding the GO Santa Cruz TDM program to highlight the following; TDM overview, program overview, goals and priorities, and a regional comparison.

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

AMBAG: The Pajaro Bridge is moving forward in the design phase. The Bridge will be lengthened and widened to accommodate an upgraded levy system. Elkhorn Slough Corridor Climate Resiliency project has draft alternatives which are available now. Design is finishing on the Watsonville Transit Center project.

City of Capitola: 41st Multimodal project is almost complete. The paving project on Reposa Avenue is finished. The city is wrapping up phase 1 of Active Transportation Plan and finishing outreach at the end of the month.

City of Santa Cruz: There will be an open House for the Water Street Separated Bike Lane project on the 23rd at Branciforte Middle School. On 9/28/26 traffic to Live Oak is opening on Murray Street Bridge. In October, Safety Action Plan is going to the City Council for adoption. The city is pursuing two HSIP grants; one for pedestrian improvements at Gault Elementary and one Bicycle set-aside project to add bike lanes and connect bikeways. A lane diet for bike separated bike lanes on Soquel is being developed. Currently in final design for a complete street paving project next year. Pursuing Caltrans Plans for Soquel Avenue Complete Streets Plan.

City of Scotts Valley: Only punch list items and utility adjustments remain on the Scotts Valley Drive Complete Streets Improvement project. Granite Creek culvert project needs to finish erosion control to complete the project.

City of Watsonville: Pursuing a Caltrans Planning grant for a safety study which will evaluate truck traffic impacts on the downtown area as well as residential areas. Watsonville General Plan 2050 and the EIR are going out to public on Monday 9/21/26. There will be an open house for general plan on 10/14/26 in community room. Calles Libres will be held on November 1st at Callahan Park. Caltrans is currently working on Highway 152 on a pavement project. Lee Road Trail Phase 1 ribbon cutting next month. Lee road Trail Phase 2 still in design. Harkin-Slough project is halted due to

sewer issues below the bridge before they can continue in about 1-2 months. Clifford Avenue Road Rehabilitation is going out to bid next month. Construction will begin Spring 2027. Freedom Blvd. Road Rehab is about to go out to bid. Watsonville is below the County's average of VMT.

Ecology Action: Complete Streets Implementation Plan is being assembled for Caltrans Planning Grant with METRO. The Watsonville team is exploring a Watsonville bikeway pilot project.

METRO: METRO is working on submitting annual ridership number to the National Transit Database. METRO has their highest ridership since 2011. Tap to Cruz starts on Monday 9/21/26, which will allow contactless payment options. METRO is working through the final design on the Rapid Corridors project. METRO's campaign qualified for the 2028 ballot.

SCCRTC: RTC is applying for an HSIP application for a Crosswalk Set-Aside for SR 9. Cabrillo College is looking to have a new member join ITAC so they can participate more thoroughly. The RTC ad hoc Vision Zero group is still waiting for responses from UCSC and City of Capitola. Replica should be available for participating agencies in the first week of October. The next RTC Programming office hours will be September 24th. The RTC is pursuing three Caltrans planning grants. RTC met with CalSTA to discuss a possible Flexible SRA grant application. The CMCP project list was sent to the county and the City of Scotts Valley for their review.

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

The next ITAC meeting is scheduled for 1:30pm **October 15, 2026**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Future agenda items:

- WZDx report (Pending)
- Trails Master Plan (December)
- Legislative update (December)

12. Adjourn – 3:37 p.m.

Minutes respectfully submitted by Jaeden Gales, Transportation Planner

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

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

RE: Contract Amendment for Vegetation Maintenance Services on the Santa Cruz Branch Rail Line

RECOMMENDATIONS

Staff recommends the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the Executive Director to amend agreement No. TP2183 with Community Tree Service, LLC for on-call services for tree and vegetation control on the Santa Cruz Branch Rail Line right-of-way, increasing the contract budget by \$40,000 for a not-to-exceed amount of \$220,000, and increasing duration of the contract until December 31, 2027.

BACKGROUND

The RTC acquired the Santa Cruz Branch Rail Line (SCBRL) in 2012 for the purpose of providing transportation alternatives in Santa Cruz County. The RTC is responsible for preventative maintenance and preservation of rail infrastructure while exploring transportation uses of the SCBRL corridor. Rail corridor maintenance involves ongoing basic maintenance and vegetation control such as tree removal, tree trimming, and invasive vegetation clearing and removal.

In January 2024, the RTC entered into a two-year independent contractor agreement with Community Tree Service, LLC (Contractor) TP2183, for on-call vegetation management services along the SCBRL corridor. The on-call contract was established so that RTC staff could quickly respond to tree removal, tree trimming, and vegetation control needs along the SCBRL corridor. To address increased and ongoing vegetation management needs, RTC staff have amended contract TP2183 with Contractor to increase compensation by \$50,000 and \$60,000 through two amendments, approved under the Executive Director's Signing Authority in August 2024, and by Board Resolution in May 2025, respectively. The contract was also amended in November 2025 to extend the term.

DISCUSSION

Ownership of the SCBRL corridor requires ongoing vegetation control management for fallen trees, trees with overhanging branches, and vegetation removal in order to prevent overgrowth, fire risk, and damage to the rail line infrastructure or adjacent properties. The contractor has worked with RTC to perform vegetation management on an as-needed basis, including frequent tree removal and tree trimming work in the SCBRL corridor. To efficiently address and respond to ongoing vegetation control needs, specifically tree trimming and removal, RTC staff recommends using services under this existing contract beyond the current contract end date of December 31, 2026. Amending the current contract to add \$40,000 in compensation for vegetation control will allow RTC to perform on-call vegetation management services needed within the SCBRL corridor through the coming storm season and through the end of the extended contract term while concurrently procuring a new on-call tree control contract for needs beyond 2027.

The recommendation for adding funds for Amendment No. 4 of Agreement No. TP2183 is consistent and justified under current RTC procurement policies. Contractor was awarded this contract through an informal bidding procedure subject to the California Uniform Public Construction Cost Accounting Act (CUPCCAA). As of January 1, 2025, informally bid procurement through CUPCCAA applies to public projects under \$220,000.

Staff recommends that the RTC approve a resolution (Attachment 1) authorizing the Executive Director to amend contract TP2183 (Exhibit A to Attachment 1) for vegetation control services along the SCBRL corridor, increasing the contract budget by \$40,000 for a not-to-exceed value of \$220,000 and to extend the contract term to December 31, 2027.

FISCAL IMPACT

There are no new fiscal impacts associated with amending contract TP2183. The staff recommendations are consistent with the approved preventative maintenance budget and Measure D Active Transportation category programming in FY26/27.

SUMMARY

The Santa Cruz Branch Rail Line corridor requires ongoing maintenance including vegetation management such as tree removal, tree trimming, and invasive vegetation removal. To respond to ongoing vegetation maintenance

activities, staff recommends amending contract TP2183, to increase the contract budget by \$40,000 for a not-to-exceed amount of \$220,000 and to extend the term of the contract until December 31, 2027.

Attachments:

1. Resolution

A. Draft Contract Amendment 4 to Agreement No TP2183.

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of October 1, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE
AGREEMENT TP 2183 WITH COMMUNITY TREE SERVICE, LLC FOR
VEGETATION MAINTENANCE ALONG THE SANTA CRUZ BRANCH RAIL
CORRIDOR TO ADD \$40,000 IN COMPENSATION FOR A NOT-TO-EXCEED
VALUE OF \$220,000 AND TO EXTEND THE CONTRACT TERM TO DECEMBER
31, 2027

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

WHEREAS, the RTC has ensured continuation of freight service, has
begun construction of a bicycle and pedestrian trail and completed studies
on potential additional uses of the SCBRL right-of-way;

WHEREAS, the RTC maintains most of the SCBRL corridor north of
active freight operations, at Mile Post 3, Lee Road, in Watsonville;

WHEREAS, routine vegetation management and tree control within the
SCBRL corridor is required to prevent overgrowth, reduce fire risk, and
protect rail line infrastructure; and

WHEREAS, RTC staff propose to continue using the services of
Community Tree Services, LLC for vegetation management and tree control
work that requires additional compensation and extended term duration until
a new contract is procured.

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

The Executive Director is hereby authorized to execute Amendment No. 4 to
Agreement No. TP 2183 with Community Tree Service, LLC for on-call
vegetation management along the Santa Cruz Branch Rail Corridor to
increase the budget by \$40,000 for an amount not to exceed \$220,000 and

to extend Term to December 31, 2027.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Distribution: RTC Fiscal, RTC Project Manager, Contractor

Exhibits:

- a) Draft Amendment to Community Tree Service, LLC Agreement No. TP 2183

AMENDMENT 4

TO AGREEMENT NO. TP2183 BETWEEN COMMUNITY TREE SERVICE AND
THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Effective _____, the parties hereto agree to amend that certain agreement dated January 3, 2024, and amended October 28, 2024, May 12, 2025, and November 8, 2025, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION hereinafter called COMMISSION, and COMMUNITY TREE SERVICE, INC. hereinafter called CONTRACTOR, as follows:

Section 2. Compensation: Payment amount shall be increased by \$40,000 a total amount not to exceed \$220,000.

Section 4. Term: The term of this contract shall be extended through December 31, 2027.

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

SIGNATURES

1. CONTRACTOR:

By _____
Josh Teves
Chief Executive Officer

Date _____

Community Tree Service, Inc.
416 Salinas Road
Royal Oaks, CA 95076
josh.teves@communitytree.com

3. APPROVED AS TO FORM:

By _____
Steve Mattas
RTC Counsel

Date _____

2. SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

By _____
Sarah Christensen
Executive Director

Date _____

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

4. APPROVED AS TO INSURANCE:

By _____
Yesenia Parra
RTC Administrative Services Officer

Date _____

Distribution: RTC Contract Manager, RTC Contracts, CONTRACTOR

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Bella Kressman, Real Property Specialist

RE: Contract TP2625 for On-Call Property and Rail Maintenance
General Repairs for Santa Cruz County Regional Transportation
Commission-Owned Properties

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) accepting the lowest responsible and responsive bid, and authorizing the Executive Director to enter into an agreement (TP 2625) with Summit Signal, Inc. for a total amount not to exceed value of \$40,000 for on-call property and rail maintenance and general repairs, for RTC-owned properties for a contract term through December 31, 2027.

BACKGROUND

The RTC owns the Santa Cruz Branch Line (Branch Line) as well as three residential and commercial-zoned properties located on Soquel Drive in Aptos, CA (Soquel Properties). The Branch Line corridor and underlying rail infrastructure was acquired in 2012 to support delivery of priority transportation projects in the region. The RTC maintains most of the Branch Line and corridor north of Watsonville, except for an approximate 0.5-mile segment of track used for the recreational Beach Train. The Soquel Properties were purchased by the RTC to support delivery and construction of the Segment 12 Coastal Rail Trail project.

Regular maintenance of RTC property is required to preserve asset conditions and ensure public safety. For the Branch Line, this includes routine minor repairs to rail infrastructure and ongoing preventative maintenance work. Staff do not have the specialized equipment to perform the various tasks required for upkeep of the RTC-owned properties. To ensure work is able to be completed, staff has solicited proposals for general repairs and maintenance for RTC property through an informal request for quotes under the California Uniform Public Construction Cost Accounting Act (CUPCCAA), which was adopted by the RTC by resolution in 2019.

DISCUSSION

Routine maintenance on RTC properties supports safe operations and help sustain the condition of rail infrastructure and structures along the Branch Line and the Soquel Properties. Maintenance and repair activities under this contract are described in the Scope of Work (Exhibit A to Attachment 1) and include general rail facility maintenance, replacement of handrails, boards and other minor decking components, repairs to malfunctioning signal equipment, public crossing repairs, and general building repairs and maintenance work.

In accordance with CUPCCAA, staff released an informal Request for Quotes (RFQ) seeking qualified contractors to provide on-call general repairs and property maintenance services for the RTC. Two bids were received for this solicitation. The RTC is recommending contracting with Summit Signal, Inc. (Contractor) who has extensive experience with rail line infrastructure maintenance. The contractor has provided regular and responsive on-call signal repair work for the RTC under an on-call signal maintenance contract.

Upon contract execution, staff anticipates that Contractor will be available and ready to respond to minor repairs as needed. The contract will extend through December 31, 2027, for a not to exceed amount of \$40,000. The bid received is a reasonable cost for these services given the unique requirements for working within a rail corridor.

Staff recommends that the RTC adopt a resolution (Attachment 1) accepting the lowest responsible and responsive bid and authorizing the Executive Director to execute contract TP 2625 for on-call property and rail maintenance and general repairs for RTC Properties with Summit Signal, Inc. for a not-to-exceed value of \$40,000 and a contract term through December 31, 2027, subject to final negotiation and review by legal counsel as to form.

FISCAL IMPACT

Sufficient capacity exists in the FY 2026-27 adopted budget within the Measure D Rail and Active Transportation program for on-call property and rail maintenance and general repairs work.

No additional funding or budget amendment is required as a result of this action. Approval of this contract is consistent with the Commission's approved budget, Measure D expenditure plan, and ongoing maintenance responsibilities for the rail corridor.

SUMMARY

The Santa Cruz Branch Line and the Soquel Properties require ongoing maintenance to ensure public safety and preserve infrastructure conditions. Staff solicited quotes through the RTC's informal bidding process and received two responses. Summit Signal, Inc. had the lowest responsible and responsive bid and has demonstrated the specialized expertise needed for rail corridor maintenance. Staff recommends entering into a contract with Summit Signal, Inc. for an amount not to exceed \$40,000 through December 31, 2027, to provide on-call general repair and maintenance services for RTC properties.

ATTACHMENTS:

1. Resolution
 - a. Exhibit A - Draft Scope for Contract TP 2625

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of October 1, 2026
on the motion of Commissioner
duly seconded by Commissioner

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
ENTER INTO CONTRACT TP2625 WITH SUMMIT SIGNAL, INC FOR ON-CALL
PROPERTY MAINTENANCE AND GENERAL REPAIRS FOR SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION PROPERTIES FOR A NOT-TO-EXCEED
VALUE OF \$40,000 THROUGH DECEMBER 31, 2027

WHEREAS, the Santa Cruz County Regional Transportation Commission
(RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) in October 2012,
and three properties located on Soquel Drive in Aptos, CA in December 2023
(Soquel Property);

WHEREAS, the RTC maintains Branch Line and Soquel Property to support
delivery of priority regional transportation projects, such as passenger rail service
and the Coastal Rail Trail;

WHEREAS, routine maintenance and minor repair work is needed for the
Branch Line and Soquel Property to maintain the asset conditions and ensure
public safety;

WHEREAS, RTC staff are unable to perform the general repair work due to
specialized equipment for rail infrastructure work and general property repairs;

WHEREAS, RTC staff released a request for quotes for on-call general
maintenance services through an informal bidding process; and

WHEREAS, the RTC received two responsive bids, with Summit Signal, Inc.
providing a competitive and comprehensive proposal for on-call rail line
infrastructure and general building repairs work.

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

The Executive Director is hereby authorized to negotiate and enter into contract
TP 2625 with Summit Signal, Inc. for a total amount not to exceed \$40,000 for
on-call property and rail maintenance and general repairs for SCCRTC-owned
properties for a contract term through December 31, 2027, subject to the final
negotiation and review by legal counsel as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibits: Draft Scope for Contract TP2625

Distribution: RTC Fiscal, RTC Project Manager, Contractor

Exhibits:

a) Scope of Work

Project Description: On-Call Property and Rail Maintenance and General Repairs for SCCRTC Property

The Santa Cruz County Regional Transportation Commission (RTC) requests quotes from qualified contractors to provide On-Call General Repairs and Property Maintenance Services for the RTC. The RTC owns and maintains three properties and maintains most of the 32-mile Santa Cruz Branch Rail Line.

Contractors interested in this contract will submit a bid rate sheet (Dated, and with official Company Letterhead) including rates for all laborer classifications expected to perform work under this contract, inspection and reporting fees, materials mark-up fee, and any other eligible expenses for work performance. Maintenance will be performed on an as-needed basis, and Contractor shall respond to service requests within 2 – 3 business days. Contractor shall provide a quote for RTC contract manager review and approval prior to commencing any work. The work for this contract will be issued via Work Orders and compensated on a time and materials basis based off the submitted rate sheet and subject to approval by the RTC contract manager.

All work associated with this contract is subject to prevailing wage requirements.

Contract is anticipated to cover One (1) Year from the Notice to Proceed with the possibility to amend for an additional year extension.

Interested contractors should provide: a dated bid rate sheet, a cover letter, and proof of valid contractor's license.

Scope of Work:

Contractor shall provide general building and rail maintenance services as needed, for RTC Property. Services may include the following work as needed:

1. General Building Repairs and Maintenance

- Minor carpentry repairs (e.g., doors, locks, hinges, skirting)
- Minor drywall/plaster patching and painting
- Replacement of worn items (door stoppers, etc.)
- Painting
- Mitigation for rot, mold, water damage, and building decay
- As needed tasks to protect building infrastructure

2. Minor Rail & Corridor Maintenance Activities

- General Rail Facility Maintenance
- Minor Decking Replacement
- Crossing & Walkway Maintenance
- Fencing & Handrail Replacement
- Drainage & Vegetation Management
- Signage installation

The following services are not included in the scope:

- Major structural repairs
- HVAC servicing and complex system maintenance

Reporting

After completion of work, the Contractor shall provide:

- Brief written reports outlining tasks completed
- Photographic evidence (where applicable)
- Notification of any issues outside the Contractor's scope

Materials

Contractor shall supply all necessary tools and equipment. All materials used for repairs will be billed at cost, plus a markup for handling. The materials may include but are not limited to:

- Locks, bars, clamps, fasteners, and security hardware
- Drywall, Flooring, Subflooring, Plywood, and framing supplies
- Paint and painting supplies
- Plumbing fittings and fixtures
- Electricity repair materials and hardware
- Fasteners and hardware

Reporting

After completion of work, the Contractor shall provide:

- Brief written reports outlining tasks completed
- Photographic evidence (where applicable)
- Notification of any issues outside the Contractor's scope

The Contractor shall comply with all applicable Federal, State and Local laws and regulations. Contractor must be capable of assembling, directing, and managing a work force that can complete the required operations. The contractor will be expected to respond promptly to service requests and complete the work efficiently and to the RTC's satisfaction. Contractor is responsible for maintaining a clean and safe work area.

Access

Contractor will be responsible for any damage to RTC property and freight easement. Heavy equipment shall not cross the railroad tracks, unless at a roadway at-grade crossing. Small lightweight equipment may be driven on the property, upon approval by contract manager only. Contractor will return RTC property to pre-work conditions. A copy of the RTC standard independent contractor agreement for construction will be provided prior to contract execution, which includes requirements by the RTC. RTC safety training, costing \$50 per worker, is required unless workers have taken the training in the past 2 years. As the locations for these tasks are in areas that are not in use for railroad activities, flagging is not expected to be required. Under special circumstances, work near used portions of the rail line may require flagging which will be compensated by the RTC.

Labor Requirements

The Contractor shall comply with all applicable provisions of the California Labor Code, Division 3, Part 7, Chapter 1, Articles 1 – 5, including, without limitation, the payment of the general prevailing per diem wage rates for public work projects of more than one thousand dollars (\$1,000). Copies of the prevailing rate of per diem wages are available online at <https://www.dir.ca.gov/Public-Works/Prevailing-Wage.html>. In addition, the Contractor and each subcontractor shall comply with Chapter 1 of Division 2, Part 7 of the California Labor Code, beginning with Section 1720, and including Section 1735, 1777.5 and 1777.6, forbidding discrimination, and Sections 1776, 1777.5 and 1777.6 concerning the employment of apprentices by Contractor or subcontractors. Willful failure to comply may result in penalties, including loss of the right to bid on or receive public works contracts.

Contractor and its subcontractor(s) shall be registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 and in accordance with Labor Code section 1771.1.

Contractor and its subcontractor(s) shall upload certified payroll records ("CPR") electronically using California Department of Industrial Relations' (DIR) eCPR System by uploading the CPRs by electronic XML file or entering each record manually using the DIR's iform (or current form) online on a weekly basis and within ten (10) days of any request by the District or Labor Commissioner at <http://www.dir.ca.gov/Public-Works/Certified-Payroll-Reporting.html> or current application and URL, showing the name, address, social security number, work classification, straight time, and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the Contractor and/or each subcontractor in connection with the Work.

Contractor shall perform the Work of the Project while complying with all the applicable regulations, including section 16000, et seq., of Title 8 of the California Code of Regulations and is subject to labor compliance monitoring and enforcement by the Department of Industrial Relations.

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Jaeden Gales, Transportation Planner

RE: Zero Emission Passenger Rail and Trail Project: Flexible State Rail Assistance Grant Application

RECOMMENDATIONS

Staff recommend the Regional Transportation Commission (RTC) authorize staff to apply for CalSTA's Flexible State Rail Assistance Cycle 2 for the Zero Emission Passenger Rail and Trail Project.

BACKGROUND

The Zero Emission Passenger Rail and Trail (ZEPRT) Project proposes approximately 22 miles of zero-emission passenger rail service on the Santa Cruz Branch Rail Line between Santa Cruz and Pajaro, along with approximately 12 miles of Coastal Rail Trail. The Project Fact Sheet is included as Attachment 1. The RTC completed the ZEPRT Project Concept Report in 2025, and the next phase of project development includes environmental review and preliminary engineering. Additional funding is needed to advance this phase of work, and the project is on hold until the necessary \$20 million to complete the environmental review and preliminary engineering is secured.

At the RTC's March 5, 2026 meeting, the Commission authorized staff to pursue federal earmarks, competitive grant opportunities, and state budget funding. This approval was intended to support preparation of the environmental document needed to advance the ZEPRT Project. This direction recognized the limited availability of local funding for the next phase of project development and the importance of leveraging outside funding sources to advance the project.

At its June 11, 2026 meeting, the Commission approved programming \$1.4 million in Measure D-Rail Corridor funds to contribute toward the local match for a federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program application for the ZEPRT environmental analysis and preliminary engineering work.

DISCUSSION

The California State Transportation Agency (CalSTA) Flexible State Rail Assistance (SRA) Program provides funding for intercity and commuter rail projects throughout California. Cycle 2 makes funding available for eligible rail capital and planning activities, including environmental review, preliminary engineering, feasibility studies, service development planning, and other activities that support the development and improvement of passenger rail service. The Flexible SRA funding eligibility aligns with the current needs of the ZEPRT project's environmental review and preliminary engineering phase.

The Flexible SRA program includes eligibility for public agencies authorized to plan or manage intercity rail operations for aspiring rail corridors. The Santa Cruz Branch Rail Line is identified in the California State Rail Plan as a future long-term passenger rail corridor, and the RTC is the owner of the Branch Line and lead agency advancing ZEPRT. Staff confirmed with CalSTA project eligibility and strategized the most appropriate activities and funding amount to include in the Cycle 2 application.

The current funding need for the next step in project development, which is environmental analysis and preliminary engineering, is \$20 million. If awarded, Flexible SRA funds would be used to support eligible ZEPRT project development activities and would supplement other state, federal, and local funding pursued for the environmental and preliminary engineering phase. Staff will develop the application consistent with CalSTA requirements and return to the Commission as needed for any subsequent actions required to accept, program, or administer an award.

Staff recommends the Regional Transportation Commission (RTC) authorize submission of an application for CalSTA's Flexible State Rail Assistance Cycle 2 for the environmental analysis and preliminary engineering of the ZEPRT Project.

FISCAL IMPACT

There is no match requirement for this grant application. Therefore, no additional funding or budget amendment is required because of this action. The project's current cost estimate for the environmental analysis and preliminary engineering work is \$25.2 million, which includes \$5 million of combined Measure D and State Transportation Improvement Program funds programmed to the project.

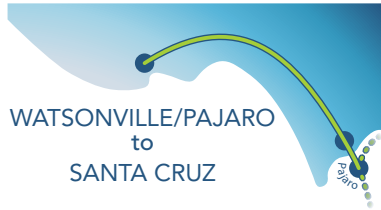
SUMMARY

The ZEPRT Project requires additional funding to advance environmental review and preliminary engineering. The Commission has previously authorized staff to pursue state and federal funding for this phase of work, including federal earmark funding and a Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant application supported by Measure D Rail Corridor funds. Staff have identified the California State Transportation Agency's Flexible State Rail Assistance Program as an additional potential funding source for ZEPRT. Staff recommend authorizing submission of an application for Flexible State Rail Assistance funds to support continued project development.

Attachments:

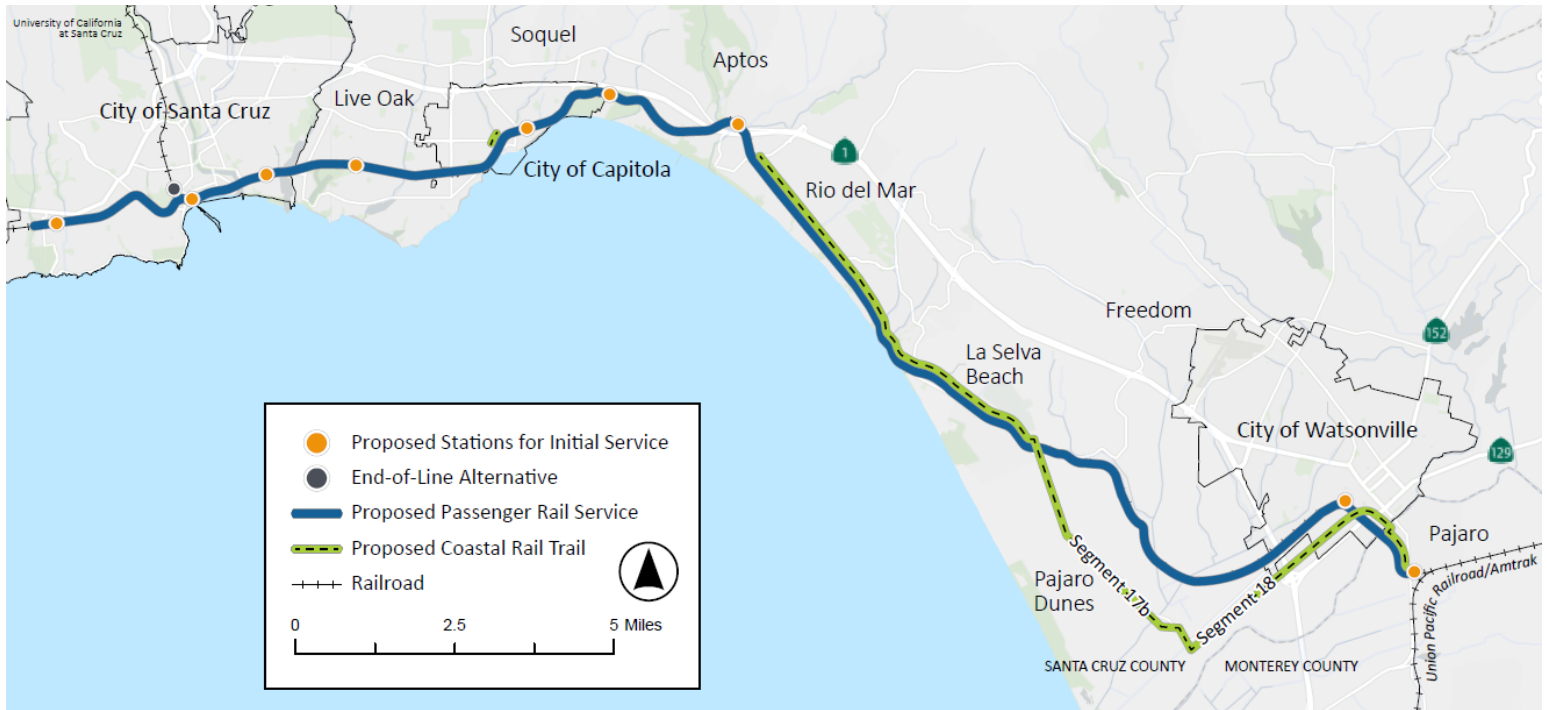
1. ZEPRT Project Fact Sheet

ZERO EMISSION PASSENGER RAIL AND TRAIL



FACT SHEET FINAL PROJECT CONCEPT OCTOBER 2026

The Santa Cruz County Regional Transportation Commission (RTC) completed a key milestone and accepted the Zero Emission Passenger Rail and Trail (ZEPRT) Final Project Concept Report in December 2025. The full report includes conceptual rail and trail alignment, ridership projections, station locations and design, operations, capital and operating cost estimates, and more. The Final Project Concept identifies improvements to better connect populated areas of Santa Cruz County, support diverse transportation needs, provide bicycle and pedestrian linkages, and enhance safe access to transportation options.



The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Branch Line from Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes to develop 12 miles of Coastal Rail Trail (Segments 13-20) from Rio Del Mar Boulevard through La Selva Beach and Watsonville and the Capitola Trestle portion (Segment 11, Phase 2).

PASSENGER RAIL VEHICLE

ZEPRT proposes use of multiple unit trains, which include options for the following features:

- Passenger capacity (110–225 seats)
- Interoperability with freight
- Multiple propulsion options (battery, hydrogen, diesel, hybrid)
- Level boarding
- Quiet operation with hydrogen or battery propulsion
- Variety of interior amenity possibilities
- Sleek & modern appearance

NEXT STEPS

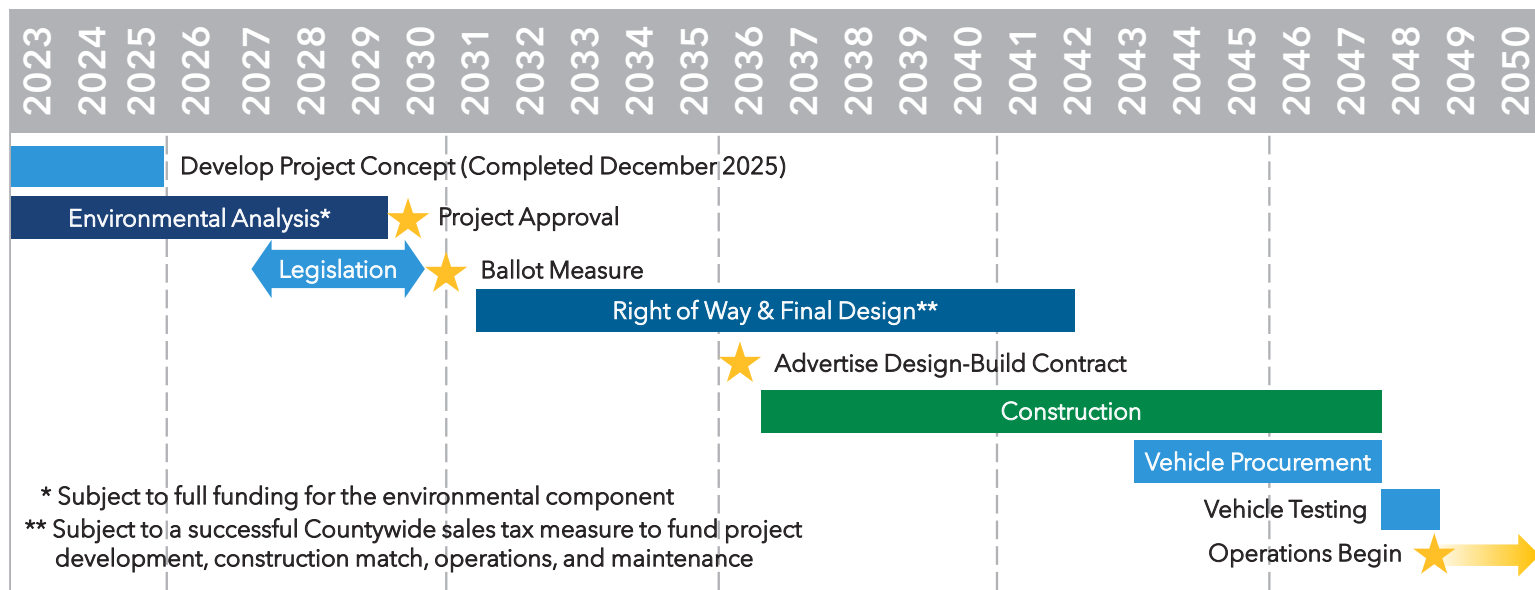
The next steps for project development are on hold until additional funding is secured. Once \$20 million funding gap is addressed, the remaining preliminary engineering and environmental analysis work will proceed, followed by approval of a preferred project by the Commission, special legislation to raise the sales tax limit, and successful Countywide sales tax measure (1.5% to 2.25%) to fund the remaining project development, construction match, operations, and maintenance of the facility.



San Bernardino County Transportation Authority recently launched service of its zero-emission Stadler FLIRT multiple unit vehicle.



ZEPRT PROJECT SCHEDULE



ESTIMATED END-TO-END TRAVEL TIME



40–55 MINUTES
 Includes nine stations



RIDERSHIP PROJECTIONS

Typical ridership estimated at
4,200–5,400 boardings per weekday

Boardings means each time a passenger steps aboard the rail vehicle. Ridership will continue to be refined as the ZEPRT project advances.

- Ridership likely slightly lower on weekends
- Future land use changes likely to contribute additional riders
- Ridership increased by improved walking and biking to stations, wayfinding, direct bus connections, and park and ride facilities

PROJECT COST

Includes design and construction of the rail and trail and associated infrastructure with contingency applied.

Estimated Total Capital Cost
\$4.28 billion (2025 dollars)

Capital costs would vary based on further refinement of conceptual design through Beach Street corridor (Santa Cruz), and excludes costs for major trail structures (i.e. bridges) and trail sections located outside of rail corridor.

OPERATING COSTS

Includes expenses to operate and maintain passenger rail service once constructed.

Estimated Annual Operating Expenses
\$34 to \$41 million (2025 dollars)

Operating costs are based on service running every 30 minutes from average estimated annual operating expenses with and without a +20% contingency, which accounts for variables of historical experience of labor costs and the uncertainty around hydrogen-fueled train operations.

STAY CONNECTED



Learn more at sccrtc.org/zeprt
 (View the full Final Project Concept Report under Resources)



Email comments or questions to zeprt@sccrtc.org



AGENDA: October 1, 2026

TO: Regional Transportation Commission (RTC)

FROM: Edgar Arteaga, Accountant I
Marim Pearson, Finance and Budget Officer

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

BACKGROUND:

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

Included in the attachment are the FY 2026-27 Transportation Development Act revenues. Based on actuals, August FY 2026-27 revenues were 9.23% higher than August FY 2025-26. Actual revenues for August FY 2026-27 were 7.62% higher than budgeted amount.

Staff will continue to monitor revenues and provide recommendations at a future Santa Cruz County Regional Transportation Commission (RTC) meeting, if action is needed.

DISCUSSION:

As the Regional Transportation Planning Agency for Santa Cruz County, the RTC is responsible for receiving and managing funds, and processing Transportation Development Act apportionments. These revenues are generated at the "point of sale" for purchases made within the County of Santa Cruz. Revenues are collected by the California Department of Tax and Fee Administration and distributed each month to the TDA trust fund held at the Santa Cruz County treasury for the RTC as administrator.

FY 2026-27 Cash Receipts

Transportation Development Act FY 2026-27 budgeted revenues are projected to increase by \$44,948 (+0.36%), from an estimated \$12,617,577 in FY 2025-26 to \$12,662,525 in FY 2026-27. FY 2026-27 Transportation Development Act cash receipts for August 2026 are \$104,125 (9.23%) higher at \$1,231,801

compared to \$1,127,676 in August 2025. August 2026 cash receipts represent May 2026 sales tax revenues as shown in Attachment 1.

FY 2025-26 Year Transportation Development Act Revenues

Actual Cash Receipts August 2026

FY 2025-26	FY 2026-27	Increase / (-) Decrease	
1,127,676	1,231,801	9.23%	104,125

Budgeted to Actuals August 2026

Budgeted	Actual	Increase / (-) Decrease	
1,144,591	1,231,801	7.62%	87,210

FISCAL IMPACT:

This is a status report, there is no fiscal impact beyond reported TDA revenue.

Attachment

1. Status Report on Transportation Development Act Revenues as of August 2026

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

ATTACHMENT 1

MONTH	FY2025-26 ACTUAL REVENUE	FY2026-27 BUDGETED REVENUE	FY2026-27 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY 2026-27 COMPARED TO ACTUAL FY 2025-26	
							\$ Increase (+) /Decrease (-)	% Increase (+) /Decrease (-)
							FY2026 to FY2027	FY2026 to FY2027
JULY	1,111,944	1,128,623	1,133,897	5,274	0.47%	100.47%	21,953	1.97%
AUGUST	1,127,676	1,144,591	1,231,801	87,210	7.62%	70.96%	104,125	9.23%
SEPTEMBER	1,044,944	1,060,618	-					
OCTOBER	1,082,956	1,099,200	-					
NOVEMBER	1,199,320	1,217,310	-					
DECEMBER	1,009,591	1,024,735	-					
JANUARY	927,429	915,473	-					
FEBRUARY	1,308,861	1,234,880	-					
MARCH	961,286	886,535	-					
APRIL	860,370	839,194	-					
MAY	1,087,541	1,133,823	-					
JUNE	1,056,312	977,543	-					
TOTAL	12,778,230	12,662,525	2,365,698	92,484	0.73%	18.68%	126,078	0.99%

July 2026 through June 2027	12,778,230	12,662,525	2,365,698	92,484	-81.32% Cash	126,078	-81.49%
September 2026 through June 2027	10,538,610	10,389,311	-	-	-100.00% Accrual	-	-100.00%

C:\Users\earteaga\Documents\[July August TDA Revenue - BOD.xlsx]Summary

AGENDA: October 1, 2026

TO: Regional Transportation Commission (RTC)

FROM: Edgar Arteaga, Accountant I
Marim Pearson, Finance and Budget Officer

RE: Measure D Revenues from August 2026

BACKGROUND

Measure D revenues are received monthly from the California Department of Tax and Fee Administration and distributed to the direct recipients. Attachment 1 provides the Commission with the status of cumulative revenue receipts from July 2026 through June 2027 and compares the total to the same period in fiscal year (FY) 2025-26 in dollars and as a percentage.

Included in the attachment is the August 2026 Measure D revenue report. Cash receipts are \$2,459,159 (2.83%) lower than the receipts from August 2025. Staff will continue to monitor revenues and provide updates monthly.

DISCUSSION:

Measure D FY 2026-27 budgeted revenues were projected to increase by \$65,198 (0.24%) from \$27,666,801 in FY2025-26 to \$27,731,999 in FY2026-27, effectively no change in the projection.

FY 2026-27 Cash Receipts

FY 26-27 Measure D cash receipts for August 2026 are \$71,552 (2.83%) lower at \$2,459,158.96 compared to \$2,530,710.94 in the same period in FY 2025-26. August 2026 cash receipts represent June 2026 sales tax revenues.

Aug-25	Aug-26	Increase / (-) Decrease	
2,530,711	2,459,159	-2.83%	(71,552)

FY 2025-26 Quarterly Sales Tax Revenues

The August 2026 distribution from the California Department of Tax and Fee Administration represents June 2026 sales tax revenues. For seasonal comparison, compare current and prior fiscal years at the end of each

quarter on an accrual basis. Q1 represents July through September 2025 revenues received September through November 2025. Q2 represents October through December revenues received December 2025 through February 2026. Q3 represents January through March 2026 revenues received March through May 2026. Q4 represents April through June 2026 revenues received June through August 2026.

FY 2025-26 Year Meas D Revenues - Quarterly Comparison to FY 2024-25 Accrual Basis - Actual

	Q1 (July-Sep)	Q2 (Oct-Dec)	Q3 (Jan-March)	Q4 (Apr-June)	Fiscal YTD
FY 2024-25	6,865,876	7,150,991	6,429,366	7,102,993	27,549,226
FY 2025-26	7,096,086	7,205,900	6,318,579	7,237,852	27,858,417
\$ Difference	230,210	54,909	(110,787)	134,859	309,191
% Difference	3.35%	0.77%	-1.72%	1.90%	1.12%

FY 2025-26 Year Meas D Revenues - Quarterly Comparison to FY 2024-25 Accrual Basis - Projected

	Q1 Projected (July-Sep)	Q2 Projected (Oct-Dec)	Q3 Projected (Jan-Mar)	Q4 Projected (Apr-Jun)	Fiscal YTD
FY 2024-25	6,865,876	7,150,991	6,038,547	6,703,524	26,758,938
FY 2025-26	7,096,086	7,205,900	6,280,993	7,005,642	27,588,621
\$ Difference	230,210	54,909	242,446	302,118	829,683
% Difference	3.35%	0.77%	4.01%	4.51%	3.10%

As the administrator of Measure D, RTC allocates, administers, and oversees the expenditure of all Measure D revenues that are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan. Measure D revenues are collected by the California Department of Tax and Fee Administration and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D general fund, then distributed to the separate fiduciary fund for each of the five investment categories. Each month the RTC distributes the revenues from the Neighborhood and Transit categories to the direct recipients based on actual revenues received.

FISCAL IMPACT:

This is a status report; there is no fiscal impact beyond reported Measure D revenue.

Attachments

1. Status Report on Measure D Revenues from August 2026.

SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY 2027 ENDING JUNE 30, 2027

	RATE	JULY	AUGUST	FY 2027 TOTAL	FY 2026 TOTAL	% Increase (+) /Decrease (-) FY 2026 to FY 2027	\$ Increase (+) /Decrease (-) FY 2026 to FY 2027
GROSS		2,468,294.85	2,518,478.96	4,986,773.81	4,970,306.19		
BOE FEES		-	(59,320.00)	(59,320.00)	(60,410.00)		
NET		2,468,294.85	2,459,158.96	4,927,453.81	4,909,896.19	0.36%	17,557.62
ADMINISTRATION & IMPLEMENTATION - 729100/75381							
ADMINISTRATION - SALARIES & BENEFITS	1%	24,682.95	24,591.59	49,274.54	49,098.96	0.36%	175.58
O/H ADMIN		22,821.85	22,737.38	45,559.24	51,908.90	-12.23%	(6,349.66)
SALARIES & O/H IMPEME& OVERSIGHT		11,786.89	11,786.89	23,573.78	23,573.80	0.00%	(0.01)
SERVICES & SUPPLIES		2,000.00	2,000.00	4,000.00	22,354.83	-82.11%	(18,354.83)
Subtotal		61,291.69	61,115.87	122,407.56	146,936.49	-16.69%	(24,528.93)
TO DISTRIBUTE TO INVESTMENT CATEGORIES		2,407,003.16	2,398,043.09	4,805,046.25	4,762,959.70	0.88%	42,086.55
1. NEIGHBORHOOD - 729200/75382	30%	722,100.95	719,412.93	1,441,513.88	1,428,887.91	0.88%	12,625.96
SLV SR9	Fixed \$	27,777.78	27,777.78	55,555.56	55,555.56	0.00%	-
HWY 17 Wildlife	Fixed \$	13,888.89	13,888.89	27,777.78	27,777.78	0.00%	-
		41,666.67	41,666.67	83,333.33	83,333.33	0.00%	-
City of Capitola - V41597	4.8714%	33,146.37	33,015.43	66,161.79	65,528.50	0.97%	633.29
City of Santa Cruz - V110467	22.3699%	152,212.72	151,611.41	303,824.13	301,500.21	0.77%	2,323.93
City of Scotts Valley - V102713	4.8745%	33,168.00	33,036.97	66,204.97	65,565.72	0.97%	639.24
City of Watsonville - V111928	16.0133%	108,959.81	108,529.37	217,489.18	215,402.66	0.97%	2,086.52
County of Santa Cruz	51.8709%	352,947.39	351,553.09	704,500.47	697,557.49	1.00%	6,942.98
	100%	680,434.28	677,746.26	1,358,180.54	1,345,554.58	0.94%	12,625.96
2. HWY Corridors - 729300/75383	25%	601,750.79	599,510.77	1,201,261.56	1,190,739.93	0.88%	10,521.64
3. TRANSIT/PARATRANSIT - 729400/75384	20%	481,400.63	479,608.62	961,009.25	952,591.94	0.88%	8,417.31
Santa Cruz Metro (SCMTD) 16%	80%	385,120.50	383,686.90	768,807.40	762,073.55	0.88%	6,733.85
Community Bridges - V127587 - 4%	20%	96,280.13	95,921.72	192,201.85	190,518.39	0.88%	1,683.46
4. ACTIVE TRANSPORT262626ATION - 729500/75385	17%	409,190.54	407,667.33	816,857.86	809,703.15	0.88%	7,154.71
5. RAIL CORRIDOR - 729600/75386	8%	192,560.25	191,843.45	384,403.70	381,036.78	0.88%	3,366.92
DISTRIBUTED TO INVESTMENT CATEGORIES	100%	2,407,003.16	2,398,043.09	4,805,046.25	4,762,959.70	0.88%	42,086.55
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES		2,468,294.85	2,459,158.96	4,927,453.81	4,909,896.19	0.36%	17,557.62

I:\FISCAL\6.Measure D\2Distribution To Investment Category\FY2027\FY2027 02 August 2027 Measure D Distribution with YTD comparison.xlsx]Summary

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Tommy Travers, Transportation Planner

RE: Fiscal Year 2024/25 Measure D Annual Report

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) accept the Measure D Taxpayer Oversight Committee report ([Attachment 1](#)) regarding Fiscal Year 2024-2025 expenditures and audits.

BACKGROUND

In November 2016, over two-thirds of Santa Cruz County voters approved Measure D titled the "Santa Cruz County Transportation Improvement Plan Measure." The measure imposed a 0.5% transactions and use tax that went into effect in April 2017, with the state making the first payments of revenues collected to the Santa Cruz County Regional Transportation Commission in summer 2017. The [Measure D Ordinance](#) includes several safeguards to ensure accountability, transparency, and public oversight of all funds collected and allocated (Ordinance Section 32).

The agencies that receive Measure D revenues include the RTC, the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), and Community Bridges' Lift Line program. Each agency receiving Measure D revenues is required to provide audited financial statements and expenditures reporting showing how Measure D funds were spent in the prior fiscal year. The purpose of the audits and reports is to document that the expenditure of Measure D funds is in accordance with the Measure D Ordinance, Measure D Expenditure Plan, and the Measure D Funding Agreements between RTC and agencies that receive Measure D revenues.

Pursuant to Section 32C of the voter-approved Ordinance, Measure D requires establishment of an independent oversight committee made up of volunteer local residents living in each county supervisorial district. The oversight committee is tasked with the following responsibilities:

- Reviewing expenditures on an annual basis to ensure they conform to the Ordinance;
- Reviewing annual audits and reports prepared by independent auditors, describing how funds were spent; and
- Producing a publicly available Annual Report of oversight activities.

DISCUSSION

Each agency that receives Measure D revenues is required to submit to the RTC its Measure D FY2024/25 audited financial statements as well as expenditure information and other Measure D compliance reporting; this includes a description of how Measure D funds were used as leverage to secure state and federal funds and a description of planned use of carryover balances. The Measure D Taxpayer Oversight Committee and RTC staff reviewed the reporting provided by each agency and posted all information publicly, available online at:

<https://www.sccrtc.org/funding-planning/measured/taxpayer-oversight/#reports>

The Measure D Taxpayer Oversight Committee met in April and August 2026 to discuss the Measure D audits and expenditure reporting at meetings open to the public, ask questions of the recipient agencies' staff, and discuss content for the annual report. The Measure D Taxpayer Oversight Committee members worked with staff to prepare an annual report which states that the Measure D Taxpayer Oversight Committee concluded that the expenditure of Measure D funds was in accordance with the Measure D Ordinance and Expenditure Plan for the period of July 1, 2024, through June 30, 2025. The annual report focuses on the expenditures and the major projects being delivered thanks to Measure D; it also describes how Measure D has been used as leverage to secure significant outside grant funding through FY2024/25 and lists some of the planned uses of carryover balances and future revenues. **Staff recommends that the RTC accept the Committee's Measure D Annual Report for FY2024/25** (Attachment 1).

FISCAL IMPACTS

There are no fiscal impacts associated with receiving the Measure D Taxpayer Oversight Committee Annual Report.

SUMMARY

The Measure D Ordinance requires the oversight committee to report to the public regarding the FY2024/25 expenditures and annual audits. The Measure D Taxpayer Oversight Committee concluded that the expenditure of

Measure D funds was in accordance with the Measure D Ordinance and Expenditure Plan for the period of July 1, 2024, through June 30, 2025. The Measure D Annual Report communicates the findings of the oversight committee and describes expenditures.

Attachment:

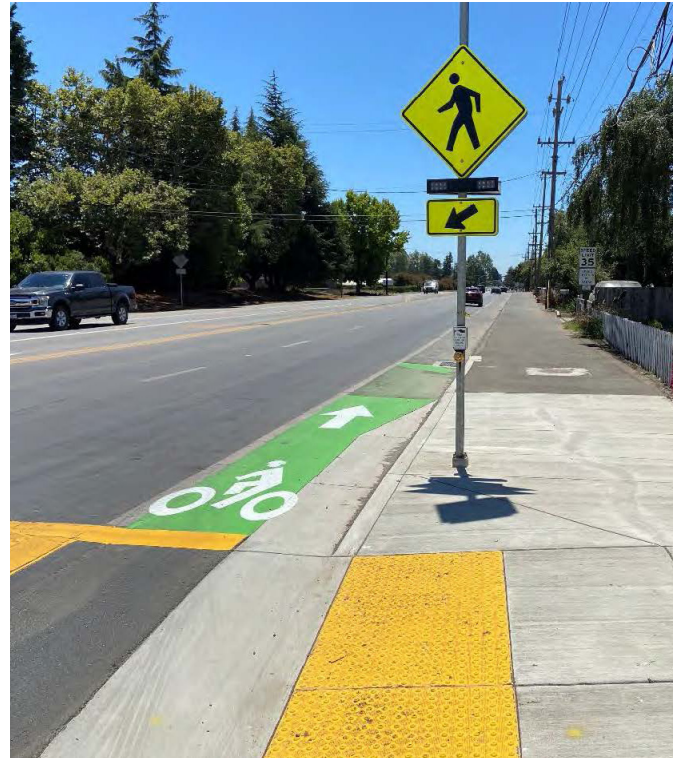
1. FY2024/25 Measure D Annual Report

[https://rtcsc.sharepoint.com/RTC Staff Reports/RTC2026/10/Consent/Measure D FY25 Annual Report/MeasD-AnnualReport-TOC-24-25-SR-Draft.docx](https://rtcsc.sharepoint.com/RTC%20Staff%20Reports/RTC2026/10/Consent/Measure%20D%20FY25%20Annual%20Report/MeasD-AnnualReport-TOC-24-25-SR-Draft.docx)



Measure D Transportation Sales Tax

Taxpayer Oversight Committee
Annual Report: Fiscal Year 2024/2025



Executive Summary

In 2016, Santa Cruz County voters overwhelmingly approved **Measure D**, a half-cent sales tax dedicated to improving transportation across the county. This 30-year measure funds five key areas:

- Local streets and roads
- Public transit and paratransit
- Highway improvements
- Rail preservation and studies
- Coastal Rail Trail

Since it took effect in April 2017, through June 2025, Measure D has generated over **\$223 million** for local transportation projects, with **\$27.6 million** collected in the 2024/2025 fiscal year. These funds are being used for dozens of projects—fixing roads, improving safety for cyclists and pedestrians, expanding transit options, and tackling major infrastructure needs.

The **Santa Cruz County Regional Transportation Commission** oversees Measure D and distributes half the funds directly to local cities, the county, Santa Cruz METRO, and Community Bridges' Lift Line. Each agency is required to prepare a five-year spending plan annually, outlining how current and future funds will be used.

Measure D dollars have also helped bring in nearly **\$500 million** in outside grants through June 2025, multiplying the impact of local tax dollars and speeding up progress on key regional projects.

Thanks to voter support, Measure D continues to be a reliable and direct source of funding for transportation improvements that reduce traffic congestion, cut greenhouse gas emissions, and make it easier and safer for everyone to get around Santa Cruz County.



MEASURE D TAXPAYER OVERSIGHT COMMITTEE

ANNUAL REPORT

FISCAL YEAR ENDING JUNE 30, 2025

In November 2016, over two-thirds of Santa Cruz County voters approved Measure D, an ordinance with a comprehensive and inclusive package of transportation improvements to be developed in the county that would be funded by the imposition of a retail transactions and use tax of one-half of one percent (0.5%) for a period of 30 years.

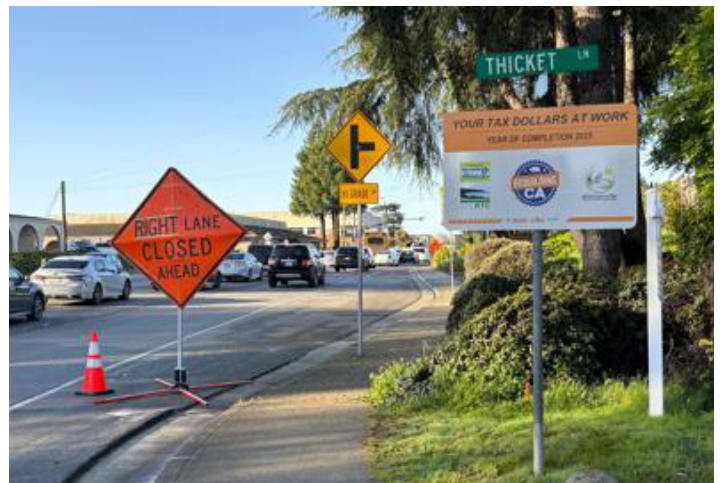
The tax became effective on April 1, 2017. The Santa Cruz County Regional Transportation Commission (RTC) is designated as the Local Transportation Authority to implement the provisions of Measure D. Consistent with the Measure D Transportation Improvement Expenditure Plan, the RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula to other agencies.

Through June 2025, over \$223 million in tax revenues were generated and over \$154 million of Measure D funds expended by the RTC and the other recipient local agencies. \$53 million of carryover Measure D Funds add to the anticipated future annual revenues of over \$28 million per year; these funds will be used on transportation projects identified in each agency's 5-year program of projects (5-year plans).

The voter-approved Measure D Ordinance specifies that an independent Taxpayer Oversight Committee (Committee) review the annual independent fiscal audit of the expenditure of Measure D funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and Ordinance. The Committee consists of five members who are residents of Santa Cruz County and are neither elected officials of any government nor employees from any agency or organization that oversees or implements projects funded from the proceeds of the tax.

Committee members are appointed for two-year terms. The current Committee Members are:

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



The Committee held in-person meetings on April 1 and August 17, 2026, to review FY 2024/25 expenditures. Meeting materials and minutes are available for review on the RTC website: <https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>.

The Committee reviewed the Measure D Financial Statements, audited by independent Certified Public Accounting firms, and also reviewed the annual expenditure reports submitted by each of the Measure D recipient agencies:

- Santa Cruz County Regional Transportation Commission
- County of Santa Cruz
- City of Capitola
- City of Santa Cruz
- City of Scotts Valley
- City of Watsonville
- Santa Cruz METRO
- Community Bridges's Lift Line

The audits contained no material findings. All agencies' expenditures in FY 2024/25 were found to be consistent with the Ordinance and Expenditure Plan. The Committee took action not to accept METRO's audit because the auditor did not provide a clear, unqualified opinion in support of METRO's compliance with Measure D. After following up with the auditor, the firm indicated that the language was unintentional and that it will express direct opinions in its audits of METRO and of the County of Santa Cruz for subsequent fiscal years; however, it did not act to revise the FY 2024/25 audit.

The Measure D Transportation Improvement Expenditure Plan provides for the allocation of investments of Measure D funds for neighborhood projects (30%), highway corridors (25%), transit for seniors and people with disabilities (20%), active transportation (17%) and the rail corridor (8%). For FY 2024/25, the RTC allocated \$27 million in net Measure D revenues to cities, the County, Santa Cruz METRO, Community Bridges, and regional investment categories and projects based on formulas set forth in the voter approved Measure D Ordinance and Expenditure Plan. The RTC expended \$20.7 million in the regional categories and the other recipient agencies expended \$10.7 million of Measure D revenues on projects and services in FY 2024/25. Any balance of allocations not expended through FY 2024/25 are carried over for use in future years on projects identified in the 5-Year Plans.



A summary of Measure D revenues and expenditures from July 1, 2024 through June 30, 2025, and balances follows:

Investment Category	FY24/25 Allocations* (Accrual basis)	Distributions (Cash Basis, Paid 7/1/24-6/30/25)	FY24/25 Recipient-reported spending
Neighborhood	\$8,043,811	\$8,044,420	\$6,206,666
SLV Hwy 9	\$277,778	\$333,332	\$5,810
Hwy 17 Wildlife	\$138,889	\$166,666	----**
City of Capitola	\$368,856	\$364,858	\$17,869
City of Santa Cruz	\$1,724,352	\$1,705,651	\$1,754,142
City of Scotts Valley	\$382,570	\$378,424	\$675
City of Watsonville	\$1,187,516	\$1,174,632	\$1,266,205
County of Santa Cruz	\$3,963,850	\$3,920,857	\$3,807,423
Transit/Paratransit - METRO	\$4,298,342	\$4,290,359	\$2,761,110
Paratransit - Lift Line	\$1,074,586	\$1,072,590	\$1,136,223
Highway Corridors	\$6,749,297	\$6,703,682	\$13,034,190
Active Transportation	\$4,824,689	\$4,558,502	\$4,253,000
Rail Corridor	\$1,991,649	\$2,145,178	\$3,358,759
Subtotal (net fees, admin/implementation)	\$26,982,374	\$26,814,731	\$31,395,406
Admin. salaries & benefits	\$244,257	\$274,648	\$231,859
Implementation & Oversight	\$372,466	\$375,757	\$85,489 ***
Total	\$27,599,097	\$27,465,136	\$31,712,754
State CDTFA (BOE) Fees	\$189,850	\$173,710	

Figure 1: FY 2024/25 Revenue & Expenditures Summary

Notes:

*Allocations shown reflect RTC payments on an accrual basis, whereas some agencies showed revenues on a modified accrual or cash basis in their audits. Interest earning and other adjustments are not shown in this table.

**\$210,573 was applied towards repayment of an inter-program loan and is therefore not included as FY2024/25 recipient expenditure.

***Excluding Services and Supplies in the amount of \$6,403

As shown in the table above, the total Measure D funds collected and allocated (on an accrual basis) for FY 2024/25 by the RTC were \$27,599,097; this is nearly the same as in FY 2023/24.

Approximately \$53 million in Measure D revenues were carried over to FY 2025/26. Each agency develops and annually updates 5-year plans that indicate the projects that will be funded with the carryover funding and future anticipated revenues. This information can be found in each agency’s most recent plan online at: <https://sccrtc.org/funding-planning/measured>.

Measure D continues to serve as a crucial source of local transportation funding for the Santa Cruz County community and has been leveraged to secure nearly \$500 million through June 2025 in outside funding for our transportation system. More details are included in this annual report.

The Measure D Oversight Committee hereby finds that the RTC and Recipient Agencies are proceeding in accordance with the Measure D Ordinance, based on our review of the audited financial statements and the expenditure reports for the period from July 1, 2024, through June 30, 2025.

Philip Hodsdon, Chair 2026

Measure D Taxpayer Oversight Committee
Santa Cruz County Regional Transportation Commission



Your Measure D Dollars at Work

In FY 2024/25, recipients used Measure D funds to provide comprehensive and inclusive transportation projects throughout Santa Cruz County. In addition to addressing local street and road maintenance, improving bicycle and pedestrian safety, enhancing transit and paratransit service, designing and initiating construction of major infrastructure projects, and providing traveler information and assistance programs, the funds were used as leverage to secure outside grant funding, to prepare upcoming projects for future construction, to improve sustainability, and to reduce greenhouse gas emissions.

Highlights of Projects Funded by Measure D in FY 2024/25

Each of the agencies that receive Measure D revenues prepare reports and an audit showing how funds were spent. Additional information on expenditures is included in each recipient agency's annual Expenditure Report, available online at: sccrtc.org/funding-planning/measured/taxpayer-oversight/.

Neighborhood Projects: 30% of Measure D Revenues

County of Santa Cruz

- ▶ 2024 Measure D Resurfacing Project + East Cliff Drive Resurfacing: 5.75 miles of roadway resurfaced & restriped, 1.08 miles of bike lane upgrades (East Cliff + Portola) which included green bike lane enhancements with buffering where feasible and upgraded crosswalks.
- ▶ Green Valley Road Multi-Use Path Project: Construction of a new 2 mile 8-10' wide bike & pedestrian pathway along Green Valley Road from Airport Boulevard to Mesa Verde Drive. The project included landscaping, transit improvements, public art, and bike education at the local school located on the path.
- ▶ Mountain Charlie PM 1.63 Emergency Landslide Repair Project: Temporary restoration of roadway from major landslide to restore County road access to local community.
- ▶ Paulsen Rd PM 0.94 Emergency Restoration Project: Temporary restoration of roadway from washout to restore County road access to local community.
- ▶ 2025 Pavement Management Project: 11.68 miles of various County roadways resurfaced & restriped.



Pavement resurfacing on East Cliff Drive (before & after), County of Santa Cruz



Green Valley Road Multi-Use Path Project (left) and Ribbon Cutting (right), County of Santa Cruz

Santa Cruz

- ▶ City Residential and Collector Street Reconstruction: Concrete paving work on Magnolia Street, in the area of Neary Lagoon, and the purchase of a patch truck to continue to maintain roadways.
- ▶ Bay Drive Protected Bike Lane and Pedestrian Path: Design and construction of separated bike lanes in both directions, updated accessibility features, a new pedestrian path, and roadway striping on Bay Drive between Escalona and Nobel.
- ▶ Monterey Bay Sanctuary Scenic Trail Segment 7 Phase 2: Continued work on the 0.8 mile multiuse path connecting to the existing Segment 7 Phase 1 and Segments 8/9 (in Final Design Phase, Construction funding secured).



Bay Drive Protected Bike Lane and Pedestrian Path, City of Santa Cruz



Monterey Bay Sanctuary Scenic Trail Segment 7 Phase 2, City of Santa Cruz

Capitola

- ▶ 2024 Pavement Management Plan: 300 feet of road treatment on San Jose Avenue between Cherry Avenue and Capitola Avenue, including base repairs, type 2 slurry seal, updated striping and installation of street mounted bike rack in the daylighting zone.



Construction on San Jose Avenue, City of Capitola



Road treatment on San Jose Avenue (before & after), City of Capitola

Watsonville

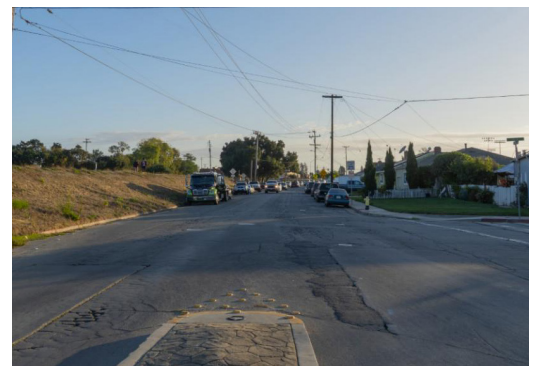
- ▶ **Green Valley Road Improvements:** rehabilitated a 2,200-foot segment of roadway between Carey Avenue and the City Limits at Corralitos Creek. Improvements included replacement of non-compliant curb ramps with ADA-compliant ramps, installation of Class II bicycle lanes throughout the corridor, upgrades to the Carnation Avenue traffic signal with pedestrian-actuated and audible features, and installation of new roadway striping and pavement markings.
- ▶ **Pedestrian Traffic Safety Projects:** installation and repair of rectangular rapid flashing beacons, flashing stop signs, speed feedback signs, high-visibility crosswalk upgrades, roadway restriping with bicycle and pedestrian markings, new traffic signage, and all-way stop conversions at qualifying intersections.
- ▶ **Lee Road Trail Project Phase 1 (Design Phase Complete):** provides a safe, accessible, and connected route for pedestrians and bicyclists along Harkins Slough Road and an easement parallel to Lee Road. The project includes a bike lane and sidewalk on Harkins Slough Road and a bike trail with ADA-compliant pedestrian ramps, striping, and culverts along the trail corridor. The design phase covered engineering plans, environmental and building permit applications and fees, and coordination with regulatory agencies.
- ▶ **Pavement Management Plan:** The 2025 Pavement Repair Project implements the Year 1 recommendations of the City of Watsonville's 2024 Pavement Management Program Update Report, which was accepted by City Council on February 11, 2025, through Resolution No. 43-25 (CM). Prepared by Harris & Associates, the report evaluated the condition of the City's roadway network and developed a six-year plan to preserve and improve pavement conditions citywide.
- ▶ **Pavement Management Project Manager:** Hired a consulting firm to act as an extension of City staff to manage the projects proposed in the Pavement Management Plan. Services include coordinating design, managing construction, and ensuring proper inspection and testing for each project.
- ▶ **Freedom Improvements from Green Valley to Airport (Design Phase):** The Freedom Blvd Road Rehabilitation and Traffic Calming Project will upgrade a 1,100-foot segment between Green Valley Road and Airport Boulevard to improve safety, accessibility, and connectivity. Improvements include roadway reconstruction, new striping and reflective signage, ADA-compliant curb ramps, and new sidewalk on the north side. Multi-modal enhancements feature continuous Class II bike lanes, a high-visibility crosswalk with a rectangular rapid flashing beacon at Roache Road, and improved access to transit stops.



Green Valley Road improvements, City of Watsonville



Pedestrian traffic safety improvements, City of Watsonville



Bridge Street reconstruction (before & after), City of Watsonville

Scotts Valley

- ▶ Scotts Valley had no significant Measure D expenditures in the year.

Transit for Seniors and People with Disabilities: 20% of Measure D Revenues

Lift Line – Community Bridges: 4%

- ▶ Lift Line continued to use Measure D funds to:
 - Expand service hours and provide additional rides
 - Hire additional drivers and staff
 - Support safety and service training for drivers
 - Promote paratransit ride availability
 - Manage facility projects and run operations facility
 - Purchase vehicle/equipment replacements



Lift Line facility in Watsonville

METRO: 16%

- ▶ Ten CNG Articulated Buses & Bus Components: enabled METRO to relieve overcrowding and reduce pass-ups on the District's most heavily utilized routes. These buses improved access and mobility for the transit riding public by increasing passenger capacity on routes currently experiencing overcrowding and contributed to the increase in ridership in FY2024/25.
- ▶ Continued to increase fixed-route service and sustain ParaCruz service



Lift Line paratransit service



METRO CNG articulated bus



Promoting Lift Line paratransit services at a community event

Regional Investment Categories

Active Transportation/Coastal Rail Trail Corridor: 17% of Measure D Revenues

During FY 2024/25, Measure D funds were used on environmental review, permitting, design, coordination, construction of new sections of trail, and maintenance of completed sections of Coastal Rail Trail projects, including:

- ▶ Segment 5 (North Coast): In coordination with the RTC, the Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued final design and right-of-way of the 7.5-mile coastal rail trail from Davenport to Wilder Ranch State Park. Construction of Phases I and II continued, which include the rail trail, two new parking lots and restroom facilities at Panther Beach and Davenport and improvements to the existing parking lot at Bonny Doon Beach. Design work for Phase III, a new bicycle and pedestrian crossing over Highway 1 at Panther Beach, also continued.
- ▶ Segment 10/11 (17th Avenue to State Park Drive): The County of Santa Cruz, in partnership with the City of Capitola, continued support for planning, environmental, design, right-of-way, and RTC oversight of Segments 10 & 11 of the trail from 17th Avenue to State Park Drive (4.5 miles). Measure D has been used as match to secure over \$68 million from California's Active Transportation Program.
- ▶ Coastal Rail Trail Oversight and Coordination: Overall trail planning, legal, stakeholder coordination, and development of future segments/ grant applications.
- ▶ Corridor Encroachments and Maintenance: Ongoing corridor maintenance, including vegetation, tree work, trash, encampments, graffiti, drainage, encroachments, and storm damage repairs, outside of what is required for railroad operations.



Goats were utilized to perform vegetation control on the rail line.

Coastal Rail Trail Segment 5 construction, North Coast

Highway 9/SLV Corridor and Highway 17 Wildlife Crossing (Funded from Neighborhood Category)

- ▶ San Lorenzo Valley/Highway 9 Corridor technical assistance, oversight, and community outreach, including legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, and other planning activities, including preconstruction for walkways in Felton and Boulder Creek.
- ▶ Monitoring of the wildlife undercrossing at Highway 17 near Laurel Road that links core wildlife habitat areas on either side of the highway and to allow animals to travel beneath the highway. Mountain lions, bobcats, deer and other wildlife are using the crossing, reducing car crashes with wildlife.



Wildlife using the Highway 17 Wildlife Undercrossing at Laurel Curve

Highway Corridors: 25% of Measure D Revenues

Highway 1 - Auxiliary Lanes and Bus-on-Shoulder Projects

The RTC leads the development of and has secured grants to construct five (5) new sets of auxiliary lanes, implement a hybrid bus-on-shoulder program, and build new bicycle and pedestrian crossings along 7.5-miles of Highway 1.

- ▶ **Phase 1: Soquel Drive to 41st Avenue** – This project includes one set of auxiliary lanes on Highway 1 between the 41st Avenue and Soquel Drive/Avenue interchanges with bus-on-shoulder improvements and a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Construction was completed in 2025.
- ▶ **Phase 2: Bay/Porter to State Park Drive** – This project includes two sets of auxiliary lanes on Highway 1 between State Park Drive and Rio Del Mar Boulevard interchanges and Rio Del Mar Boulevard and Bay Avenue/Porter Street interchanges with bus-on-shoulder improvements and a new bicycle and pedestrian overcrossing at Mar Vista Drive. The project also includes the replacement of the Capitola Avenue overcrossing, soundwalls, and retaining walls. The project broke ground in April 2024. Construction is ongoing and is anticipated to be complete in 2026.
- ▶ **Phase 3: State Park Drive to Freedom Boulevard including Segment 12 of the Coastal Rail Trail** – This project includes auxiliary lanes and bus-on-shoulder improvements on Highway 1 between Freedom Boulevard and State Park Drive interchanges and the construction of a 1.25-mile-long multiuse trail along the Santa Cruz Branch Rail Corridor, including two new bicycle and pedestrian crossings (segment 12 of the Coastal Rail Trail). Continuance of right of way work occurred and final design continued in FY2024/25. The Phase 3 project is expected to begin construction in 2027.



Highway 1 Bay/Porter to State Park project construction



Measure D project signage along Highway 1

Cruz511 (Traveler Assistance Programs)

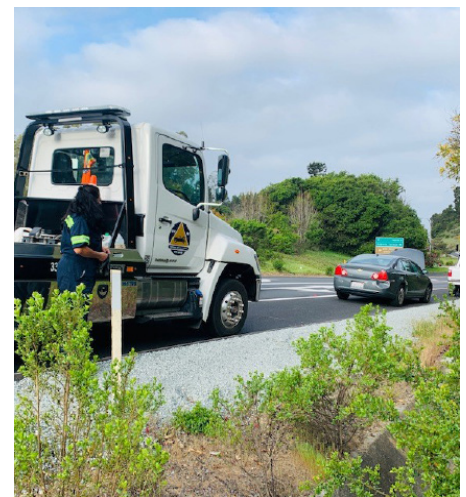
- ▶ The RTC, in partnership with the City of Santa Cruz, UCSC, Ecology Action, and other entities, used Measure D funds to continue to promote “Go Santa Cruz County,” a robust demand management program, including an online commute manager and rewards platform with dynamic carpool ride matching and transit, carpool, and bike trip planning. These services are provided for free and shared with the public via marketing materials, employer toolkits, the program website (www.gosantacruzcounty.org), and social media content. Targeted outreach includes engaging with major employers and providing virtual and in-person commuter workshops to participants.
- ▶ More than 6,800 participants have signed up for Go Santa Cruz County since launching the program in mid-2021, with over 800 new participants signing up in FY 2024/25. In the past year, participants took a total of 78,000 trips using alternative transportation modes. RTC staff attended numerous community events to promote the GO Santa Cruz County Program and sign up new participants. The RTC also continued to provide rideshare, transit, bicycle, active transportation mapping resources, traffic and safety information, and county road and lane closure information to the public, primarily through the www.Cruz511.org website and social media.



RTC staff promoting GO Santa Cruz County at community events

Safe on 17 and Freeway Service Patrol

- ▶ Measure D continued to provide critical funding for extra California Highway Patrol (CHP) enforcement on Highway 17 through the Safe on 17 program which aims to reduce collision rates on Highway 17.
- ▶ Measure D funds were used for the Freeway Service Patrol (FSP) to provide tow truck patrols on Highway 1 and Highway 17 during peak travel times, which work in tandem with CHP to reduce incident related congestion, and improve traffic flow and safety by removing debris, assisting motorists with broken down vehicles, and clearing collisions. In FY 2024/25, the FSP tow providers worked a total of 3,606 hours and provided approximately 856 assists. The most frequent types of motorist aid provided by FSP included assistance with collisions, mechanical quick fixes, and flat tire repairs.

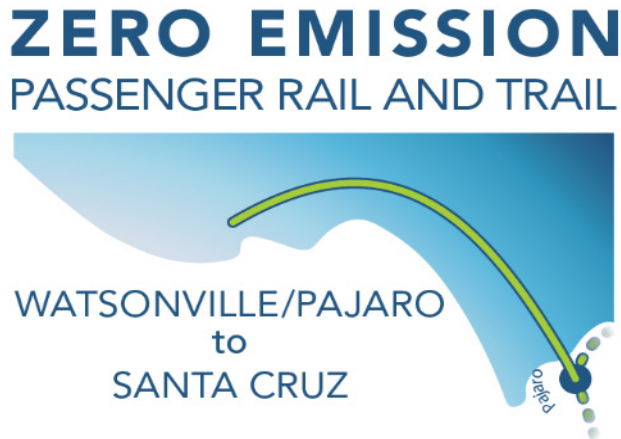


An FSP tow provider assists a broken down vehicle.

- ▶ Measure D funds were used for the emergency call box program that connects stranded motorists with roadside assistance through a network of 70 cellular phone service call boxes located along Highways 1, 9, 17, 152, and 129. The call box system includes assistive technologies that can help people with disabilities communicate more easily with the call answering center.

Rail Corridor (Rail Infrastructure and Studies): 8% of Measure D Revenues

- ▶ Ongoing railroad infrastructure preservation to maintain safety, drainage needs, and prevent major impacts to Santa Cruz Branch Rail Line or adjacent properties
- ▶ Ongoing engineering and construction oversight, administrative review and coordination for utility companies and other entities to perform maintenance or construction on facilities affecting the rail line
- ▶ In fall 2023, the RTC began the Zero Emission Passenger Rail & Trail Project Concept Report which evaluates transit options. The Project Concept Report was completed in October 2025. The RTC continues to seek grant funding to fully fund the environmental phase of the project, and has funding available to serve as local match dollars.



Zero Emission Passenger Rail & Trail Project (ZEPRT) Public Workshop, Santa Cruz

Administrative and Implementation Activities

- ▶ Policies and procedures were followed to safeguard taxpayer dollars and ensure they are expended per voter direction.
- ▶ Accounting and fiscal systems were used to manage each of the accounts and disburse funding to direct recipients per voter approved formulas.
- ▶ Five-year plans were prepared and amended as needed to delineate planned projects using Measure D revenues.
- ▶ Ongoing outreach and community engagement was conducted via website updates (www.sccrtc.org/move), [Facebook](#), [Instagram](#), NextDoor, and eNews.
- ▶ Staff prepared, assembled, and reviewed RTC and recipient agency expenditure reporting documents for the Taxpayer Oversight Committee to review and to create the annual report.
- ▶ The Ordinance requires that all administrative, implementation and oversight costs for the measure be borne by revenues generated by the measure. The Ordinance also restricts the RTC from spending more than 1% of Measure D net revenues on salaries and benefits for administration of the tax measure. The RTC also spends an amount on general "implementation and oversight," as is reported every year, which refers to spending on overhead, materials and supplies, accounting and auditing services, development and updates to the Measure D Strategic Implementation Plan, strategy for potential Measure D financing, and some cash flow modeling and early planning work for projects that are not yet under development.

Leveraging Measure D Funds

One of the benefits of Measure D is the ability to use the funds to bring even more money into the county for transportation projects. Measure D funds have been used to leverage additional grant funds for numerous projects. Without Measure D, these grants would likely not have been available for transportation projects in Santa Cruz County. Most transportation grant programs either require that – or are more likely to be awarded if – applicants commit local funds; in addition, the largest programs also require that projects already be under development and near shovel-ready. The largest grants secured for regional projects through June 2024 are listed below.

- ▶ \$235 million in funding from SB1 Solutions for Congested Corridors and Local Partnership Program for the Highway 1 projects between Soquel Drive and Freedom Boulevard, plus improvements on Soquel Drive and along METRO routes 1 & 2 for future Rapid service.
- ▶ \$68 million in Active Transportation Program (ATP) funding for Segments 10-11 of the Coastal Rail Trail
- ▶ \$47 million in funding from the Federal Lands Access Program, Land Trust of Santa Cruz County, and the Coastal Conservancy for the North Coast Rail Trail (Segment 5)
- ▶ \$39 million in ATP funding for Segments 8-9 of the Coastal Rail Trail
- ▶ \$30 million in federal MEGA funding for the Highway 1 State Park to Freedom and Coastal Rail Trail Segment 12 project
- ▶ \$19.5 million in federal RAISE funding for the Coastal Rail Trail projects between Segments 8 and 12
- ▶ \$18.7 million in State Highway Operation and Protection Program (SHOPP) funding for the SLV Schools safety project
- ▶ \$12.7 million in ATP, Coastal Conservancy, Congressional Earmark, and local NGO donation funding for Segment 7 of the Coastal Rail Trail
- ▶ \$8.6 million in SHOPP funding for Highway 9 Felton complete streets improvements
- ▶ \$7 million in Land Trust donations and SHOPP funding for the Highway 17 Wildlife Crossing
- ▶ \$3.5 million in state Transit & Intercity Rail Capital Improvement funding for the Zero Emission Passenger Rail & Trail project Concept Report
- ▶ \$2.1 million in LPP-Formula funding distributed to local roadway preservation, transit, and highway projects
- ▶ \$1.5 million in Congressional Earmark from Congresswoman Anna Eshoo for the Boulder Creek Complete Streets project



Highway 1 Soquel Drive to 41st Avenue improvements

Carryover Balances

Funds that are not expended can be carried over to use in future years on projects identified in Measure D 5-year plans. Some agencies build up several years of funding for construction of larger projects. For example, carryover balances are being used for the construction of projects such as Highway 1 auxiliary/bus-on-shoulder lanes and bicycle/pedestrian overcrossings, several segments of the Coastal Rail Trail, METRO capital improvements, and large local road projects that were under development in FY 2024/25 that started or will be starting construction between FY26 and FY30. As large projects go to construction, large carryover balances are starting to decrease. The Measure D ordinance allows for the RTC to secure financing against future revenues. To accelerate delivery of sections of the Coastal Rail Trail and Highway 1 improvements through Aptos in the next few years, the RTC will borrow against future Measure D revenues in FY2026/27.

Projects To Look Forward To

Measure D recipient agencies are saving up multiple years of Measure D revenues for major work on projects to take place after FY 2024/25, including:

- ▶ Road resurfacing (County)
- ▶ Road resurfacing and the 41st Avenue rehab and multimodal project (Capitola)
- ▶ The Segment 8/9 Rail Trail project and road resurfacing (Santa Cruz)
- ▶ Scotts Valley Drive, Mt Hermon Road, and road resurfacing (Scotts Valley)
- ▶ Bike safety, pedestrian and traffic safety projects, and road resurfacing projects (Watsonville)
- ▶ Facility Paving and EV Infrastructure Project, matching funds for potential vehicle purchases (Lift Line)
- ▶ Hydrogen bus and paratransit van purchases (METRO)
- ▶ Highway 1 Auxiliary Lanes and Bus-on-Shoulder projects between Bay Ave/Porter Street in Capitola/Soquel and Freedom Boulevard in Aptos, including new bicycle/pedestrian bridges over Highway 1 (RTC)
- ▶ Coastal Rail Trail project design and construction between Santa Cruz and Aptos and environmental between Aptos and Watsonville (RTC, County, Santa Cruz)
- ▶ Felton and Boulder Creek Complete Streets projects (RTC)



Road resurfacing, City of Watsonville



Mar Vista bicycle and pedestrian overcrossing construction, Highway 1 Bay/Porter to State Park project

The measure D taxpayer oversight committee welcome the public to review all materials made available on the [RTC website](https://www.sccrtc.org). Sign up for the RTC enews list to stay up to date on Measure D projects and for information on opportunities to provide public input on planned Measure D projects: www.sccrtc.org/about/esubscriptions/.

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer

RE: California Public Employees' Retirement System (CalPERS)
health benefit contribution rates for plan year 2027

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the resolutions (Attachments 1 and 2) to continue providing CalPERS Health Benefits to RTC employees pursuant to the approved Memoranda of Understanding (MOUs) with the RTC labor groups and the Executive Director's employment contract.

BACKGROUND

Medical insurance is currently offered to all RTC active and retired employees through the CalPERS Health Benefits Program as established in the Memoranda of Understanding (MOUs) with the RTC's two bargaining groups and in the Executive Director's employment agreement. Under these agreements, the RTC contributes to the cost of the employee's health insurance premiums at levels established by each Memoranda of Understanding with the Community of RTC Employees (CORE), the RTC Association of Middle Management (RAMM), and the Executive Director's employment contract. Currently, all the RTC bargaining agreements are identical in terms of the amounts that the RTC contributes toward employee and dependent health premiums. The amount contributed by RTC for retired employees is set by CalPERS with annual increases as required by law.

The CalPERS Health Benefits Program is governed by the Public Employees Medical and Hospital Care Act (PEMHCA). To offer employee benefits through this program, the RTC must abide by PEMHCA rules and annually adopt and file resolutions with CalPERS regarding health insurance contribution rates for the upcoming year. Resolutions must be filed by November of the preceding year to establish the following year's contribution amounts.

DISCUSSION

The current Memoranda of Understanding for both the Community of RTC Employees (CORE) and the RTC Association of Middle Management (RAMM) specify the percentage of health insurance premiums to be paid by the RTC

and by employees respectively based on the premium costs set each year by CalPERS. Premium and contribution rates for 2027 and excerpts from the employment MOUs are included in Attachment 3. Premium payments for the Executive Director are consistent with those provided to employees in the bargaining units.

The attached resolutions (Attachment 1 and 2) reflect the contribution levels and provisions established in the MOUs, which remain in effect until March 2028. **Staff recommend that the Regional Transportation Commission approve the resolutions (Attachments 1 and 2) to continue providing CalPERS Health Benefits to RTC employees pursuant to the approved Memoranda of Understanding (MOUs) with the RTC labor groups and the Executive Director's employment contract.**

FISCAL IMPACT

The current approved budget for FY2026-27 has the necessary funds to cover these premiums. Future year budgets will include the funds necessary to cover health premiums consistent with the approved labor agreements.

SUMMARY

To continue in the CalPERS Health Insurance program governed by the Public Employees Medical and Hospital Care Act (PEMHCA), the RTC must comply with the rules and regulations set forth by PEMHCA and adopt and file resolutions with CalPERS by November 2026 that set the contribution rates for health insurance premiums for the upcoming year. The resolutions before you today fulfill this commitment to meet the PEMHCA rules. Staff recommends that the RTC approve the attached resolutions (Attachments 1 and 2) outlining the RTC's health insurance contribution amounts for RTC active employees and retirees for calendar year 2027.

Attachments:

1. Resolution for CalPERS Health Benefits – General Rep/Mid Management
2. Resolution for CalPERS Health Benefits- Executive Director
3. CalPERS/RTC Health Plan Rates for 2027

RESOLUTION NO. Number
FIXING THE EMPLOYER CONTRIBUTION
UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AT AN UNEQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS
WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

- WHEREAS, (1) Santa Cruz County Regional Transportation Commission is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of 001 General Rep/Mid Management/Unrepresented; and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- WHEREAS, (4) Government Code Section 22892(c) provides that, notwithstanding Section 22892(b), a contracting agency may establish a lesser monthly employer contribution for annuitants than for employees, provided that the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by five percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; now, therefore be it
- RESOLVED, (a) That the employer contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of \$1405.16 per month with respect to employee enrolled for self alone, \$2662.42 per month for employee enrolled for self and one family member, and \$3461.14 per month for employee enrolled for self and two or more family members; and be it further
- RESOLVED, (b) That the employer contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the amount prescribed by Government Code Section 22892(c), plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (c) That the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by five percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; and be it further

- RESOLVED, (d) That this annual adjustment to the minimum monthly employer contribution for annuitants shall not exceed one hundred dollars (\$100.00); and be it further
- RESOLVED, (e) Santa Cruz County Regional Transportation Commission has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (f) That the participation of the employees and annuitants of Santa Cruz County Regional Transportation Commission shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Santa Cruz County Regional Transportation Commission would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further
- RESOLVED, (g) That the executive body appoint and direct, and it does hereby appoint and direct, Administrative Services Officer to file with the Board a verified copy of this resolution, and to perform on behalf of Santa Cruz County Regional Transportation Commission all functions required of it under the Act; and be it further
- RESOLVED, (h) That coverage under the Act be effective on January 1, 2027.

Adopted at a regular or special meeting of the Governing Body at Location, this Day day of Month, Year.

Signed: _____
(President, Chairman, etc.)

Attest: _____
(Secretary or appropriate officer)

RESOLUTION NO. Number

RESOLUTION NO. Number
FIXING THE EMPLOYER CONTRIBUTION
UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AT AN UNEQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS
WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

- WHEREAS, (1) Santa Cruz County Regional Transportation Commission is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of 002 Executive Director; and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- WHEREAS, (4) Government Code Section 22892(c) provides that, notwithstanding Section 22892(b), a contracting agency may establish a lesser monthly employer contribution for annuitants than for employees, provided that the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by five percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; now, therefore be it
- RESOLVED, (a) That the employer contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of \$1405.16 per month with respect to employee enrolled for self alone, \$2662.42 per month for employee enrolled for self and one family member, and \$3461.14 per month for employee enrolled for self and two or more family members; and be it further
- RESOLVED, (b) That the employer contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the amount prescribed by Government Code Section 22892(c), plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (c) That the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by five percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; and be it further

- RESOLVED, (d) That this annual adjustment to the minimum monthly employer contribution for annuitants shall not exceed one hundred dollars (\$100.00); and be it further
- RESOLVED, (e) Santa Cruz County Regional Transportation Commission has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (f) That the participation of the employees and annuitants of Santa Cruz County Regional Transportation Commission shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Santa Cruz County Regional Transportation Commission would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further
- RESOLVED, (g) That the executive body appoint and direct, and it does hereby appoint and direct, Administrative Services Officer to file with the Board a verified copy of this resolution, and to perform on behalf of Santa Cruz County Regional Transportation Commission all functions required of it under the Act; and be it further
- RESOLVED, (h) That coverage under the Act be effective on January 1, 2027.

Adopted at a regular or special meeting of the Governing Body at Location, this Day day of Month, Year.

Signed: _____
(President, Chairman, etc.)

Attest: _____
(Secretary or appropriate officer)

RESOLUTION NO. Number

RTC Employees and Retirees

Medical Plan Rates - 2027

Coverage Effective: January 1, 2027 through December 31, 2027

	Plan Code	Monthly Premium	RTC Monthly Contribution	EE Monthly Cost for Plan	ER Cost Admin .08 % of Premium	Total RTC Monthly Contribution	ER Pay Period Cost	Total EE Monthly Cost	EE PAY PERIOD COST
BSC Access+ (BLUE SHIELD HMO)									
EE	5251	1,479.12	1,405.16	73.96	1.18	1406.35	703.18	73.96	36.98
EE+1	5252	2,958.24	2,662.42	295.82	2.37	2664.78	1332.40	295.82	147.92
EE+2	5253	3,845.71	3,461.14	384.57	3.08	3464.22	1732.11	384.57	192.29
Blue Shield Trio									
EE	4511	1,202.57	1,202.57	0.00	0.96	1203.53	601.77	0.00	0.00
EE+1	4512	2,405.14	2,405.14	0.00	1.92	2407.06	1203.54	0.00	0.00
EE+2	4513	3,126.68	3,126.68	0.00	2.50	3129.18	1564.60	0.00	0.00
Blue Shield Access + EPO									
EE	5241	1,479.12	1,405.16	73.96	1.18	1406.35	703.18	73.96	36.98
EE+1	5242	2,958.24	2,662.42	295.82	2.37	2664.78	1332.40	295.82	147.92
EE+2	5243	3,845.71	3,461.14	384.57	3.08	3464.22	1732.11	384.57	192.29
Anthem Select HMO									
EE	5061	1,486.44	1,405.16	81.28	1.19	1406.35	703.18	81.28	40.64
EE+1	5062	2,972.88	2,662.42	310.46	2.38	2664.79	1332.40	310.46	155.24
EE+2	5063	3,864.74	3,461.14	403.60	3.09	3464.23	1732.12	403.60	201.81
Anthem HMO Traditional									
EE	5091	1,732.52	1,405.16	327.36	1.39	1406.55	703.28	327.36	163.68
EE+1	5092	3,465.04	2,662.42	802.62	2.77	2665.19	1332.60	802.62	401.32
EE+2	5093	4,504.55	3,461.14	1043.41	3.60	3464.74	1732.38	1043.41	521.71
KAISER HMO-REGION 1									
EE	5331	1,187.63	1,187.63	0.00	0.95	1188.58	594.30	0.00	0.00
EE+1	5332	2,375.26	2,375.26	0.00	1.90	2377.16	1188.59	0.00	0.00
EE+2	5333	3,087.84	3,087.84	0.00	2.47	3090.31	1545.16	0.00	0.00
KAISER HMO-REGION 2									
EE	5341	1030.94	1,030.94	0.00	0.82	1031.76	515.89	0.00	0.00
EE+1	5342	2,061.88	2,061.88	0.00	1.65	2063.53	1031.77	0.00	0.00
EE+2	5343	2,680.44	2,680.44	0.00	2.14	2682.58	1341.30	0.00	0.00
PERS Platinum									
EE	6571	1,778.68	1,405.16	373.52	1.42	1406.59	703.30	373.52	186.76
EE+1	6572	3,557.24	2,662.42	894.82	2.85	2665.26	1332.64	894.82	447.42
EE+2	6573	4,624.41	3,461.14	1163.27	3.70	3464.84	1732.42	1163.27	581.64
PERS Gold									
EE	6481	1,215.17	1,215.17	0.00	0.97	1216.14	608.08	0.00	0.00
EE+1	6482	2,430.34	2,430.34	0.00	1.94	2432.28	1216.15	0.00	0.00
EE+2	6483	3,159.44	3,159.44	0.00	2.53	3161.97	1580.99	0.00	0.00
Western Health Advantage HMO									
EE	5911	969.58	969.58	0.00	0.78	970.36	485.18	0.00	0.00
EE+1	5912	1,939.16	1,939.16	0.00	1.55	1940.71	970.36	0.00	0.00
EE+2	5913	2,520.91	2,520.91	0.00	2.02	2522.93	1261.47	0.00	0.00
Retirees*									
EE		Max	1,237.89						
EE+1		Max	1,957.00						
EE+2		Max	2,113.00						

MOU Community of RTC Employees (CORE)

Employees' Medical & Hospital Care Program (PEMHCA) or a PERS approved Commission offered alternate medical plan. Employees have the option of enrolling their eligible dependents in a PERS approved Commission offered medical plan. Alternate medical plans must conform to PERS plans, rules, and regulations.

- B. For coverage during the term of this agreement the Commission shall contribute to PERS PEMHCA or any other PERS approved Commission offered alternate medical plans the following monthly amount for active, eligible employees in budgeted positions who elect to participate in such program:
 - 1. For the duration of this agreement, the RTC will provide the monthly medical contribution for active employees:
 - (a) Employee Only: 95% of the monthly premium for Blue Shield Access (EXT) HMO premium
 - (b) Employee + one dependent: 90% of the monthly premium for Blue Shield Access (EXT) HMO premium
 - (c) Employee + two or more dependents: 90% of the monthly premium for Blue Shield Access (EXT) HMO premium
- C. Employees in this representation unit hereby authorize the Commission to make a payroll deduction in the amount equivalent to the remainder of the premium required for the Public Employees' Medical & Hospital Care Program, or any other PERS approved Commission offered alternate medical plan in which they and their dependents are enrolled.
- D. Employees hereby authorize the Commission to make a payroll deduction for the payment of the required PERS administrative fee based upon the plan selected by the employee. 12-8

18.1. MEDICAL COVERAGE

- A. Employees in this representation unit may enroll in a PERS health plan in accordance with the provisions of the Public Employees' Medical & Hospital Care Program. Employees have the option of enrolling their eligible dependents (including domestic partners) in this program.
- B. For coverage during the term of this agreement, the RTC shall contribute to PERS Public Employees' Medical & Hospital Care Program, or any other PERS approved RTC offered alternate medical plans, the following monthly amount for active, eligible employees in budgeted positions who elect to participate in such program:
 - 1. For the duration of this agreement, the RTC will provide monthly benefit contributions for active employees:
 - A. Flexible Credit Contribution
 - 1. Employees only: 95% of the monthly premium for Blue Shield Access (EXT) HMO premium
 - 2. Employees + one dependent: 90% of the monthly premium for Blue Shield Access (EXT) HMO premium
 - 3. Employees + two or more dependents: 90% of the monthly premium for Blue Shield Access (EXT) HMO premium
- C. Employees in this representation unit hereby authorize the RTC to make a payroll deduction in the amount equivalent to the remainder of the premium required for Public Employees Medical & Hospital Plan or any other PERS-approved RTC offered alternate medical plan in which they are enrolled.

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Yesenia Parra, Administrative Service Officer

RE: Monthly Meeting Schedule

The monthly meeting schedule is presented to inform the Commission and the public of upcoming Commission, Committee, and Advisory Committee meetings. The meetings are open to the public. Information needed to attend the meetings can be found on the first page of the meeting agenda. Agendas for the meetings will be posted to the appropriate webpage five to seven days prior to the meetings.

- Commission Meetings:
<https://sccrtc.org/meetings/regional-transportation-commission/agendas/>
- Budget and Administration/Personnel Committee:
<https://sccrtc.org/meetings/budget-administration-personnel-committee/>
- Bicycle Advisory Committee:
<https://sccrtc.org/meetings/bicycle-advisory-committee/>
- Elderly and Disabled Transportation Advisory Committee:
<https://sccrtc.org/meetings/elderly-disabled/>
- Interagency Technical Advisory Committee:
<https://sccrtc.org/meetings/inter-agency/>
- Traffic Operations System/SAFE on 17:
<https://sccrtc.org/meetings/traffic-operations-system-safe-on-17/>
- Measure D Taxpayer Oversight Committee:
<https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>

Attachments:

1. Three Month Meeting Schedule

Three Month Meeting Schedulewww.sccrtc.org**October 01, 2026 RTC Meeting**

October 2026-December 2026

Note: Please check website for most up-to-date information. All meetings are subject to cancellation when there are no action items to be considered.

Date	Day	Meeting Body	Time	Place
10/01/26	Thu	Regional Transportation Commission	9:00am	County BOS
10/05/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
10/08/26	Thu	Budget & Administration/Personnel Committee	1:30	RTC Office
10/13/26	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
10/15/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
10/15/26	Thu	Regional Transportation Commission	9:00am	RTC Office
11/05/26	Thu	Regional Transportation Commission	6:00pm	County BOS
11/09/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
11/19/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
11/19/26	Thu	Regional Transportation Commission	9:00am	RTC Office
12/03/26	Thu	Regional Transportation Commission	9:00am	County BOS
12/08/26	Tues	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
12/14/26	Mon	Bicycle Advisory Committee	5:30pm	RTC Office
12/17/26	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
12/17/26	Thu	Regional Transportation Commission	9:00am	RTC Office

- *RTC Office – 1101 Pacific Avenue, Suite 250A, Santa Cruz, CA*

Three Month Meeting Schedule

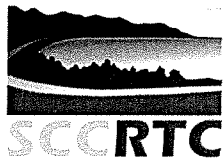
www.sccrtc.org

October 01, 2026 RTC Meeting

October 2026-December 2026

Note: Please check website for most up-to-date information. All meetings are subject to cancellation when there are no action items to be considered.

- *Watsonville – 275 Main Street, Watsonville, CA*
- *County BOS – 701 Ocean Street, Room 500B, Santa Cruz, CA*



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@scrtc.org

City of Santa Cruz
c/o Amelia Conlen, Public Works
809 Center St
Santa Cruz, CA 95060

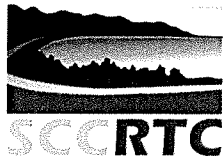
September 15th, 2026

Dear Ms. Conlen,

I am writing to express the Santa Cruz County Regional Transportation Commission's (RTC) support for the City of Santa Cruz's Caltrans Sustainable Transportation Planning Grant application for the *Soquel Avenue Complete Streets Plan*. This project will engage the community to identify a preferred concept for the nearly 2-mile Soquel Avenue corridor, with the goals of improving safety, encouraging walking, biking, and transit use, and enhancing the Midtown Business District.

The *Soquel Avenue Complete Streets Plan* will help implement the goals of the 2050 Regional Transportation Plan to reduce vehicle miles traveled, eliminate transportation related fatalities and serious injuries, and ensure that transportation decisions will reduce disparities for underserved populations. The proposed project seeks to implement the recommendations for separated bike lanes and improved crossings from the Active Transportation Plan, which would improve safety for everyone using the roadway and reduce VMT by making active transportation an option for people of all ages and abilities. The proposed project includes outreach strategies to reach underserved populations where they are and ensure their involvement in the planning process.

As the regional transportation planning agency for Santa Cruz County, the RTC supports projects that advance a safe, connected, and multimodal transportation system and help implement regional transportation goals through locally driven planning efforts. The *Soquel Avenue Complete Streets Plan* would advance these priorities by developing a community-supported, implementable vision for a key transportation corridor. The project's emphasis on safer crossings, high-quality bicycle facilities, transit access,



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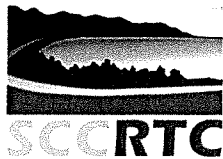
and meaningful engagement with underserved communities is consistent with SCCRTC's efforts to improve multimodal connectivity, reduce vehicle miles traveled, and support equitable transportation investments throughout the region.

I urge you to support this valuable project. The *Soquel Avenue Complete Streets Plan* is an important next step to connect the Santa Cruz community to schools and other daily destinations via active transportation routes that feel safe for people of all ages. The Santa Cruz County Regional Transportation Commission strongly supports funding this project to improve active transportation in the City of Santa Cruz.

Sincerely,

Sarah Christensen (Sep 15, 2026 14:20:58 HST)

Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@sccrtc.org

September 14, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

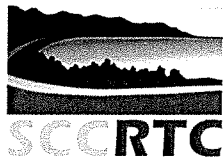
Dear Secretary Duffy:

On behalf of Santa Cruz County Regional Transportation Commission (RTC), I am pleased to offer my strong support for the Santa Cruz Metropolitan Transit District's (METRO) application to replace six (6) older compressed natural gas (CNG) transit buses with funding from the fiscal year (FY) 2026 Buses and Bus Facilities and Low or No Emission Competitive Funding Programs.

METRO's fixed-route buses provide vital transportation connections for Santa Cruz County residents and employees to access jobs, education, and community services. Portions of Santa Cruz County are difficult to reach, in rural, coastal and mountainous communities with winding country roads. Replacing these older CNG buses with new CNG buses will modernize METRO's intercity bus fleet with safe and reliable coaches. METRO specified smaller 35-foot buses that are designed to operate on roadway segments with tighter turn radii, allowing them to be used on any of METRO's designated bus routes.

The current aging state of METRO's bus fleet threatens the mobility of its riders. One vehicle is already out of service due to poor condition; two of the aging buses are over 25 years old and nearing the one-million-mile mark. The other buses are between 15 and 20 years old and have an average of 560,000 miles, well beyond the FTA's 12-year useful life benchmark. Even more concerning, 18 additional METRO buses will exceed their useful life by 2030, creating a looming service cliff that could leave METRO's riders with limited transportation options.

New, reliable vehicles will ensure that METRO service can be maintained at current levels. Modern safety features will protect both passengers and drivers while providing a more comfortable and dignified travel experience. METRO contributes to the economic vitality of the county while serving



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choice riders and the most disadvantaged segments of the population who may not have access to a private automobile. A lack of investment in these replacement buses risks isolating these riders.

I strongly urge USDOT and the Federal Transit Administration to fund this critical project that will maintain and enhance mobility throughout Santa Cruz County. This investment will ensure that METRO can continue to provide current service to the community while maintaining its fixed-route buses in a state of good repair.

Sincerely,

Sarah Christensen (Sep 14, 2026 12:52:07 HST)

Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission
(831)-460-3200



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 96060-4418 • (831) 460-3200 • info@scrtc.org

September 14, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of Santa Cruz County Regional Transportation Commission (RTC), I am writing to express our strong support for Santa Cruz Metropolitan Transit District's (METRO) application for funding to construct a new operations and maintenance facility in Watsonville to accommodate METRO's new hydrogen bus fleet.

The proposed facility in Watsonville represents an investment that will economically benefit our entire region while specifically addressing the needs of South County, which is designated as an Area of Persistent Poverty. In the short term, construction on this project will create hundreds of family-wage jobs. Once operational, the facility will provide 15 permanent, well-paid positions close to a planned affordable housing unit in a designated opportunity zone.

The project will also provide long-term efficiency benefits for METRO, its operators, and its riders. The existing facilities to house buses lack sufficient space, leading to overcrowding and potential collisions during peak pullout times. This issue will only be exacerbated by the need to use existing space to build a fueling station for METRO's incoming hydrogen buses. The current refueling setup leads to significant efficiency issues. Many operators who live in Watsonville and operate on the South County routes drive 17 miles at the beginning of their shifts, then transport the buses back across that same distance before putting them into service, only to do the whole process in reverse at the end of the day. The buses also deadhead that 34 miles midday for refueling. These nonrevenue hours quickly add up in wear and tear on the buses and roads of Santa Cruz and cost the operators valuable time with their families. With the new facility, operators will have shorter commutes, and buses will have less distance to travel to refuel, allowing for more service, shorter wait times, and longer bus lives.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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Because the project will house hydrogen buses, it will also enable METRO to put cleaner buses into service. This will result in cleaner air for the residents, especially benefiting the children who are more susceptible to medical conditions from air pollution. Enabling more efficient refueling will also increase reliability, allowing more residents in the service area to get to work, school, and medical appointments on time. The improved reliability will benefit all riders, 80% of whom are transit dependent.

This project represents an opportunity to increase our region's economic vitality while improving efficiency and providing benefits to families. I urge the Federal Transit Administration to provide it full funding.

Sincerely,

Sarah Christensen (Sep 14, 2026 14:01:04 HST)

Sarah Christensen
Executive Director
Santa Cruz County Regional Transportation Commission
(831)-460-3200

AGENDA: October 1, 2026

TO: Regional Transportation Commission
FROM: RTC Staff
RE: Caltrans Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a report generated by Caltrans on their active projects within Santa Cruz County.

BACKGROUND

Caltrans provides a project update report listing all active project locations, brief description, construction timeline, cost, assigned project manager, construction contractor (as applicable) and comments with updates to the Commission for each RTC meeting.

DISCUSSION

The October 1, 2026 Caltrans report includes updates on projects in construction and under development. Changes since the last project update are shown in bold-face font. Each project location is listed by route and postmile, which can be found using the Caltrans postmile services website query tool: postmile.dot.ca.gov. The types of projects range from storm damage repairs, pavement preservation, drainage upgrades, bridge rehabilitation or replacement, and safety upgrades. Resources for general Caltrans inquiries can be found after the project update report.

FISCAL IMPACT

There are no fiscal impacts associated with receiving a report generated by Caltrans on their active projects within Santa Cruz County.

ATTACHMENTS

1. Caltrans Project Update Report



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized September 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **October 1, 2026**

REPORT PURPOSE: This report lists high profile or moderate to high impact to the traveling public projects on the State Highway System (SHS) in Santa Cruz County (SCR). This report does not necessarily list all projects or encroachment permit activities. To be included in the SCCRTC's agenda packet, this report generally begins compiling information two to three weeks in advance of the SCCRTC's board meeting. Please refer to Caltrans' News Releases and social media posts for the most up to date road closure information and activity notices.

For information on current roadway conditions and active closures: <https://quickmap.dot.ca.gov/>

For a 7-day look-ahead on planned lane closures, updated each Friday: <https://lcswebreports.dot.ca.gov/searchdistricts?district=5>

Given the sheer number of Caltrans projects in Santa Cruz County, and to assist in providing satisfactory responses: If a Commissioner/Commissioner's Alternate of the SCCRTC intends in advance to ask about a particular project at the Board meeting, it is kindly requested that they submit their inquiry in advance so that Caltrans staff have time to research details & nuances on the matter.

The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are two tables of projects displayed:

1. "Projects in Construction" (Milestone range: Construction Contract Approval to Construction Contract Acceptance);
2. "Projects in Development" (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW));

The Right of Way phase often overlaps with the Plans, Specifications, & Estimates (PS&E) phase. Oversight Projects are usually only included below when Caltrans is the Lead Agency for a given phase or activity. Maintenance activities are not generally included. Generally, updates since the last publication of the project update list are in **bold** type.

Estimated "Construction Timeline" dates generally appear as Construction Contract Approval ("Approval") to Construction Contract Acceptance ("CCA"). This period may include a plant establishment period that can last as long as one to three years after the primary construction activities have been completed. Projects may or may not be removed after the primary construction is completed depending on potential traveler disruptions that may follow.

Please see a list of Caltrans resources available to the public at the end of this document.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized September 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **October 1, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C1	Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	February 2025 – September 2026	Construction Capital: \$5.9 million Total: \$12 million SHOPP- Drainage	Ryan Caldera	Granite Construction	Construction in progress. Please watch for Caltrans News Releases and social media posts regarding specific construction updates. This project's completion has been delayed due to the need to implement a necessary change order at one location. Completion of this change and final inspections are anticipated by the end of September .
C2	Harkins Slough Bike-Ped Overcrossing 1G490	State Route: 1 PM: 1.86 to 2.73	Widen overcrossing to accommodate the widening of the sidewalk and addition of a Class 4 two-way bikeway on the north side of the bridge.	Fall 2026 – Summer 2027	Construction Capital: \$9.3 million Total: \$15.8 million Active Transportation Program Funds Oversight Project	Madilyn Jacobsen	Granite Construction	City of Watsonville has awarded & approved a construction contract. Utility relocations are complete and City working to commence work this October . Note: This project is part of the City's ATP Project called the "Safer Access to Pajaro Valley High School and Beyond".

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized September 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **October 1, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C3	Auxiliary Lanes & BOS from State Park Dr to Bay/Porter 0C733	State Route: 1 PM: 10.4 to 13.3	Construct auxiliary lanes between State Park Dr & Bay/Porter interchanges. Construct Bus-on-shoulder elements. Reconstruct the Capitola Ave overcrossing.	July 2023 – November 2029	Construction Capital: \$82.3 million Total: \$94.1 million SCCRTC Project-Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCRTC's constant contact list. Both publications use identical information.
C4	Aux Lanes & BOS 41 st to Soquel Ave 0C732	State Route: 1 PM: 13.4 to 14.9	Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.	November 2022 – July 2028	Construction Capital: \$34.6 million Total: \$39.1 million Oversight Project: SCCRTC Project - Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	The project held a ribbon cutting ceremony on July 30, 2025. Minor construction activities will continue through November 2026 . Plant establishment will continue into 2028.
C5	FLAP N. Coast Rail Trail 1N610	State Route: 1 PM: 26.45 to 28.78	Formalize two parking areas along Highway 1 with toilet facilities and other amenities. Add turn-pockets on Highway 1 for entry into parking lots. Install a crosswalk with high-visibility striping across Highway 1 in Davenport. Convert existing pedestrian beacon to Rectangular Rapid Flashing Beacons on existing poles.	April 2024 – October 2026	Construction Capital: \$31.9 million Oversight Project: Federal Highway Administration: Central Federal Lands	Madilyn Jacobsen	Joseph J. Albanese Inc.	FHWA awarded the construction contract in late April 2024. Construction is estimated to be completed in late 2026 . Construction activities are currently focused on the Davenport Beach parking lot and completion of the trail. A ribbon cutting was held on August 4th for the Panther Beach Parking lot.

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized September 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCCRTC)'s Board Meeting on: **October 1, 2026**

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C6	Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct a continuous sidewalk and a bikeable shoulder on the west/southbound side of Highway 9 from Graham Hill Rd to the SLV Schools Complex.	November 2025 – August 2027	Construction Capital: \$5.8 million Total: \$17.6 million 010 Safety Funds	Kelli Hill	Granite Rock Company	The contractor began construction activities in May . This project will use some overnight one-way reversing traffic, but will keep at least one lane in each direction open during the day. Please watch for updates via Caltrans News Releases.
C7	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control at 17 spot locations along Highway 9	July 2025 – August 2027	Construction Capital: \$11.1 million Total: \$19.5 million SHOPP- Sustainability / Climate Change	Kelli Hill	Gordon N. Ball	Please watch for Caltrans News Releases and social media posts for specific construction updates. This project features several full and partial closures both at night and during the day. This project will feature a temporary signal for reversing traffic between Brookdale & Boulder Creek, which is anticipated to be active through September 2026.

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Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Costs & Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C8 	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5 North of Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replaces the San Lorenzo River and Kings Creek bridges on State Route 9 north of Boulder Creek	September 2025 – May 2028	Construction Capital: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Kelli Hill	Gordon N. Ball	This project will use temporary signals for reversing traffic at each bridge location for 24/7 traffic control through Fall 2027. An on-call temporary bike/pedestrian shuttle through the area will be available 7 days/week 7am-6pm. See flyer below for more details. Please see Caltrans News Releases for more up-to-date project notices.
	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and near Watsonville from the Hwy 1/129 junction to Salspuedes Creek Bridge. This project includes curb extensions at select locations on SR-152.	Pavement Preservation (grind and repave), Lighting, Sign Panel Replacement and TMS Elements improvements	January 2026 – December 2027	Construction Capital: \$8.1 million Total: \$17.1 million SHOPP- Pavement	Madilyn Jacobsen	Teichert Construction	A construction contract was approval in late January 2026. Construction activities began in mid-March. Please watch for Caltrans News Releases for construction updates. This project focuses on Highway 129's pavement but also features activities on Highway 152. Construction completion date updated to reflect Plant Establishment.

Please continue to the next page for Projects in Development

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Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	SR-17 Pavement Maintenance Treatment 1R450	State Route: 17 PM: SR-17 0.15 to 0.55 NB lanes	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip on Highway 17, northbound lanes between the on-ramp from Highway 1 to the off-ramp to Pasotiempo Dr.	Spring 2027 – Spring 2028	Construction Capital: \$2.1M Total: \$2.1 million Minor A Program	Kristen Langager	PS&E/RW	This project completed PSE to DOE on 9/15/2026. The next milestone, Ready to List (RTL) is targeted for November 2026.
D2	Pajaro Flood Management Bridges 1Q980	State Routes: 129 & 152 PMs: 1.841 & 2.028	Raise levees along the Pajaro River and Salsipuedes Creek and raise & replace the SR-152 (36-0001) and SR-129 (36-0034) bridges over Salsipuedes Creek.	Fall 2028 – Winter 2030-31	Local Funds Oversight Project: Pajaro Regional Flood Management Agency	Ryan Caldera	PA&ED	The local agency developed a Project Initiation Document (PID) using a consultant. The final document was approved and signed. Caltrans will continue to serve as the oversight agency through the Environmental Phase (PA&ED), anticipated to begin as soon as a cooperative agreement for project oversight is finalized.

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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D3	Freedom to State Aux Lanes 0C734	State Route: 1 PM: 8.1 to 10.7	Construct auxiliary lanes between State Park Dr and Freedom Blvd at ramps. Construct bus-on-shoulder facilities, bridge replacements, and the Class 1 Rail Trail	Summer 2027 – Fall 2029	Construction Capital: \$165 million Total: \$221 million SCCRTC Project Caltrans CEQA/NEPA Lead Agency	Madilyn Jacobsen	PS&E/RW	This project's construction will be split into two separate efforts, one led by Caltrans for elements within the State's right-of-way (RW), and one led by SCCRTC for elements outside the State's RW. Caltrans has received the 100% Plans, Specs and Estimate from RTC and the District is reviewing the submitted materials. The Project is targeting a Spring 2027 Ready to List date. Right of Way and Environmental Permitting efforts continue in parallel.
D4	Roadside Safety 1J962	State Route: 1 PM: 10.6 to 26 From State Park Dr to Laguna Rd (North)	Rehabilitate drainage systems, enhance highway worker safety including paving select gores, replace lighting, and install TMS	Winter 2026-27 – Spring 2029	Construction Capital: \$9 million Total: \$12 million SHOPP- Drainage	Mark Leichtfuss	PS&E/RW	Project is currently in the advertise and award task. The milestone M480 HQ Advertise is scheduled on 9/28/26. M490 Bids Open is scheduled on 11/17/26. M495 Award is scheduled on 12/17/26. M500 Begin construction is scheduled on 1/7/26. Construction activities to begin early spring 2027.

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D5	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Summer 2026 – Spring 2027	Construction Capital: \$1.6 million Total: \$3.5 million 010 Safety Funds	Aaron Wolfram	PS&E/RW	Construction Kickoff occurred 9/15/2026. We expect construction to begin soon once ordered electrical materials are on hand. Nighttime lane closures should be expected. Construction expected to be completed by Spring 2027.
D6	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2027 – Spring 2029	Construction Capital: \$9.9 million Total: \$16.8 million SHOPP-Pavement IIJA Supplement	Madilyn Jacobsen	PS&E/RW	This project is in the Plans, Specifications & Estimates (PS&E) phase, aka the Design phase. The 95% Design milestone was reached in December 2025. The Project team is preparing to submit the package to the District Office Engineer in October 2026.

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Projects in DEVELOPMENT

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D7	Cotoni-Coast Dairies NM Hwy 1 Overpass 1S850	State Route: 1 PM: 26.764 to 26.764 Over State Route 1 north of the entrance to the Yellowbank Parking lot.	Construct a pedestrian overcrossing over State Route 1, connecting BLM lands known as the Cotoni-Coast Dairies to the MBSST. This project is also known as Segment 5, Phase 3 of the North Coast Rail Trail.	Fall 2029 – Summer 2031	Construction Capital: \$2.195M Total: \$5.4M Oversight Project: SCCRTC and FHWA Central Federal Lands	Madilyn Jacobsen	PA&ED	SCCRTC and Caltrans kicked off this oversight project in January 2025. Preliminary (30%) plans and relevant environmental documents were reviewed. Coordination continues on the project's environmental and preliminary engineering phase.
D8	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with a bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Fall 2034 – Winter 2037-38	Construction Capital: \$151 million Total: \$190 million SHOPP- Bridge Health Potentially other funding sources	Kristen Langager	PA&ED	This project is conducting studies and related work as part of the Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project and the team continues to seek funding opportunities for future phases and ways to reduce overall construction costs.



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D9	Waddell Creek Bridge Replacement 1R420	State Route: 1 PM: 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	Development of this bridge replacement project's Project Initiation Document has been put on a long-term pause to allow the SCCRTC's Coastal Resiliency study to be completed prior to the project moving forward. Although no updates are anticipated, this project will be kept on this list for awareness. (no new update this quarter)



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D10	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyo Heights Dr	Pavement Preservation Drainage repair/ replacement New Sidewalk: - Laurel Dr to Kirby St (SB side) - Russell Ave to Kirby St (NB side) - Graham Hill Rd/SR-9 intersection to NB bus stop on Graham Hill. - El Solyo Heights to Lazy Woods Rd (SB side) Bike lane Graham Hill to Laurel Dr. Bike boxes at Graham Hill/SR-9 intersection Enhanced transit stop access & boarding area at SLV Schools Complex & El Solyo Heights Dr.	Spring 2028 – Spring 2030	Construction Capital: \$14.7 million Total: \$25 million SHOPP-Pavement Local Contribution pending coop agreement with SCCRTC	Kelli Hill	PS&E/RW	The project met the Design milestone "60% Plans" in January and continues to create and refine designs details, specifications, and estimates. This project will continue in close partnership with the SCCRTC to deliver additional complete streets scope.

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D11	Hwy 9 Complete Streets: Seg 5- Boulder Creek: River St to Bear Creek Rd 1M555	State Route: 9 PM: 12.45 to 13.239 On Hwy 9 in Boulder Creek from River St to Bear Creek Rd	This project proposes at select locations: curb extensions; widened and new sidewalk; traffic calming measures; enhanced crosswalks.	Summer 2029 – Summer 2031 Pending availability of funding	Oversight Project: SCCRTC Project. SCCRTC leading PA&ED phase	Kristen Langager	PA&ED	Following the completion of the RTC-funded Project Initiation Document by Caltrans in 2022, RTC has opened & funded the PA&ED phase for the segment of Hwy 9 through Boulder Creek. RTC will conduct the primary PA&ED work. Caltrans will be the CEQA and NEPA lead-agency. A draft environmental document is anticipated to be available to the public in Winter 2026-27.
D12	Boulder Creek Pedestrian Safety Enhancement Project 1T340	State Route: 9 PM: 12.78 to 12.92 On Hwy 9 in Boulder Creek between Mountain St and Forest St	This project proposes to construct: a sidewalk on the southbound side of Hwy 9 from the Lomond St bus stop to Mountain St; mid-block crossing & RRFB between Mountain St and Lomond St; curb extensions across Hwy 9 on the north side of the Lomond St intersection; curb extensions on the north & south side of Forest St intersection	Spring 2029 – Fall 2029	Construction Capital: \$3.25 million Total: To be estimated during the PID phase 010 Safety Funds	Kristen Langager	PID	This is a Reactive Safety project. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to enhance pedestrian safety in the area. This project is coordinating with SCCRTC's 1M555 Boulder Creek Complete Streets project. The Project Initiation Document is targeted for completion in September 2026 .

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D13	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Winter 2027-2028 – Winter 2028-2029	Construction Capital: \$7.5 million Total: \$13.15 million SHOPP-Pavement	Kelli Hill	PS&E/RW	The project reached the milestone "Ready to List" in early May 2026. However, due to the State budget's funding constraints, this project's construction period has been pushed out. This project's Construction funding is targeted to be allocated by the CTC in Fall 2027, with a Construction Contract targeted for approval in Winter 2027-28.
D14	Waterman Gap Fish Passage 1K901	State Route: 9 PM: 19.2 to 19.2	The project is a "child" of the 1K900 pavement project. This project proposes to replace a culvert identified as a fish passage barrier with a bridge structure. This project is in partnership with the CA State Parks.	Winter 2026-2027 – Fall 2028	Construction Capital: \$9.17 million Total: \$14.65 million SHOPP-Sustainability/Climate Change Federal Grant + State Parks Contribution	Kelli Hill	PS&E/RW	The project reached the milestone "Ready to List" in early May 2026. Although this project's "parent" (1K900) is being pushed out due to funding constraints, this culvert to bridge component will move forward with its current construction timeline. This project will now prepare to seek, award, and approve a Construction Contract. This project plans to use a temporary signal for reversing traffic during construction.

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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Acceptance)	Project Costs & Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D15	SR-17 Drainage Improvements 1K670	State Route: 17 PM: 0 to 12.5 At various locations within the project limits	Stormwater mitigation by replacing and restoring culverts and drainage systems at 13 locations.	Summer 2029 – Fall 2030	Construction Capital: \$4.6 million Total: \$9.5 million SHOPP-Stormwater Mitigation	Linda Baker	PS&E/RW	The design phase (PS&E) began in March 2024, with the milestone, 60% Design, reached October 30, 2025. Due to the State budget's funding constraints, this project's schedule is being pushed out. The project now targets reaching 95% Design in Fall 2027, and a construction period beginning in Summer 2029.
D16	SR-17 Drainage System Replacement 2A390	State Route: 17 PM: 7.61	Replace 1 drainage systems currently in poor condition.	Winter 2028-2029 – Spring 2030	Construction Capital: Pending Minor A Program	Aaron Wolfram	PAED	This is a new project splitting off a drainage system location from project 1R980, which originally studied two locations. Project 1R980 experienced challenges moving forward with both locations. This project allows 1R980 to move forward with one of two locations while ensuring that the second location is still addressed.
D17	SR-17 Replace Culvert 1R980	State Route: 17 PM: 11.96	Replace 1 drainage systems currently in poor condition.	Summer 2028 – Summer 2029	Construction Capital: Pending Minor A Program	Aaron Wolfram	PA&ED	The Project has an approved Project report and Environmental document. We have began PS&E and expect to reach RTL by Spring 2027.

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D18	Hwy 129 & Hwy 1 Ramp Roundabout Project 1T330	State Route: 129 PM: L0.12 to L0.12 On Hwy 129 at the Hwy 1 northbound on- and off-ramp	This project proposes to construct: a one-lane roundabout with bypass lanes	Spring 2029 – Fall 2029	Construction Capital: \$7 million Total: To be estimated during the PID phase 010 Safety Funds	Aaron Wolfram	PID	This is a new Reactive Safety project responding to the determination that the location has a Traffic Safety Index of greater than 230. A traffic safety investigation was conducted resulting in the project's scope being recommended and approved as a method to improve the project area's statistics. This Project Initiation Document is targeted for completion in Summer 2026. PID has been approved and will be on the October CTC agenda for funding approval.
D19	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and repave pavement, refresh striping. Replace degraded culverts.	Spring 2034 – Summer 2035	Construction Capital: \$16 million Total: \$21.3 million SHOPP-Pavement	Aaron Wolfram	PID Completed (Candidate for Programing)	This project completed its Project Initiation Document (PID) in June 2025 and is now a candidate project to be funded to begin its environmental (PA&ED) phase. Due to the State budget's funding constraints, this project's schedule is being pushed out.

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D20	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek culvert/bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: Spring 2031 – Winter 2033-34	Construction Capital: \$28.3 million Total: \$44.7 million SHOPP- Complete Streets; Pavement	Madilyn Jacobsen	PA&ED	The Project team began the Project Approval & Environmental Document (Environmental) phase in July 2024. This phase will conduct project-level studies evaluating the impact and feasibility of proposed scope. A draft environmental document is targeted to be ready in late Winter 2026-27. The Final Environmental Document and the Project Report are anticipated to be completed by Fall 2027. A Value Analysis has been completed with recommendations for cost savings being incorporated into the project. Traffic Studies are underway pertaining to the Road Diet aspect of the project.
D21	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-2027 – Summer 2029	Construction Capital: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PS&E/RW	This project achieved its Ready to List milestone in June 2026 and is currently advertised † for Construction. It is estimated that the project will be awarded, and approved in Winter 2026-27.

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D22	Watsonville Downtown Gateway Intersection Redesign 1S400	State Route: 152 PM: T2.5 to T2.5 In Watsonville, at the intersection of Hwy 152 & Freedom Blvd	Perform an intersection control evaluation and consider conceptual redesigns, including as a roundabout, of the intersection that are consistent with adjacent & overlapping State & Local projects & plans.	Spring 2031	To be developed during the PID phase. This project's Project Initiation Phase is funded and led by Caltrans with the understanding that further development must be carried forward by a local agency.	Kelli Hill	PID	This project, identified in the Watsonville Downtown Specific Plan, won State-sponsored Project Initiation Document (PID) development. The State-sponsorship program only covers the project's first phase, at which point a local agency will need to lead it forward. This Project's draft Project Initiation Document (PID), informed by previous meetings with Watsonville staff and feedback from the Watsonville Traffic Advisory Committee, was circulated to Caltrans functional units and Watsonville staff in May 2026. The final document was completed July 2026.
D23	Scour Mitigation (Bridge No. 36-0006) 1P240	State Route: 236 PM: 4.27 to 4.27 On Hwy 236 over Boulder Creek at Branson Ranch Rd	Place a reinforced concrete curtain wall along the footing of one abutment; patching "spalls and rock pockets" to prevent scour from undermining the bridge structure.	Summer 2027 – Fall 2027	Construction Capital: \$1.1 million Total: \$3.3 million SHOPP Minor A	Linda Baker	PS&E/RW	This project achieved it's Ready to List milestone in June 2026 and is advertised. It is estimated that the project will be awarded and approved by Winter/Spring 2027. Construction activities are anticipated during the June-October 2027 permit work window.



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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance (formal end of Construction activities)
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CTC	California Transportation Commission
DOE	District Office Engineer (conducts review of final design plan packages for completion)
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
Hwy	Highway
ISOAP	Intersection Safety & Operational Assessment Process
MBSST	Monterey Bay Sanctuary Scenic Trail
NB	Northbound
PIR	Project Initiation Report- a type of PID and a product of the PID phase
PM	Postmile or Post Mile or Project Manager (based on context)
PSR-PDS	Project Study Report-Project Development Support- a type of PID and a product of the PID phase
RRFB	Rectangular Rapid Flashing Beacon
RTL	Ready to List- when project design is complete, and efforts begin to take the project to Bid

SB	Southbound or Santa Barbara (depending on context)
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System
VMT	Vehicle Miles Travelled

Project Phases

PID	Project Initiation Document (<i>development of the project scope</i>)
PA&ED	Project Approval and Environmental Document (<i>study of environmental impacts of project scope; development of a Project Report; determination of project's permit, right-of-way, and mitigation needs</i>)
PS&E	Plans, Specifications, and Estimates (<i>the Design phase</i>)
RW	Right-of-Way
CON	Construction, as a phase title



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-Resources-

COMMUNICATIONS:

For General Caltrans' Inquiries, or to be added to the Santa Cruz County News Release Distribution List:

Public Information Office, District 5

Info-d5@dot.ca.gov

General Phone: (805) 549-3318

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Public Information Office who will assist with coordinating your inquiry.

REQUESTS:

Customer Service Requests:

To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a Customer Service Request through the following website: <https://csr.dot.ca.gov/>

Examples of Customer Service Requests:

Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Graffiti
- Trash on the roadway
- Any other highway concern or maintenance issue

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent.



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Public Records Requests:

For all public records requests, please submit your request through the Public Records Request portal:

[https://caltrans.mycusthelp.com/WEBAPP/rs/\(S\(4iui15cbqujv3ppvenlmgvx1\)\)/support/home.aspx](https://caltrans.mycusthelp.com/WEBAPP/rs/(S(4iui15cbqujv3ppvenlmgvx1))/support/home.aspx)

INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"

- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: <https://quickmap.dot.ca.gov/>

Caltrans Lane Closures Reporting System: <https://lcswebreports.dot.ca.gov/>

- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)

Caltrans' Postmile Tool

- Postmiles or Post Miles are used to specify locations on California's State Highway System.
- Postmiles may have prefixes or suffixes and may use up to three decimal places.
- Use this website to locate or determine postmiles along the State Highway System (SHS) or to determine the closest highway postmile to a location off the system.
- <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>

Caltrans CCTV Camera Map: <https://cwwp2.dot.ca.gov/vm/iframeemap.htm>

- Allows the public to see current conditions along the State Highway System

The Caltrans District 5 Office of Local Assistance: <https://dot.ca.gov/programs/local-assistance/>

- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: <https://dot.ca.gov/caltrans-near-me/district-5>

PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared and finalized September 21, 2026 for the Santa Cruz County Regional Transportation Commission (SCRTC)'s Board Meeting on: **October 1, 2026**



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**SCAN FOR CURRENT
PROJECTS**



State of California • Department of Transportation



News Release

Date: Friday, September 18, 2026
District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz Counties
Contact: [Heidi Crawford or Ashton Harris](#)
Phone: (805) 549-3138 or (805) 549-3318

FOR IMMEDIATE RELEASE

HIGHWAY 9 ONE-WAY REVERSING TRAFFIC CONTROL CONTINUES DURING WEEK OF SEPTEMBER 21

SANTA CRUZ COUNTY — Travelers on Highway 9 will encounter daytime and overnight one-way reversing traffic control Monday through Friday at multiple locations during the week of September 21.

Projects Under Construction

The Highway 9 **San Lorenzo River and Kings Creek Bridge Replacement Project** is taking place north of Boulder Creek and involves the full replacement of these bridges for the safety of the traveling public.

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

Temporary traffic signals at both bridges are in place providing 24/7 signalized one-way control. The one-way traffic control supports the ongoing bridge replacement work. Crews are working on the second phase of the Kings Creek Bridge project, replacing the northbound portion of the bridge. Crews are working on the first phase of the San Lorenzo River Bridge project, replacing the southbound portion of the bridge.

The Highway 9 **Felton Pedestrian Safety Improvements Project**: Since the 1954 opening of San Lorenzo Valley High School, pedestrians have had to navigate to school along the narrow shoulders of Highway 9. This project will see a sidewalk and bikeable shoulder area built on the southbound side of Highway 9 between the schools complex and Felton's downtown. During the current phase of construction, a temporary concrete barrier was installed closing one of the southbound lanes on Highway 9 approaching Graham Hill/Felton Empire Road. This barrier is essential for the safety of crews working behind it for all current phases of work and is expected to remain in place through February 2027. Please allow for extra time during your commute through this area. When complete, the project will provide transformative safety enhancements for pedestrians and cyclists for generations to come.

Monday, Sept. 21 through Friday, Sept. 25:

- Work is taking place during the day behind a temporary k-rail barrier with one-way reversing traffic control on Hwy. 9 north of Graham Hill Rd, PM 6.5- 7.2. Work this week includes forming a retaining wall from PM 6.3 to 6.6. Also, drilling for a retaining wall from PM 6.5-6.6. As well as excavating driveways where the new sidewalk will be at PM 7.0 to 7.2 just north of Fall Creek Drive.

The Highway 9 **Upper Drainage and Erosion Control Improvements Project** is improving the operation of key drainage systems along Hwy. 9 and will include culvert replacement, paving, and enhancement of erosion control systems. This work will take place between Brookdale and the junction with upper Hwy. 236.

- A temporary traffic signal is in place to establish 24/7 single lane reversible traffic control from 0.21 miles north of Clear Creek Road/Pacific Street to 0.32 miles south of Irwin Way PM 11.66. This traffic signal is estimated to operate through the end of September.

Monday, Sept. 21 through Friday, Sept. 24 from 7 am to 7 pm:

- Approximately 0.4 miles of the northbound lane along Hwy 9 will be closed at Ramona Dr. (PM 17.51 – 17.95)

Monday, Sept. 21-Friday, Sept. 24 from 9 am to 4 pm:

- Approximately 200 ft. of the northbound lane along Hwy 9 will be closed at Spring Creek Rd. (PM 15.03 – 15.06)
- Approximately 1.5 miles of the northbound lane along Hwy 9 will be closed at Tin Can Ranch Rd (PM 23.75 – 25.5)
- Approximately 0.25 miles of northbound lane along Hwy 9 will be closed near the Hwy 236 interchange near Old Mill Road.

Traffic Control for Utility Work and Tree Trimming:

- September 19 / Post Mile 17.7 to 18.2 from 8:30 am – 4:30 pm
- September 21 / Post Mile 15.97 to 16.73 from 9 am – 3 pm
- September 21 / Post Mile 20.827 to 23.75 from 9 am – 3 pm
- September 22 / Post Mile 23.75 to 25.5 from 9 am – 3 pm
- September 21-23 / Post Mile 23.37 to 24.68 from 9 am – 2 pm
- September 24-25 / Post Mile 24.68 to 23.37 from 9 am – 2 pm
- September 25 / Post Mile 6.07 to 6.11 from 3:30 pm – 4 pm

Traffic Control for Guardrail Repairs from 9 am – 1:30 pm:

- September 21 through 24 / Post Mile 9.25 to 10.17

Message and directional signs will alert travelers in advance of the areas under traffic control. Please allow for extra time for your travels through the area.

You can find a more in-depth timeline for the San Lorenzo Valley projects at this link: [San Lorenzo Valley Area Projects Fact Sheet](#)

AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Shannon Munz, Communications Specialist, Rebecca Downing, Commissioner, Max Friedman, Transportation Planner, & Sierra Topp, Transportation Planning Technician

RE: Week Without Driving Initiative and GO Santa Cruz County Update

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive information on the Week Without Driving Kickoff and Community Event and the GO Santa Cruz County Program, including recent program performance data and Fiscal Year 2026-27 priorities; and
 2. Accept a resolution proclaiming October 1-8, 2026 as Week Without Driving.
-

BACKGROUND

Week Without Driving is a national initiative that takes place from October 1-8, 2026, that encourages people who have the option to drive to experience transportation from the perspective of people who cannot or do not drive. Participants are encouraged to replace one or more driving trips with transit, walking, bicycling, or carpooling and to consider how they would reach their destinations if driving were not an option. The initiative helps participants better understand the transportation and infrastructure barriers faced by nondrivers, including older adults, people with disabilities, youth, bicyclists, and people without access to a vehicle. This increased understanding can help transportation decision-makers identify barriers and prioritize safety, accessibility, and other improvements that support people who rely on transportation options other than driving.

The RTC's Transportation Demand Management (TDM) program supports the goals of Week Without Driving year-round by providing information, resources, and incentives that encourage residents and employees to choose alternatives to driving alone. Through GO Santa Cruz County, CRUZ511, and GO BIKE!, the RTC connects the community with tools and programs that support transit, bicycling, walking, carpooling, vanpooling, and other transportation options.

These efforts support the RTC's Regional Transportation Plan goals to reduce vehicle miles traveled and congestion, encourage sustainable transportation choices, and improve access to transportation options.

DISCUSSION

For the second consecutive year, the RTC is partnering with Santa Cruz Metropolitan Transit District (METRO), County of Santa Cruz Community Development & Infrastructure (CDI), and Community Traffic Safety Coalition (CTSC) to promote Week Without Driving throughout Santa Cruz County. The local effort invites community members who have the option to drive to participate by replacing one or more driving trips during October 1-8 with walking, bicycling, transit, or carpooling and to use the experience to consider the transportation barriers they may face if driving were not an option. The local campaign is hosted through the newly formed nonprofit Cruzin' Together Santa Cruz County and builds on previous Week Without Driving efforts to increase awareness of transportation accessibility, mobility, and safety throughout the County.

As part of the local campaign, participants are encouraged to take the Week Without Driving pledge through the [Cruzin' Together Santa Cruz County](#) website and to register for the [Week Without Driving contest](#) hosted through Go Santa Cruz County. Each eligible commute logged on Go Santa Cruz County during Week Without Driving will earn an entry into a contest prize drawing. In addition, the RTC and its partners are hosting a community-wide Week Without Driving event at Capitola Mall on Friday, October 2, from 4:00 to 7:00 p.m. The free event will feature local organizations and business booths, information about local transit options, bicycle and e-bike resources, accessibility and safety advocates, and family activities, including a bike rodeo, passport activity, and giveaways.

Commissioners and members of the public are also invited to participate in METRO bus ridealongs on October 5 and October 7. October 7 is Clean Air Day, when riders can ride METRO free of charge. These activities provide additional opportunities for participants to experience transportation options available throughout the County and consider the role that transit, active transportation, and other alternatives to driving can play in meeting daily travel needs.

The Week Without Driving campaign also provides an opportunity to highlight the RTC's ongoing TDM efforts and the role of GO Santa Cruz County in encouraging and incentivizing people to use alternative, sustainable travel options instead of driving alone. The GO Santa Cruz County platform provides a year-round resource for connecting residents and employees with transportation options, tracking trips, and rewarding sustainable travel choices.

RTC TDM Services and Program Overview

The RTC's TDM program supports the goals of Week Without Driving year-round by encouraging people to commute via alternative modes of transportation. The program consists of three primary components: GO Santa Cruz County, CRUZ511, and GO BIKE! Together, these programs provide transportation information, trip planning resources, incentives, and other tools to help Santa Cruz County residents and employees use alternatives to driving alone. The program is primarily funded by Measure D and SAFE funds, and advances the goals and objectives in the recently adopted 2050 Regional Transportation Plan.

[GO Santa Cruz County](#) is a voluntary commute trip reduction program that rewards participants for choosing sustainable transportation options. Through the RideAmigos commute management platform, participants can log trips to work made by bicycle, e-bike, transit, walking, carpool, vanpool, and other eligible modes and earn points that can be redeemed for rewards. The platform provides tools to conduct commute surveys, distribute incentives, track participation, and estimate transportation and greenhouse gas emission benefits. For additional information, a comprehensive GO Santa Cruz County brochure is included as [Attachment 1](#).

The RTC's RideAmigos platform supports TDM programs administered by partner agencies, including the City of Santa Cruz's GO Santa Cruz Downtown program, UC Santa Cruz, and Santa Cruz METRO's One Ride at a Time program. This shared platform provides a common resource for connecting participants with transportation options, administering incentives and rewards, and tracking program results.

[CRUZ511](#) serves as a centralized source of transportation information for Santa Cruz County. The website provides real-time traffic conditions and trip planning resources, along with information about transit, bicycling, carpooling and vanpooling, accessible transportation, roadway hazards, workplace programs, and other transportation options.

[GO BIKE!](#) provides eligible participants with vouchers toward the purchase of bicycles, e-bikes, and BCycle memberships. The program is implemented in partnership with Ecology Action and has helped participants purchase more than 300 bicycles and e-bikes through local Santa Cruz County participating bike shops. GO BIKE! 1.0 used a mix of funding sources including Monterey Bay Air Resource District's AB 2766 Motor Vehicle Emission Reduction Grants, Local Measure D dollars, and RTC's Consolidated Grant funds. This pilot program is scheduled to be complete in September 2026 – future iterations will require additional grant or Measure D funding.

Data and Program Effectiveness

Since program inception in 2019, GO Santa Cruz County has demonstrated substantial participation and measurable transportation and environmental benefits. Program data show 9,760 registered users of which approximately 3,183 are active users who are logging trips. Program data illustrates the following overarching benefits:

- Approximately 500,000 alternative transportation trips
- 4.3 million miles traveled by alternative transportation modes
- Approximately 1,450 tons of CO2 emissions reduced
- Approximately \$2.3 million in transportation costs saved
- Nearly 70 million calories burned

Participants use a broad range of transportation options, with bicycling representing the largest share of logged trips, followed by transit and carpooling. The distribution of logged trips by transportation mode is shown in Figure 1.

[OBJ]

Figure 1 - Percentage of Logged Trips by Mode

Recent data also demonstrates continued participation and growth:

- In 2025, 1,649 participants logged 145,517 trips totaling more than 1.18 million miles. This represents approximately a 76% increase in logged trips when compared to 2024 (82,409 logged trips).
- New registrations increased from 1,173 in 2024 to 2,549 in 2025.
- An additional 858 users registered between January and July 2026.
- Approximately \$16,700 in incentives and donations distributed in 2026 to date, including approximately \$15,300 in individual commute rewards and \$1,400 in One Ride at a Time donations.

Alignment with the 2050 Regional Transportation Plan

The adopted 2050 Regional Transportation Plan (RTP) establishes the RTC's long-range vision for transportation in Santa Cruz County and identifies TDM as one component of the regional transportation network. The RTP establishes five goals for the regional transportation system. GO Santa Cruz County and the RTC's broader TDM efforts support several of these adopted goals, particularly:

- **Reduce vehicle miles traveled (VMT) in order to establish livable communities that improve people's access to their regular needs.** TDM directly supports this goal by encouraging transit, bicycling, walking, carpooling, vanpooling, and other alternatives to driving alone.

- **Establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change.** Encouraging alternatives to driving alone can reduce VMT and associated greenhouse gas emissions.
- **Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded populations.** TDM efforts support this goal by improving access to transportation information, resources, and mobility options. The GO BIKE! program specifically targets income-qualified Santa Cruz County residents, providing eligible participants with vouchers for bicycles, e-bikes, and bike share.

Next Steps: Program Goals and FY 2026-27 Priorities

Based on the review of existing services and program data and alignment with RTP goals, staff identified the following goals to guide the continued development of GO Santa Cruz County and the RTC's broader TDM efforts:

- Support the 2050 RTP goal to reduce VMT and congestion
- Encourage transit and active transportation, carpooling, and vanpooling
- Identify outreach and engagement opportunities for RTC TDM efforts especially with equity priority communities
- Be a resource the community can rely on for transportation information and programs
- Make data informed decisions
- Interagency coordination on TDM efforts and strategies

With these goals in mind, RTC staff developed a 12-month work plan to guide TDM program activities during FY 2026-27. The work plan identifies six priorities organized into three implementation tiers:

- **Short-Term Priorities**
 - Data and Metrics: Improve program performance tracking and use data to inform program decisions.
 - CRUZ511: Modernize the website and improve access to transportation information.
- **Medium-Term Priorities**
 - Employer Outreach: Expand partnerships with employers to connect more employees with transportation resources.
 - Interagency Coordination: Strengthen coordination among agencies and organizations implementing TDM programs, including coordination with RTC member agencies.
- **Long-Term Priorities**
 - GO Watsonville: Develop a targeted Watsonville TDM program and expand outreach and resources in Watsonville.

- TDM Strategic Plan: Develop a long-term framework for coordinating and advancing TDM efforts throughout Santa Cruz County.

Staff will continue implementing the work plan and monitoring progress toward the program's goals and performance measures. Staff will use program data and participant feedback to evaluate ongoing activities, adjust strategies as needed, and identify additional funding sources to bolster existing services. The results of this work will help inform future TDM program investments, outreach efforts, and longer-term planning.

FISCAL IMPACT

The GO Santa Cruz County program and associated TDM activities are included in the latest approved budget. Staff will continue to pursue additional funding opportunities to support and expand existing TDM services.

SUMMARY

Week Without Driving, taking place October 1-8, 2026, encourages people who have the option to drive to experience transportation from the perspective of people who cannot or do not drive. The initiative helps participants better understand the transportation and infrastructure barriers faced by nondrivers, including older adults, people with disabilities, youth, bicyclists, and people without access to a vehicle. The RTC's TDM programs, including but not limited to GO Santa Cruz County, support the goals of Week Without Driving year-round by providing transportation information, resources, and incentives that encourage residents and employees to choose alternatives to driving alone.

ATTACHMENTS:

1. Week Without Driving Resolution
2. Week Without Driving Fact Sheet
3. Week Without Driving Community Event Flyer
4. GO Santa Cruz County Brochure

RESOLUTION NO.

Accepted by the Santa Cruz County Regional Transportation Commission
on the date of October 1, 2026
on the motion of Commissioner
duly seconded by Commissioner

RESOLUTION PROCLAIMING OCTOBER 1-8, 2026, AS WEEK WITHOUT DRIVING

WHEREAS, access to mobility is a fundamental part of health, safety, and community connection, allowing Santa Cruz County residents to reach education and employment opportunities, medical services, shopping, recreation, and visit friends and family; and

WHEREAS, owning and operating a personal vehicle involves significant costs, with the U.S. Bureau of Labor Statistics estimating approximately 72 cents per mile, making it unaffordable for many, and nearly one-third of people in the U.S. do not have a driver's license due to age, disability, or other conditions; and

WHEREAS, public transportation and a strong network of sidewalks and bike paths are not available in every community, creating barriers for those who cannot or do not drive; and

WHEREAS, enhancing walking and bike infrastructure, along with driver education initiatives to promote patience and understanding of non-drivers, can improve mobility options in Santa Cruz County; and

WHEREAS, transportation is the largest source of greenhouse gas emissions in the U.S., and reducing emissions in the sector is critical to meeting state and national climate goals; and

WHEREAS, participating in a Week Without Driving is an opportunity to better understand the needs of non-drivers, raise awareness about transportation equity, and encourage investments in transit, biking, and walking infrastructure.

THEREFORE, I, Eduardo Montesino, Chair of the Santa Cruz County Regional Transportation Commission, do hereby proclaim October 1–8 2026, as Week Without Driving in Santa Cruz County, and I encourage all residents to join in this special observance to support safe, accessible, and affordable transportation for all.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary



About Us

Week Without Driving is a growing movement led by a diverse coalition of local organizations, individuals, governmental agencies, and elected leaders across the U.S. and beyond. It is coordinated and supported by Nondrivers Alliance and an advisory committee of local and national organizations.

We use our collective voice to ensure every person across every community has access to live fully and freely.

What's the goal?

Week Without Driving builds public awareness through powerful stories, inspires community-driven action, and engages elected officials and decision makers at all levels.

The goal is to break our reliance on driving and build a transportation system that works for everyone.

What is it?

Transportation shapes every part of life. Week Without Driving shines a light on that reality and invites everyone to experience, reflect, and share what life is like for nondrivers.

It's a chance to understand daily life for the millions of people who cannot drive due to age, disability, income, and other barriers. **It's an opportunity to help reimagine what transportation could look like and share your Week Without Driving story.**

#WeekWithoutDriving

Learn more at
weekwithoutdriving.org

DID YOU KNOW?

Approximately a third of people in the United States cannot drive due to age, ability, income and other factors.*

Every community includes people who cannot drive.

When our transportation system is built around driving, it leaves out people who cannot drive. Without viable options like buses, trains, safe sidewalks and bike lanes, it's harder for those who cannot drive to get to work, school, groceries, doctor's appointments, or even visit family and friends.

* FHWA, 2020 – www.fhwa.dot.gov



✓ A [majority of people with disabilities](#) face significant mobility challenges.

✓ People outlive their safe driving age by [7 to 10 years](#).

✓ One in four people [face transportation insecurity](#).

✓ Over 1 million people in [rural areas have no car](#).

✓ [10% of adults rarely or never drive](#).

✓ [45% of people have no access](#) to public transportation.

✓ People in [lower-income households](#) are [over three times](#) more likely to rarely or never drive compared to those in middle- or upper-income households.

✓ While 43% of 16-year-olds had driver's licenses in 1997, that number [had fallen to 25% by 2020](#).

✓ In 2023, U.S. households paid on [average \\$13,174 for transportation](#), making it the second largest household expense after housing.

✓ Pedestrian crashes are more than twice as likely to occur in places [without sidewalks](#).

Facts can't capture everything. Share your story.

#WeekWithoutDriving

NONDRIVERS
ALLIANCE

HOW DO I PARTICIPATE?

Week Without Driving is an annual event that will take place Thursday, October 1-Thursday, October 8, 2026. It is open to anyone to participate.

Visit weekwithoutdriving.org/join to sign up and get the resources to make the most out of your week.

Driving is not a failure. It reveals where transportation gaps exist, and your insights and experience matter. Use it as an opportunity to ask, if driving weren't an option for me: how would I manage, what choices would I need to make?

1 Plan Your Trips.

Think of your usual drives and swap them for alternatives. If you find this difficult, ask yourself: What barriers am I running into and how would someone without the ability to drive navigate this trip?

2 Rally Your Crew.

Invite your family, friends, and colleagues to participate with you. Ask an elected official to join you! If you get "no" or hesitancy, ask them what's holding them back. It's a great way to learn about challenges people already face.

3 Share Your Story.

During the week, post your reflections on social media with photos or videos, write an Op-Ed, or attend a local event! After the week, share your feedback on the Week Without Driving survey on the America Walks website.





Community Celebration
Friday, Oct. 2, 2026
4 – 7pm | Capitola Mall

- Free community event!
- Local organizations and business booths
- Learn about local transit options
- Explore bike & e-bike resources
- Connect with accessibility & safety advocates
- Family activities, coupons, & giveaways

Join Us For A

WEEK WITHOUT DRIVING!

OCT. 1 – 8, 2026

**Sign up here then register at
 Go Santa Cruz County
 to win prizes in our
 Week Without Driving contest!**

Snap a photo





Time to Rethink Your Commute?

The **GO Santa Cruz County** program offers incentives to help employees throughout the county to choose options other than driving solo to get to work. These include:

- **Green transportation and bike safety training**
- **Carpool incentives**
- **Vanpool and bikepool ride matching and commute information**
- **Electronic gift card rewards for logging trips**
- **Donate your bus rides to One Ride at a Time**

For every logged bus ride, METRO donates to Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund



Get rewards for using alternative transportation

If you bike, walk, bus or carpool, we'll give you great prizes just for rethinking your commute and logging your trips!



Did You Know?

Santa Cruz County has over 100 miles of bike lanes and paths and Santa Cruz METRO operates over 100 buses on nearly 20 fixed routes on approximately 400 miles of roads! Since launch, GO Santa Cruz County participants have logged more than 300,000 trips and reduced CO emissions by 1,000 metric tons.

BCycle Bike Share

The City of Santa Cruz, UC Santa Cruz, County of Santa Cruz and City of Capitola have partnered to bring BCycle to Santa Cruz County to provide a convenient, fun and affordable way for community members and visitors to travel countywide. Launched in June 2023, BCycle is available countywide and GO Santa Cruz County users can earn rewards for every trip!

ATTACHMENT 4



Helping the Planet

GO Santa Cruz County is a key part of the Santa Cruz County Regional Transportation Commission's ongoing effort to reduce greenhouse gas emissions and play an active role in addressing climate change. The program is partially funded by voter-approved Measure D, which provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network.



How GO Santa Cruz County works:

- ✓ Sign up at gosantacruzcounty.org.
- ✓ Log your bike, walk, carpool or bus trips.
- ✓ Earn a \$10 gift card for every 25 trips logged (participants may earn up to \$100 per year).

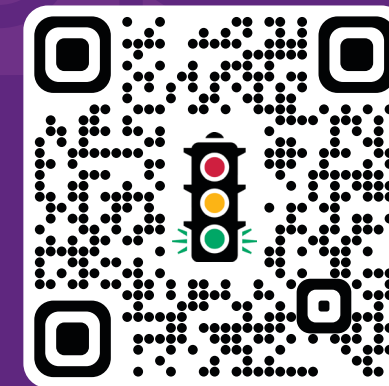


Free Workshops

Join us for free workshops in-person or online covering everything from bike safety, e-bike 101 and test rides, and free bike repair. Visit gosantacruzcounty.org to sign up!



SIGN UP TODAY!



Powered By:



AGENDA: October 1, 2026

TO: Santa Cruz County Regional Transportation Commission

FROM: Marshall Ballard, Supervising Transportation Planner

RE: Cooperative Agreement for Replica Data Platform Procurement

RECOMMENDATION

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to Execute a Purchase Order for Replica software through the California Department of General Services (DGS) Software Program Licensing Agreement administered by the California Association of Councils of Governments (CALCOG); and Execute the Cooperative Agreement (Exhibit A to Attachment 1) with City of Capitola, City of Scotts Valley, City of Watsonville, County of Santa Cruz, and Santa Cruz METRO for coordination and use of the Replica software.

BACKGROUND

The Regional Transportation Commission (RTC) has historically coordinated data collection along local arterials and, in coordination with Caltrans and the Association of Monterey Bay Area Governments (AMBAG), along state highways. The biannual process of collecting data on local arterials is valuable to a complete data program supported by the ability to use and maintain a travel demand model.

As the Regional Transportation Planning Agency (RTPA), the RTC is required to collect data support planning efforts including regular updates to a regional travel demand model. AMBAG generated an activity-based model as part of their Metropolitan Transportation Plan / Sustainable Community Study (MTP/SCS) which is available to the RTC for evaluation and use. All RTC partner agencies benefit from a coordinated and collective data collection program and regional travel demand or activity-based models to support decisions about land use and transportation integration. The Regional Transportation Plan (RTP) has five goals which all benefit from a data collection program and transportation models.

DISCUSSION

On March 19, 2026, the RTC Interagency Technical Advisory Committee (ITAC) unanimously approved the creation of a sustainable multimodal data science program with an ad hoc data working group to assist in direction and decisions. Discussion centered around the need for access to various data and models that support transportation planning and decision-making. Previously, various agencies were independently reviewing big data platforms. Big data platforms is a term used to describe Software as a Service (SaaS) which provides access to data and analytical tools. The data include publicly available data such as Census data and Crash data. Additionally, the SaaS include data purchased and processed by the Replica.

Data is often sourced from mobile application location data and demographic data that are sold in open markets for use in developing solutions for marketing and transportation analysis. Examples of processed data derived from location based data include but are not limited to, Average Daily Traffic (ADT), Origin / Destination travel patterns, Speed data and travel time reliability. These systems do not use video surveillance or include real time data collection.

Upon the creation of the ad hoc data working group, staff conducted a survey of the group to better determine their transportation data needs. The survey responses showed that all agencies were closely aligned with their data needs (Attachment 2), including traffic data, safety data, land use data, and most important the data being accessible in a single platform or SaaS.

As one of the RTP goals, Vision Zero is truly a regional goal with multiple jurisdictions adopting it as a goal with associated Safety Action Plans and the Watsonville Vision Zero Task Force. The RTC's Vision Zero goal is specifically cited as eliminating traffic fatalities and serious injuries by 2050 for all modes. By 2035, reduce fatal and serious injuries by 50 percent (compared to 2020). Also to reduce the number of high-injury intersections by 20 percent by 2035 and 50 percent by 2050. This data platform will allow our planners, engineers and law enforcement to coordinate on improving safety and reducing speeds. Considering this goal and our other 4 goals, access to a data platform which includes crash data and street segment traffic volumes and speeds will assist in meeting our RTP goals.

This contract will allow staff in each agency to access the platform to assist in forecasting future travel patterns, traffic volumes, public transit needs, vehicle miles travelled analysis, transportation safety, speed enforcement zone identification, and various other needs, including but not limited to transportation planning and traffic enforcement. Prior to the ITAC ad hoc

data working group, several agencies were reviewing and planning to procure a data platform independently. Staff is recommending that RTC purchase access to the data platform for the collective use by Cities of Scotts Valley, Watsonville, and Capitola, County of Santa Cruz, Santa Cruz METRO, and the RTC saving agencies thousands of dollars.

After receiving six different data platform demonstrations, the ITAC ad hoc committee evaluated each through a matrix reviewing the applicable data available and platform functionality or User Interface, and recommended selecting Replica. The RTC coordinated with Replica and CALCOG (of which RTC is a member agency), an authorized reseller of the software via the DGS. Pursuant to Public Contract Code Sections 10298 et seq. RTC is authorized to access the Leveraged Procurement Agreement (LPA) for this procurement. For reference, the software licensing program (SLP) agreement (Exhibit B to Attachment 1) and the \$72,180.56 fee schedule exemplifying the breakdown of the fees (Exhibit C to Attachment 1) are included.

Staff recommends that the Santa Cruz County Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to Execute a Purchase Order for Replica software through the California Department of General Services (DGS) Software Program Licensing Agreement administered by the California Association of Councils of Governments (CALCOG); and Execute the Cooperative Agreement (Exhibit A to Attachment 1) with City of Capitola, City of Scotts Valley, City of Watsonville, County of Santa Cruz, and Santa Cruz METRO for coordination and use of the Replica software.

FISCAL IMPACT

There are no new fiscal impacts associated with this procurement. RTC's funding contribution to this software licensing program agreement are included in the FY2026-27 budget under the traffic monitoring services and work program of the planning budget, which was approved by the Commission at its April 2, 2026 meeting.

SUMMARY

The RTC has coordinated with partner agencies to recommend procurement of a transportation data platform, Replica for use in transportation planning services and more, and to enter into a multi-agency Cooperative Agreement to allow shared use of the platform.

ATTACHMENTS

1. Resolution
 - a. Cooperative Agreement
 - b. Software Licensing Program (SLP) Agreement
 - c. SLP Fee Schedule
2. RTC Transportation Data Science Survey Results

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of October 1, 2026
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A COOPERATIVE AGREEMENT WITH THE CITY OF CAPITOLA, CITY OF SCOTTS VALLEY, CITY OF WATSONVILLE, COUNTY OF SANTA CRUZ, AND SANTA CRUZ METRO FOR THE RTC-LED REPLICA DATA PLATFORM PROCUREMENT

WHEREAS, the RTC staff-built consensus with partner agencies through the Interagency Technical Advisory Committee (ITAC) ad hoc committee formation, surveys, discussions, demonstrations and evaluation criteria to procure a one-year license for Replica;

WHEREAS, the Cooperative Agreement (Exhibit A) defines roles and responsibilities for each agency and includes a Funding and Expenditure Summary for one year from the executed date;

WHEREAS, California Association of Councils of Governments (CALCOG) is the Replica software reseller through the California Department of General Services (DGS) as shown in the Software Licensing Program (SLP) Agreement (Exhibit B);

WHEREAS, the fee schedule coordinated by Replica based on jurisdiction population or service area and CALCOG's reseller fee (Exhibit C);

WHEREAS, the Software Licensing Program (SLP) is a California Department of General Services (DGS)-administered cooperative which leverages bulk purchasing power and discounted pricing, ensures compliance with the Public Contract Code, and greatly simplifies the purchasing process.

WHEREAS, RTC staff and Interagency Technical Advisory Committee ad hoc members recommend procuring the Replica Data Platform as written in the Cooperative Agreement (Exhibit A) from CALCOG, the authorized reseller of Replica;

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

1. The Executive Director is authorized to procure the aforementioned software Replica.
2. The Executive Director is authorized to enter into a Cooperative Agreement (Exhibit A) with the City of Capitola, City of Scotts Valley, City of

Watsonville, County of Santa Cruz, and Santa Cruz METRO.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Eduardo Montesino, Chair

ATTEST:

Sarah Christensen, Secretary

Exhibit A: Cooperative Agreement

Distribution: RTC Fiscal,
City of Capitola,
City of Scotts Valley,
City of Watsonville,
County of Santa Cruz,
Santa Cruz METRO

FUNDING COOPERATIVE AGREEMENT BETWEEN

Santa Cruz County Regional Transportation Commission
and
City of Capitola, City of Scotts Valley, City of Watsonville, County of Santa Cruz, and Santa Cruz METRO (collectively "Agencies")
for the
Replica Software Licensing Program (SLP) Agreement

WHEREAS, the Santa Cruz County Regional Transportation Commission ("RTC") is the regional transportation planning agency for Santa Cruz County;

WHEREAS, the City of Capitola (Capitola) serves the Public Works department and Police Department for the City of Capitola;

WHEREAS, the City of Scotts Valley (Scotts Valley) serves the Public Works and Planning departments and Police Department for the City of Scotts Valley;

WHEREAS, the City of Watsonville (Watsonville) serves the Planning and Public Works departments and Police Department for the City of Watsonville;

WHEREAS, the County of Santa Cruz (County) serves the Community Development and Infrastructure and the Santa Cruz County Sheriff;

WHEREAS, the Santa Cruz Metro (METRO) serves the Planning Department for Santa Cruz Metro;

WHEREAS, staff for the RTC, Capitola, Santa Cruz, Scotts Valley, Watsonville County, and METRO participated in the review and selection of software as a service solutions for a transportation data platform ("Project") resulting in the determination that Replica was the most comprehensive;

NOW, THEREFORE, the Parties desire to cooperate on the procurement and implementation of the Project and hereby enter into this cooperative agreement ("Agreement") to memorialize each Party's roles and responsibilities for implementation of the Project. The Parties agree to participate in this Cooperative Agreement on the terms and conditions set forth herein.

1. Parties' Roles and Responsibilities.

a. RTC. Subject to any qualifications described herein, RTC shall:

1. Enter into contract with California Association of Councils of Governments (CALCOG), the authorized reseller of the Replica software licensing program, to procure access to the software on behalf of itself and the Agencies for a total of \$72,180.56 for a period of one year.

2. The RTC will pay \$72,180.56 of the upfront cost for the licensing program and seek reimbursement from the Agencies for the amounts listed below for each Agency.
3. The RTC will contribute \$27,273.53 of the total cost (\$72,180.56) in funding towards said contract with CALCOG for the procurement of Replica, the software licensing program.
4. RTC staff will manage the software contract with Replica and CALCOG and coordinate periodic evaluations with the existing Interagency Technical Advisory Committee (ITAC) ad hoc data working group.
5. RTC will invoice the Agencies for their respective share of the licensing fees.
6. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.

b. Capitola. Subject to any qualifications described herein, Capitola shall:

1. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.
2. Contribute \$1,976.99 towards Replica the software licensing program within 30 days of being invoiced.

The contribution shall be paid in a single installment.

c. Scotts Valley. Subject to any qualifications described herein, Scotts Valley shall:

1. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.
2. Contribute \$2,431.74 towards Replica the software licensing program within 30 days of being invoiced.

The contribution shall be paid in a single installment.

d. Watsonville. Subject to any qualifications described herein, Watsonville shall:

1. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.

2. Contribute \$10,461.83 towards Replica the software licensing program within 30 days of being invoiced.

The contribution shall be paid in a single installment.

e. County. Subject to any qualifications described herein, County of Santa Cruz shall:

1. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.
2. Contribute \$23,187.84 towards Replica the software licensing program within 30 days of being invoiced.

The contribution shall be paid in a single installment.

f. METRO. Subject to any qualifications described herein, Santa Cruz Metro shall:

1. Utilize the software in accordance with all user restrictions contained in any applicable license agreement.
2. Contribute \$6,848.63 towards Replica the software licensing program within 30 days of being invoiced.

The contribution shall be paid in a single installment.

2. Communications.

a. Between the Parties. RTC will schedule periodic meetings of the ad hoc data working group to discuss any items about Replica and will provide quarterly progress reports to ITAC.

3. Term. The term of this Cooperative Agreement commences as of _____ and shall continue for one year upon activation.

4. Expenses. Unless otherwise agreed to by the Parties or as set forth herein, each Party shall pay all expenses incurred by The RTC within 30 days of contract execution, without the right of reimbursement from the other Parties.

5. Amendments. Any modification of this Cooperative Agreement shall be in writing and signed by all Parties.

6. Mediation. The Parties agree to mediate any dispute or claim arising between them out of this Cooperative Agreement. The mediation fees shall be divided equally between the Parties involved in the mediation.

7. Notices. All notices and other communications under this Agreement shall be in writing, addressed to the parties at the addresses set forth below, and delivered by email, personal service, or by Federal Express or other overnight delivery service, or by registered or certified mail, postage prepaid, return receipt requested:

Regional Transportation Commission
Attn: Sarah Christensen, Executive Director
1101 Pacific Avenue Suite 250
Santa Cruz, CA 95060

City of Capitola
Attn: Jessica Kahn, Public Works Director
420 Capitola Avenue
Capitola, CA 95010

City of Scotts Valley
Attn: Rodolfo Onchi, Public Works Director
1 Civic Center Drive
Scotts Valley, CA 95066

City of Watsonville
Attn: Tamara Vides, City Manager
250 Main Street
Watsonville, CA 95076

County of Santa Cruz
Attn: Matt Machado, Director of Community Development and Infrastructure
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Santa Cruz Metro
Attn: Corey Aldridge, CEO
110 Vernon Street
Santa Cruz, CA 95060

Any such notice shall be deemed delivered as follows: (a) if personally delivered, the date of delivery to the address of the person to receive such notice; (b) if sent by Federal Express or other courier service, the date of delivery to the address of the person to receive such notice; (c) if mailed, three (3) calendar days after depositing same in the mail. Any party may change its address for notice by written notice given to the other at least five (5) calendar days before the effective date of such change in the manner provided in this Section.

8. Counterparts. This Cooperative Agreement and any subsequent amendments may be executed in any number of counterparts, each of which shall be deemed to be original, but all of which together shall constitute one and the same instrument.

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Sarah Christensen
Executive Director

Date: _____

APPROVED AS TO FORM

By: _____

Date: _____

Printed Name: _____
RTC Legal Counsel

CITY OF CAPITOLA

By: _____
Jessica Kahn
Public Works Director

Date: _____

CITY OF SCOTTS VALLEY

By: _____
Rodolfo Onchi
Public Works Director

Date: _____

CITY OF WATSONVILLE

By: _____
Tamara Vides
City Manager

Date: _____

COUNTY OF SANTA CRUZ

By: _____ Date: _____
Matt Machado
Director of Community Development and Infrastructure

SANTA CRUZ METRO

By: _____
Corey Aldrige
CEO

Date: _____

Procurement Division
 707 Third Street, 2nd Floor, MS #2-202
 West Sacramento, CA 95605-2811

State of California SOFTWARE LICENSING PROGRAM (SLP) AGREEMENT



Contractor: California Association of Councils of Government (CALCOG)
 Contract Number: SLP-25-70-0446A
 SLP Contract Term: 02/02/2025 through 02/01/2028
 Contract Base: Replica, Inc. Offer Number REPLICA-SLP-2025

This contract is available for use by State of California departments and any city, county, special district, educational agency, local government body or corporation empowered to expend public funds. While the state makes this contract available, each local agency should make its own determination whether the SLP is consistent with their procurement policies and regulations.

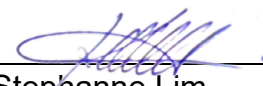
The SLP Contractor is required to provide all SLP contract terms and conditions with the list of products, services and prices.

Terms and conditions listed below are hereby incorporated by reference and made a part of this SLP Agreement as if attached herein and shall apply to the purchase of goods or services made under this Participating Agreement. Contractor non-compliance with the requirements of this contract may result in contract termination.

By signing below, Contractor agrees to the Informational Technology - General Provisions (Non-Cloud Goods and Services and Cloud Computing Services) dated November 11, 2024, and all other provisions included herein.

- 1) [General Provisions – Information Technology \(Non-Cloud\) effective 11/12/24](#)
- 2) [General Provisions – Information Technology \(Cloud\) effective 11/12/24](#)

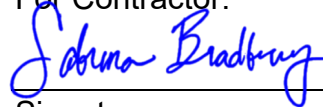
For State of CA:

For 
 Stephanie Lim
 Manager
 Multiple Award Programs Section
 Procurement Division
 Department of General Services

02/12/2025

Date

For Contractor:



Signature

[Deputy Director](#)

Printed Title

[Sabrina Bradbury](#)

Printed Name

[California Association of Councils of Governments](#)

Company Name

[2/10/2025](#)

Date

CONTRACTOR PROVIDES COPY OF THE CONTRACT AND SUPPLEMENTS

The SLP Contractors are required to provide the entire contract that consists of the following:

- SLP Cover sheet with signatures from the DGS Procurement Division Deputy Director or designee and Contractor.
- Ordering instructions.
- Std. 204 Payee Data Record.
- SLP Contract terms and conditions (General provisions).
- Software License Agreement pricing.
- Supplements, if applicable

CONTRACTOR QUARTERLY REPORTS

SLP Contractors are required to submit a detailed SLP Business Activity Report on a quarterly basis to the SLP Unit.

SLP Quarterly Business Activity Reports are due to the SLP Unit within two weeks after the end of each quarter as shown below:

Quarter	Reporting Period	Due Date
Quarter 1	Jan 1 to Mar 31	Due Apr 15
Quarter 2	Apr 1 to Jun 30	Due Jul 15
Quarter 3	Jul 1 to Sep 30	Due Oct 15
Quarter 4	Oct 1 to Dec 31	Due Jan 15

This report shall be emailed to the SLP Unit general e-mail:

SLP@DGS.CA.GOV

Alternatively, this report can be mailed to:

Department of General Services
Procurement Division – SLP Unit
Attention: Quarterly Report Processing
707 Third Street, MS #2-202
West Sacramento, CA 95605

Reports that include paper checks for quarterly incentive fees must be mailed and shall not be emailed.

For the full instructions on completing and submitting SLP Quarterly Business Activity Reports, reference “ATTACHMENT A” of this agreement.

Important things to remember regarding SLP Quarterly Business Activity Reports:

- A report is required for each SLP, each quarter, even when no new purchase orders are received in the quarter.
- A separate report is required for each SLP agreement.
- **Each purchase order must be reported only once in the quarter identified by the purchase order date, regardless of when the services were performed, the products were delivered, the invoice was sent, or the payment was received.**
- Purchase orders from State and local government agencies must be separated on the report, as shown in the instructions.
- Any report that does not follow the required format or excludes required information will be deemed incomplete and returned to the SLP contractor for corrections.
- Taxes and freight must not be included in the report.
- New SLP agreements, renewals, and amendments will be approved only if the SLP contractor has submitted all required quarterly reports and incentive fees.
- A quarterly report is required even when there is no activity.

CONTRACTOR QUARTERLY INCENTIVE FEES

All SLP contractors, including certified Small Businesses and Disabled Veteran Business Enterprises, will be required to pay incentive fees for all orders placed by local government agencies. See the current incentive fees in the [DGS Price Book](https://www.dgs.ca.gov/OFS/Price-Book) (<https://www.dgs.ca.gov/OFS/Price-Book>).

A local government agency is any city, county, district, or other local governmental body, including the California State University (CSU) and University of California (UC) systems, K-12 public schools and community colleges empowered to expend public funds.

Local incentive fee payments may be made with a paper check, electronic check or credit card.

Contractor may make an electronic check or credit card payment through the [LPA Payment Portal](https://www.dgs.ca.gov/PD/Services/Page-Content/Procurement-Division-Services-List-Folder/Access-LPA-Payment-Portal) (<https://www.dgs.ca.gov/PD/Services/Page-Content/Procurement-Division-Services-List-Folder/Access-LPA-Payment-Portal>).

If payment is made with a paper check, the check shall be made payable to the Department of General Services, SLP Unit, and must be mailed to the SLP Unit **along with the applicable Quarterly Report**. See the provision in this SLP entitled "Contractor Quarterly Report Process" for information on when and where to send these checks and reports.

CONTRACTOR INVOICES

Unless otherwise stipulated, the contractor must send their invoices to the department address set forth in the purchase order. Invoices shall be submitted in triplicate and shall include the following:

- Contract number

- Agency purchase order number
- State Agency Bill Code
- Line item number
- Unit price
- Extended line item price
- Invoice total

State sales tax and/or use tax shall be itemized separately and added to each invoice as applicable. The company name on the SLP contract, purchase order and invoice must match or the State Controller's Office will not approve payment.

CONTRACTOR OWNERSHIP INFORMATION

California Association of Councils of Government (CALCOG) is a large business enterprise.

GENERATIVE ARTIFICIAL INTELLIGENCE (GENAI) REPORTING

1. State Agencies

State agencies are required to obtain a [GenAI Reporting and Factsheet \(STD 1000\)](#) from the Contractor prior to award.

If GenAI is disclosed by the Contractor, state agencies must follow the required GenAI purchase procedures outlined in State Contracting Manual (SCM) Volume 2, Chapter 23, Generative Artificial Intelligence (GenAI). State agencies must retain the STD 1000 and confirmation the purchase may proceed in their procurement file.

2. Contractor

Upon request by an ordering agency, Contractor must complete a [GenAI Reporting and Fact Sheet \(STD 1000\)](#) to identify if their solution or service includes, or makes available, any GenAI including, GenAI from third parties or subcontractors.

During the term of the contract, Contractor must notify the State in writing if their services or any work under this contract includes, or makes available, any previously unreported GenAI technology, including GenAI from third parties or subcontractors. Contractor shall immediately complete the GenAI Reporting and Factsheet (STD 1000) to notify the State of any new or previously unreported GenAI technology.

At the direction of the State, Contractor shall discontinue the use of any new or previously undisclosed GenAI technology that materially impacts functionality, risk or contract performance, until use of such GenAI technology has been approved by the State.

Failure to disclose GenAI use to the State and submit the GenAI Reporting and Factsheet (STD 1000) may be considered a breach of the contract by the State at its sole discretion and the State may consider such failure to disclose GenAI and/or failure to submit the GenAI Reporting and Factsheet (STD 1000) as grounds for the immediate termination of the contract. The State is entitled to seek any and all relief to which it may be entitled to as a result of such non-disclosure.

The State reserves the right to amend the contract, without additional cost, to incorporate GenAI Special Provisions into the contract at its sole discretion and/or terminate any contract that presents an unacceptable level of risk to the State.

If Contractor identifies GenAI in their solution, a copy of the STD 1000 must be submitted to the State Contract Administrator.

EXECUTIVE ORDER N-6-22 – RUSSIA SANCTIONS

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. “Economic Sanctions” refers to sanctions imposed by the U.S. government in response to Russia’s actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts with, and to refrain from entering any new contracts with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the State determine Contractor is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this agreement. The State shall provide Contractor advance written notice of such termination, allowing Contractor at least thirty (30) calendar days to provide a written response. Termination shall be at the sole discretion of the State.

AGENCY NON-COMPLIANCE

Agency non-compliance with the requirements of this contract may result in the loss of delegated purchasing authority to use the SLP.

PLEASE REQUEST A COPY OF ALL CONTRACT TERMS AND CONDITIONS FROM THE CONTRACTOR, IF NOT PROVIDED INITIALLY.

AVAILABLE PRODUCTS AND/OR SERVICES

This contract may provide for the purchase and warranty of software, software maintenance, technical support, training,

installation, software as a service, and implementation services.

Only products from the manufacturer listed below are available within the scope of this contract:

- **Replica, Inc.**

UNAVAILABLE PRODUCTS AND/OR SERVICES

The following products and/or services are not available under this contract:

- **STANDALONE HARDWARE**
- **CONSULTING**
- **TELECOMMUNICATION PRODUCTS**
- **CLOUD: IAAS/PAAS**

Notice to State Agencies: Software appliances/hardware products offered under the Software Publisher's pricelist are NOT available under the Software Licensing Program (SLP) if the same type of software appliance/hardware products are currently available under any mandatory Statewide Contract. State agencies who want to purchase a software appliance/hardware product type, other than what is available through a mandatory Statewide Contract must submit an exemption request to the mandatory Statewide Contract Administrator. For more information and the required justification forms regarding the exemption process, please refer to the following website:

<https://www.dgs.ca.gov/PD/Services/Page-Content/Procurement-Division-Services-List-Folder/Request-an-IT-Hardware-Contract-Exemption>. This restriction does not apply to local governmental agencies.

INSTALLATION SERVICES

- Installation Services can only be purchased when they are in support of software purchased under this SLP contract.
- Installation Services must not exceed the total cost of the software.

IMPLEMENTATION SERVICES

Before procuring Implementation Services, state departments should conduct an analysis and use their own due diligence to determine if these services are the most cost effective solution that meets their business needs and security requirements.

Requirements

- State departments must complete a Statement of Work (SOW) for all Implementation services.
- Job titles/categories are limited to those identified in the SLP price list.
- Hourly rates must not exceed those identified in the SLP price list.
- Implementation services can only be purchased when they are in support of software purchased under the SLP.
- Time and Material pricing must not exceed the job Title hourly rate times the number of hours to complete the job.

NOTE: Implementation Services under this contract must be paid in arrears.

SOFTWARE MAINTENANCE, SUBSCRIPTION AND SAAS RENEWALS

Software Maintenance, Subscription and SaaS renewals shall be fixed at the agency's prior applicable SLP rates (or lower), with a 0% uplift (no up-lift) and no additional increases, fees or charges added, for the duration of this SLP contract.

SERVICE CREDITS

Service credits are acceptable only if they meet the following requirements:

- Service credits must be used for training, certifications, or support and must never expire even when this contract term ends.
- Unused service credits can be used for other services such as training, certification, or support. Example: If \$1,000 is purchased in training credits but is not fully utilized, the department may use the remainder of unused credits for certifications or support.

ISSUE PURCHASE ORDER TO

Agency purchase orders must be mailed to the following address, or e-mailed:

CALCOG
1415 L Street, Suite 300
Sacramento, CA 95814
Attn: Sabrina Bradbury

Agencies with questions regarding products and/or services may contact the contractor as follows:

Phone: (530) 864-8544
E-mail: Sabrina@calcog.org

SHIPPING INSTRUCTIONS

F.O.B. (Free On Board) Destination

DELIVERY

30 days after receipt of order, or as negotiated between agency and Contractor and included in the purchase order.

AGENCY RESPONSIBILITY

Agencies must contact contractors to obtain copies of the contracts and compare them for a best value purchasing decision.

Each agency is responsible for its own contracting program and purchasing decisions, including use of the SLP program and associated outcomes.

This responsibility includes, but is not necessarily limited to, ensuring the necessity of the services, securing appropriate funding, complying with laws and policies, preparing the purchase order in a manner that safeguards the State's interests, obtaining required approvals, and documenting compliance with Government Code 19130.b (3) for outsourcing services.

It is the responsibility of each agency to consult as applicable with their legal staff and contracting offices for advice depending upon the scope or complexity of the purchase order.

If you do not have legal services available to you within your agency, the DGS Office of Legal Services is available to provide services on a contractual basis.

ORDER REQUIREMENTS AND MAXIMUM ORDER LIMIT

- Unless otherwise determined by an individual ordering agency purchasing authority, no SLP order may be executed by a State agency that exceeds that agency's purchasing authority threshold. State agencies with approved purchasing authority, along with their dollar thresholds can be obtained at the [List of State Departments with Approved Purchasing Authority](#).
- Agencies must adhere to the detailed requirements in the State Contracting

Manual (SCM) when using SLP contracts. The requirements for the following bullets are in the SCM, Volume 2, (for IT): If soliciting offers from a certified DVBE, include the Disabled Veteran Business Enterprise Declarations form (Std. 843) in the Request for Offer. This declaration must be completed and returned by the DVBE prime contractor and/or any DVBE subcontractors. (See the SCM Volume 2, Chapter 1200)

- This is not a bid transaction, so the small business preference, DVBE participation goals, protest language, intents to award, evaluation criteria, advertising, etc., are not applicable.
- If less than 3 offers are received, State agencies must document their file with the reasons why the other suppliers solicited did not respond with an offer.
- Assess the offers received using best value methodology, with cost as one of the criteria.
- Issue a Purchase Order to the selected contractor.
- For SLP transactions under \$10,000, only one offer is required if the State agency can establish and document that the price is fair and reasonable. The fair and reasonable method can only be used for non-customizable purchases.
- Local governments set their own order limits.

SPLITTING ORDERS

Splitting orders to avoid any monetary limitations is prohibited.

Do not circumvent normal procurement methods by splitting purchases into a series of delegated purchase orders (SAM 3572).

Splitting a project into small projects to avoid either fiscal or procedural controls is prohibited (SAM 4819.34).

MINIMUM ORDER LIMITATION

There is no minimum dollar value limitation on orders placed under this contract.

ORDERING PROCEDURES

1. Order Form

State departments shall use a Contract/Delegation Purchase Order (Std. 65) for purchases and services.

Local governments shall, in lieu of the State's Purchase Order (Std. 65), use their own purchase order document.

Electronic copies of the State Standard Forms can be found at the Office of State Publishing web site: <http://www.dgs.ca.gov/osp> (select Standard Forms). The site provides information on the various forms and use with the Adobe Acrobat Reader. Beyond the Reader capabilities, Adobe Acrobat advanced features may be utilized if you have Adobe Business Tools or Adobe Acrobat 4.0 installed on your computer. Direct link to the [Standard Form 65](http://www.osp.dgs.ca.gov/pdf/std065.pdf): (<http://www.osp.dgs.ca.gov/pdf/std065.pdf>)

2. Purchase Orders

All Ordering Agency purchase order documents executed under this SLP

must contain the applicable SLP contract number as show on page 1.

a. State Departments:

Std. 65 Purchase Documents – State departments not transacting in FI\$Cal must use the Purchasing Authority Purchase Order (Std. 65) for purchase execution. An electronic version of the Std. 65 is available at the DGS-PD website at <http://www.dgs.ca.gov/pd/Forms.aspx> (select Standard STD Forms).

FI\$Cal Purchase Documents – State departments transacting in FI\$Cal will follow the FI\$Cal procurement and contracting procedures.

b. Local Governmental Departments:

Local governmental agencies may use their own purchase document for purchase execution.

The agency is required to complete and distribute the order form. For services, the agency shall modify the information contained on the order to include the service period (start and end date), and the monthly cost (or other intermittent cost), and any other information pertinent to the services being provided. The cost for each line item should be included in the order, not just system totals.

The contractor must immediately reject orders that are not accurate. Discrepancies are to be negotiated and incorporated into the order prior to the products and services being delivered.

3. Service and Delivery after Contract Expiration

Purchase orders must be issued before the SLP contract end term expires.

Also, purchase order amendments cannot be issued to add product and software maintenance if the SLP contract end term has expired.

CONTRACT PRICES

Contract prices for products and/or services are maximums. The ordering department is encouraged to negotiate lower prices.

PRODUCT AND PRICING CHANGES AND/OR UPDATES ARE NOT AUTHORIZED UNTIL REVIEWED AND APPROVED BY DGS PROCUREMENT DIVISION SOFTWARE LICENSING PROGRAM.

Said documents are to be sent to the Department of General Services (DGS) Procurement Division, Software Licensing Program, 707 Third Street, 2nd Floor, West Sacramento, CA 95605-2811, Attention SLP Unit.

CONTRACT EXTENSIONS

The initial term of this SLP contract is 3 years and may be extended for an additional 2-years, however an amendment must be issued prior to contract end date.

NOTE: Extensions are optional and are at the discretion of the state.

SMALL BUSINESS MUST BE CONSIDERED

Prior to placing orders under the SLP, state departments shall, whenever practicable, first consider offers from small businesses that have established SLP contracts [GC Section 14846(b)]. NOTE: The

Department of General Services auditors will request substantiation of compliance with this requirement when department files are reviewed.

SMALL BUSINESS/DVBE – TRACKING

State departments are able to claim subcontracting dollars towards their small business or DVBE goals whenever the Contractor subcontracts a commercially useful function to a certified small business or DVBE. The Contractor will provide the ordering department with the name of the small business or DVBE used and the dollar amount the ordering department can apply towards its small business or DVBE goal.

SMALL BUSINESS/DVBE - SUBCONTRACTING

1. The amount an ordering department can claim towards achieving its small business or DVBE goals is the dollar amount of the subcontract award made by the Contractor to each small business or DVBE.
2. The Contractor will provide an ordering department with the following information at the time the order is quoted:
 - a. The Contractor will state that, as the prime Contractor, it shall be responsible for the overall execution of the fulfillment of the order.
 - b. The Contractor will indicate to the ordering department how the order meets the small business or DVBE goal, as follows:
 - List the name of each company that is certified by the Office of Small Business and DVBE Certification that it intends to

subcontract a commercially useful function to; and

- Include the small business or DVBE certification number of each company listed, and attach a copy of each certification; and
- Indicate the dollar amount of each subcontract with a small business or DVBE that may be claimed by the ordering department towards the small business or DVBE goal; and
- Indicate what commercially useful function the small business or DVBE subcontractor will be providing towards fulfillment of the order.

3. The ordering department's purchase order must be addressed to the prime Contractor, and the purchase order must reference the information provided by the prime Contractor as outlined above.

CERTIFICATION OF PAYMENT OPTIONS - Military & Vets Code §§999.5 and 999.7(a) (SB588)

In accordance with the State Contracting Manual, Volume 2, Section 1203.1, State departments shall require the Contractor to submit a complete and accurate *Prime Contractor's Certification – DVBE Subcontracting Report* ([STD. 817](#)) upon acceptance of ordered goods or services for which the Contractor committed to DVBE subcontractor participation.

Upon delivery or completion of ordered goods or services, State departments shall do the following:

- Provide proper withhold notification to prime contractors.

- Withhold \$10,000 or the full amount of the final invoice if less than \$10,000 pending receipt of the complete and accurate STD 817.
- Review the STD 817. If it is determined to be complete and accurate, authorize payment of the withhold.
- If the STD 817 is late or incomplete, department must send the prime contractor a cure notice allowing at least 15 days, but not more than 30 days, to meet the Certification of Payments to DVBE Subcontractors requirements.
- If the prime contractor does not comply by the identified deadline, permanently deduct the withhold.
- Retain all records for a minimum of six years.

PRODUCTIVE USE REQUIREMENTS

The customer in-use requirement applies to all procurements of information technology equipment and software, per the SCM, Volume 2, Chapter 1000, Section 1007.

Each equipment or software component must be in current operation for a paying customer and the paying customer must be external to the contractor's organization (not owned by the contractor and not owning the contractor).

To substantiate compliance with the Productive Use Requirements, the SLP contractor must provide upon request the name and address of a customer installation and the name and telephone number of a contact person.

The elapsed time such equipment or software must have been in operation is based upon the importance of the

equipment or software for system operation and its cost. The following designates product categories and the required period of time for equipment or software operation prior to approval of the replacement item on SLP.

Category 1 - Critical Software: Critical software is software that is required to control the overall operation of a computer system or peripheral equipment. Included in this category are operating systems, data base management systems, language interpreters, assemblers and compilers, communications software, and other essential system software.

Cost	Installation	Final Bid Submission
More than \$100,000	8 months	6 months
\$10,000 up to \$100,000	4 months	3 months
Less than \$10,000	1 month	1 month

Category 2 - All Information Technology Equipment and Non-Critical Software: Information technology equipment is defined in State Administrative Manual (SAM) § 4819.2.

Cost	Installation	Final Bid Submission
More than \$100,000	6 months	4 months
\$10,000 up to \$100,000	4 months	3 months
Less than \$10,000	1 month	1 month

STATE AND LOCAL GOVERNMENTS CAN USE THE SLP

State and local government use of the SLP contracts is optional. A local government

is any city, county, special district or other local governmental body or corporation, including UC, K-12 schools and community colleges,

that is empowered to expend public funds. While the state makes this contract available, each local government agency should make its own

determination whether the SLP is consistent with their procurement policies and regulations.

APPLICABLE CODES, POLICIES AND GUIDELINES

All California codes, policies and guidelines are applicable. THE USE OF THE SLP DOES NOT REDUCE OR RELIEVE STATE DEPARTMENTS OF THEIR RESPONSIBILITY TO MEET STATEWIDE REQUIREMENTS REGARDING CONTRACTING OR THE PROCUREMENT OF GOODS OR SERVICES. Most procurement and contract codes, policies, and guidelines are incorporated into The SLP contracts.

Notwithstanding this, there is no guarantee that "every" possible requirement that pertains to all the different and unique state processes has been included.

TERMINATION OF SLP CONTRACT

1. The State or Contractor may terminate this SLP Contract at any time upon 30 days prior notice.
2. Upon termination or other expiration of this Contract, each party will assist the other party in orderly termination of the Contract and the transfer of all assets, tangible and intangible, as may facilitate the orderly, nondisrupted business continuation of each party.

3. This provision shall not relieve the Contractor of the obligation to perform under any purchase order or other similar ordering document executed prior to the termination becoming effective.

STATEWIDE PROCUREMENT REQUIREMENTS

Departments must carefully review and adhere to the following Procurement Requirements, such as:

- SAM Section 4819.41 and 4832 certifications for information technology procurements and compliance with policies.
- Services may not be paid for in advance.
- Departments are required to file with the Department of Fair Employment and Housing (DFEH) a Contract Award Report Std. 16 for each order over \$5,000 within 10 days of award, including supplements that exceed \$5,000.
- Pursuant to Unemployment Insurance Code Section 1088.8, state and local government agencies must report to the Employment Development Department (EDD) all payments for services that equal \$600 or more to independent sole proprietor contractors. See the contractor's Std. Form 204, Payee Data Record, in the SLP contract to determine sole proprietorship. All inquiries regarding this subject should be forwarded to EDD: Technical questions: 916/651-6945 or Information and forms: 916/657-0529.
- Annual small business and disabled veteran reports.

ETHNICITY/RACE/GENDER REPORTING REQUIREMENT

Effective July 1, 2002, in accordance with Public Contract Code 10116, state departments are to capture information on ethnicity, race, and gender of business owners (not subcontractors) for all awarded contracts, including CAL-Card transactions. Each department is required to independently report this information to the Governor and the Legislature on an annual basis.

Departments are responsible for developing their own guidelines and forms for collecting and reporting this information.

Contractor participation is voluntary.

PAYMENTS AND INVOICES

1. Payment Terms

Payment will be made in accordance with the provisions of the California Prompt Payment Act, Government Code Section 927 et. seq. Unless expressly exempted by statute, the Act requires State agencies to pay properly submitted, undisputed invoices not more than 45 days after (i) the date of acceptance of goods or performance of services; or (ii) receipt of an undisputed invoice, whichever is later.

2. Advance Payments

Advance payment is allowed for services only under limited, narrowly defined circumstances, e.g. between specific departments and certain types of non-profit organizations, or when paying another government agency (Government Code (GC) § 11256 – 11263 and 11019).

It is NOT acceptable to pay in advance, except software maintenance and license fees, which are considered a subscription and may be paid in advance if a provision addressing payment in advance is included in the purchase order.

Software warranty upgrades and extensions may also be paid for in advance, one time.

3. Payee Data Record (Std. 204)

State Agencies not transacting in FI\$Cal, must obtain a copy of the Payee Data Record (Std. 204) in order to process payments. State Ordering Agencies forward a copy of the Std. 204 to their accounting office(s). Without the Std. 204, payment may be unnecessarily delayed. State Agencies should contact the Contractor for copies of the Payee Data Record

4. DGS Administrative Fees

Orders from State Agencies:

The Department of General Services (DGS) will bill each State agency directly an administrative fee for use of SLP contracts. The administrative fee should NOT be included in the order total, nor remitted before an invoice is received from DGS.

5. Credit Card

The Contractor accepts the State of California credit card (CAL-Card).

A Purchasing Authority Purchase Order (Std. 65) is required even when the ordering department chooses to pay the contractor via the CAL-Card. Also, the DGS administrative fee is applicable for

all SLP orders to suppliers not
California certified as a small business.

FEDERAL DEBARMENT

When federal funds are being expended, the department is required to obtain (retain in file) a signed "Federal Debarment" certification from the contractor before the purchase order is issued. This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98, Section 98.510, Participants; responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211).

AMERICANS WITH DISABILITY ACT (ADA)

(See attachment B)

DGS PROCUREMENT DIVISION CONTACT AND PHONE NUMBER

Department of General Services
Procurement Division, SLP Unit
707 Third Street, 2nd Floor
West Sacramento, CA 95605-2811

Phone no.: 916/375-4365
Faxination no.: 916/376-6371

SLP QUARTERLY BUSINESS ACTIVITY REPORT

Company Name: _____

Reporting Calendar Year: _____

Software Publisher: _____

Reporting Quarter: ☐ Q1 (January to March)

Contract Number: _____

☐ Q2 (April to June)

For Questions Regarding this Report: _____

☐ Q3 (July to September)

E-mail: _____

☐ Q4 (October to December)

Check Here if No New Orders for This Quarter ☐

STATE GOVERNMENT AGENCY PURCHASES

State Agency Name	Purchase Order Number	Purchase Order Date	Agency Billing Code	Total Dollars Per Purchase Order	Agency Contact	Agency Address	Phone Number

Total State Agency Dollars Reported for Quarter: \$ _____

LOCAL GOVERNMENT AGENCY PURCHASES

Local Government Agency Name	Purchase Order Number	Purchase Order Date	Total Dollars Per Purchase Order	Agency Contact	Agency Address	Phone Number

Total Local Government Agency Dollars for Quarter: \$ _____

1.25% Remitted to DGS (of total Local Govt agency dollars reported for quarter): \$ _____

Total of State and Local Government Agency Dollars Reported for this Quarter: \$ _____

Instructions for completing the SLP Quarterly Business Activity Report.

1. Complete the top of the form with the appropriate information for your company.
2. **Agency Name** - Identify the State agency or Local Government agency that issued the order.
3. **Purchase Order Number** - Identify the purchase order number (and amendment number if applicable) on the order form. This is not your invoice number. This is the number the State agency or Local Government agency assigns to the order.
4. **Purchase Order Date** - Identify the date the purchase order was issued, as shown on the order. This is not the date you received, accepted, or invoiced the order.
5. **Agency Billing Code** - Identify the State agency billing code. This is a five-digit number identified on the upper right hand corner of the Std. 65 purchase order form. You must identify this number on all purchases made by State of California agencies. Billing codes are not applicable to Local Government agencies.
6. **Total Dollars Per PO** - Identify the total dollars of the order excluding tax and freight. Tax must NOT be included in the quarterly report, even if the agency includes tax on the purchase order. The total dollars per order should indicate the entire purchase order amount (less tax and freight) regardless of when you invoice order, perform services, deliver product, or receive payment.
7. **Agency Contact** - Identify the ordering agency's contact person on the purchase order.
8. **Agency Address** - Identify the ordering agency's address on the purchase order.
9. **Phone Number** - Identify the phone number for the ordering agency's contact person.
10. **Total State Sales & Total Local Sales** - Separately identify the total State dollars and/or Local Government agency dollars (pre-tax) for all orders placed in quarter.
11. **1.25% Remitted to DGS** - Identify 1.25% of the total Local Government agency dollars reported for the quarter.
12. **Grand Total** - Identify the total of all State and Local Government agency dollars reported for the quarter.

Notes:

- A report is required for each SLP contract each quarter even when there are no new orders for the quarter.
- Quarterly reports are due two weeks after the end of the quarter.

ADA NOTICE

Procurement Division (State Department of General Services) AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE POLICY OF NONDISCRIMINATION ON THE BASIS OF DISABILITY

To meet and carry out compliance with the nondiscrimination requirements of the Americans With Disabilities Act (ADA), it is the policy of the Procurement Division (within the State Department of General Services) to make every effort to ensure that its programs, activities, and services are available to all persons, including persons with disabilities.

For persons with a disability needing a reasonable accommodation to participate in the Procurement process, or for persons having questions regarding reasonable accommodations for the Procurement process, please contact the Procurement Division at (916) 375-4400 (main office); the Procurement Division TTY/TDD (telephone device for the deaf) or California Relay Service numbers which are listed below. You may also contact directly the Procurement Division contact person who is handling this procurement.

IMPORTANT: TO ENSURE THAT WE CAN MEET YOUR NEED, IT IS BEST THAT WE RECEIVE YOUR REQUEST AT LEAST 10 WORKING DAYS BEFORE THE SCHEDULED EVENT (i.e., MEETING, CONFERENCE, WORKSHOP, etc.) OR DEADLINE DUE-DATE FOR PROCUREMENT DOCUMENTS.

The Procurement Division TTY telephone numbers are:

Sacramento Office:	(916) 376-1891
Fullerton Office:	(714) 773-2093

The California Relay Service Telephone Numbers are:

Voice:	1-800-735-2922 or 1-888-877-5379
TTY:	1-800-735-2929 or 1-888-877-5378
Speech-to-Speech:	1-800-854-7784



Procurement Division
707 Third Street, 2nd Floor, MS #2-202
West Sacramento, CA 95605-2811

State of California

SOFTWARE LICENSING PROGRAM (SLP)

AMENDMENT NO. 1



Contractor	California Association of Councils of Government (CALCOG)
Contract Number:	SLP-25-70-0446A
SLP Contract Term:	2/2/2025 through 2/1/2028
Contract Base:	Replica, Inc. Offer Number REPLICA-SLP-2025

This amendment is being issued to:

1. Remove all incorporated references to the state's general and special provisions and replace with the following provisions:
 - [Information Technology - General Provisions - Cloud Computing Services, DGS PD 402-ITGP \(Cloud\), effective 02/20/2025](#)
 - [Information Technology - General Provisions - Non-Cloud Goods & Services, DGS PD 403-ITGP \(Non-Cloud\), effective 02/20/2025](#)
2. Remove the provision "GENERATIVE ARTIFICIAL INTELLIGENCE (GENAI) REPORTING" and replace with the following provision:

GENERATIVE ARTIFICIAL INTELLIGENCE (GENAI)

State agencies must follow the required GenAI purchase procedures outlined in the State Contracting Manual (SCM) and the California Department of Technology GenAI policies.

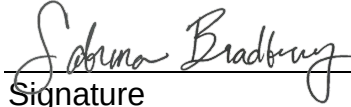
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

For State of CA:

For 
Stephanne Lim
Manager
Multiple Award Programs Section
Procurement Division
Department of General Services

05/13/2025
Date

For Contractor:


Signature
Deputy Director
Printed Title
Sabrina Bradbury
Printed Name
California Association of Councils of Governments
Company Name
April 10, 2025
Date

					Attachment 1, Exhibit C	
Agency Name	SKU #	Product Name	Product Description	Unit Cost (Max)	SLP Price	SCCRTC Total (SLP + Markup)
Santa Cruz County RTC	MPO-J	MPO - Jurisdiction: Platform	Access for an MPO to trends and places products. Includes unlimited users for any licensed account. MPOs can add additional agencies within the MPO to subscription.	\$0.24	\$23,187.84	\$27,273.53
The County of Santa Cruz	County-O	County - Organization: Platform	Access for a County to trends and places products. Includes unlimited users for any licensed account. Access for all departments	\$0.15	\$23,187.84	
The City of Capitola	City-O	City - Organization: Platform	Access for a City to trends and places products. Includes unlimited users for any licensed account. Access for all departments	\$0.15	\$1,976.99	
The City of Watsonville	City-O	City - Organization: Platform	Access for a City to trends and places products. Includes unlimited users for any licensed account. Access for all departments	\$0.15	\$10,461.83	
The City of Scotts Valley	City-O	City - Organization: Platform	Access for a City to trends and places products. Includes unlimited users for any licensed account. Access for all departments	\$0.15	\$2,431.74	
Santa Cruz Metropolitan T	Transit-O	Transit - Organization: Platform	Access for an MPO to trends and places products. Includes unlimited users for any licensed account. Access for the entire Transit Agency.	\$0.15	\$6,848.63	
PRODUCT TOTAL:					\$68,094.87	
Reseller Markup - Covered by SCCRTC					\$4,085.69	
FINAL PURCHASE TOTAL:					\$72,180.56	
ISSUE PURCHASE ORDER TO Agency purchase orders must be mailed to the following address, or e-mailed: CALCOG 1415 L Street, Suite 300 Sacramento, CA 95814 Attn: Sabrina Bradbury Agencies with questions regarding products and/or services may contact the contractor as follows: Phone: (530) 864-8544 E-mail: Sabrina@calcog.org						

The Interagency Technical Advisory Committee (ITAC) ad hoc data working group members responded to a transportation data science survey in April 2026. The results supported the approach to reviewing the six data platforms, resulting in the selection of Replica. Table 1. represents the data at a high level. A summary including opportunities and challenges by each data type are explained.

Traffic Operations Data	Travel Behavior & O/D Data
ADT/AADT and corridor volumes	O/D travel patterns
Turning movement counts	Mode choice insights
Speed data and travel time reliability	Tourism and visitor travel
Delay, queue lengths, LOS metrics	Commuting and remote work trends
Signal timing and performance metrics	Freight & Truck Data
Multimodal Data	Truck volumes
Bicycle counts	Freight routing
Pedestrian counts	Multimodal-freight interaction analysis
Multimodal intersection analytics	Transit Data
Trail usage monitoring	Ridership integration
Before-and-after project evaluation	OTP and runtime analytics
Safety Data	Service reliability metrics
Collision integration	Transit priority performance
Near-miss/conflict analytics	Land Use & Context Data
Speeding behavior analytics	Parcel/zoning integration
Vision Zero/HIN metrics	Demographic data
Longitudinal & Trend Data	Environmental constraints
Historical archive depth	
Seasonal analysis	
Performance tracking dashboards	

Table 1. Data categories selected by the ITAC ad hoc data working group to use in reviewing data platforms.

1. Current Data Collection Practices

Respondents primarily collect:

- Traffic data: ADT, AADT, corridor volumes, turning movement counts, speed surveys
- Safety data: collision data (e.g., SWITRS), limited safety analytics
- Transit data: ridership, on-time performance, run times, customer surveys

- Land use & demographics: parcel-level land use, census and environmental data
- Limited multimodal data: bicycle and pedestrian counts (inconsistent and often project-specific)
- Qualitative data: community surveys, safety audits, perceived safety (e.g., Love to Ride app)

Key Gap:

Consistent, systemwide bike and pedestrian data collection is lacking.

2. Data Sharing

- Strong willingness to share data across agencies
- Commonly shareable datasets include:
 - Traffic counts (ADT, turning movements, speed)
 - Multimodal counts (where available)
 - Public datasets and reports

Common Constraints:

- Protection of personally identifiable information
- Proprietary or consultant-owned data
- Sensitive safety-related or location-specific data
- Data tied to active or ongoing projects

3. Interest in Data Vendors & Tools

Respondents expressed strong interest in:

- Traffic and multimodal data (vehicle, bike, pedestrian counts)
- Travel behavior insights (origin-destination, travel diaries, tourism patterns)
- Safety analytics (collisions, near-miss/conflict data)
- Freight/truck data
- Transit technologies (e.g., Transit Signal Priority)

Desired Capabilities:

- Cloud-based platforms with dashboards and visualization tools
- Easy reporting and seasonal trend analysis
- Integration with GIS and signal systems
- Access to both raw and processed data

4. ADT / AADT Priorities

There is strong consensus that ADT/AADT data is critical.

Priority Locations:

- High-volume corridors and regional connectors (e.g., highways and arterials)
- Corridors under consideration for Complete Streets treatments
- Locations near thresholds for lane reduction feasibility
- Seasonal and gateway routes with fluctuating demand

Use Cases:

- Inform Complete Streets feasibility
- Support safety and multimodal planning
- Track regional and seasonal trends

5. Turning Movement Data

Broad agreement that turning movement data is important.

Priority Locations:

- Signalized intersections
- High-injury corridors
- Highway on/off ramps
- Arterial and collector intersections
- Locations tied to planned project design or safety improvements

Key Insight:

Proactively collecting this data can reduce future consultant costs and improve project readiness.

6. Signalized Intersection Data Needs

Respondents emphasized the need for more robust data at signalized intersections, including:

- Turning movements
- Delay and queue lengths
- Signal timing and performance metrics
- Collision and conflict data
- Multimodal volumes and user behavior

Priority Focus:

- High-collision locations
- High-delay corridors
- Intersections undergoing or planned for redesign

7. Multimodal Data Collection

There is strong support for expanded multimodal data collection.

Priority Locations:

- Trail networks (e.g., rail trail access points)
- Bike corridors and active transportation projects
- High-stress or high-demand bike routes
- Connections to schools, parks, and commercial areas
- Areas with existing or planned bicycle infrastructure

Key Need:

Baseline and before/after data to support grant applications and project evaluation.

8. Origin–Destination (O/D) Data

- Limited prior collection, but strong interest in access
- High demand for tools to visualize and interpret O/D data

Applications:

- Understanding travel patterns
- Supporting regional and corridor-level planning
- Informing Complete Streets and mode shift strategies

9. Truck / Freight Data

Concerns are concentrated in:

- Downtown and commercial corridors (e.g., Watsonville)
- Areas where trucks interact with bike and pedestrian facilities
- Corridors with regional through-traffic and diversion from highways

Use Cases:

- Route optimization and potential re-routing

- Safety improvements
- Pavement management and infrastructure design

10. Speeding and Unsafe Driving Data

Strong interest in access to speed and unsafe driving data.

Key Themes:

- Desire to lower speed limits, particularly on local and multimodal corridors
- Need for better speed data collection, especially on local streets
- Importance of supporting Vision Zero goals

Challenge:

Existing speed studies are time-consuming and resource-intensive.

11. Safety & Near-Miss Data

- High interest in near-miss data, though availability is currently limited

Current State:

- Reliance on reported collision data
- Near-miss data is largely anecdotal or unavailable

Opportunity:

- Near-miss and conflict data seen as valuable for proactive safety planning

12. Regional Bike Map Enhancements

Strong support for an updated regional bike map.

Suggested Additions:

- Bike facility classifications (Class I–IV)
- Bike parking locations
- Trail and network connections
- Destinations and key land uses
- Safety features and stress-level indicators
- Potential inclusion of pedestrian infrastructure

13. Data Access & Tools

There is unanimous interest in:

- Access to historical data (past decade)
- Ability to visualize and download datasets

14. Modeling & Travel Behavior Data

- Moderate familiarity with travel demand models, but interest in learning more
- Strong interest in:
 - Activity-based models (AMBAG)
 - Household travel surveys

15. Key Cross-Cutting Needs

Respondents consistently highlighted the need for:

- A centralized, countywide data repository
- Standardized data formats and sharing protocols
- More frequent and automated data collection, especially multimodal
- Integration of transportation, land use, and safety data
- Tools for rapid analysis to support:
 - Grant applications
 - Project prioritization
 - Policy and planning decisions